

Reported Road Casualties in North Yorkshire: Annual Report 2015



Highways and Transportation
County Hall
North Yorkshire County Council
Northallerton
North Yorkshire
DL7 8AH

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Prepared for publication by:

Paula Dea
Honor Byford
Darren Griffiths
Allan McVeigh

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Foreword

This publication presents statistics on personal injury collisions and casualties in 2015 on public roads (including footways) in North Yorkshire, which became known to the police.

Figures are derived from the 'Stats 19' forms completed by the police officer who investigated the crash. These forms compile detailed data on individual personal-injury road collisions, covering the circumstances of the collision, the casualties and the vehicles involved. The resulting data is provided to local authorities and to the Department for Transport for their further analysis and information and to inform their management of the highways for which they are responsible.

Only incidents resulting in **injury** are enumerated, "Damage only" crashes are not included within this analysis. These "Damage Only" collisions do not have to be reported to the police and we are, therefore, unable to assess whether all some or very few such collisions are reported. This could significantly skew analysis and subsequent actions, which is why they are not included. Incidents that are not reported to the Police, or only reported thirty days or more after they took place, are also excluded.

Figures for road deaths reflect the legal definition of a person who sustained injuries which caused their death at the time or within 30 days of the collision.

Provisional summary statistics will be published quarterly. This document provides a more comprehensive analysis of the last full calendar year, 2015 and focusses on the trends related to major road user categories.

The report is organised in 11 sections: the first section summarises road casualties and collisions in both York and North Yorkshire combined in 2015; North Yorkshire alone in 2015 with comparisons against other areas and a summary of county wide education and community engagement. The second section presents two York and North Yorkshire focus factsheets: collisions involving alcohol and collisions involving speed. The third section is a detailed analysis of pedal cyclist collisions and a detailed analysis of ageing population casualty statistics. Then the summary conclusions of the report are presented followed by a summary report of statistics and road safety intervention work in each of the seven districts of North Yorkshire. Lastly there are the full conclusions, references and contact information.

Paula Dea

Road Safety and Travel Awareness Analyst

North Yorkshire County Council - Highways and Transportation

County Hall, Northallerton, DL7 8AH

August 16, 2016

Definitions

Accident/Collision: *Involves personal injury occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. This includes accidents boarding or alighting or whilst travelling on buses and coaches and also includes accidents to pedal cyclists or horse riders, where they injure themselves or a pedestrian. One accident may give rise to several casualties. "Damage-only" accidents are not included in this publication.*

Adults: *Persons aged 16 years and over (except where otherwise stated).*

Casualty: *A person killed or injured in an accident. Casualties are sub-divided into killed, seriously injured and slightly injured.*

Children: *Persons under 16 years of age (except where otherwise stated).*

Darkness: *From half an hour after sunset to half an hour before sunrise, i.e. "lighting-up time".*

Daylight: *All times other than darkness.*

DfT: *Department for Transport*

Fatal accident or Fatal Collision: *An accident/collision in which at least one person is killed.*

Injury accident: *An accident involving human injury or death.*

Killed: *Human casualties who sustained injuries which caused death less than 30 days after the accident; Confirmed suicides and medical incidents at the wheel and private land incidents are excluded.*

KSI: *Killed or seriously injured*

Older drivers: *drivers who are adults aged over 50 years of age*

Elderly drivers: *drivers who are adults aged over 75 years of age*

Pedestrians: *Includes children riding toy cycles on the footway, persons pushing bicycles, pushing or pulling other vehicles or operating pedestrian-controlled vehicles, those leading or herding animals, children in prams or buggies, and people who alight safely from vehicles and are subsequently injured.*

Power Two Wheeler (P2W) or Motorcycles: *Two-wheel powered motor vehicles, including mopeds, motor scooters and motorcycle combinations.*

RTC: *Road Traffic Collision*

Rural Area: *50 mph speed limit or more*

Serious accident/collision: *One in which at least one person is seriously injured but no person (other than a confirmed suicide or confirmed medical incident at the wheel) is killed.*

Serious injury: *An injury for which a person is detained in hospital as an "in-patient", or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushing, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries, causing death 30 or more days after the accident.*

Severity: *Of an accident; the severity of the most severely injured casualty (fatal, serious or slight). Of a casualty; killed, seriously injured or slightly injured.*

Slight accident/collision: *One in which at least one person is slightly injured but no person is killed or seriously injured.*

Slight injury: An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.

Statistical significance: Where a difference is likely not caused by chance i.e. is greater than would be expected for normal year on year fluctuations. The better, similar, and worse colour coding is derived from a 95% confidence interval. A 95% confidence interval is a range of values that you can be 95% certain contains the true mean of the statistics being observed i.e. it is correct to within +/- 5%.

Urban Area: 40 miles per hour (mph) speed limit or less

Young Driver: Adult aged 16 to 24 years

A complete list of definition can be found from the DFT web site as noted below:

<https://www.gov.uk/government/publications/road-accidents-and-safety-statistics-guidance>

Local Definitions

NYCC: North Yorkshire County Council

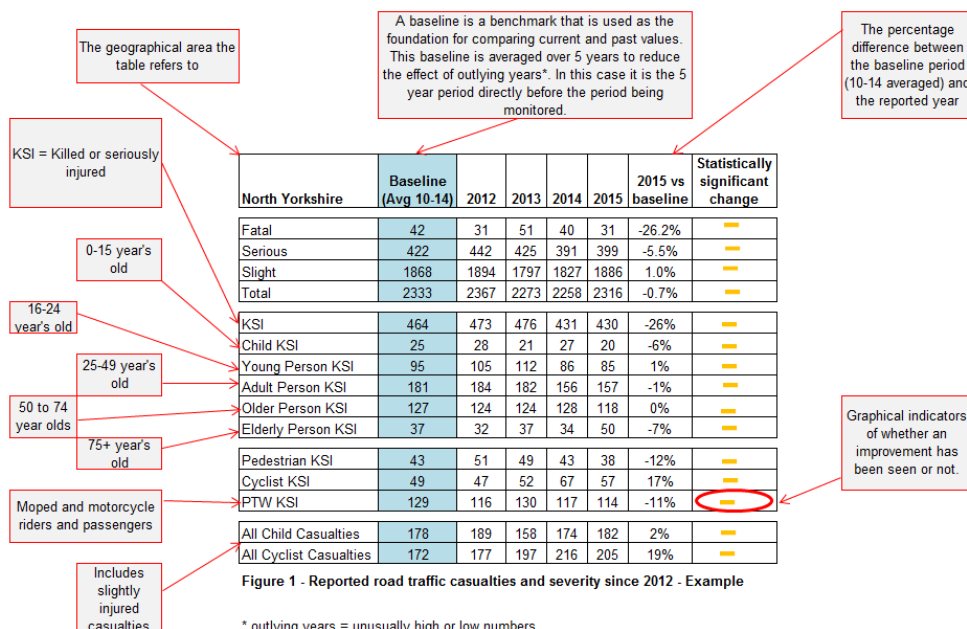
Urban cluster site: An area within a 50m radius that contains 4 or more collisions over a 3 year period.

Rural cluster site: An area within a 100m radius that contains 4 or more collisions over a 3 year period.

Cluster site methodology: A weighting index is applied based on the severity of collision i.e. slight, serious or fatal using weightings of 1, 2 and 3 respectively, the list is then sorted by the collision severity factor, then casualty severity factor and lastly by total child casualty numbers in order to give every site a unique risk based ranking.

95 Alive York and North Yorkshire Road Safety Partnership is a partnership of local authorities, emergency services and other North Yorkshire agencies working together to educate, inform and train, with the aim of lowering the number of road casualties across York and North Yorkshire.

An example of a key table type used in this report



York and North Yorkshire - Key Findings for the Reported Road Casualties in 2015

The number of people killed

In 2015, a total of 33 people were **killed** in road collisions reported to the Police in York and North Yorkshire. There were 45 road deaths the year before. The changes varied between differing road user groups, two groups increased, pedal cyclist (+1) and "other" (+2), the main decreases were car occupants (-11), pedestrians (-2), P2W (-1) and goods vehicles (-1).

The number of people seriously injured

In 2015, a total of 472 road users were **seriously injured** in York and North Yorkshire against 461 the previous year; the increase was greatest amongst car drivers and passengers categories (+30), though the number of seriously injured goods vehicle drivers or passengers also increased (+6). The number of seriously injured casualties reduced for cyclists (-8), pedestrians (-10), Powered Two Wheelers including motorcycles (P2W) (-3) and other vehicle types (-4).

The number of road users, by age group, who were seriously injured, saw increases for elderly people aged over 75 (+11), adults aged 25-49 (+13) and an increase for young people aged 16 to 24 (+2). Decreases were seen in the number of children (-3) and older people aged 50 to 74 (-12) seriously injured. The figure below highlights the proportion of all KSI casualties amongst the main road user categories.

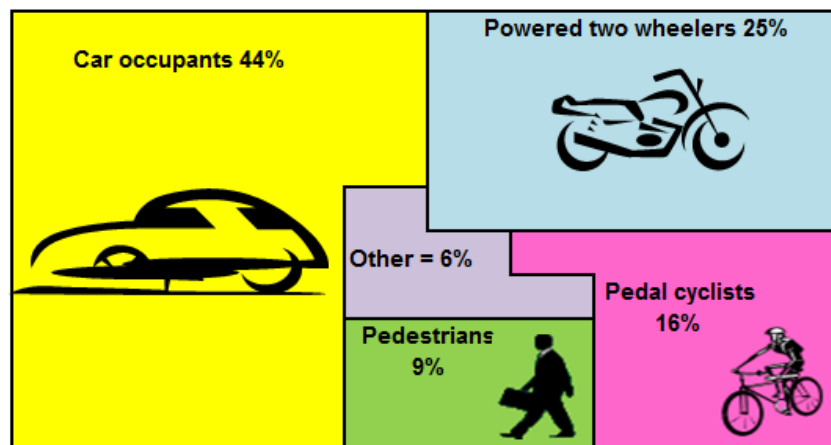


Figure 2-RTC KSI casualties by road types, York and North Yorkshire: 2015

Source - Road Safety & Travel Awareness, North Yorkshire County Council

All road traffic collision casualties (all severities)

The total number of **casualties** of all severities in 2015 was 2869. This figure is up by 1% from 2841 recorded in 2014. The biggest change was an increase in car occupant casualties (+71) and a decrease in pedal cyclists (-37) and P2W (-25), pedestrian casualties also increased (+13) and other casualty types increased (+6).

Child casualties (all severities)

No **children** (aged 15 or less) were killed in reported road traffic collisions in 2015, or 2014 (NB there has been one child fatality in 2016). The number of children seriously injured decreased from 29 in 2014 to 26 in 2015, 3 lower than in 2014. Child casualties of slight severities increased by 12% from

198 to 221 in 2015; showing an increase for the third year running, though the 2013 number was the lowest ever total number of child casualties recorded for York and North Yorkshire as a whole.

Cyclist casualties (all severities)

There were 4 **cyclist** fatalities reported on the county's roads in 2015 following 3 in 2014. Seriously injured pedal cyclist casualties decreased by 9% from 85 in 2014 to 77 in 2015. The total number of cyclist injuries (all severities) has decreased by 9% from 407 in 2014 to 370 in 2015.

Pedestrian casualties (all severities)

There were 3 **pedestrian** deaths in the county in 2015, two fewer than in 2014. The number of seriously injured pedestrians fell by 19% from 54 in 2014 to 44 in 2015. Overall, there were a total of 253 reported pedestrian casualties, up 5% in comparison with the 240 in 2014.

None of these year to year changes are sufficiently large to be statistically significant – please see the “Definitions” section at the start of this document for more details about significance in statistical terms.

York and North Yorkshire	Baseline (Avg 10-14)	2012	2013	2014	2015	2015 vs baseline	Statistically significant change
Fatal	46	35	51	45	33	-28.3%	—
Serious	480	489	483	461	472	-1.7%	—
Slight	2355	2367	2261	2335	2364	0.4%	—
Total	2881	2891	2795	2841	2869	-0.4%	—
KSI	526	524	534	506	505	-4.0%	—
Child KSI	28	32	26	29	26	-6.5%	—
Young Person KSI	106	114	121	104	99	-7.0%	—
Adult Person KSI	206	206	205	181	191	-7.3%	—
Older Person KSI	144	138	137	153	136	-5.8%	—
Elderly Person KSI	42	34	45	39	53	27.4%	—
Pedestrian KSI	57	69	63	59	46	-19.0%	—
Cyclist KSI	64	58	67	88	81	25.8%	—
PTW KSI	141	131	139	130	126	-10.4%	—
All Child Casualties	224	230	205	227	247	10.2%	—
All Cyclist Casualties	317	316	345	407	370	16.6%	—

Table 1 - Reported road traffic casualties and severity since 2012 - York and North Yorkshire

Source - Road Safety & Travel Awareness, North Yorkshire County Council

*For details of how this table is compiled, please see guide on page 11

The total number of road collisions

A total of 2,066 road **collisions** that resulted in someone being injured were reported to the police in 2015, 1% more than the 2036 collisions in 2014. The number of KSI collisions increased to 435 from 429 in 2014, also a 1% increase.

Equalities & Vulnerable people

The very nature of collision and casualty data analysis is to identify those groups of people who are at greater risk either of causing injury to others or of suffering injuries themselves. Our analysis identifies specific vulnerable groups who have “protected characteristics” as follows:

Age – our analysis identifies the ages of those involved in collisions and specific issues by age group. For example this separates out the older road user, the very elderly and also children, teenagers and young adults.

Disability – analysis seeks to identify any factors that particularly affect those who are affected by disability and those for whom age makes some form of disability more likely, whether declared or not.

Sex (Gender) – all analyses can also be undertaken by gender to check whether there are factors that affect a gender group or where a gender group is over-represented.

Rural Issues - Geographical analysis of where crashes and casualties take place is routinely undertaken in order to identify key locations and routes where incidences are higher than they should be and to enable investigation of the reasons for these variations. Exposure to risk is also considered as those living in very rural areas may travel a greater mileage as part of their daily lives than those in urban areas. Nationally and locally the highest numbers of crashes occur on rural A and B roads.

Demographics - There are established statistical links between levels of social deprivation and involvement in road collisions, especially among children. These are taken into account within our analysis and in planning our intervention programmes in order to try to redress this imbalance and elevated risk. This includes rural deprivation as well as in urban areas.

North Yorkshire County- Key Findings for the Reported Road Casualties in 2015

The number of people killed

In 2015, a total of 31 people were **killed** in road collisions reported to the Police. There were 40 fatalities the year before. The levels varied between differing road user groups, two groups increased, pedal cyclists (+1) and other vehicle type (+2); the main decreases were car occupants (-9) motorcyclists (-1), goods vehicle drivers and passengers (-1) and pedestrians (-1).

The number of people seriously injured

In 2015, a total of 399 road users were **seriously injured** in the county against 391 the previous year; the increase was greatest amongst car drivers and passengers categories (+19), though the number of seriously injured drivers or passengers of goods vehicles also increased (+7). The number of seriously injured casualties reduced for cyclists (-11), pedestrians (-4), P2W (-2) and other vehicle types (-1).

The number of road users seriously injured by age, saw an increase for elderly people aged over 75 (+12) and an increase for young people aged 16 to 24 (+5) and adults aged 25 to 49 (+4). The number of children (-7) and older people (-6) aged 50 to 74 seriously injured reduced. The rate of reduction amongst killed and seriously injured has been more gradual between 2010 and 2015. The figure below highlights the proportion of all KSI casualties amongst the main road user categories.

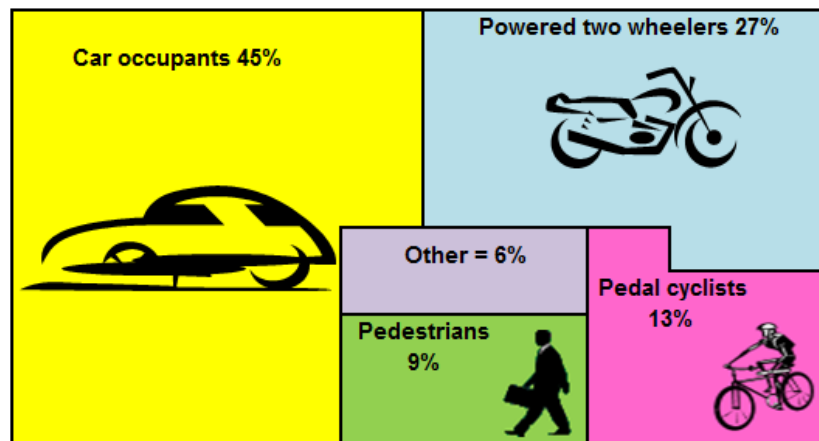


Figure 3 - RTC KSI casualties by road types, North Yorkshire: 2015

Source - Road Safety & Travel Awareness, North Yorkshire County Council

All road traffic collision casualties (all severities)

The total number of **casualties** of all severities in 2015 was 2316. This figure is up by 3% from 2258 recorded in 2014. The total casualties have decreased year on year since 1997, albeit more gradually since 2011.

Child casualties (all severities)

No **children** (aged 15 or less) were killed in reported road traffic collisions in 2015; the last child fatality in the county was in 2011. The number of children seriously injured decreased from 27 in 2014 to 20 in 2015, 7 lower than in 2014. The number of children seriously injured has been alternating from high to low each year since 2009 but with a gradually downward trend, this has been creating a wave

pattern. Child casualties of slight severities increased by 10% from 147 to 162 in 2015; showing increases for the last two years, though the 2013 number was the lowest ever total number of child casualties recorded for the county as a whole.

Cyclist casualties (all severities)

There were 4 **cyclist** fatalities reported on the county's roads in 2015 following 3 in 2014. Seriously injured pedal cyclist casualties decreased by 17% from 64 in 2014 to 53 in 2015, this is the first decrease in this group since 2009. The total number of cyclist injuries (all severities) has decreased by 5% from 216 in 2014 to 205 in 2015. An in depth analysis can be found on page 27 in this report.

Pedestrian casualties (all severities)

There were 3 **pedestrian** deaths in the county in 2015, one fewer than in 2014. The number of seriously injured pedestrians fell by 10% from 39 in 2014 to 35 in 2015. Overall, there were a total of 172 reported pedestrian casualties, up 4% in comparison with 2014 (165).

North Yorkshire	Baseline (Avg 10-14)	2012	2013	2014	2015	2015 vs baseline	Statistically significant change
Fatal	42	31	51	40	31	-26.2%	—
Serious	422	442	425	391	399	-5.5%	—
Slight	1868	1894	1797	1827	1886	1.0%	—
Total	2333	2367	2273	2258	2316	-0.7%	—
KSI	464	473	476	431	430	-7.4%	—
Child KSI	25	28	21	27	20	-19.4%	—
Young Person KSI	95	105	112	86	85	-10.9%	—
Adult Person KSI	181	184	182	156	157	-13.1%	—
Older Person KSI	127	124	124	128	118	-6.9%	—
Elderly Person KSI	37	32	37	34	50	35.9%	—
Pedestrian KSI	43	51	49	43	38	-12.0%	—
Cyclist KSI	49	47	52	67	57	17.3%	—
PTW KSI	129	116	130	117	114	-11.5%	—
All Child Casualties	178	189	158	174	182	2.5%	—
All Cyclist Casualties	172	177	197	216	205	18.9%	—

Table 2 - Reported road traffic casualties and severity since 2012 - North Yorkshire

Source - Road Safety & Travel Awareness, North Yorkshire County Council

*For details of how this table is compiled, please see guide on page 11

The total number of road collisions

A total of 1,614 road **collisions** that resulted in someone being injured were reported to the police in 2015, 3% more than the 1,565 in 2014. Amongst that total, 29 collisions (38 in 2014) resulted in the death of a road user and a further 341 collisions. There were 645 KSI collisions in 2015, 6 less than in 2014.

Comparisons

Nationally, the reduction in KSI casualties for North Yorkshire as a whole is better than the reduction seen for Great Britain and England and is most similar to the regional percentage change. However Great Britain has seen a statistically significant improvement in the number of casualties killed or seriously injured in 2015.

	Baseline (Avg 10-14)	2015	2015 vs. baseline	Statistically significant change
Great Britain	24,456	23,869	-2.4%	↑
England	21,283	20,924	-1.7%	—
Yorkshire and Humberside	2,206	2,096	-5.0%	—
North Yorkshire	464	430	-7.4%	—

Table 3 - National KSI casualty comparison

Source - Road Safety & Travel Awareness, North Yorkshire County Council

Highways Authority	Baseline (Avg 10-14)	2015	2015 vs. baseline	Statistically significant change
East Riding of Yorkshire	189	166	-12.2%	—
Hull	120	105	-12.5%	—
North Yorkshire	464	430	-7.4%	—
Craven	49	54	9.8%	—
Hambleton	77	83	7.8%	—
Harrogate	112	116	4%	—
Richmond	54	56	4%	—
Ryedale	60	41	-32%	—
Scarborough	60	45	-25%	—
Selby	52	36	-31%	—
York	62	74	19%	—
South Yorkshire	467	401	-14.1%	↑
Barnsley	81	68	-16.0%	—
Doncaster	127	106	-16.5%	—
Rotherham	87	85	-2.3%	—
Sheffield	172	142	-17.4%	—
West Yorkshire	904	920	1.8%	—
Bradford	208	188	-9.6%	—
Calderdale	91	92	1.1%	—
Kirkless	151	159	5.3%	—
Leeds	306	338	10.5%	—
Wakefield	148	143	-3.4%	—

Table 4 - Yorkshire and Humber region KSI casualty comparison

Source - Road Safety & Travel Awareness, North Yorkshire County Council

Regionally, the reduction in KSI casualties ranks North Yorkshire 11th out of the 22 authorities. However, when looking at the actual numbers in some of the comparator highways authority areas the numbers are now so small that the rankings can be unduly affected by large percentage changes.

	Baseline (Avg 10-14)	2015	2015 vs. baseline	Statistically significant change
Suffolk	303	207	-31.7%	↑
Lincolnshire	437	319	-27.0%	↑
North Yorkshire	464	430	-7.4%	---
Somerset	222	210	-5.4%	---
Derbyshire	340	324	-4.7%	---
Cumbria	230	231	0.4%	---
Norfolk	366	385	5.2%	---
Warwickshire	303	320	5.6%	---
West Sussex	434	459	5.8%	---
East Sussex	331	351	6.0%	---
Gloucestershire	225	253	12.4%	---
Devon	297	336	13.1%	---
Leicestershire	196	242	23.5%	↓
Worcestershire	168	211	25.6%	↓
Dorset	219	279	27.4%	↓
Staffordshire	196	262	33.7%	↓

Table 5 - CIPFA comparison of authorities by KSI casualties
 Source - Road Safety & Travel Awareness, North Yorkshire County Council

All local authorities in England are compared against a set of other authorities that have similar financial and political characteristics as identified by the Chartered Institute of Public Finance and Accountancy (CIPFA). The 7.4% reduction in KSI casualties compared to the baseline average ranks North Yorkshire 3rd out of the 16 authorities in this comparison.

All local authorities in the UK are also compared against a set of other authorities that have similar demographic and geographical characteristics. In road safety terms every local authority fits into one of five classes*, North Yorkshire is a class 5 highways authority, which means “mostly rural authorities with lower road network densities”. The reduction in KSI casualties ranks North Yorkshire 10th out of the 17 authorities in this comparison group, however it should be noted North Yorkshire has the highest actual number of KSI casualties so percentage changes are likely to be amplified in other areas due to their smaller numbers.

Highways Authority	Baseline (Avg 10-14)	2015	2015 vs. baseline	Statistically significant change
Orkney Islands, Scotland	4	1	-75.0%	---
Western Isles, Scotland	10	5	-50%	---
East Ayrshire, Scotland	50	32	-36.0%	---
Perth & Kinross, Scotland	82	59	-28.0%	---
Gwynedd, Wales	84	65	-23%	---
Argyll and Bute, Scotland	69	57	-17.4%	---
Scottish Borders, Scotland	81	67	-17.3%	---
Angus, Scotland	51	44	-13.7%	---
Aberdeenshire, Scotland	187	172	-8.0%	---
North Yorkshire, England	464	430	-7.4%	---
South Ayrshire, Scotland	52	51	-1.9%	---
Northumberland, England	155	153	-1.3%	---
Powys County, Wales	127	136	7%	---
Dumfries and Galloway, Scotland	55	69	25.5%	---
Moray, Scotland	29	38	31.0%	---
Stirling, Scotland	48	70	45.8%	↓
Shetland Islands, Scotland	3	6	100.0%	---

Table 6 - Class 5 Highway Authorities road traffic KSI casualty comparison
 Source - Road Safety & Travel Awareness, North Yorkshire County Council

* NB The analysis to identify the class the Highways Authorities fit into was undertaken by Road Safety Analysis as part of their yearly published signpost series of reports.

Road Safety Education and Community Engagement – North Yorkshire

Background

The County Council's Road Safety and Travel Awareness Team is now jointly funded by the County Council as part of its Highways service and by Public Health North Yorkshire with further contributions from the Police and Crime Commissioner through the 95 Alive Road Safety Partnership. Both these additional funding sources are for the delivery of specific programmes of work some of which are undertaken jointly with or on behalf of the City of York as well as North Yorkshire. The NYCC team works in conjunction with Public Health and with wider community based teams, including through Early Years Centres. Public Health duties include the reduction and prevention of premature deaths and injuries and the promotion of mental and physical health and an active lifestyle, all of which are inextricably linked with safe, active and sustainable travel. This is in addition to the team being central to the 95 Alive York and North Yorkshire Road Safety Partnership, working with the City of York and District Councils, the Police and Fire and Rescue services and Highways England.

The team provides expertise and advice to promote sustainable travel. In particular, experienced local officers contribute to the planning process by providing advice and suggestions within planning applications at the design stage – when it is easiest and most cost effective to ensure that realistic and appropriate walking, cycling and public transport facilities are incorporated where they make sense and where they will be safe to use. This supports a healthy lifestyle and helps to reduce environmental pollution and traffic congestion.

The team also manages the School crossing Patrol Service with between 60 and 70 patrols at key sites throughout the county. Each site has to meet the requirements of the National School Crossing Patrol Guidelines compiled by Road Safety GB. The sites are re-checked each year. As well as simply helping children and families to cross the road at busy times, the presence of a School Crossing Patrol who can be relied upon to be there every morning and afternoon enables many parents to have the confidence to allow their child to walk to and from school once they consider them capable to do so. Thus the service also contributes significantly to parents feeling able to make active travel choices, which helps children to get into the habit of making routine shorter journeys on foot. Evidence shows that if these habits are learned early, they are much more likely to continue through life.

All programmes delivered by the council team are either ones that have previously been evaluated and shown to be effective or are evaluated in house to assess how well they work and achieve their aims. Evaluation is critical but it is also important that it is proportionate and appropriate according to the size of the programme and the priority of issue(s) it seeks to address. Various methods are used including surveys, social media monitoring and consulting with user groups e.g. local cycle clubs, meetings with motorcyclists and through schools and teachers. For example the motorcyclist/cyclist awareness campaign and resources were designed by a regional group of local authorities, including the city and county councils and tested by them. They have been shown to convey their messages well and are now widely used throughout Yorkshire and Humberside.



Image 1 – Cyclist and motorcyclist awareness campaign – car stickers and posters on key routes

Children - Primary Schools

Primary schools are a high priority as they enable us to influence children's behaviour and to provide lifelong learning whilst their attitudes are still forming. Within the Road Safety & Travel Awareness team we have a member of staff who is also an experienced teacher. She is our curriculum advisor who keeps the curriculum resource up to date and relevant. She also responds to individual enquiries from schools and teachers who want to include road user education in their lessons and projects.

The Road Safety Team encourages schools to participate in various national events including Walk to School Week, Bike Week and produce information worksheets – both paper and online - for schools to use around the time of the Tour de Yorkshire, this promoting cycling and cyclist safety when cycling was very much in the public eye.

The county council is the nationally registered provider of Bikeability national standards training for North Yorkshire. This training takes place both in the playground and out on selected local roads with trained and registered local instructors employed by the council. Bikeability is offered to every primary school for 10-11 year old pupils and is currently funded by a government grant with the remaining costs topped up by the council. We train over 4,000 children during each school year. This course is most children's first formal road user education and is something of a rite of passage – few parents allow their children to cycle on the roads until they have attended this course. It is an important milestone that enables them to choose to cycle to secondary school and to ride their bicycles for fun and fitness.

In May members of the Road Safety team attended the Primary Head Teachers Conference in Harrogate to promote Road Safety in the Primary Curriculum. This year we also promoted the Modeshift STARS national schools awards scheme, which credits the steps that a school takes to encourage their pupils to be more active and to walk and cycle to school. This meets some of the aims that are looked for within Ofsted Inspections. Modeshift Stars is available free of charge to every school through government funding and our membership of the scheme.



Image 2 – Bikeability pupils with the Tour de Yorkshire trophy at Airy Hill School, Whitby

Children - Secondary School

We focus on pupils in “Transition” between Junior and Secondary school who are often travelling unsupervised alone or with their friends for the first time. We also focus on teenagers who are coming up to learning to drive. Our ‘Drive Alive’ event that addresses young drivers, potential drivers and passengers risks and responsibilities was delivered at 6 secondary schools around the county with students taking part in interactive sessions with North Yorkshire Police, North Yorkshire Fire & Rescue, and members of the Road Safety team including a session on drink/drug driving. The feedback from teachers and pupils following the Drive Alive day is always very positive. We also work with our 95 Alive partners to provide less intensive “Lear and Live” pre-driver education at other secondary schools and colleges.

We are now working with North Yorkshire Sport to pilot the provision of additional Bikeability training in secondary schools for those children who want to take the more advanced Level 3 training. The health impacts of the high and increasing levels of obesity and lack of physical activity amongst school children is a major concern. Cycling to school or cycling as a sport is a low cost and readily available way to get children and young people to be more active. Whilst parents understandably worry about the safety of their children cycling on the roads, good training undoubtedly helps and the health benefits from cycling have been shown to far outweigh the potential risk of injury.

Young Drivers

The Enhanced Pass Plus (EPP) programme that we developed continues to be promoted to young, novice drivers on a shared cost basis. Local driving instructors have been recruited and specially trained by us to deliver this course after their pupils have passed their test. The programme includes a number of practical driving lessons to experience motorways, city driving, a longer distance journey and other more advanced challenges whilst accompanied by an experienced driving instructor.

The Road Safety Officer leads a further (compulsory) workshop session in which the new drivers analyse crashes, explore attitudes, perceptions and risky behaviours in themselves and their passengers and peer groups and learn how to recognise and deal with potentially risky situations. Feedback from new drivers attending this course is very positive. The course has been independently evaluated and compared to a control group and was found to be effective.

Working with Driving Instructors

Local Driving Instructors have attended professional training days to qualify them to deliver the EPP programme and our Older Driver refresher sessions. They have also been given information about the new Instructor Standards by the councils Driver Training Officer who is a member of the Road Safety Team.

As a result of their keen interest, a further professional training programme has been devised which is now provided on a regular basis on a fee paying, self-funded basis.

We greatly value working with driving instructors who are the key to the development of safer new drivers – each instructor we work with can reach up to 40 new drivers each year during an average of around 25 lessons per pupil.

Motorcyclists

Motorcycling is very popular in the attractive and challenging countryside of our county. Unfortunately motorcyclists continue to be injured and killed when things go wrong. They are inevitably more vulnerable to injury in the event of a crash and we continue to work with them to reduce their risk of a collision through information about the popular routes and encouraging them to take assessments with the police and further training.

Our “Bikers Guide to North Yorkshire” is updated every year. The guide recommends appropriate safer riding techniques and behaviour to reduce risk of injury and to be considerate to the communities who live along popular biking routes. It also gives up to date advice about choosing protective clothing and helmets. Bikers come looking for it each year and it is also available online and through social media.



Image 3 - Motorcyclist with Police Instructor on Bikesafe Ride out, March 2015

We liaise closely with North Yorkshire Police Roads Policing Officers to coordinate our work with them and thus maximise their enforcement activities and to promote Bikesafe, the well-respected police led rider assessment programme.

With support funding from the police through the 95 Alive Road Safety Partnership, we have introduced the “*Biker Down*” initiative into the county in autumn 2015/spring 2016. Biker Down is specialist “first on the scene” first aid training that helps bikers know what to do in the event

they find themselves at the scene of a crash. A successful and oversubscribed series of trial courses was held at Fire Stations using Fire Service first aid instructors. This was so well received that further courses are planned for spring 2017. The British Heart Foundation has supported the scheme by supplying resuscitation equipment.

Cyclists

Safety messages to cyclists focus on “keeping yourself safe”. Messages to the wider road user community raise awareness of their responsibilities towards vulnerable road users, especially to look out for cyclists. The “Think Bike” theme also provides additional value supporting elements of the motorcycle safety campaign.

We promote safer cycling initiatives throughout the county, especially on the Tour de France and Tour de Yorkshire and other popular routes. The “**Cycle Yorkshire, Ride the Routes**” app uses maps and videos to provide advice on a range of issues including rural riding preparation, avoiding fatigue related collisions and hazard recognition and avoidance techniques. The app has now been converted to a website based platform and the 2015 Tour de Yorkshire routes added. www.ridetheroutes.co.uk

Image 4 – Screen image from the updated Cycle Yorkshire website

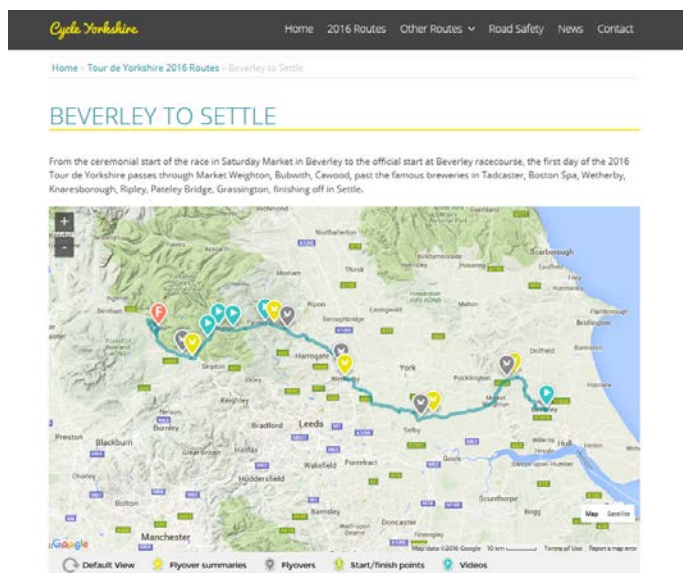


Image 5 - New Riding the Routes Advice Leaflet



We also distribute cards and fliers to cycle shops, hire centres, guest houses and cafes on cycling routes to get safe cycling messages to cyclists who are riding our long distance routes such as the Way of the Roses.

Additionally, “Riding the Routes” advice leaflet for cyclist have been produced and distributed widely, including through the Great Yorkshire Show with support from Welcome to Yorkshire.

The Road Safety Team also writes to organisers of sportive and charity rides, sharing information on cyclist casualties and advice on best riding practice.

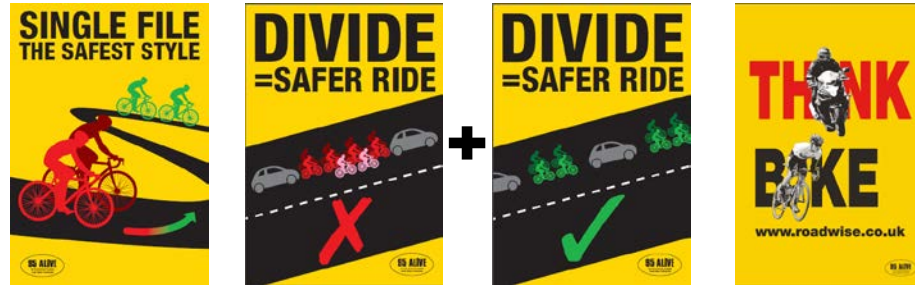


Image 6 – Roadside poster designs currently being trialled on popular cycling routes

Older Drivers

Through Public Health funding we provided “*refresher drives* “ for 170 older drivers (aged 50+) to provide them with personalised driving tips, techniques and advice from a specially trained local driving instructor aimed to keep them driving safely for as long as they safely can and wish to do so. These drives used a local instructor who knows the area well and can advise on easier routes to maintain drivers self-confidence on their driving and to reassure relatives whose understandable concern and desire to protect their older family members can lead them to discourage them from driving before this is appropriate. It is rare that an older driver needs to stop driving – almost invariably they can adapt their driving technique to accommodate the effects of aging. We particularly focus on the more elderly drivers” (70+) who are most at risk from injury in the event of a collision – however the collision is caused.

Presentations have been made to community groups and organisations such as the University of the Third Age and to carers support groups. The talks focus on keeping drivers up to date on changes to the Highway Code, traffic law, driving styles and road layouts and discussed the effects on driving from ageing – both physical (e.g. eyesight, arthritis) and cognitive (e.g. reaction times, judging speed and distance) and how to adapt to these changes. The potential interaction of different medicines is also covered.

Driving at work

A number of initiatives have been held across the county to address the high proportion of crashes that involve people driving as part of their work. They included Safe Driving for Work presentations through employers; training for vehicle safety checks; trailer; minibus and HGV training advice; practical driver training and driving risk management training and information. Putting these techniques and management into practice can reduce the number of collisions their drivers are involved in, preventing injuries and saving businesses staff sickness and vehicle repair costs and time.

The eco driving techniques we teach have been shown to reduce crashes and damage as well as saving both fuel and money whilst also benefitting the environment.

Community Engagement/ Local Partnership Working

Numerous public engagement events were held across the county throughout the year involving partners from NYCC Road Safety, NY Fire and Rescue Service, NY Police, District Councils and the local Institute of Advanced Motorists, including the Whitby Regatta, Great

Yorkshire Show, local and county shows and at popular meeting places for motorcyclists and for cyclists.

Every District is part of a local Road Safety partnership group, which always includes our local area road safety officer. The local group helps to deliver the county wide strategy and also addresses and responds to local issues and concerns, including the local investigation and decision making about speed concern reports from their residents and communities.

Speed Management

Concerns about traffic and vehicle speeds are often raised through parish and district councils and directly with the county council. The speed and density of traffic is a real concern for many people. Based on our experience of providing a Speed Management Protocol to investigate and address these concerns through locally based road safety groups, we have now developed a refreshed version of this protocol for which the police provide a central contact point and administrative support. The investigations and decision making are still made by the local road safety group where officers know the area and communities.

It is often the case that the traffic speeds and volume data collected by the Fire Service shows that the majority of vehicles are not exceeding the posted speed limit or, if they do, by only 2 or 3 mph which is below the threshold for which routine police enforcement operations might be deployed. In these cases local publicity can help and some communities have taken up the offer of a temporary Vehicle Activated Sign being installed for 3 x 6 week periods in a year, by contributing to the cost of installing and removing the sign.

After a successful pilot scheme, North Yorkshire Police are now rolling out their Community Speed Watch scheme on a district by district basis. Where there is little or lower level speeding but communities are concerned by traffic, this scheme offers local volunteers the opportunity to record and report traffic vehicle speeds in locations that have been assessed through the Speed Management Protocol. This may lead to letters being sent to those who exceed the speed limit to warn them that this has been noted and to ask them to comply with the posted limit. In some cases of persistent or higher speed offending, police enforcement may be undertaken at that site. This provides for local action by the community where a Speed Concern has been investigated but there are not the kind or level of issues that could be viably enforced or engineered.

Cluster sites

There are 170 cluster sites identified in North Yorkshire compared with a total of 154 the previous year. From all North Yorkshire collisions 2015, 17% occurred at cluster sites. A weighting index is applied based on the severity of collision i.e. slight, serious or fatal using weightings of 1, 2 and 3 respectively. It is then sorted by the collision severity factor, then by the casualty severity factor and lastly by total child casualty numbers in order to rank every site by priority.

Reported Road Collisions Involving Alcohol

Reducing the number of collisions involving alcohol is both a national and a 95 Alive York and North Yorkshire Road Safety Partnership objective. Due to the strong links to enforcement, this data is analysed for York and North Yorkshire combined. Enforcement operations, supporting information and publicity campaigns are run throughout the whole North Yorkshire Police area, which covers both local authority areas.

In 2015, the number of casualties injured in collisions involving impairment due to alcohol accounted for 5% of all casualties in the county; this is the same as the 5% average usually seen nationally (national figures are published in October). It is encouraging to see these numbers returning to a lower level in 2015. In York and North Yorkshire 10% of fatalities were in a collision involving alcohol impairment; and 9% of serious casualties in York and North Yorkshire were injured in a collision involving alcohol impairment.

In Table 6 below, when comparing the districts within North Yorkshire, Harrogate district has the highest number of alcohol related collisions and casualties. Of course Harrogate is also the largest population centre in the county so numbers for these types of incidents are likely to be higher – this is similar to York, for example. Selby has the highest proportion of casualties from alcohol related collisions.

Facts about collision involving alcohol

- ◆ In 2015, a total of 116 collisions involved a driver or pedestrian impaired by alcohol.
- ◆ Three deaths occurred in collisions involving a driver or pedestrian impaired by alcohol (1 car driver and 2 motorcyclists).
- ◆ In 2 of the 3 alcohol related fatal vehicle collisions, the impaired driver died, in the 3rd an impaired driver killed a motorcyclist.
- ◆ The fatalities were recorded in Hambleton (1), Richmond (1) and Craven (1).
- ◆ Where seatbelts should have been worn, they were in use.
- ◆ A total of 37 serious collisions involving an alcohol impaired driver or pedestrian.
- ◆ The largest proportion, (40%) of all alcohol related collisions occurred between 7pm and 11pm; however the collisions begin to rise from 3pm onwards.
- ◆ *Of the 4 killed or seriously injured pedestrians who were impaired by alcohol, 1 was a young person aged 16 to 24 and 3 were adults aged 25 to 49.*
- ◆ Of the 35 impaired drivers involved in collisions, 13 were young people, 16 were adults, 6 were older people and 1 was elderly.

Areas	Collisions		Casualties					Baseline (avg 10-14)	2015 vs baseline	Statistically significant change
	(all severities)	Fatal	Serious	Slight	Total	All casualties total	% of all casualties			
Craven	9	1	2	7	10	216	5%	9	13.6%	—
Hambleton	18	1	9	14	24	396	6%	20	18.8%	—
Harrogate	23	0	9	18	27	658	4%	30	-8.8%	—
Richmondshire	7	1	2	5	8	235	3%	14	-41.2%	—
Ryedale	9	0	2	13	15	217	7%	12	27.1%	—
Scarborough	7	0	6	8	14	348	4%	14	2.9%	—
Selby	11	0	5	17	22	250	9%	12	77.4%	—
York	32	0	10	25	35	549	6%	27	29.6%	—
York and North Yorkshire	116	3	45	107	155	2869	5%	137	13.1%	—

Table 7 - Reported alcohol related collisions and casualties in York and North Yorkshire
Source - Road Safety & Travel Awareness, North Yorkshire County Council

NB – this page looks at collisions and casualties with the impairment alcohol as a vehicle causation factor or a breath test of positive, or the impairment pedestrian causation factor.

Reported Road Collisions Involving Speed

Reducing the number of collisions involving speed is a 95 Alive York and North Yorkshire Road Safety Partnership objective. This is analysed for York and North Yorkshire combined because enforcement operations, supporting information and publicity campaigns are run throughout the whole North Yorkshire Police force area, both city and county.

Of all casualties, 9% were injured in a collision that involved excessive or inappropriate speed. Slightly lower than the 12% seen nationally (2014 figures). There were a smaller proportion of fatalities and the same amount of serious (KSI) casualties as nationally; 18% of fatalities in York and North Yorkshire were in a collision involving speed, compared to 25% nationally. And 15% of serious casualties in York and North Yorkshire were injured in a collision involving speed, the same as the 15% nationally.

In the table below, Harrogate district has the highest number of collisions and casualties involving speed as a causation factor. Craven has the highest proportion of casualties from speed related collisions. The highest number of speed related fatalities in 2015 was in Hambleton.

Facts about collisions involving speed

- ◆ In 2015, a total of 271 collisions involved a speed related causation factor.
- ◆ Six deaths occurred in collisions involving a vehicle with an excessive or inappropriate speed causation factor (3 motorcycle riders, 1 motorcycle pillion, 2 pedal cyclists and a car driver).
- ◆ The fatalities were recorded in Hambleton (4), Craven (1), Richmondshire (1), and Scarborough (1).
- ◆ The car fatality was wearing a seatbelt and the pedal cyclist fatalities were wearing cycle helmets.
- ◆ A total of 90 road users were seriously injured in collisions involving speed.
- ◆ In the North Yorkshire Police area, 55% of all speed related collisions occurred between 11am and 7pm, 14% occurred between 8am and 9am.
- ◆ 66% of the speed causation factors are linked to cars; 24% to motorcyclists, 7% to pedal cyclists and 6% to van drivers.
- ◆ 45% of the driver's linked to a speed causation factor were aged 25-49 and 35% were aged 16-24, thus 80% of driver's linked to speed were aged 16-49 years i.e. mainly working age adults.

Areas	Collisions	Casualties					All casualties total	% of all casualties
	(all severities)	Fatal	Serious	Slight	Total			
Craven	34	1	16	33	50	216	23%	
Hambleton	39	4	15	55	74	396	19%	
Harrogate	70	0	21	78	99	658	15%	
Richmondshire	25	1	10	23	34	235	14%	
Ryedale	15	0	3	21	24	217	11%	
Scarborough	18	1	6	27	34	348	10%	
Selby	29	0	4	36	40	250	16%	
York	41	0	15	47	62	549	11%	
York and North Yorkshire	271	7	90	320	417	2869	15%	

Table 8 - Reported speed related road traffic collisions and casualties
Source - Road Safety & Travel Awareness, North Yorkshire County Council

NB – this page looks at collisions and casualties with the excessive or inappropriate speed causation factor.

Pedal Cyclist Casualties in North Yorkshire

This analysis is of cyclist casualties in the county of North Yorkshire only.

The number of cyclists injured on the county's roads has decreased from 216 in 2014 to 205 in 2015. The adult casualties have decreased by 11% between 2014 and 2015, which has played a major role in the overall decrease. The number of child pedal cyclist casualties however has increased from 15 in 2010 to 27 in 2015.

The general trend since 2004 in cyclist casualties has been upwards despite a slight reduction in 2010 and 2015; this is fairly consistent with the country's results as a whole.

Facts about cyclist casualties

- ◆ Pedal cyclist casualties (all severities) decreased by 5% to 205 in 2015.
- ◆ The total recorded is now 19% above the 2010 to 2014 baseline average.
- ◆ This year's result is a decrease amongst adult cyclists which are down to 178 (from 201 in 2014). Whereas child cyclist casualties are up by 12 to 27 in 2015 (from 15 in 2014).
- ◆ The majority of cyclist collisions occurred on weekends between 10am and midday or between 4pm and 6pm.
- ◆ There were 4 cyclist fatalities in 2015 compared to 3 the previous year and all 4 fatalities occurred in rural areas, whereas in 2014, 2 occurred in rural areas and 1 in an urban area.
- ◆ The number of serious injuries has reduced to 53 from 64 the previous year.

The recent surge in cycling popularity may explain the medium term upward trend in cyclist casualties, which should therefore be viewed in a context of an increasing number of cycling trips. We are also aware that more cyclist crashes are now reported to the police so this may also be a factor but we are unable to quantify this.

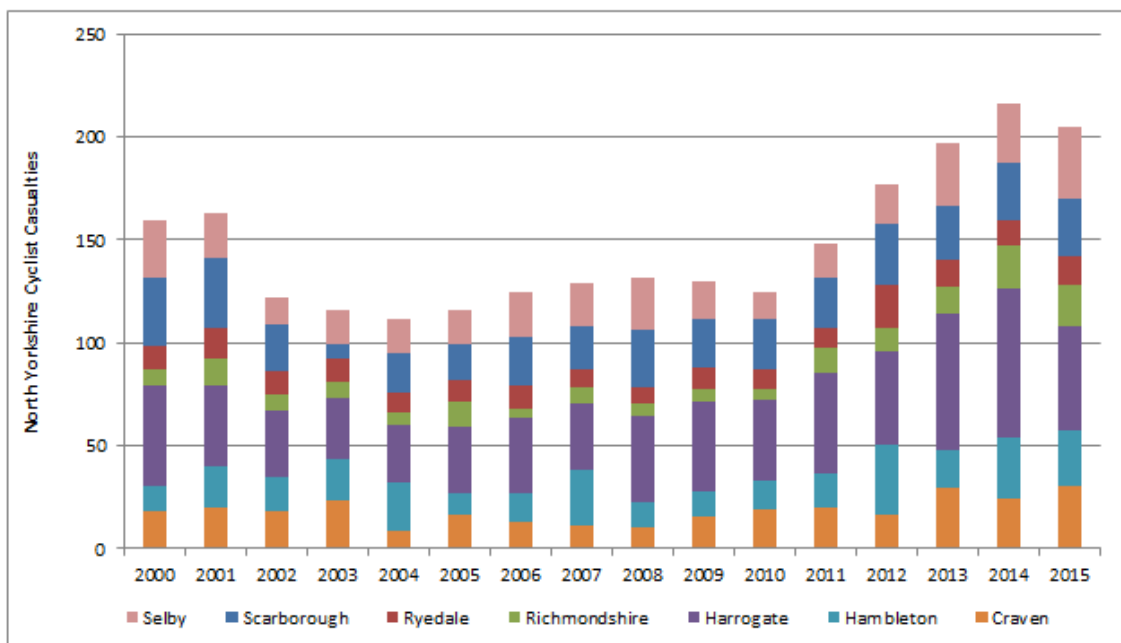


Figure 4 - Pedal cyclist casualties by district : 2000-2015
Source - Road Safety & Travel Awareness, North Yorkshire County Council

Reported Road Casualties in North Yorkshire: Annual Report 2015

All cyclist casualties in North Yorkshire	Baseline (Avg 10-14)	2012	2013	2014	2015	2015 vs baseline	Statistically significant change
Male	139	140	169	168	168	20.9%	—
Female	33	37	28	48	37	10.8%	—
Helmet Worn	N/A	85	90	127	136	N/A	N/A
Helmet Not Worn	N/A	51	67	58	53	N/A	N/A
Age 0 to 10	7	8	9	5	11	66.7%	—
Age 11 to 15	13	14	5	10	16	23.1%	—
Age 16 to 24	22	22	35	28	27	20.5%	—
Age 25 to 49	73	79	83	91	86	17.5%	—
Age 50+	57	54	65	82	65	13.6%	—
All Cyclist Casualties	172	177	197	216	205	18.9%	—

Table 9 - Pedal cyclist casualties in North Yorkshire

Source - Road Safety & Travel Awareness, North Yorkshire County Council

Table 9 above shows how the cyclist casualty distribution has altered over the last four years in comparison to the baseline average between 2010 and 2014.

- ◆ Improvements have been achieved amongst the 50+ year olds in 2015; however this was not a statistically significant change and there is not yet enough information to show whether this is the beginning of a downward trend.
- ◆ Adults aged 25-49 account for the largest number of cyclist casualties, which was 42% of all the casualties in 2015, the over 50s made up a further 32% of all the pedal cyclist casualties.
- ◆ The 0-10 age group has seen the largest percentage increase in cyclist casualties since the 2010-14 baseline, a large increase in percentage terms of 67% but numerically this is from 7 to 11 children. This is not a statistically significant increase
- ◆ In North Yorkshire three quarters of cyclist casualties are male.
- ◆ Approximately 26% of cyclist casualties were not wearing a cycling helmet at the time of their collision, a slight reduction from 27% in the previous year.

All cyclist casualties	Craven	Hambleton	Harrogate	Richmondshire	Ryedale	Scarborough	Selby	North Yorkshire
Baseline (Avg 10-14)	22	23	54	12	13	26	22	172
2008	10	12	42	6	8	28	25	131
2009	15	13	43	6	11	23	19	130
2010	19	14	39	5	10	24	13	124
2011	20	16	49	12	10	24	17	148
2012	16	34	46	11	21	30	19	177
2013	29	19	66	13	13	26	31	197
2014	24	30	72	21	12	28	29	216
2015	30	27	51	20	14	28	35	205
2014 vs baseline	11%	33%	32%	69%	-9%	6%	33%	25%

Table 10 - Pedal cyclist casualties by district: 2008-2015

Source - Road Safety & Travel Awareness, North Yorkshire County Council

Table 10 provides the figures for the most recent eight years and the comparison between the current year and the baseline for each district and the county as a whole.

Ageing Population Casualty Statistics for North Yorkshire

This analysis is of the aging population of North Yorkshire involved in road traffic collisions. When looking at ageing population information, we separate out two age groups, namely the 50-74 year olds termed the “older” aged group and the 75+ age group termed the “elderly” age group.

The number of older and elderly casualties injured on the county’s roads in 2015 did not see any overall change from 2014. In the older group 50-74 there was a decrease of 12 casualties, this group is still 4% less than the baseline average. In the elderly aged group 75+ the number injured increased by 12 and is 13% more than the baseline average.

Since 2010 the number of older and elderly casualties injured in North Yorkshire has stayed quite similar, though there has been an increase in the population numbers for these age groups. The number of older people killed or seriously injured has hardly changed since 2009 and the number of elderly people killed or seriously injured has hardly changed since 1990. The overall number of older people injured decreased till 2008 but has been

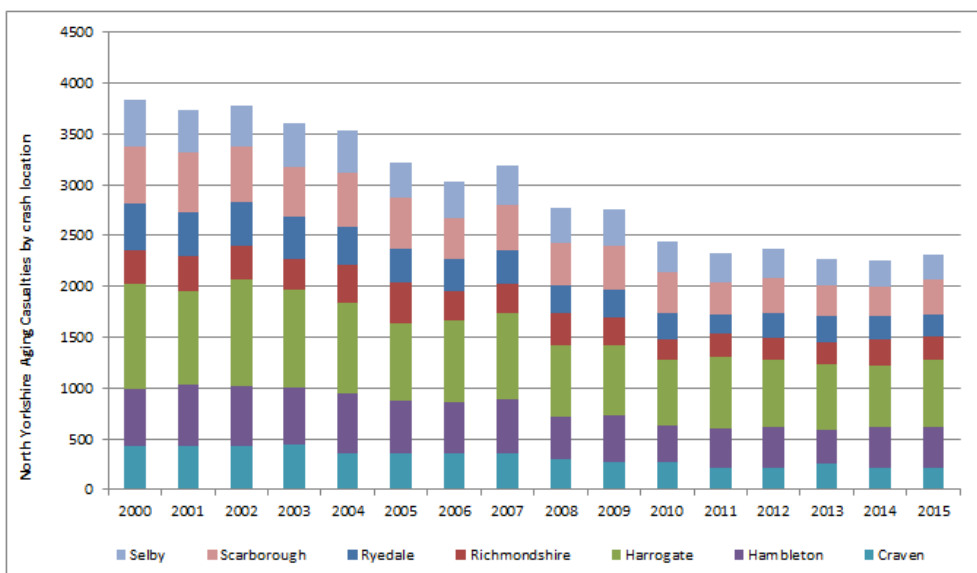


Figure 5 - Pedal cyclist casualties by district : 2000-2015
Source - Road Safety & Travel Awareness, North Yorkshire County Council

Facts about the aging population

- ◆ The majority of older or elderly fatalities were car occupants, with 6 in 2015 a reduction of 1 since 2014.
- ◆ The total of 709 aging population casualties recorded in 2015 is now 6% above the 2010 to 14 baseline average.
- ◆ Whilst the total population in North Yorkshire has grown only slightly, the number of people aged 50+ has increased by 6%. This means that 45% of the total population, some 271,400 people, are now aged 50 years or older.
- ◆ Of the people aged 50+ who were injured in North Yorkshire in 2015, 59% live within the county, 11% were from West Yorkshire, 5% from Durham and 5% from Teesside.
- ◆ There are on average 18 fatalities, 146 seriously injured and 545 slightly injured people aged 50+ each year in North Yorkshire.
- ◆ The fatalities for older people in 2015 were 6 car occupants, 1 pedal cyclist, 2 pedestrians, 4 motorcyclists and one other vehicle casualty.
- ◆ In 2015, 64% of all older casualties were car occupants, 10% P2W, 9% pedal cyclists, 9% pedestrians, 5% other vehicle types and 4% goods vehicle occupants.
- ◆ Collisions involving older people are evenly spread throughout the week, though with slightly more on a Saturday and slightly fewer on a Tuesday.

seeing a gradual increase since and the number of elderly people overall injured has been seeing a gradual increase since 2009.

Figure 5 alongside shows how the aging population casualty distribution has altered since 2000 by district.

- Increases have been seen amongst both age groups in 2015; and this forms a part of a static trend for these age groups.

Table 12 below provides the figures for the most recent eight years and the comparison between the current year and the baseline for each district and the county as a whole.

Facts about the aging population

- The peak of 50+ people collisions is between 8am and 6pm, with 9% of the collisions being between 5 and 6pm.
- Crashes involving those aged 75+ peak between 2-3pm (just after lunchtime)
- The pattern for collisions involving Elderly people is a bit different though, as the majority of the collisions are on a Monday and Tuesday and the collisions happen between 8am and 5pm.

Aging population North Yorkshire	Baseline (Avg 10-14)	2012	2013	2014	2015	2015 vs baseline	Statistically significant change
Male	400	392	394	434	409	2.3%	---
Female	309	304	310	314	339	9.7%	---
Driver / Rider	480	476	485	510	504	5.0%	---
Vehicle Passenger	172	153	165	171	177	2.9%	---
Pedestrian	57	67	54	67	67	17.5%	---
Older 50-74	565	566	559	598	586	3.6%	N/A
Elderly 75+	143	130	145	150	162	13.1%	N/A
Age 50 to 59	301	280	281	349	320	6.5%	---
Age 60 to 69	195	210	195	183	205	5.1%	---
Age 70 to 79	128	126	139	135	136	6.6%	---
Age 80 to 89	78	73	80	74	78	-0.3%	---
Age 90+	7	7	9	7	9	25.0%	---
All Older & Elderly Casualties	709	696	704	748	748	5.6%	---

Table 11 - Ageing population casualties in North Yorkshire since 2012

Source - Road Safety & Travel Awareness, North Yorkshire County Council

All aging population casualties	Craven	Hambleton	Harrogate	Richmondshire	Ryedale	Scarborough	Selby	Total
Baseline (Avg 10-14)	84	116	193	67	76	103	70	709
2008	90	101	156	82	61	95	72	657
2009	67	112	165	77	77	129	52	679
2010	94	93	179	59	76	116	70	687
2011	78	116	213	74	59	106	62	708
2012	66	124	167	66	74	110	89	696
2013	93	112	197	56	94	84	68	704
2014	91	136	209	81	75	97	59	748
2015	76	133	203	88	66	116	66	748
2015 vs baseline	-10%	14%	5%	31%	-13%	13%	-5%	6%

Table 12 - Ageing population casualties by district: 2008-2015

Source - Road Safety & Travel Awareness, North Yorkshire County Council

Summary of Conclusions

This report summarises the collisions in North Yorkshire during 2015 in which someone was injured and provides a report for each of the seven districts and key areas of activity and preventive work by the council and through the 95 Alive Partnership.

- ◆ The number of people killed is at the joint lowest number since modern records began (31)
- ◆ The overall number of people seriously injured was about the same but with more car and goods vehicles occupants seriously hurt and fewer cyclists, pedestrians and motorcyclists.
- ◆ The total number of casualties and the total number of collisions both rose by 3%
- ◆ There was 1 more cyclist killed (4 compared to 3 in 2014) but fewer seriously injured (-17%) and overall fewer (-5%) cyclist casualties despite the growing popularity of cycling in the county
- ◆ The rate of reduction amongst killed and seriously injured casualties is more gradual than was seen between 2007-2011 but the overall trend is still downwards.

Report by District

- | | |
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| 1. Richmondshire (Area 1) | Page 33 |
| 2. Hambleton (Area 2) | Page 41 |
| 3. Scarborough (Area 3) | Page 51 |
| 4. Ryedale (Area 4) | Page 61 |
| 5. Craven (Area 5) | Page 69 |
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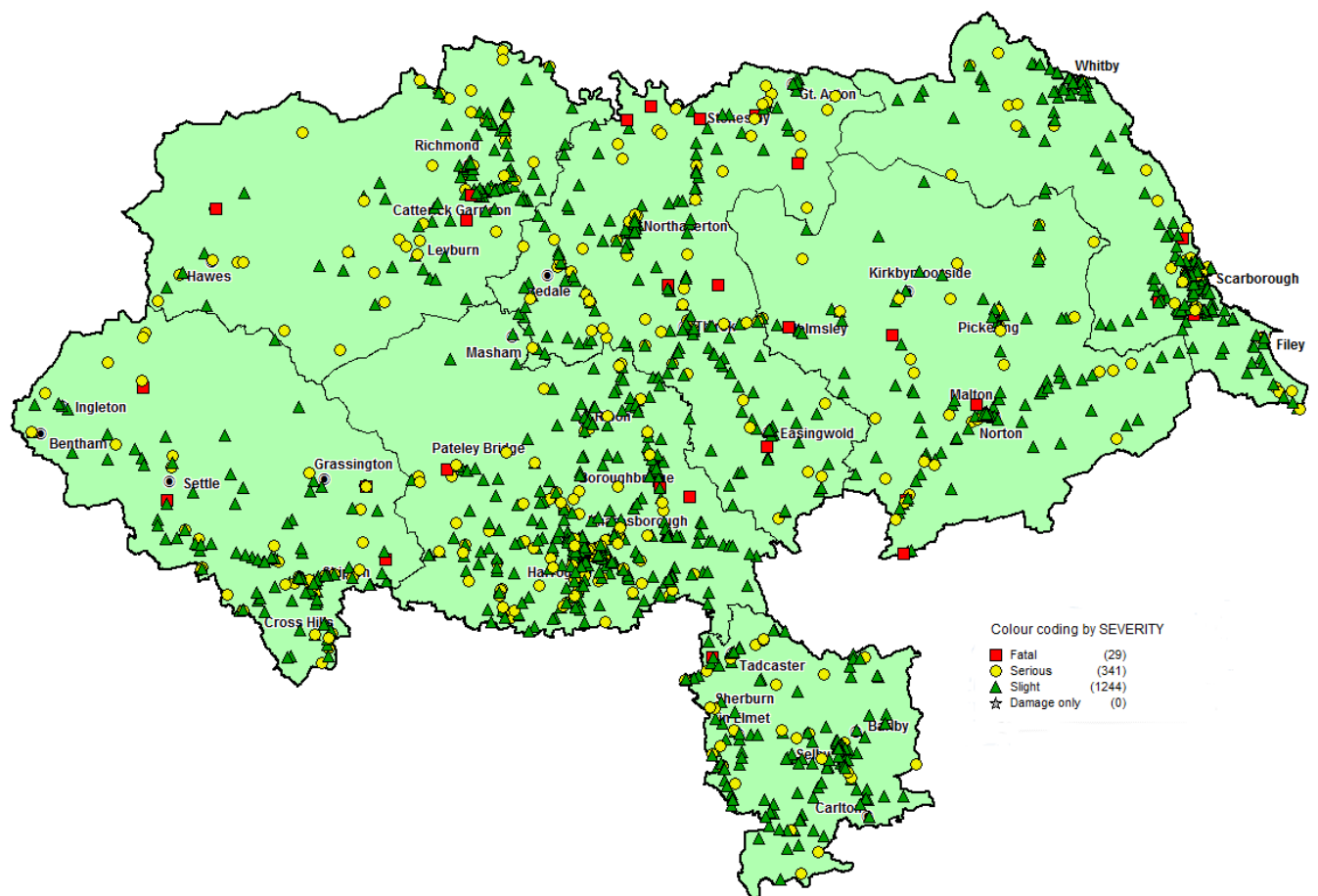


Figure 6 – Collisions shown geographically, North Yorkshire 2015

Source - Road Safety & Travel Awareness, North Yorkshire County Council

Richmondshire District (Area 1)

Richmondshire district in brief

- ◆ Three people, all of whom were adults, were killed on Richmondshire's roads during 2015 against 4, all adults, in 2014. The 3 fatalities in 2015 were a car driver, a powered two wheeler (PTW) rider and a pedal cyclist.
- ◆ The number of people killed or seriously injured (KSI) increased slightly from 53 in 2014 to 56 in 2015. In terms of road user groups, the number of KSI has increased amongst PTW (+5), pedal cyclists (+5) and goods vehicles (+2) and reduced amongst car occupants (-7), pedestrians (-1) and other vehicle types (-1).
- ◆ The total number of casualties of all severities in road collisions reported to the police in 2015 was 235, down 7% on 2014 (254). The decrease is reflected in the car road user group which saw an 11% (-18) decrease in casualties in 2015, other vehicle types reduced by 35% (-8) and pedal cyclist by 5% (-1). However, an overall increase was seen in the pedestrian group by 27% (+3), goods vehicles by 50% (+4) and powered two wheelers a 4% (+1).
- ◆ The small numbers involved in District level analysis can make percentage changes appear alarmingly large. These fluctuations are all within the normal range of change compared to the five year baseline average and reflect a similar pattern to most other districts across the county.
- ◆ The reported number of child KSI casualties (aged 0-15) is down from 4 in 2014 to 1 in 2015. The child that was seriously injured was a passenger in a car; in 2014 the 3 children seriously injured were 2 car passengers and a pedestrian.
- ◆ The number of cyclist casualties of all severities has decreased by 5% from 21 in 2014 to 20 in 2015; one of the pedal cyclists slightly injured in 2015 was a child.
- ◆ Pedestrian casualties rose by 27% to 14 in 2015 from 11 in 2014. The increase is not seen amongst pedestrian KSI (2) which is 33% less than the total (3) recorded the previous year.
- ◆ The number of powered two wheeler (PTW) casualties has increased by 4% from 26 in 2014 to 27 in 2015. Amongst PTW the numbers have risen for KSI's (14) which is 56% more than the total (9) recorded the previous year.
- ◆ A total of 159 road collisions that resulted in someone being injured were reported to the police in 2015, 3% more than in 2014 (154). This total works out at an average of 13 collisions per month or 3 per week.

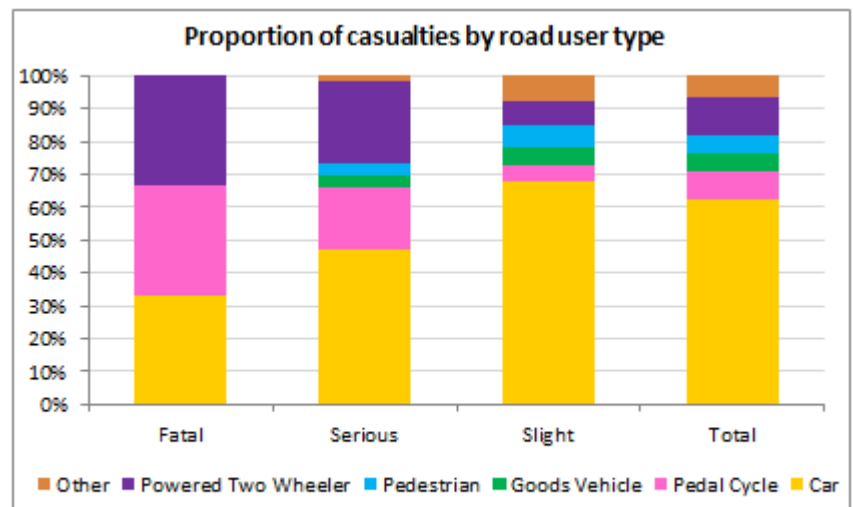


Figure 7 - Proportion of all casualties by road user type in 2015 - Richmondshire
Source - Road Safety & Travel Awareness, North Yorkshire County Council

All Casualties – Richmondshire

Richmondshire has seen an overall downward trend in casualties since 1990 but there has always been variance within this trend. The total number of casualties in 2015 has not returned to the lowest number which was seen in 2010 and requires close monitoring. However the number of collisions has not increased comparably so it would appear that vehicles carrying more passengers have been involved in collisions.

In 2015, the district recorded 19 less casualties compared to 2014. The decrease is mainly explained by lower numbers of car occupants hurt (down by 11%). Decreases were also seen in the number of other vehicle types' casualties and pedal cyclists.

We have broken down this data to find that the number of casualties on Highways England roads in the district rose by 9% in 2015 from 69 to 75. The number of collisions on Highways England roads in the district only rose by 1.

The district total casualty number (+5%) is worse than the county trend: the total number of casualties recorded in North Yorkshire was down by 1% compared to the baseline. This change is not statistically significant – it is still within expected year on year fluctuations.

Facts about all casualties in 2015

- ◆ There were 235 casualties in 2015, 19 less than 2014 (- 7).
- ◆ Car occupants make up the largest proportion of road casualties (63%); PTW (11%), pedal cyclists (9%), other types (6%), Pedestrians (6%) and goods vehicles (5%).
- ◆ The number of casualties recorded in 2015, is 5% above the 2010-14 average.
- ◆ The number of children injured (10) which represents 4% of all casualties in 2015; was 32% lower than the 2010-14 baseline average of 15.
- ◆ Cyclist casualties fell this year (-1), which is the first reduction for 5 years. The 2015 total (20) is 61% above the 2010-14 average (12).
- ◆ There was an average of 13 collisions per month or 3 per week in which someone was hurt.

Richmondshire	Baseline (Avg 10-14)	2012	2013	2014	2015	2015 vs baseline	Statistically significant change
Fatal	5	6	2	4	3	-37.5%	—
Serious	49	48	54	49	53	8.2%	—
Slight	171	169	161	201	179	4.8%	—
Total	225	223	217	254	235	4.6%	—
KSI	54	54	56	53	56	4.1%	—
Child KSI	2	1	2	4	1	-50.0%	—
Young Person KSI	12	12	15	11	7	-43.5%	—
Adult Person KSI	20	23	21	14	18	-8.2%	—
Older Person KSI	17	15	15	19	25	50.6%	—
Elderly Person KSI	3	3	3	5	5	56.3%	—
Pedestrian KSI	1	0	1	0	0	-100.0%	—
Cyclist KSI	4	5	4	6	11	205.6%	—
PTW KSI	16	19	21	9	14	-12.5%	—
All Child Casualties	15	12	17	18	10	-31.5%	—
All Cyclist Casualties	12	11	13	21	20	61.3%	—

Table 13 - Reported road traffic casualties and severity since 2012 - Richmondshire

Source - Road Safety & Travel Awareness, North Yorkshire County Council

Killed or Seriously Injured (KSI) Casualties - Richmondshire

In 2015, with a total 56 KSI casualties, Richmondshire has recorded a total that is 4% above the 2010-14 average (54).

The year saw an increased number of pedal cyclist KSI casualties up by 5 over the previous year, PTW KSIs also increased by 5 and goods vehicle casualties increased by 2.

The number of KSI (1) amongst children (0-15 years old) has decreased in 2015 (-3) compared to the previous year (4).

The overall increase in KSI in 2015 against 2014 is disappointing; however, as shown in the graph below, KSI figures are quite variable and this change is not significant in statistical terms.

Facts about KSI casualties in 2015

- ◆ The number of people killed or seriously injured rose by 6% to 56 in 2015 compared to the baseline.
- ◆ The three most vulnerable road user groups (Pedestrian, Cyclist and PTW riders), between them, account for 48% of all KSI casualties.
- ◆ The slight increase in KSI casualties in 2015 is mainly associated with an increase in cyclist, PTW and goods vehicle casualties (up by 5, 5 and 2 respectively).
- ◆ The district performed well for the car occupant road user group (-7), other types (-1) and pedestrians (-1).
- ◆ Cyclist KSI casualties have fluctuated between 0 and 11 since 1990. This year's total of 11 Cyclist KSI's in Richmondshire is the highest for the county since records began. However as the numbers are still small there is no statistical significance.
- ◆ The one other type of KSI casualty recorded in 2015 was a horse rider.

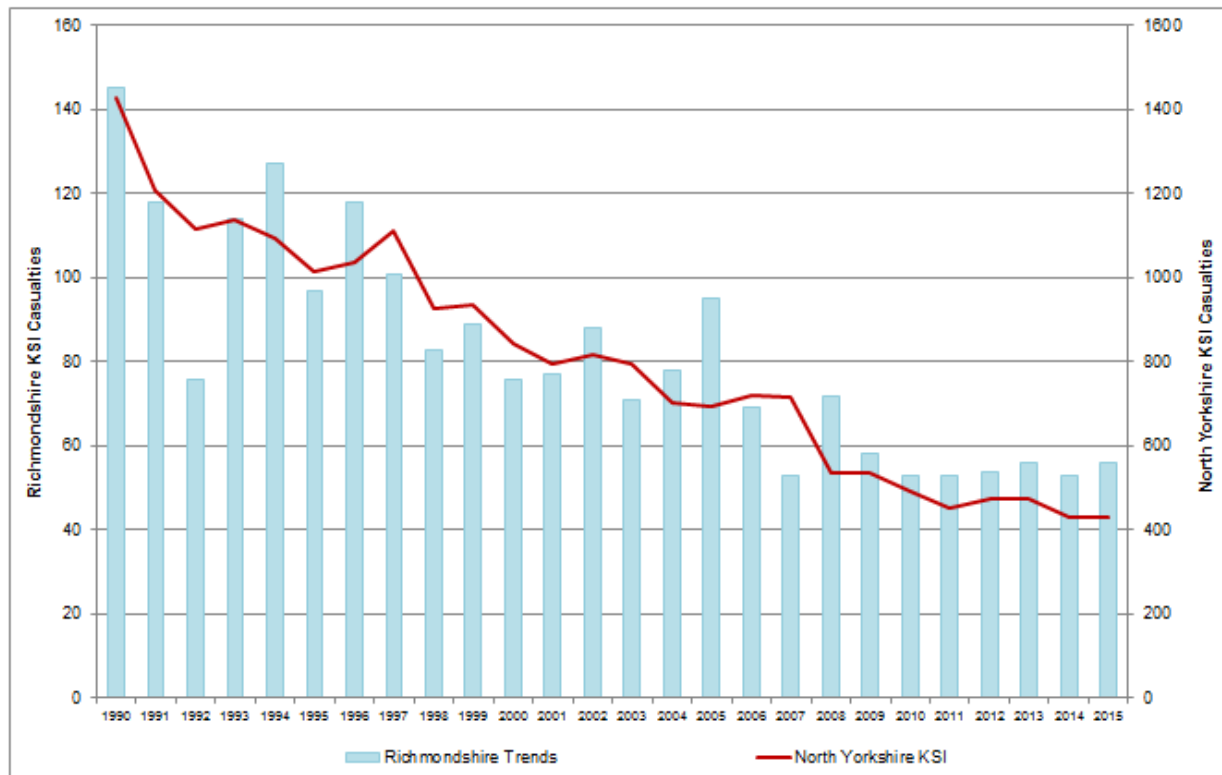


Figure 8 - Reported road traffic KSI casualty trends since 1990 - Richmondshire
 Source - Road Safety & Travel Awareness, North Yorkshire County Council

Child Casualties - Richmondshire

The number of children injured in the district (10) in 2015 is the lowest number (-8) since records began in 1990. However as the numbers are small this change is not statistically significant and the trend does fluctuate between years.

The total number of child KSI casualties (1) recorded in 2015 is 3 lower than the number recorded the previous year.

This year's overall child casualty numbers show a decrease of 32% against the 2010-14 baseline average, and a 44% decrease since the previous year. As numbers are low this makes the percentage changes very high.

The decrease in child casualties is mainly associated with the decrease in car passenger casualties from 12 to 4, the other types reduced by 1. The pedal cyclist child casualties increased from 0 to 1, the number of child pedestrian injured stayed the same at 5.

Facts about child casualties in 2015

- ◆ 8 of the 10 children injured were secondary school age, 1 was primary age and 1 was pre-school age..
- ◆ In the collisions involving a child the most used causation factor is "driver failed to look properly". Four other causation factors are in joint second place, namely pedestrian failed to look properly, vehicle- careless reckless or in a hurry, vehicle-travelling too fast for conditions or slippery road (due to weather).
- ◆ In the five collisions involving child pedestrian casualties, 3 were vehicle driver fault and 2 were pedestrian at fault,
- ◆ The 3 driver at fault pedestrian collisions all occurred when a vehicle clipped a child pedestrian with its wing mirror; each child was walking on the pavement at the time. The 2 pedestrian at fault collisions were when a child got off a bus and then crossed the road without looking, into the path of another vehicle.
- ◆ The majority of collisions involving children occurred on a Monday (5/10), 9 were on a weekday but 5 were on a school journey and 4 were during school holidays.

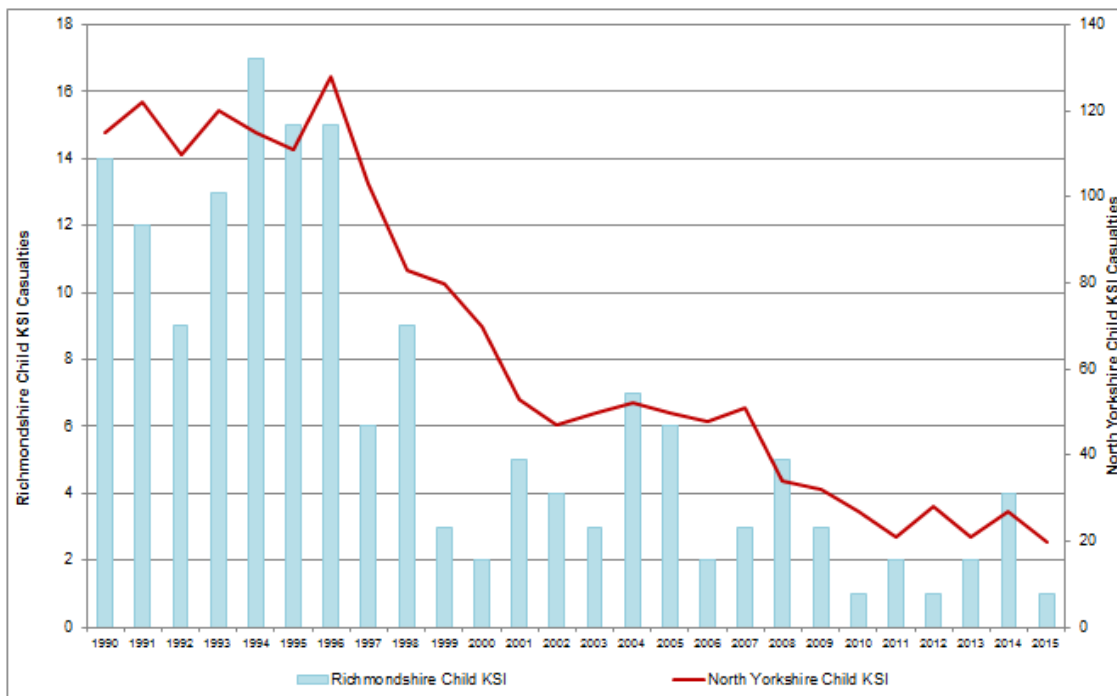


Figure 9 - Reported road traffic KSI child casualty trends since 1990 - Richmondshire
Source - Road Safety & Travel Awareness, North Yorkshire County Council

Road Safety Education and Community Engagement - Richmondshire

Children - Primary School Education

The Curriculum Resource pack continues to be used in both Primary and Secondary Schools. Approximately 2000 children from 80 schools across Hambleton and Richmondshire attended the Crucial Crew multi-agency safety event where they received advice on wearing seatbelts and appropriate behaviour in the car.

Several schools participated in the Junior Road Safety Officer scheme whereby a small team of 9/10 year olds help deliver road safety messages in their schools via competitions, notice boards and assemblies.

The Road Safety Team encouraged schools to participate in various national events including Walk to School Week, Bike Week, National and the UN Road Safety Week. In October Be Bright Be Seen messages were delivered across Richmondshire via schools and radio and poster campaigns. Pedestrian Safety sessions were delivered to several schools across the district using Spike the Hedgehog.



Image 7 – Spike the Hedgehog at a school assembly

Children - Secondary School Education

The Drive Alive event that addresses young/potential drivers and passengers risks and responsibilities was delivered at Risedale Community College. Throughout the day students receive sessions from North Yorkshire Police, North Yorkshire Fire & Rescue, the Yorkshire Ambulance Service and members of the Road Safety team. The event was opened with a talk from the victim of a hit and run accident and finished with a closing presentation from bereaved parents who lost their teenage son in a car accident some years ago. Separate young driver/passenger presentations were delivered to KS4 students at Wensleydale and SFX schools and Wensleydale KS3 students were specifically targeted with a hard hitting seatbelt talk due to a lack of seatbelt wearing on school buses.

Young People



Image 8 – The driving simulator at Wensleydale School

The Enhanced Pass Plus programme continues to be promoted to young, novice drivers in the district. Three evening workshops were held during the period attended by 15 young drivers from across Hambleton and Richmondshire. To help promote and deliver the scheme 35 new ADI's have been trained. A road safety event was held at Richmond YMCA to highlight road safety dangers to a group of disadvantaged teenagers.

Working with Driving Instructors

We have trained an additional 7 driving instructors who are now registered with us to provide the Enhanced Pass Plus training course to newly qualified drivers and Older Driver Refresher Drives for those who want to keep themselves up to date and confident in their driving.

Motorcyclists

We continue to work with motorcyclists to reduce casualties and address local concerns. Face to face engagement at popular motorcyclist destinations such as Penny Garth Café in Hawes, Manor Café at Bellerby and bikers using the B1257 from Helmsley have proved a successful means of disseminating safety information directly to motorcyclists.

The Biker Down initiative was trialled across the County including a course at Northallerton and two at Richmond Fire Stations. Each session is 3 hours and covers scene management, first aid and conspicuity. Feedback from all attendees was very positive and more courses will be run next year

Cyclists

Some 600 Year 5 and 6 primary school pupils benefitted from the Bikeability cycle training programme over the last year. Cycling awareness sessions have been held for children too young to attend Bikeability training. Information and advice to promote and encourage cycling for commuting and leisure has been provided at summer events in the district. A number of Tour de Yorkshire events have been organised involving cycle skills and road awareness sessions for families. Safety events involving large lorries and their drivers at primary schools and a teaching pack for the school have also been held with the help of Scania trucks.

Older People

Four presentations were given at groups in Leyburn, Richmond (2) and Catterick. The talks focussed on keeping drivers up to date on changes to the Highway Code, traffic law, driving styles and road layouts. Refresher drives have been provided for 89 older and elderly drivers across Hambleton and Richmondshire.

Driving at Work

A number of initiatives have been held including Safe Driving for Work presentations, training for vehicle safety checks, trailer, minibuss and HGV training, practical driver training and driving risk management training.

Community Engagement/Local partnership working.

The Road Safety Officer contributed to a number of events and initiatives with the MOD. Catterick Garrison is the largest military base in Europe and a series of presentations were delivered and health fairs attended to promote road safety messages including speed, distractions and drink and drug driving.

Winter driving and winter and summer drink drive campaigns were held across all the market towns. Drivers were given information on winter driving techniques, basic car maintenance and the effects of alcohol while driving and how to manage their alcohol intake. The Road Safety Officer hosted a stand at the Wensleydale Show and worked in partnership with the county Emergency Planning team. A large audience turned out for Richmond Fire Stations open day and the Road Safety officer was there with information on all aspects of road safety. He also

worked closely with the Service during the Fire Service National Road Safety week where events were held each day of the week.

The Road Safety Officer delivered a series of radio messages on the importance of appropriate speed, avoiding distractions and correct seatbelt use.

Anti-drink/drive talks were given to offenders by the Probation service with information and resources provided by the Road Safety Officer.

Training on a new intervention called the Honest Truth was delivered to 26 driving instructors (ADI's). This is an initiative that is designed for ADIs to use to encourage young drivers to make small changes in their driving habits that can prevent them being involved in an road traffic incident.

Speed Management

There have been 38 speed management requests in the Richmondshire district, of which 31 surveys have been carried out which resulted in 3 police enforcements, 4 matrix deployments and one referred to the engineering team. 16 resulted in no further action and 14 are still in process.

Cluster sites

There are 170 cluster sites identified in North Yorkshire compared with a total of 154 the previous year. Of these 170 sites, 12 are located within Richmondshire and details of these are contained on the next page. Of these, 6 are urban (40 mph or lower speed roads) and 6 are rural (over 40 mph limit roads). Of all Richmondshire collisions 2013-2015, 12% occurred at cluster sites; 13% of all collisions in Richmondshire occurred at cluster sites in 2015.

The collision prevention schemes identified, designed and delivered in 2016/17 to address cluster site collisions are –

- ◆ B6160 Kidstone Bank – installation of hazard marker posts throughout bend and sign improvements, *installed June 2016*
- ◆ Brough St Giles roundabout – surface improvements throughout circulatory carriageway, *to be carried out summer 2016*

Road Safety Engineering Activities – Richmondshire

Collision cluster site locations

2016/17 NYCC Rank	Location	District	Site Type	Collision Sev. Factor	Cas Sev. Factor	Collisions			Total Collisions 2014-2015	Total Child Cas	Comments
						2013	2014	2015			
6	A66/Hargill/Moor Rd, Jnct - Gilling West	Ric	rural	10	18	1	4	2	7	0	Highways England site
15	A66/New Lane jnct, area of Foxwell	Ric	rural	9	18	1	3	1	5	3	Highways England site
21	B6160 Kidstones Bank by Raffin Gill Bridge	Ric	rural	9	9	0	3	2	5	0	Signing and hazard marker post improvement scheme installed in July 2016.
43	A6136 Leeming Ln/A6136 Gatherley Rd, Jnct - Catterick	Ric	urban	7	8	2	0	2	4	0	Junction improvements being undertaken as part of wider A1 upgrade highway works.
48	A6136 Catterick Rd/Colburn Ln, Jnct - Colburn	Ric	urban	7	7	0	2	4	6	0	Roundabout installed a few years ago as part of housing development, no clear pattern to collisions: continue to monitor.
49	Market Place, Area - Richmond	Ric	urban	7	7	1	3	1	5	0	Collisions occurred in parking area, no recommendations identified, no further action.
54	A1 Nbc At Skeeby Filling Station	Ric	rural	6	13	1	3	1	5	3	Highways England site.
78	A6108 Skeeby Bridge - Skeeby	Ric	urban	5	10	0	2	2	4	0	Traffic engineering investigation found no recommendations, continue to monitor, no further action.
116	A6108 Pottergate/Gallowgate, Jnct - Richmond	Ric	urban	5	5	3	1	0	4	1	No clear pattern to the collisions, continue to monitor,
134	A6136 Catterick Rd/ Brough With St Giles Ln, Jnct - Walkerville	Ric	rural	4	7	1	0	3	4	0	Investigation on going.
139	A66/Nr Sedbury Home Farm, Bend - Gilling West	Ric	rural	4	5	2	1	1	4	1	Highways England site.
167	A6136 roundabout to Brough St Giles - Colburn	Ric	urban	4	4	0	2	2	4	0	Surfacing scheme programmed for 2016/17.

Hambleton District (Area 2)

Hambleton district in brief

- ◆ Nine people, all of whom were adults, were **killed** on Hambleton's roads during 2015 compared to seven adults, in 2014. The 9 fatalities were 5 car occupants, 1 in the other vehicle type, and 3 PTW riders.
- ◆ The number of people **killed or seriously injured (KSI)** was 67 in 2014 and increased to 83 in 2015. In terms of road user groups, the number of KSI casualties has increased among car occupants (+14), pedestrian (+4), P2W (+2), goods vehicles (+2) and other vehicle type casualties (+2). The number decreased amongst pedal cyclists (-8). None of these changes are significant in statistical terms.
- ◆ The total number of **casualties** in road collisions reported to the police in 2015 was 396, identical to 2014 (396). Though the total didn't change overall there were increases in the number of pedestrians (+11), P2W (+3) and other vehicle types (+6) and decreases in the number of car occupant's (-16), the number of pedal cyclists (-3) and goods vehicle casualties (-1).
- ◆ 7 **children** were seriously injured in 2015, which is higher than 2014 and 2013 as no children had been seriously injured in those years, but is not a statistically significant increase from the baseline average of 2. The children injured were 4 car occupants, 2 pedal cyclists and a pedestrian.
- ◆ The number of **cyclist** casualties has decreased by 10% from 30 in 2014 to 27 in 2015, seven of the pedal cyclist casualties in 2015 were children.
- ◆ **Pedestrian** casualties increased by 92% from 12 in 2014 to 23 in 2015. This increase was seen in the seriously and slightly injured pedestrian casualties, though the increase is not statistically significant.
- ◆ The number of **powered two wheeler (PTW)** casualties has increased by 9% from 32 in 2014 to 35 in 2015.
- ◆ A total of 252 **road collisions** that resulted in someone being injured were reported to the police in 2015, 2% more than in 2014 (246). This works out at an average of 21 collisions per month or 5 per week in Hambleton.

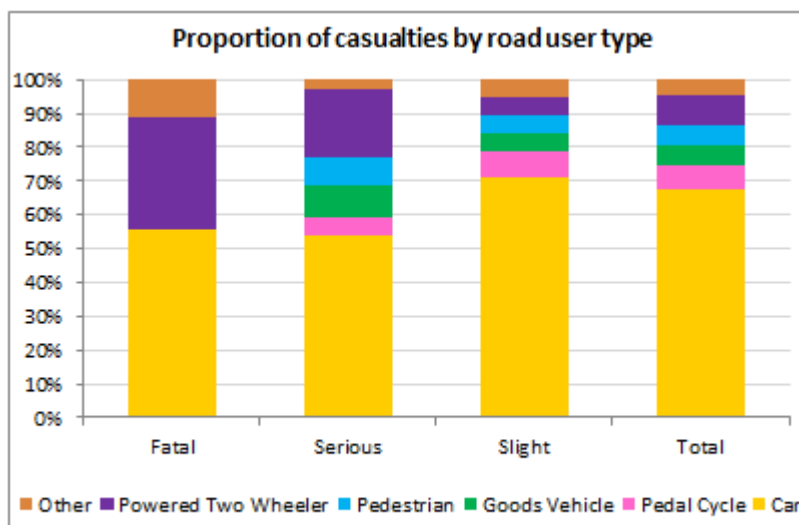


Figure 10 - Proportion of all casualties by road user type in 2015 - Hambleton
Source - Road Safety & Travel Awareness, North Yorkshire County Council

All Casualties - Hambleton

The number of road casualties reported to the Police in Hambleton has stayed the same in 2015 at 396 after reaching its lowest numbers since records began in 2013 (333). A regular overall downward wave pattern (up one year and down the next) has developed between 2006 and 2014 despite the total number of casualties in 2015 and this may suggest that 2016 will be better than 2014.

Though the number of casualties were the same in 2015 as 2014; increases were seen in the number of pedestrians (+11), other vehicle types (+6) and powered two wheelers (+3). Reductions were seen in the number of car occupant's (-16), the number of pedal cyclists (-3) and the number of goods vehicles (-1).

The number of casualties on Highways England roads within the district fell by 7% in 2015, from 91 to 85.

The district saw an overall increase in road casualties of 5% from the baseline, which is different from the 1% reduction in the number of casualties recorded in North Yorkshire overall.

Facts about all casualties in 2015

- ◆ There were 252 collisions leading to casualties in 2015, up 6; resulting in the same number of casualties as in 2015.
- ◆ Car occupants make up the largest proportion of road casualties (68%); followed by pedal cyclists (7%), powered two wheelers (9%); goods vehicles and pedestrians (6% each) and other vehicle types are 5% of the total.
- ◆ The number of casualties recorded in 2015, is 5% above the 2010-14 district average.
- ◆ The number of children injured (36) which represent 9% of all casualties in 2015; is a higher proportion than the 8% in 2014.
- ◆ Cyclist casualties increased to 27 in 2015 which is now 19% above the 2010-14 average (23).
- ◆ There was an average of 21 collisions per month or 5 per week in which someone was hurt.

Hambleton	Baseline (Avg 10-14)	2012	2013	2014	2015	2015 vs baseline	Statistically significant change
Fatal	7	9	5	7	9	32.4%	---
Serious	70	93	57	60	74	5.4%	---
Slight	300	306	271	329	313	4.3%	---
Total	377	408	333	396	396	5.0%	---
KSI	77	102	62	67	83	7.8%	---
Child KSI	2	6	0	0	7	218.2%	---
Young Person KSI	15	22	16	10	15	2.7%	---
Adult Person KSI	31	36	25	27	33	5.1%	---
Older Person KSI	23	29	19	26	16	-31.0%	---
Elderly Person KSI	6	9	2	4	12	114.3%	---
Pedestrian KSI	5	9	4	2	6	25.0%	---
Cyclist KSI	9	16	7	12	4	-56.5%	---
PTW KSI	15	11	15	16	18	18.4%	---
All Child Casualties	23	28	18	33	36	53.8%	---
All Cyclist Casualties	23	34	19	30	27	19.5%	---

Table 14 - Reported road traffic casualties and severity since 2012 - Hambleton
 Source - Road Safety & Travel Awareness, North Yorkshire County Council

Killed or Seriously Injured (KSI) Casualties - Hambleton

In 2015, with a total 83 KSI casualties, Hambleton has recorded a total that is 8% above the 2010-14 average (77).

The year saw a decrease to the number of pedal cyclist KSI casualties which has fallen by 67% over the previous year. Pedal cyclist KSIs were down by 8 from 12 in 2014.

The number of KSI (7) amongst children (0-15 years old) has increased from 0 in 2014.

The increase in KSI in 2015 against 2014 is disappointing; however, as shown in the graph below, KSI figures have followed a reducing trend since 2008, with the exception of 2012 and 2015.

Facts about KSI casualties in 2015

- ◆ The number of people killed or seriously injured increased by 24% to 83 in 2015.
- ◆ The three most vulnerable road user groups (Pedestrian, Cyclist and PTW riders) between them account for 34% of all KSI casualties.
- ◆ The increase in KSI casualties in 2015 is mainly associated with an increase in car occupants (+14), and pedestrian casualties (+4), but increases were seen in all categories except pedal cyclists.
- ◆ The two other vehicle type KSI casualties recorded in 2015 were a tele-handler driver and a horse rider.

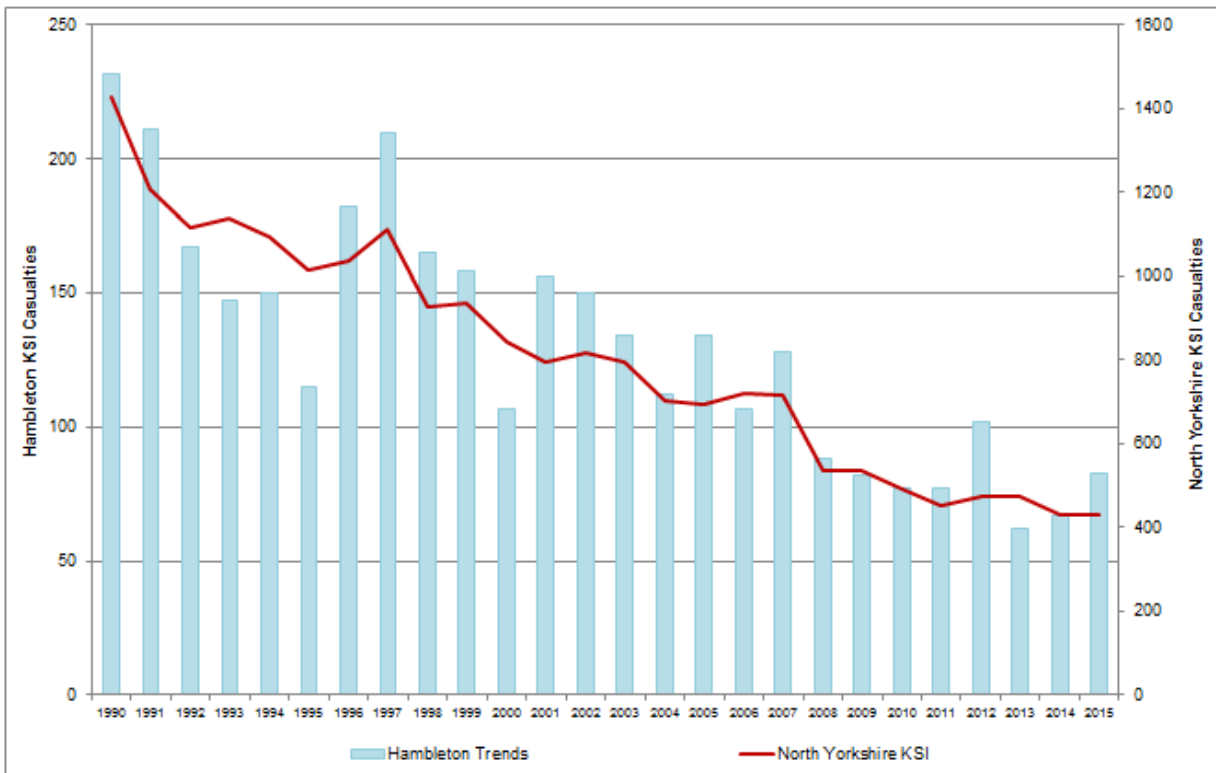


Figure 11 - Reported road traffic KSI casualty trends since 1990 - Hambleton
Source - Road Safety & Travel Awareness, North Yorkshire County Council

Child Casualties – Hambleton

In 2015 there were 36 children injured within the Hambleton district, this is the highest number since 2008 but is not a statistically significant change beyond normal fluctuations compared to the 2010-14 baseline average of 23.

The total number of child KSI casualties (7) recorded in 2015 is 7 above the previous year. There is no common cause between the serious collisions in 2015, the only similarity could be in that parent, children or others were not looking carefully and may have been in too much of a hurry.

This year's overall child casualty numbers show an increase of 54% against the 2010-14 baseline average, with a 9% increase since the previous year i.e. from 33 to 36.

Facts about child casualties in 2015

- ◆ 23 of the 36 children injured were secondary school age, 10 was primary age and 3 were pre-school age.
- ◆ In the collisions involving a child the most used causation factor is “driver failed to look properly”. Second most common is driver careless / reckless or in a hurry.
- ◆ In the six collisions involving child pedestrian casualties, all 6 were pedestrian at fault, 5 of which were child pedestrian’s crossing the road in a hurry and 1 was a child pedestrian crossing the road around a bus.
- ◆ The majority of collisions involving children occurred on a Saturday (6/30) or a Tuesday (6/30), 20 were on a weekday and 6 were on a school journey and 10 were during school holidays.

The increase in child casualties is mainly associated with an increase in child pedal cyclists from 2 to 7, though child pedestrians also increased from 2 to 6. The number of child car occupant casualties reduced from 29 to 23.

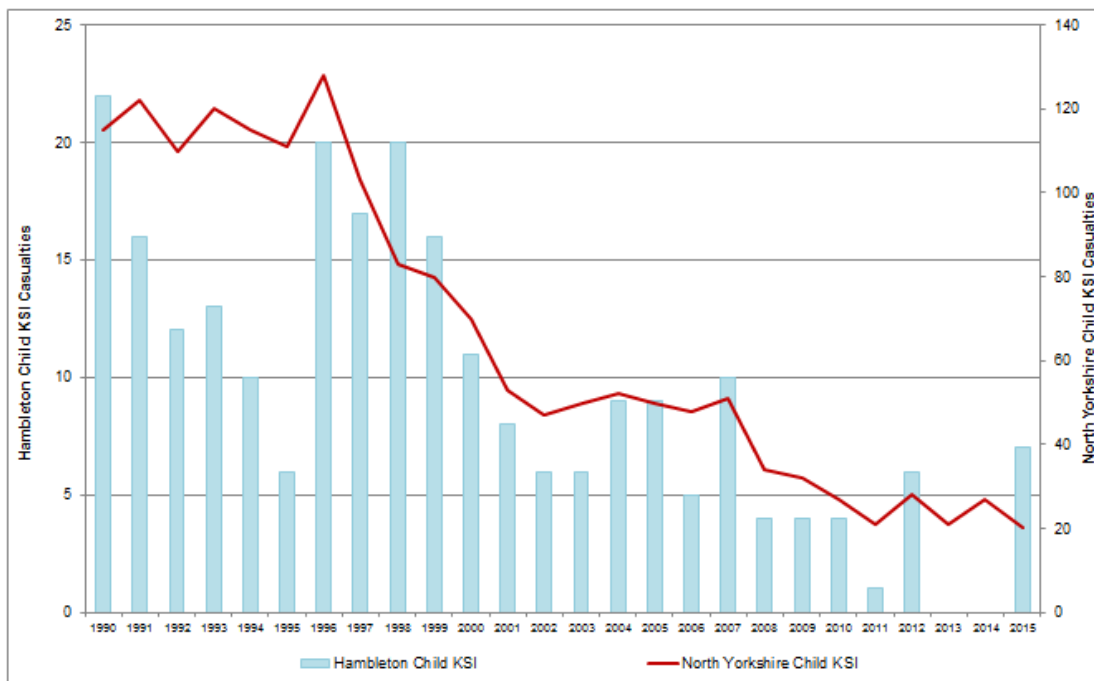


Figure 12 - Reported road traffic KSI child casualty trends since 1990 - Hambleton
Source - Road Safety & Travel Awareness, North Yorkshire County Council

Road Safety Education and Community Engagement - Hambleton

Children - Primary School Education

The Curriculum Resource pack continues to be used in both Primary and Secondary Schools.

Approximately 2000 children from 80 schools across Hambleton and Richmondshire attended the Crucial Crew multi-agency safety event where they received advice on wearing seatbelts and appropriate behaviour in the car. Several schools participated in the Junior Road Safety Officer scheme whereby a small team of 9/10 year olds help deliver road safety messages in their schools via competitions, notice boards and assemblies.

The Road Safety Team encouraged schools to participate in various national events including Walk to School Week, Bike Week, National and the UN Road Safety Week.

In October Be Bright Be Seen messages were delivered across Hambleton via schools and radio and poster campaigns.

Pedestrian Safety sessions were delivered to several schools across the district using Spike the Hedgehog to engage with the children.



A new initiative developed by Scania UK was trialled in Thirsk. Organised by the road safety team, a large HGV was driven into Thirsk school car park. Local school children were invited along to walk and cycle around the vehicle and experience time in the cab to better understand road safety from the driver's perspective. The children also received a presentation from Scania's area manager who talked about blind spots and vehicle (wheels) tracking.

Image 9 – Cycling awareness session hosted with Scania, Thirsk, 2015

Children - Secondary School Education

The Drive Alive event that addresses young/potential drivers and passengers risks and responsibilities was delivered to Northallerton College. Throughout the day students receive sessions from North Yorkshire Police, North Yorkshire Fire & Rescue, the Yorkshire Ambulance Service and members of the Road Safety team. The event was opened with a talk from the victim of a hit and run driver and finished with a closing presentation from bereaved parents who lost their teenage son in a car accident.

Separate young driver/passenger presentations were delivered to students at Thirsk and Bedale schools. All year 7 pupils at Northallerton School received a presentation on In-car safety. The annual road safety discussion morning was held with a group of disaffected youngsters from Stokesley School, the focus being pedestrian safety and passenger power. The Road Safety Officer attended Stokesley Schools safety "focus day" and presented to the students on in-car safety.

Young People

The Enhanced Pass Plus programme continues to be promoted to young, novice drivers in the district. Specially trained driving instructors have been recruited, who have learned additional coaching skills from the Road Safety Team. The Enhanced Pass Plus programme includes a number of practical driving lessons to experience motorways, city driving and other more advanced challenges whilst accompanied by an experienced driving instructor.

The Road Safety Officer then leads a further (compulsory) workshop session in which new drivers analyse crashes, explore attitudes, perceptions and risky behaviours in themselves, their passengers and peer groups and learn how to recognise and deal with potentially risky situations. This initiative is supported by Public Health and Police & Crime Commissioner funding and partly by the young drivers themselves. Three evening workshops were held during the at which 15 young drivers attended from across Hambleton and Richmondshire. To help promote the initiative 35 new ADI's have been trained.



Image 10 – The driving simulator at Alanbrooke Barracks, Topcliffe

Working with Driving Instructors

We have trained an additional 7 driving instructors who are now registered with us to provide the Enhanced Pass Plus training course to newly qualified drivers and Older Driver Refresher Drives for those who want to keep themselves up to date and confident in their driving.

Motorcyclists

We continue to work with motorcyclists to reduce casualties and address local concerns. Face to face engagement at popular motorcyclist destinations across Hambleton and Richmondshire such as Penny Garth Café in Hawes, Manor Café at Bellerby and Helmsley Market Place for bikers using the B1257 have proved successful means of disseminating campaign messages directly to motorcyclists.

We provide advice on safer responsible riding and promote post-test Rider Development Courses. In particular we distribute information packs including our “Bikers Guide to North Yorkshire” booklet that recommends appropriate safer riding techniques and behaviour to reduce risk of injury.

We continue to use online videos highlighting the hazards along two of the local high risk routes (the B1222 and B1257). Along with advice on the www.roadwise.gov.uk website, the “NYrides” videos use social media such as YouTube and FaceBook, to raise awareness of hazards and consequences of risky behaviour.

We liaise with North Yorkshire Police Traffic Officers to maximise their enforcement activities and to promote Bikesafe, the police led rider assessment programme.

We have promoted the “Think Bike” and “Turning (check your mirrors)” campaigns with billboards, banners and promotional car stickers.

The Biker Down initiative was trialled across the County including courses at Northallerton and Richmond Fire Stations. Each session is 3 hours and covers scene management, first aid and conspicuity. Feedback from all attendees was very positive and more courses will be held this coming winter/spring.

Cyclists

Some 600 Year 5 and 6 primary school pupils benefitted from participation in the Bikeability cycle training programme over the last year. Cycling awareness sessions have been held for children too young to attend Bikeability training. Bikeability sessions have been trialled at Mowbray special school and it is hoped that a group of the more able students will do the full two day course later in the summer, from which a course may be developed for use by special schools elsewhere in the County. There are clear developmental and health benefits for students as well as the obvious safety training.

Information and advice to promote and encourage cycling for commuting and leisure has been provided at summer events in the district. A number of Tour de Yorkshire events have been organised involving cycle skills and road awareness sessions for families. The road safety team hosted a stall when the Tour De Yorkshire came through Northallerton.



Image 11 – A cycling event at Mowbray School

Older People

Six older driver presentations were delivered in Bedale, Stokesley (2) Easingwold, Thirsk and Northallerton. The talks focussed on keeping drivers up to date on changes to the Highway Code, traffic law, driving styles and road layouts. The Road Safety Team have organised a number of “refresher drives” to drivers over 50 to provide them with driving tips, techniques and advice. These have been attended by 89 drivers across Hambleton and Richmondshire.

Driving at Work

A number of initiatives have been held across Hambleton and Richmondshire including Safe Driving for Work presentations (5 at Broadacres Housing Association), training for vehicle safety checks, trailer, minibus and HGV training, practical driver training and driving risk management training.

Community Engagement/Local partnership working.

The Road Safety Officer contributed to a number of events and initiatives with the MOD. RAF Leeming held its annual Road Safety week which consisted of driving assessments, presentations and banners and poster displays throughout the base. Similar events were held at RAF Linton on Ouse and Alanbrooke Barracks, Topcliffe. Road Safety evenings were held with Cubs and Brownie packs across the area.

Winter driving and winter and summer drink drive campaigns were held across all the market towns. Drivers were given information on winter driving techniques, basic car maintenance and the effects of alcohol while driving and how to manage their alcohol intake.

The Road Safety Officer hosted an area at the North Yorkshire Show and was accompanied by NY Police, NYF&RS and Yorkshire Ambulance Service.

A number of other public engagement events were held involving these partners with the addition of the IAM. In particular the Road Safety officer worked closely with NYF&RS during the Fire Service National Road Safety week where events were held each day of the week.

The Road Safety Officer delivered a series of radio messages together on the importance of appropriate speed, avoiding distractions and correct seatbelt use.

Anti-drink/drive talks were given to offenders by the Probation service with information and resources provided by the Road Safety Officer.

Training on a new intervention called the Honest Truth was delivered to 26 ADI's from across the County. This is an initiative that is designed to encourage young drivers to make small changes in their driving habits that will prevent them being involved in a road traffic incident.

A driving simulator was brought into County Hall and members of the Road Safety Team engaged with County Hall staff to test their reaction times and hazard perception skills while promoting safer driving techniques.



Image 12 - Road Safety Officer at the Tour De Yorkshire, Northallerton 2016

Speed Management

There have been 51 speed management requests in the Hambleton District, of which 25 surveys were carried out which resulted in 5 police enforcements and 3 matrix deployments. 20 resulted in no further action and 23 are still in process.

Cluster sites

There are 170 cluster sites identified in North Yorkshire compared with a total of 154 the previous year. Of these 170 sites, 15 are located within Hambleton and details of these are contained on the next page. Of these, 6 are urban (40 mph or lower speed roads) and 9 are rural (over 40 mph limit roads). Of all Hambleton collisions 2013-2015, 9% occurred at cluster sites; 10% of all collisions in Hambleton in 2015 occurred at cluster sites.

The collision prevention schemes identified, designed and delivered in 2016/17 to address cluster site collisions are-

- ◆ A684 Warlaby Crossroads – sign improvement scheme to be undertaken 2016/17
- ◆ Well crossroads – cutting back of vegetation to provide clear visibility splays
- ◆ A19 Little Bridge, Hutton Sessay – small scale sign improvement
- ◆ A170 Sutton Road/Moor Lane junction, Bagby – sign improvement scheme

Road Safety Engineering Activities – Hambleton

Collision cluster site locations

2016/17 NYCC Rank	Location	District	Site Type	Collision Sev. Factor	Cas Sev. Factor	Collisions			Total Collisions 2014-2015	Total Child Cas	Comments
						2013	2014	2015			
1	A170 Sutton Bank - Sutton-Under-Whitestonecliffe	Ham	rural	13	20	4	3	3	10	6	Signing review of gradient undertaken in 2014/15 and small scale sign improvement scheme installed as part of annual highway maintenance works. No further traffic engineering recommendations; will continue to monitor site. Annual maintenance works to be undertaken in 2016.
23	A170 Sutton Rd / Moor Lane jct - Bagby	Ham	rural	8	13	2	1	3	6	1	Sign improvement scheme being designed for delivery in 2016/17.
37	A19 Jct W/ A172 Stokesley Rd nr Tontine	Ham	rural	7	9	2	2	0	4	0	Highways England site.
47	A19 at Thornborough House, Slip roads to South Kilvington	Ham	rural	7	7	2	0	2	4	0	Highways England site.
61	A168/ B1448 Northallerton Rd, Jct - South Kilvington	Ham	rural	6	9	2	2	0	4	0	Scheme implemented September 2013, involving alterations to the road markings and installation of a splitter island, two collisions occurred since installed - continue to monitor for effectiveness
79	A684 Warlaby Crossrd, Northallerton	Ham	rural	5	9	1	1	2	4	0	Sign improvement scheme being designed for delivery in 2016/17.
86	A61 Market Pl/B1448 Kirkgate, Jct - Thirsk	Ham	urban	5	7	2	2	1	5	1	No clear collision pattern, continue to monitor, no further action.
89	A19 / Overton Rd Jct - South Of Shipton	Ham	rural	5	7	2	2	0	4	0	Engineering investigation on-going.
90	A167 Boroughbridge Lane outside County Hall - Northallerton	Ham	urban	5	7	1	2	2	5	0	Engineering investigation found no recommendations, continue to monitor, no further action.
102	A167 South rd/Racecourse Ln/A167 Boroughbridge Rd, Rndbt - Northallerton	Ham	urban	5	6	1	0	3	4	0	Engineering investigation on going.
106	A168 Thirsk Rd/mill Hill Ln/ Racecourse Ln, Jncts - Northallerton	Ham	urban	5	6	1	0	3	4	0	Engineering investigation found no pattern to the collisions, continue to monitor, no further action.
127	A167 Darlington Rd / Yafforth Rd, Area - Northallerton	Ham	urban	4	9	1	2	1	4	0	Engineering investigation found no pattern to the collisions, continue to monitor, no further action.
130	B6267 crossroads south of Well	Ham	rural	4	7	1	2	1	4	0	Engineering investigation on going looking at visibility improvements, as well as signing and lining.

Reported Road Casualties in North Yorkshire: Annual Report 2015

2016/17 NYCC Rank	Location	District	Site Type	Collision Sev. Factor	Cas Sev. Factor	Collisions			Total Collisions 2014-2015	Total Child Cas	Comments
132	A19 Little Bridge junction, Hutton Sessay	Ham	rural	4	7	0	3	1	4	0	Engineering on-going, proposals being discussed over sign and line improvements.
140	High Street/Friarage St/A684 Brompton Rd, Rndbt - Northallerton	Ham	urban	4	5	2	2	0	4	1	Development in close vicinity, which involve alterations to the Friarage Street arm of the roundabout. Continue to monitor, no further action at this time.

Scarborough District (Area 3)

Scarborough district in brief

- ◆ Three adults were **killed** on Scarborough's roads during 2015 compared to two, in 2014. These were a car passenger and two powered two wheeler (PTW) riders.
- ◆ The number of people **killed or seriously injured (KSI)** was 42 in 2014 and increased to 45 in 2015. In terms of road user groups, the number of KSI casualties decreased, mostly amongst powered two wheelers (-6) and pedal cyclists by (-3), however they increased amongst car occupants (+11), pedestrians (+2).
- ◆ The number of **total casualties** in road collisions reported to the police in 2014 was 348, up 20% on 2014 (291); this increase was seen amongst car occupants (+67), pedestrians by (+5) and goods vehicles (+1). Whereas decreases were seen in the number of P2W (-11) and other types (-5).
- ◆ The reported number of **child KSI casualties** (aged 0-15) in the district in 2014 (5) is two higher than the number in 2015 (3). This year all three of the seriously injured children were pedestrians; last year all 5 of the children seriously injured were pedestrians. This increase represents normal random fluctuations that are not significant in statistical terms.
- ◆ The total number of **cyclist** casualties has stayed unchanged at 28 in 2015; though the number of KSI cyclists decreased from 8 in 2014 to 5 in 2015.
- ◆ **Pedestrian** casualties rose by 14% from 37 in 2014 to 42 in 2015; KSI pedestrian casualties also rose from 7 in 2014 to 9 in 2015.
- ◆ The number of **powered two wheeler (PTW)** casualties has decreased by 22% to 39 in 2015 from 50 in 2014. This decrease is more pronounced amongst PTW KSI (10) which is 38% less than the total (16) recorded the previous year
- ◆ A total of 247 **road collisions** that resulted in someone being injured were reported to the police in 2015, 13% more than in 2014 (218). This total works out at an average of 21 collisions per month or 5 per week.

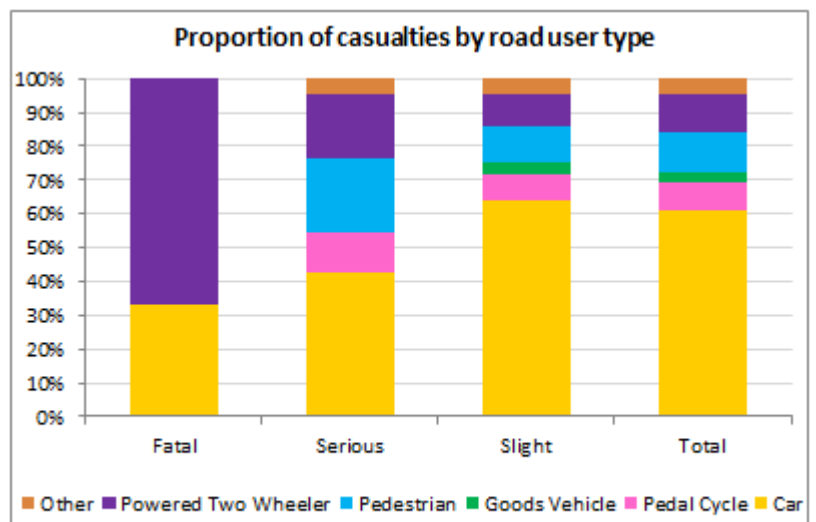


Figure 13 - Proportion of all casualties by road user type in 2015 - Scarborough
Source - Road Safety & Travel Awareness, North Yorkshire County Council

All Casualties - Scarborough

The overall trend in road casualties reported to the Police in Scarborough continues the overall downward trend, though 2015 has risen slightly above the downward trend line. Scarborough will need to be monitored closely in 2016 to assess whether 2016 is an outlying year rather than the start of an upward trend.

In 2014, the district has recorded 57 more casualties compared to the previous year. The increase is mainly seen in the higher number of car occupant young person casualties (from 26 in 2014 to 60 in 2015) and older person car occupant casualties (from 25 in 2014 to 61 in 2015).

Facts about all casualties in 2015

- ◆ There were 348 casualties in 2015, 57 more than in 2014 (a 20% increase).
- ◆ Car occupants make up the largest proportion of road casualties (61%); followed by pedestrians (12%), P2W (11%), pedal cycle (8%), other (5%) and goods vehicles (3%).
- ◆ The number of casualties recorded in 2014, is 6% above the 2010-14 average.
- ◆ The total number of children injured 45 which represent 13% of all casualties in 2015; was 17 above 2014.
- ◆ Cyclist casualties have stayed the same in the district although the 2015 total (28) is still 4% above the 2010-14 average (24).

Government data shows that during the recession fewer young drivers learnt to drive and an increase in the numbers of young drivers passing their driving tests in 2015. This impact may be amplified in areas that have a higher than average level of deprivation. A recent study has also demonstrated shown links between a reduction in young person casualties when youth unemployment is high and hypothesises that when youth unemployment reduces, the number of young person casualties will increase. Youth unemployment in the Scarborough district did fall by nearly half in 2015.

The district performance (+6%) is greater than the reduction in the total number of casualties recorded in North Yorkshire as a whole (down by 1% compared to the baseline average).

Scarborough	Baseline (Avg 10-14)	2012	2013	2014	2015	2015 vs baseline	Statistically significant change
Fatal	4	1	8	2	3	-16.7%	—
Serious	57	68	51	40	42	-26.1%	—
Slight	268	277	234	249	303	13.1%	—
Total	328	346	293	291	348	6.0%	—
KSI	60	69	59	42	45	-25.5%	—
Child KSI	5	6	5	5	3	-42.3%	—
Young Person KSI	13	12	15	14	12	-9.1%	—
Adult Person KSI	20	27	23	10	12	-40.6%	—
Older Person KSI	15	21	13	7	12	-22.1%	—
Elderly Person KSI	6	3	3	6	6	-6.3%	—
Pedestrian KSI	10	16	9	7	9	-8.2%	—
Cyclist KSI	4	4	4	8	5	13.6%	—
PTW KSI	18	20	15	16	10	-43.8%	—
All Child Casualties	32	34	21	28	45	39.8%	—
All Cyclist Casualties	26	30	26	28	28	6.1%	—

Table 15 - Reported road traffic casualties and severity since 2012 - Scarborough
Source - Road Safety & Travel Awareness, North Yorkshire County Council

Killed or Seriously Injured (KSI) Casualties - Scarborough

In 2014, with a total 45 KSI casualties in Scarborough the total was 25% below the 2010-14 average (60).

The year saw an increase in the overall number of KSI casualties. However the PTW (-6), pedal cyclists (-3), and other vehicle types (-1) reduced. Car occupant KSI casualties increased by the greatest amount (+11) followed by pedestrian KSI casualties which increased by 2.

The number of KSI (3) amongst children (0-15 years old) has reduced by 2 from the previous year. In 2015 all child KSIs were pedestrians the same as in 2014.

The increase in KSI in 2015 against 2014 is only slight and not statistically significant but will be monitored to ensure it's not the start of an upward trend.

Facts about KSI casualties in 2015

- ◆ The number of people killed or seriously injured fell 25% to 45 in 2015 from the baseline.
- ◆ The three most vulnerable road user groups (Pedestrian, Cyclist and PTW riders), between them, account for 53% of all KSI casualties.
- ◆ The increase in KSI casualties in 2015 is mainly associated with an increase in car occupants (up by 11).
- ◆ The district performed slightly better for the PTW (-6) and pedal cyclist (-3).
- ◆ Cyclist KSI casualties fluctuate from year to year but have been increasing on overall terms since 2003 until 2015 when they have reduced from 8 to 5.
- ◆ The two other type of KSI casualties recorded in 2015 were a mobility scooter rider and a alighting bus passenger.

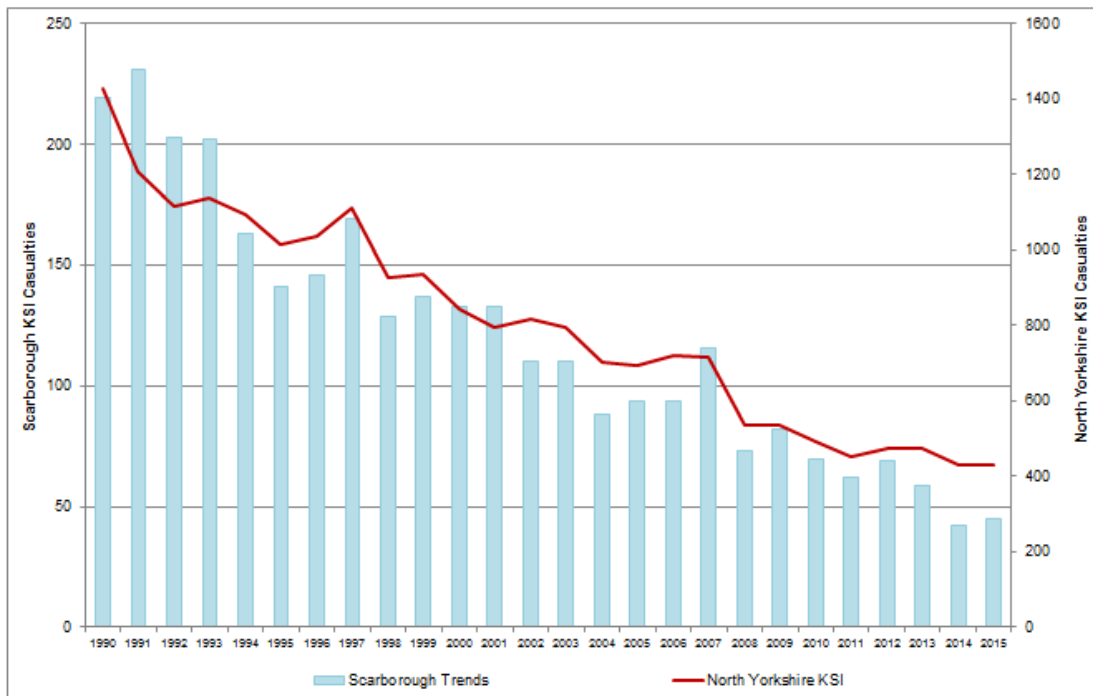


Figure 14 - Reported road traffic KSI casualty trends since 1990 - Scarborough
Source - Road Safety & Travel Awareness, North Yorkshire County Council

Child Casualties - Scarborough

The number of children injured in the district increased from 28 in 2014 to 45 in 2015 (+17). This is the second year that there has been an increase in child casualties in the Scarborough district and will be reviewed in greater detail.

The number of KSI (3) amongst children (0-15 years old) has reduced by 2 compared to the previous year. In 2014 all child KSIs were pedestrians, the same as in 2015.

This year's overall child casualty numbers show an increase of 40% against the 2010-14 baseline average, but with a 61% increase against the previous year.

The increase in child casualties is mainly associated with an increase in the number of pedestrian casualties from 11 to 18 and pedal cyclists casualties from 2 to 8, though child other vehicle type casualties also increased from 1 to 4 and child car occupants increased from 14 to 15.

Facts about child casualties in 2015

- ◆ 21 of the children injured were secondary school aged, 21 were primary aged and 3 were pre-school age..
- ◆ In the child collisions the three most reported causation factors are *failure to look properly by a vehicle driver*, then *failure to look properly by a pedestrian* then *failure to judge others path or speed by a vehicle*.
- ◆ In the child cyclist collisions four were not wearing a cycle helmet, two were unknown for cycle helmet and two were wearing a helmet.
- ◆ The 18 pedestrian child casualties were recorded as 1 driver at fault and 14 pedestrians at fault, there were 3 that would indicate both parties at fault.
- ◆ The majority of collisions involving children occurred on a weekday (30 of 40) and a significant proportion of these were during the afternoon school run time (13 of 30).

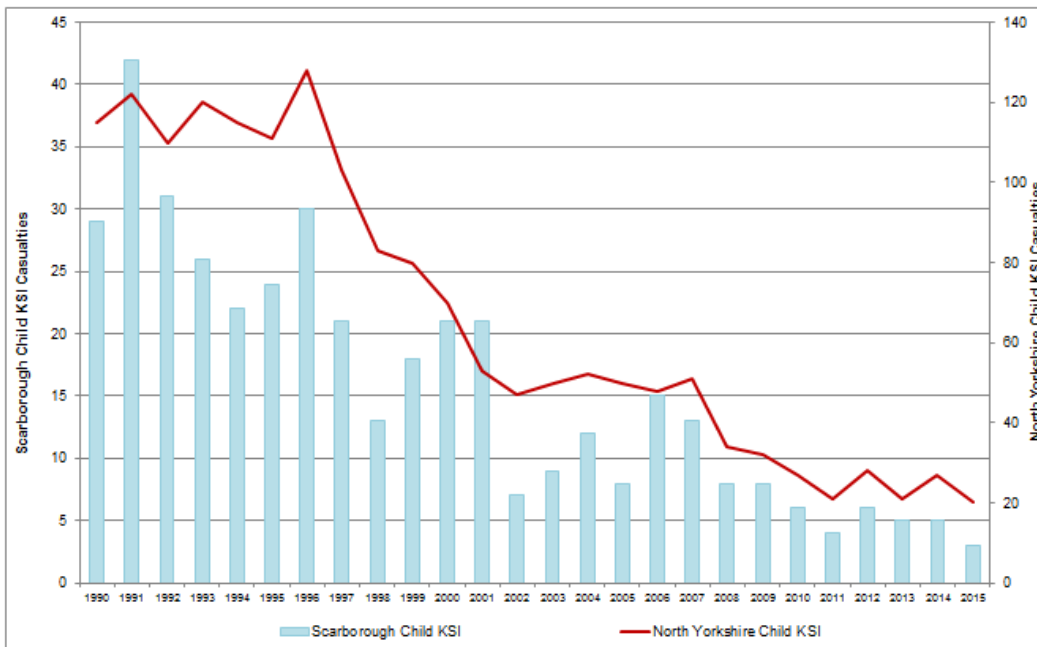


Figure 15 - Reported road traffic KSI child casualty trends since 1990 - Scarborough
Source - Road Safety & Travel Awareness North Yorkshire County Council

Road Safety Education and Community Engagement – Scarborough

Children - Primary Schools

Due to a road traffic incident with one of the Northstead pupils and Lealholm school were concerned about children playing in the village's busy car park, we were asked to work with the pupils in both schools on road safety.

At Northstead school over 600 children enjoyed an interactive assembly about being safe near roads, delivered by the Road Safety Assistant, the local PC and PCSOs. The assembly was fun and packed with lots of safety messages including:-, Be Safe - Be Seen, Green Cross Code and safer places to cross.

Lealholm School also enjoyed a morning of learning how to be safe near roads too. They met 'Tommy Toucan' who shared the message about holding a grownup's hand when near or crossing the road.



Image 13 - Road Safety Officer and police teaching as part of the Respect campaign at Barrowcliffe School

The Respect Campaign – Eastfield.

This pilot campaign delivered by Scarborough's Community Impact Team gave the children of Barrowcliff school advice on how to respect their community through interactive workshops delivered by Road Safety, the Police and other agencies.

The Workshops highlighted and tackled anti – social issues that were raised by the pupils of Barrowcliff School themselves and by local residents.

The issues that were brought to our attention were about parents parking in places that caused obstruction to other road users and pedestrians being forced to take risks when trying to the cross the road; children not looking when crossing the roads and older children playing chicken with the traffic. The Road Safety team delivered a series of road safety learning to the school covering a range of subjects, from 'Be safe, Be seen'; learning the Green Cross Code; holding an adults hand for the younger ones; finding safer places to cross and, when they have no other option, how to cross safely from between parked cars.

Key Stage 1, Reception and Nursery had learning walks outside in the school car park. The school is lucky enough to have a little road on the premises that is fenced off so the children could put their newly learnt road safety skills into practice. Key Stage 1 also learnt how to cross the road from between parked cars as this is a big issue when crossing roads around this area.

Key Stage 2 looked more in depth at how a death on the road could affect a community. They participated in an interactive workshop called 'Game Over'. This activity explores what happens when one fictitious boy isn't careful near roads which ends in him dying and the devastating effect it has on the whole community.

After watching the DVD 'Game Over', the class was then split into 4 groups and each group looks at a different scenario. They were encouraged to discuss and explore who would be there, how they would be feeling at the news and what reaction each character would express. The groups then shared their findings in acting out the characters to the other pupils. The pupils then discussed what the boy should have done and what they could do themselves to be safe.

The Respect Campaign was a success and the staff could see a distinct improvement in the children's behaviour especially around the local roads.

Statistics shows that the most vulnerable age group for cycling accidents is 12 years old. In their transition year (year 6) children often want to cycle to school. As the Road Safety Team, our aim is to reduce their risk of injury by training the year 6s and 5s on how to be safe on roads. This is done through the Bikeability course which is funded by government grant and council top-up.

The Bikeability programme is designed to develop cycling skills, improve co-ordination, observation skills and empower them to make positive and confident decisions on the road. We also introduce the Highway Code and teach them how to read road signs which is vital when cycling on the road.



Image 14 and Image 15 – Bikeability training and a Bikeability balance class

In this academic year over 980 pupils from 45 schools from Scarborough and Whitby took part in the Bikeability training programme. The children were taught up to level 2 in preparation of their forthcoming transition year. By encouraging children to cycle this will help reduce the carbon footprint, obesity and improve their health and social skills as well.

This year the Road Safety Team ran a pilot scheme called Bikeability Balance. It was delivered to 70 Reception children in Scarborough, Whitby and Ryedale area. This programme was delivered over four x 45minutes sessions. All the children regardless of the level of

development were able to participate. The children not only learnt how to balance on a 2 wheeler bike, they also improved their observation skills, sense of safety, co-ordination and built up their self-confidence. Once the children had mastered the balance bike, the instructors provided advice to their parents on how to progress their child on to a 2 wheeler pedal cycle.

At Crucial Crew the Road safety team gave an In-car safety talk and demonstration to 1400 Year 6 pupils from Scarborough Whitby and Ryedale Schools. This multi-agency safety education event is held every year over a fortnight at the TA centre in Scarborough.

Children - Secondary Education

The Road Safety team organised and delivered the Drive Alive event to the 6th Form pupils of Caedmon Community College in Whitby. The 95 Alive partnership officers and guest speakers addressed different issues that could affect young drivers and their peers as they move into adulthood and provided them with strategies to spot potential risks and how to avoid them.

Young Drivers

The 'Enhanced Pass Plus' programme is offered to newly qualified young drivers at local events. The 95 Alive partnership work together to encourage young drivers to recognise risk and learn how to avoid potential dangers, *some 11 young drivers have taken part this year.*

Working with Driving Instructors

A two day CCL course (Client Centred Learning) was delivered to driving instructors in Scarborough. This course is designed to help instructors adapt the way they teach to suit the learning styles of each individual pupil. This is the required style of teaching by the DVSA (Driver & Vehicle Standards Agency) and the style that must be demonstrated on the instructors regular standards check.

Motorcyclists

The Road Safety Team, working with 95 Alive partners, once again participated in the well-attended motorcyclist events on Oliver's Mount giving out Biker's Guides with advice on being safe on roads and listening to bikers concerns about safety.

Older People

The Road Safety Team have organised a number of "refresher drives" to drivers over 50 to provide them with driving tips, techniques and advice. These have been attended by 19 drivers across Hambleton and Richmondshire.

Driving at Work

A number of initiatives have been held across Hambleton and Richmondshire including Safe Driving for Work presentations (5 at Broadacres Housing Association), training for vehicle safety checks, trailer, minibus and HGV training, practical driver training and driving risk management training.

Community Engagement/ Local Partnership Working

The Road Safety Team worked with partners from 95 Alive and engaged with the public giving road safety advice at various public events during the season, the venues we have attended include:-

- ◆ Whitby Regatta
- ◆ Filey Safety Day
- ◆ Eastfield Safety Day
- ◆ Winter Driving and Drink, Drug Driving events in Scarborough.
- ◆ Cycle Safety Day in Whitby.
- ◆ Summer Drink, Drugs and Drive in both Scarborough and Whitby



Image 16 - Road Safety Officer speaking with the public at a community event, 2015

Speed Management

Between October 2015 to July 2016, the group received and processed 30 speed concern reports. This resulted in 4 requests for Police speed enforcement, 2 referrals to Highway engineers and 1 local education programme.

Cluster sites

There are 170 cluster sites identified in North Yorkshire compared with a total of 154 the previous year. Of these 170 sites, 24 are located within Scarborough District and details of these are contained on the next page. Of these, 19 are urban (40 mph or lower speed roads) and 5 are rural (over 40 mph limit roads). Of all Scarborough collisions 2013-2015, 11% occurred at cluster sites; 17% of all collisions in Scarborough in 2015 occurred at cluster sites.

The collision prevention schemes identified, designed and delivered in 2016/17 to address cluster site collisions are-

- ◆ A165/A1039 junction, Muston – sign improvement scheme
- ◆ New Road/Hall Park Road, Hunmanby – sign improvement scheme

Road Safety Engineering Activities – Scarborough

Collision cluster site locations

2016/17 NYCC Rank	Location	District	Site Type	Collision Sev. Factor	Cas Sev. Factor	Collisions			Total Collisions 2014-2015	Total Child Cas	Comments
						2013	2014	2015			
25	A64 Falsgrave Rd/Belgrave Cres/Londesborough Rd, Jnct - Scarborough	Ycm	urban	8	11	3	1	3	7	0	No clear collision pattern, continue to monitor, no further action.
26	A165 Northway/B1364 Victoria Rd, Jnct - Scarborough	Ycm	urban	8	11	3	2	2	7	0	No clear collision pattern, continue to monitor, no further action.
31	A171/B1266 High St, Jnct - Scaling	Ycm	rural	7	13	1	3	2	6	2	There are no Yorkshire Potash Ltd funded works planned for this junction as there are no turning movements. However, there is also an undertaking to establish an on-going Traffic Management Liaison Group which will consider matters relating to the construction and operation of the mine. One of the key issues will be to monitor road safety and driver behaviour on the A171.
42	Falconers Rd/Huntriss Row, Jnct - Scarborough	Ycm	urban	7	8	1	3	1	5	0	Engineering investigation on going
46	A165 Filey Rd / Queen Margaret's Rd, Xrds - Scarborough	Ycm	urban	7	7	1	3	2	6	1	No clear collision pattern, continue to monitor, no further action.
60	A174 Lythe Bank, Bend - Lythe	Ycm	rural	6	9	2	2	0	4	0	Surface improvement scheme implemented 2014/15 along with signing scheme, to be monitored for effectiveness
62	A165 Northway Rndbt W/ Prospect Rd - Scarborough	Ycm	urban	6	8	3	2	0	5	2	Engineering investigation under way
74	A165 Valley Bridge Prd/Somerset Tce/Westwood, Area - Scarborough	Ycm	urban	6	6	2	2	2	6	1	Engineering investigation under way
85	A64 Seamer Rd / Queen Margaret's Rd, Jnct - Scarborough	Ycm	urban	5	8	3	0	1	4	0	Engineering investigation underway
88	A171 Guisborough Rd/B1460 Stakesby Rd, Jnct - Cross Butts	Ycm	rural	5	7	4	0	1	5	0	Junction arrangement altered to a roundabout in 2014/15, additional sign improvement installed in 2015. Continue to monitor site for effectiveness.
91	A169 Coach Rd/B1460 The Carr's, Jnct - Briggswath	Ycm	urban	5	7	2	2	0	4	0	Sign improvement scheme installed in 2015, continue to monitor site.
95	A165 / B1261, Rndbt - Lebberston	Ycm	rural	5	6	1	2	1	4	1	Engineering investigation on going.

Reported Road Casualties in North Yorkshire: Annual Report 2015

2016/17 NYCC Rank	Location	District	Site Type	Collision Sev. Factor	Cas Sev. Factor	Collisions			Total Collisions 2014-2015	Total Child Cas	Comments
						2013	2014	2015			
105	A170 Stepney Rd/Stepney Dr, Area Around Rndbt - Scarborough	Ycm	urban	5	6	1	2	1	4	0	Engineering investigation found no recommendations, continue to monitor site, no further action.
108	A165 Columbus Ravine/Dean Rd, Rndbt - Scarborough	Ycm	urban	5	5	2	2	1	5	1	Engineering investigation on going
111	A64 Westborough at Hanover Rd jnct - Scarborough	Ycm	urban	5	5	1	1	2	4	1	Engineering investigation on going
115	Station Sq/Victoria Sq/ Brunswick St, Jnct - Whitby	Ycm	urban	5	5	1	2	1	4	1	No clear collision pattern, continue to monitor site, no further action
120	A64 Falsgrave Rd /New Park Rd, Jnct - Scarborough	Ycm	urban	5	5	2	3	0	5	0	Majority of collisions involve passengers falling when alighting the bus, highlighted issue to Integrated Passenger Transport for discussion with the bus company(ies) No further action, continue to monitor.
121	A171 Scalby Rd/Stepney Dr, Jnct - Scarborough	Ycm	urban	5	5	2	2	1	5	0	No clear collision pattern, continue to monitor, no further action
126	A171 Prospect Hill/a174 Prospect Hill, Jnct - Whitby	Ycm	urban	4	11	2	2	0	4	2	Traffic signal scheme, developer led, being installed June/July 2016. No further action, continue to monitor.
128	A1039 King Hill Muston/A165, Jnct - Muston	Ycm	urban	4	8	0	2	2	4	2	Sign improvement scheme being designed for delivery in 2016/17.
136	New Road/Hall Park Rd, Xrds - Hunmanby	Ycm	rural	4	6	2	1	1	4	0	Sign improvement scheme being designed for delivery in 2016/17.
162	A165 Filey Rd/Westbourne Grove, area - Scarborough	Ycm	urban	4	4	3	0	1	4	0	No clear collision pattern, continue to monitor, no further action
164	A165 Northway/Trafalgar St West, Jnct - Scarborough	Ycm	urban	4	4	1	2	1	4	0	No clear collision pattern, continue to monitor, no further action
169	A170 Falsgrave Rd/a171 Scalby Rd, Jnct - Scarborough	Ycm	urban	4	4	3	1	0	4	0	Surfacing works undertaken in summer 2016, continue to monitor, no further action

Ryedale District (Area 4)

Ryedale district in brief

- ◆ Six people, all of whom were adults, were **killed** on Ryedale's roads during 2015 compared to five adults, in 2014. There were 3 PTW riders, a car passenger, a pedestrian and the driver of a stolen ambulance.
- ◆ The number of people **Killed or Seriously Injured (KSI)** has decreased to 41 in 2015 from 50 in 2014. In terms of road user groups, the number of KSI has decreased in all vehicle type groups apart from "other vehicle types" (+2). The biggest decrease was in the number of pedestrians (-5), followed by car occupants (-3), P2W (-2) and goods vehicles (-1).
- ◆ The number of **total casualties** in road collisions reported to the police in 2015 was 217, down by 5% on 2014 (229). This decrease is mirrored by the car road user group which saw a decrease of 16 and goods vehicles which saw a decrease of 10 casualties in 2015. Increases were seen in the number of PTW casualties from 28 to 33, pedal cyclists from 12 to 14 and other vehicle types from 1 to 8.
- ◆ The reported number of **child KSI casualties** (aged 0-15) has reduced to 0 in 2015 from 3 in 2014. This is the second time of record that there have been no children killed or seriously injured in Ryedale. (The last time this happened was in 2013).
- ◆ The number of **cyclist** casualties has increased by 6% from the 2010-14 baseline average. Child cyclist casualties (3) have increased by 2 since the previous year.
- ◆ **Pedestrian** casualties stayed the same at 18 in 2015 which is 29% greater than the 2010-14 baseline average of 14.
- ◆ The number of **powered two wheeler (PTW)** casualties has increased by 18% since last year (from 28 to 33). The increase is only seen amongst PTW riders and pillion who were slightly injured. Overall the number of PTW casualties in the district is 2% above the baseline average.
- ◆ A total of 149 **road collisions** that resulted in someone being injured were reported to the police in 2015, 3% less than in 2014 (154). This total works out at an average of 12 collisions per month or 3 per week.

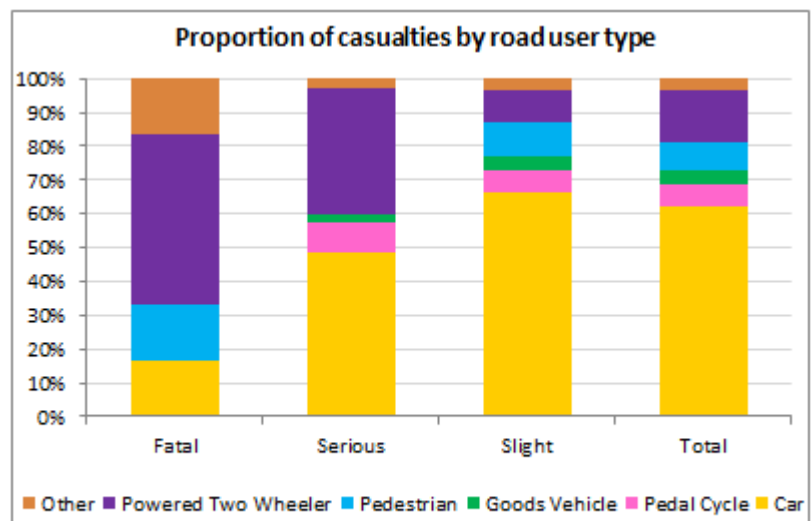


Figure 16 - Proportion of all casualties by road user type in 2015 - Ryedale
Source - Road Safety & Travel Awareness, North Yorkshire County Council

All Casualties - Ryedale

The trend in road casualties reported to the Police in Ryedale continued on its downward trend though there are some high low variances within this trend, it is overall a downward trend. 2015 was the second lowest year since records began for all casualties in the district, only 2011 saw less.

In 2015, the district has recorded 12 fewer casualties compared to the previous year. The decrease is mainly explained by the lower number of car occupant casualties (down by 11%). Lower numbers were also seen in the number of goods vehicle casualties (down by 10).

The district performance (-8%) is better than the reduction in the total number of casualties recorded in North Yorkshire as a whole (-1%) compared to the baseline.

Facts about all casualties in 2015

- ◆ There were 217 casualties in 2015, 12 less than in 2014 (a 5% decrease).
- ◆ Car occupants make up the largest proportion of road casualties (62%); followed by powered two wheeler riders (15%), pedestrians (8%), pedal cyclists (6%), goods vehicles (4%) and other vehicles (4%)
- ◆ The number of casualties recorded in 2015, is 8% below the 2010-14 average.
- ◆ The number of children injured (15) which represent 7% of all casualties in 2015; was 3 lower than 2014.
- ◆ Cyclist casualties increased, and the 2015 total (14) is now 2 higher than in 2014 and is also 6% above the 2010-14 average (13).

Ryedale	Baseline (Avg 10-14)	2012	2013	2014	2015	2015 vs baseline	Statistically significant change
Fatal	6	2	11	5	6	7.1%	—
Serious	55	63	61	45	35	-36.1%	↑
Slight	176	174	192	179	176	0.1%	—
Total	236	239	264	229	217	-8.1%	—
KSI	60	65	72	50	41	-32.1%	—
Child KSI	2	1	0	3	0	-100.0%	—
Young Person KSI	13	20	15	12	8	-39.4%	—
Adult Person KSI	25	24	30	21	17	-32.0%	—
Older Person KSI	15	15	19	12	12	-21.1%	—
Elderly Person KSI	5	5	8	2	4	-13.0%	—
Pedestrian KSI	4	4	4	6	1	-75.0%	—
Cyclist KSI	4	7	2	3	3	-21.1%	—
PTW KSI	20	18	27	18	16	-18.4%	—
All Child Casualties	21	21	17	18	15	-27.9%	—
All Cyclist Casualties	13	21	13	12	14	6.1%	—

Table 16 - Reported road traffic casualties and severity since 2012 - Ryedale
Source - Road Safety & Travel Awareness, North Yorkshire County Council

Killed or Seriously Injured (KSI) Casualties - Ryedale

In 2015, with a total 41 KSI casualties, Ryedale's casualty numbers are 32% below the 2010-14 average (60). This is the lowest year on record for the number of KSI casualties in the Ryedale district.

The year saw a decrease to the number of pedestrian KSI casualties which have fallen by 5 over the previous year, car KSIs were down by 3, P2W by 2 and goods vehicle by 1; other KSI casualties was up by 2.

The number of KSI (0) amongst children (0-15 years old) was 3 down on the previous year and the joint lowest on record.

Facts about KSI casualties in 2015

- ◆ The number of people killed or seriously injured fell 18% to 41 in 2015.
- ◆ The three most vulnerable road user groups (Pedestrian, Cyclist and PTW riders), between them account for 49% of all KSI casualties. This is similar to other districts.
- ◆ The decrease in KSI casualties in 2015 is associated with a decrease in pedestrians, car occupants and PTW casualties (down by 5, 3 and 2 respectively).
- ◆ The district saw slight increases in the number of other vehicle KSI casualties (from 0 to 2).
- ◆ Cyclist KSI casualties stayed the same at 3 in 2015.
- ◆ The two other vehicle type KSI casualties recorded in 2015 were the driver of a stolen ambulance and a bus driver.

The decrease in KSI in 2015 against 2014 is encouraging and the long term trend is downwards.

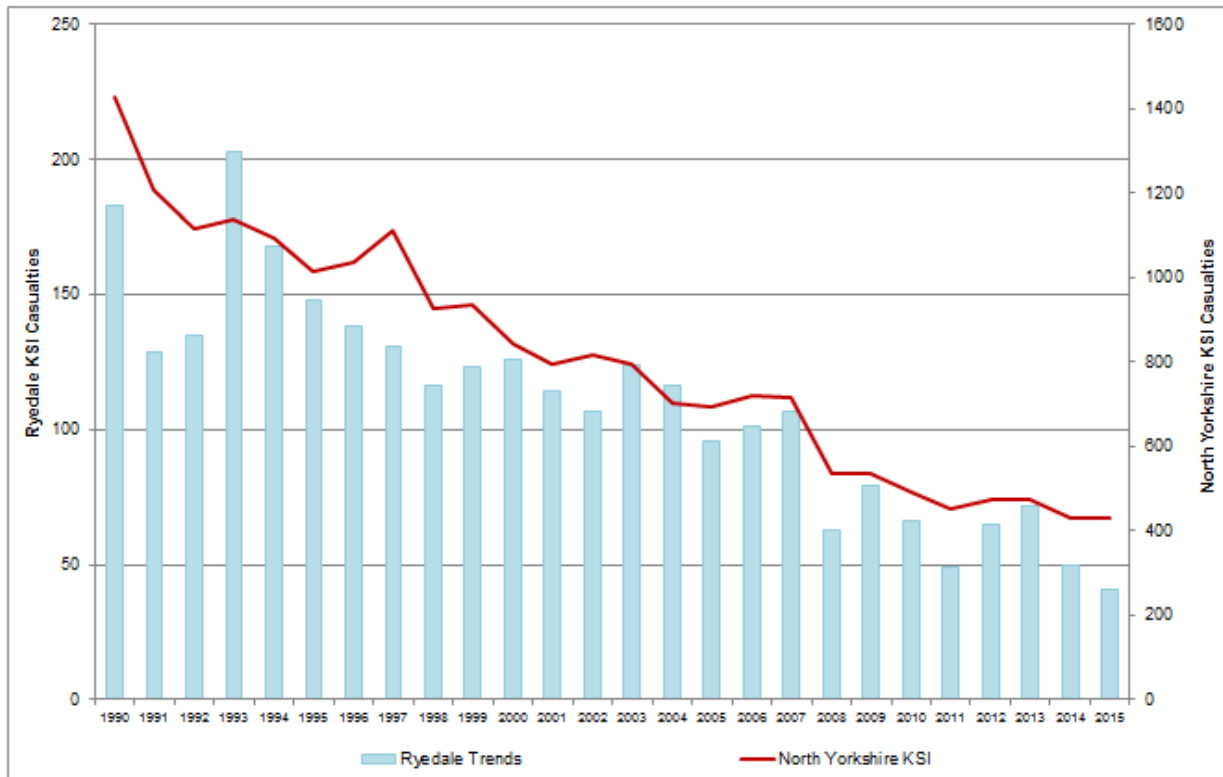


Figure 17 - Reported road traffic KSI casualty trends since 1990 - Ryedale
Source - Road Safety & Travel Awareness, North Yorkshire County Council

Child Casualties - Ryedale

The total number of child casualties (15) recorded in 2015 is 3 below the previous year (18), Child KSI casualties has decreased from 3 in 2014 to 0 in 2015. This was the joint lowest year for child KSI casualties on record in the district.

This year's overall child casualty numbers show a reduction of 28% against the 2010-14 baseline average, and a 17% decrease since the previous year (2014).

Looking at the 15 child casualties slightly injured in 2015, 9 were car passengers, 3 were pedal cyclists and 3 were pedestrians. The number of car passengers had decreased by 5 on the previous year and the number of pedal cyclist has increased by 2.

Facts about child casualties in 2015

- ◆ Seven of the children injured were secondary school age, 7 were primary aged and 1 was pre-school..
- ◆ The three most common causation factors in collisions involving children is vehicle failed to look properly, vehicle failed to judge others path or poor turn or manoeuvre.
- ◆ 2 of the 3 child cyclist casualties were not wearing a cycle helmet.
- ◆ The three pedestrian child casualties were 1 driver at fault 2 pedestrians at fault.
- ◆ The majority of collisions involving children occurred on a weekday (11/15) but of those around half were at school run time, with slight peaks at 1400-1459 and 1700-1759.

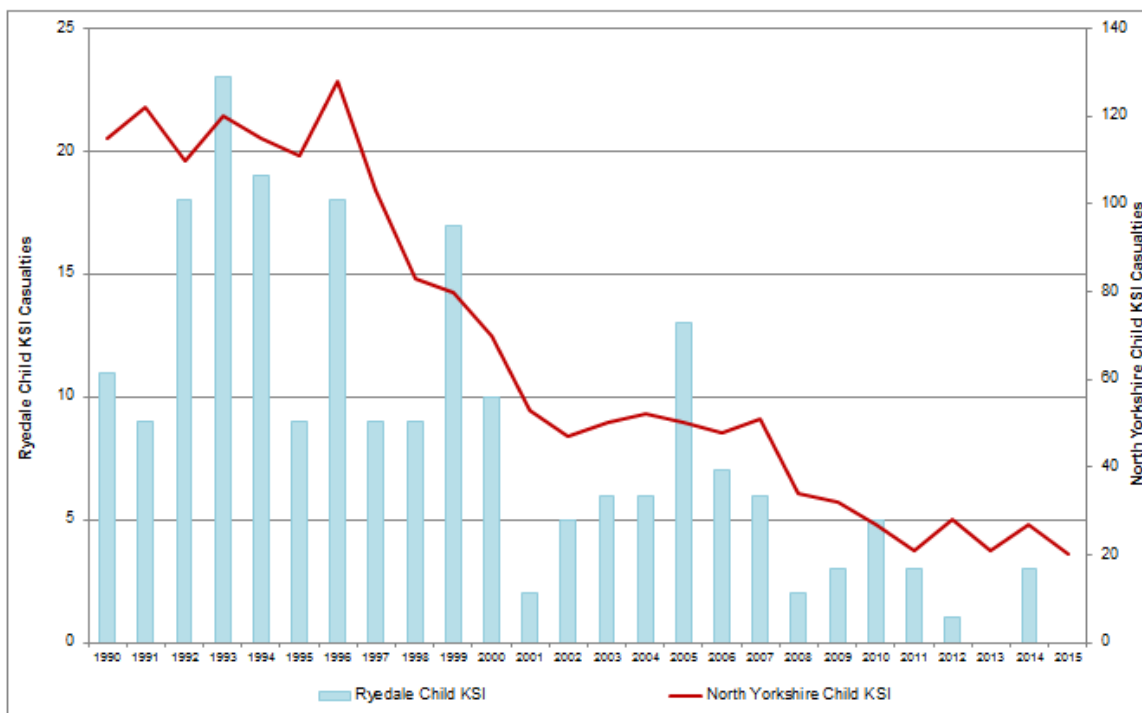


Figure 18 - Reported road traffic KSI child casualty trends since 1990 - Scarborough
Source - Road Safety & Travel Awareness, North Yorkshire County Council

Road Safety Education and Community Engagement – Ryedale

Children - Primary School

Some 522 Year 5 and 6 primary school pupils at 31 schools across Ryedale were trained to cycle on the road in the Bikeability cycle training programme over the last year. I

Over 1400 Year 6 students from Scarborough Whitby and Ryedale schools attended the Crucial Crew multi-agency safety education event at the TA Barracks, Scarborough. The children learned road safety facts by taking part in active scenarios and workshop sessions with follow up lesson information provided to their teachers.

The Road Safety and Travel Awareness Officer has supported several local schools and communities concerned about school gate parking issues and provided advice together with our School Gate Parking Resource Pack.

Children - Secondary School

Safer Ryedale have been invited to attend a multi-agency event called “Prison- me? No way” at Malton secondary school whilst Lady Lumley’s Secondary School, Pickering, hosted a Drive Alive Day in October 2015

We support the secondary schools to deliver road safety lessons throughout the curriculum, with the benefit of our own specialist curriculum adviser. A number of High Schools are now using safer cycling resources in Year 7 to encourage pupils to cycle to school and to do so safely. Setting the habit of cycling is important for health benefits throughout life and enables affordable access to school, college and work.

Young Drivers

We worked with the local area Road Safety Group to encourage safe behaviours and good driving amongst young drivers and to provide positive role models amongst them.

Working with Driving Instructors

We have trained an additional 7 driving instructors who are now registered with us to provide the Enhanced Pass Plus training course to newly qualified drivers and Older Driver Refresher Drives for those who want to keep themselves up to date and confident in their driving.

Motorcyclists



Face to face engagement events at popular motorcyclist destinations such as Seeways Café, Fridaythorpe and Helmsley Market Place have proved a successful means of disseminating campaign messages directly to motorcyclists and an efficient method of targeting large numbers and listening to their concerns and suggestions.

Information packs have been distributed including the newly updated “Bikers Guide to North Yorkshire”. The route list also includes the A170 from Thirsk to Scarborough and the A64 from Tadcaster to Scarborough. It recommends further training, appropriate safer riding techniques and behaviours to reduce risk of injury and consideration of local communities and other road users. It is also available online through our website www.roadwise.co.uk.

Image 17 - A poster design also used in the motorcycling press

Cyclists

We promote safer cycling initiatives throughout the county, especially on the Tour de Yorkshire and other popular routes. The “*Cycle Yorkshire, Ride the Routes*” app uses maps and videos to provide advice on a range of issues including rural riding preparation, avoiding fatigue related collisions and hazard recognition and avoidance techniques. We also distribute cards and fliers to cycle shops, hire centres, guest houses and cafes on cycling routes to get safe cycling messages to cyclists who are riding our long distance routes. We have recently delivered a bespoke Bikeability course for 3 Adults with specific learning needs in the Malton area, enabling them cycle safely, stay healthy and to live more independently within our community.



Image 18 – Discussion with local residents in Malton

Older People

Over the summer months Safer Ryedale held 3 Older Driver Events and 27 older drivers in Ryedale took refresher drives.

Driving at Work

During 2015/16 the Driver Training Officer facilitated 6 safer driving for work seminars or training sessions for NYCC staff in Ryedale.

Community Engagement/ Local Partnership Working

The Road Safety team contributed to a number of events and initiatives working in partnership with Safer Ryedale and the Police Rural and Neighbourhood teams. This year the focus has centred on cyclist, motorcyclist and older driver safety.

In July/August the Safer Ryedale team attended the Ryedale Show, and Thornton Dale Show which attracted approximately 25,000 visitors. These shows offers a valuable opportunity to engage with people, especially those from the most rural and isolated communities.

During the run up to the Christmas holidays, The Safer Ryedale Team held a Don't Drink and Drive event in Helmsley. This year the engagement events included a focus on alcohol awareness, in particular it is common for people to underestimate the number of units of alcohol they have consumed and the time taken for alcohol to be processed and removed from the body. In June 2015/2016 the Team also supported the Police drug and drink drive enforcement campaign with a series of road shows in town centres across the district.

Speed Management

Between September 2015 and July 2016, the Area 4 Highways Office, Kirby Misperton processed 22 speed concern enquires. This resulted in 1 speed matrix sign deployment and 4 requests for Police speed enforcement. From discussions at the SMP meetings Safer Ryedale have carried out 8 speed education events.

Cluster sites

There are 170 cluster sites identified in North Yorkshire compared with a total of 154 the previous year. Of these 170 sites, 12 are located within Ryedale and details of these are contained on the next page. Of these, 6 are urban (40 mph or lower speed roads) and 4 are rural (over 40 mph limit roads). Of all Ryedale collisions 2013-2015, 13% occurred at cluster sites; 12% of all collisions in Ryedale in 2015 occurred at cluster sites.

The collision prevention schemes identified, designed and delivered in 2016/17 to address cluster site collisions are-

- ◆ A169 Saltergate Bank – installation of vehicle restraint system

Road Safety Engineering Activities – Ryedale

Collision cluster site locations

2016/17 NYCC Rank	Location	District	Site Type	Collision Sev. Factor	Cas Sev. Factor	Collisions			Total Collisions 2014-2015	Total Child Cas	Comments
						2013	2014	2015			
2	A169 Saltergate Bank by Horcum Woods Nr Hole of Horcum	Rye	rural	13	18	1	5	4	10	1	2015/16 collision reduction study recommended signing improvement scheme and assessment for a vehicle restraint system. Recommendations are being progressed for installation in 2016/17.
18	A64 Trousdale Fl / Centenary Way jct to Low Hutton	Rye	rural	9	12	2	2	2	6	1	Highways England site.
41	Church St/Norton Rd/Welham Rd, Jct - Norton	Rye	urban	7	8	1	3	3	7	1	Engineering investigation on going
44	Market Pl/B1257 Church St, Jct - Helmsley	Rye	urban	7	8	2	1	2	5	0	No clear collision pattern, continue to monitor, no further action.
94	A64/Chestnut Av, Jct - Crambeck	Rye	rural	5	6	2	1	2	5	1	Highways England site.
98	A169/A64, Rndbt North End - Malton	Rye	rural	5	6	2	2	1	5	0	Joint NYCC and Highways England site, development to add a mini roundabout at Eden Camp which may provide some benefit to this site.
100	A169 at access to Pickering Showground	Rye	rural	5	6	1	1	2	4	0	Engineering investigation on going
122	B1248 Scarborough Rd/ Parliament St Jct - Norton-on-Derwent	Rye	urban	5	5	2	1	1	4	0	Engineering investigation on going
125	B1249 Beverley Gate/A64 Staxton Hill, jct, Staxton	Rye	urban	4	15	1	2	1	4	3	Highways England site
129	A64/Scotchman Ln, Jct - Flaxton	Rye	rural	4	7	3	1	0	4	0	Highways England site.
137	B1257 Newbiggin/ Finkle St, Jct - Malton	Rye	urban	4	6	2	2	0	4	0	Engineering investigation on going
151	B1257/ The Balk, Xrds - Slingsby	Rye	urban	4	5	3	1	0	4	0	Engineering investigation on going

Craven District (Area 5)

Craven district in brief

- ◆ Four people, all of whom were adults, were **killed** on Craven's roads during 2015 compared to 9 adults in 2014 and a baseline average of 6 per year for 2010-14. The four people in 2014 were: 2 pedal cyclists and 2 powered two wheeler (PTW) riders.
- ◆ The number of people **killed or seriously injured (KSI)** was 54 in 2015, a decrease from 58 in 2014, but still a slight increase on the baseline average of 49. In terms of road user groups, the number of KSIs has decreased in all road user groups except for the car occupant group (+2) and other (+1). The biggest decrease was seen in the PTW group which reduced by 4, the pedal cyclist, goods vehicle and pedestrian groups all decreased by 1..
- ◆ The total number of **all casualties** in road collisions reported to the police in Craven during 2015 was 216, a 2% decrease on 2014 (220) and a 8% reduction from the baseline. This decrease is reflected in PTW which saw a 33% (-16) decrease in casualties in 2015 and in the pedal cyclists which saw a 41% reduction (-9). The car occupants (10), pedal cyclists (6), goods vehicle (4) and other categories (1) all saw an increase in the total number of casualties.
- ◆ There were 3 **child KSI casualties** (aged 0-15) in the district in 2015 which is 3 more the previous year and 2 above the baseline average.
- ◆ The number of **cyclist** casualties has increased by 25% to 30 in 2015 from 24 in 2014, which is also above the baseline average of 22. The level of cycling has gradually increased throughout the county in recent years including in Craven, especially since the Tour de France but we are unable to quantify this at present.
- ◆ **Pedestrian** casualties decreased by 41% to 13 in 2015 from 22 in 2014. This decrease is more pronounced amongst pedestrians slightly injured, which fell from 16 to 8.
- ◆ The number of **powered two wheeler (PTW)** casualties has decreased by 33% to 33 in 2015 from 49 in 2014. The decrease is less pronounced amongst PTW KSI (18) which is 18% or 4 less than the total (22) recorded the previous year.
- ◆ A total of 161 **road collisions** that resulted in someone being injured were reported to the police in 2015, 16 less than in 2014. This total works out at an average of 13 collisions per month or 3 per week.

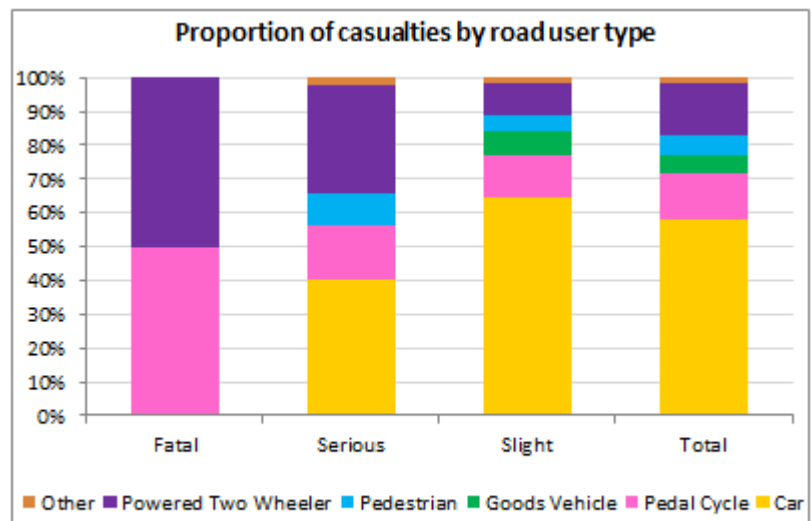


Figure 19 - Proportion of all casualties by road user type in 2015 - Craven
Source - Road Safety & Travel Awareness, North Yorkshire County Council

All Casualties – Craven

The number of road casualties reported to the Police in Craven has seen an overall reduction in 2015, having also decreased in 2014. The total number of casualties is below the downward trend line and is continuing to reduce. However, no statistically significant reductions were seen in the Craven district in 2015.

In 2014, the district recorded 4 fewer casualties compared to the previous year. The decrease is mainly amongst PTW (-16), and pedestrians (-9) though the car, pedal cycle, goods vehicles, and other groups all increased (by 10, 6, 4 and 1 respectively).

The districts overall performance of -8% is better than the total reduction of casualties recorded in North Yorkshire (down by 1% over the baseline).

Facts about all casualties in 2015

- ◆ There were 216 casualties in 2015, 4 fewer than in 2014 (a 2% decrease).
- ◆ Car occupants make up the largest proportion of road casualties (58%); followed by powered two wheeler riders (15%), pedal cyclists (14%), pedestrians (6%), goods vehicles (5%) and others (2%).
- ◆ The number of casualties recorded in 2015, is 25% below the 2010-14 baseline average.
- ◆ The number of children injured (3) which represents 5% of all casualties in 2015, was 3 more than in 2014.
- ◆ PTW casualties decreased and the 2015 total (33) is now 9% below the 2010-14 average (36).
- ◆ There was an average of 13 collisions per month or 3 per week in which someone was hurt.

Craven	Baseline (Avg 10-14)	2012	2013	2014	2015	2015 vs baseline	Statistically significant change
Fatal	6	4	7	9	4	-33.3%	—
Serious	43	41	43	49	50	15.7%	—
Slight	185	170	201	162	162	-12.2%	—
Total	234	215	251	220	216	-7.6%	—
KSI	49	45	50	58	54	9.8%	—
Child KSI	1	2	2	0	3	114.3%	—
Young Person KSI	7	10	7	9	16	142.4%	—
Adult Person KSI	23	19	21	30	22	-5.2%	—
Older Person KSI	14	10	17	14	7	-49.3%	—
Elderly Person KSI	4	4	3	5	6	42.9%	—
Pedestrian KSI	4	5	3	5	5	19.0%	—
Cyclist KSI	8	6	9	11	10	22.0%	—
PTW KSI	19	16	19	22	18	-4.3%	—
All Child Casualties	16	19	13	8	10	-36.7%	—
All Cyclist Casualties	22	16	29	24	30	38.9%	—

Table 17 - Reported road traffic casualties and severity since 2012 - Craven
Source - Road Safety & Travel Awareness, North Yorkshire County Council

Killed or Seriously Injured (KSI) Casualties - Craven

In 2015, the total of 54 KSI casualties in Craven was lower than 2014 (58) but still 10% above the 2010-14 yearly average (49).

The year saw a decrease in the number of PTW riders hurt (from 22 to 18), a decrease of 1 casualty was seen in the pedal cyclist, goods vehicle and pedestrian groups. An increase of 2 was seen in the car occupants and 1 in the other group.

The number of KSI (3) amongst children (0-15 years old) increased in 2015 compared to the previous year (0).

The decrease in KSI in 2015 against 2014 is good; however, as shown in the graph below, KSI figures have been gradually been rising since 2011 within Craven, so it is hoped this is a start of a new downward trend within the district.

Facts about KSI casualties in 2015

- ◆ The number of people killed or seriously injured reduced by 7% from 58 to 54 in 2015.
- ◆ The decrease in KSI casualties in 2015 is mainly associated with a decrease in PTW, pedal cyclist, goods vehicle and pedestrian casualties (down by 4, 1, 1 and 1 respectively).
- ◆ The number of KSI car occupant and other vehicle type casualties increased in 2015 by 2 and 1.
- ◆ Cyclist KSI casualties are at the 2nd highest point since they started to increase after 2007.

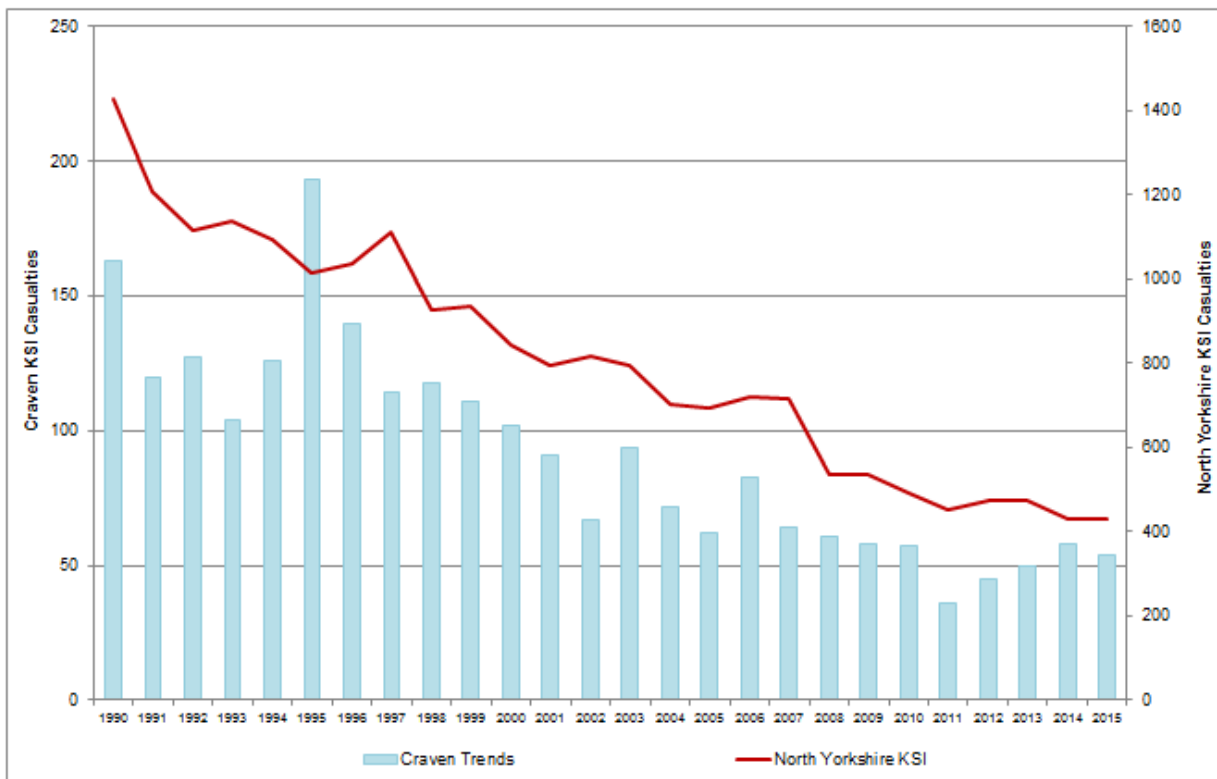


Figure 20 - Reported road traffic KSI casualty trends since 1990 - Craven
Source - Road Safety & Travel Awareness, North Yorkshire County Council

Child Casualties - Craven

The number of children injured increased in 2015 from 8 to 10 compared to the previous year continuing an alternating high low trend which started in 2010.

No children were killed or seriously injured in Craven during 2014: all 8 casualties were only slightly hurt that year. However, in 2015 3 children were seriously injured and 7 slightly injured.

This year's overall child casualty numbers show a decrease of 37% against the 2010-14 baseline average, and a 25% increase from the previous year. It is important to treat these percentages with some caution as the numbers are very small so changes expressed in percentage terms look large.

Facts about child casualties in 2015

- ◆ 5 of the children injured were primary age and 5 were secondary age.
- ◆ The Child pedestrian collisions involved a child crossing the road failing to look properly.
- ◆ The other collision involving a child was a child on a scooter failing to look properly.
- ◆ The pedal cyclist collision likewise involved a child pedal cyclist entering the road without looking.
- ◆ The child pedal cyclist was not wearing a cycle helmet.
- ◆ 3 of the 5 children injured in a car were injured in the same collision when the car they were in, which appears to have been driven by a parent, lost control on a bend.
- ◆ 6 of the 8 collisions involving children occurred on a weekday, the majority of which were at school starting or ending times.

The increase in child casualties is mainly associated with the car occupant casualties from 4 to 6 and child pedestrians increased from 1 to 2. Reductions were seen in the number of child pedal cyclist casualties from 3 to 1.

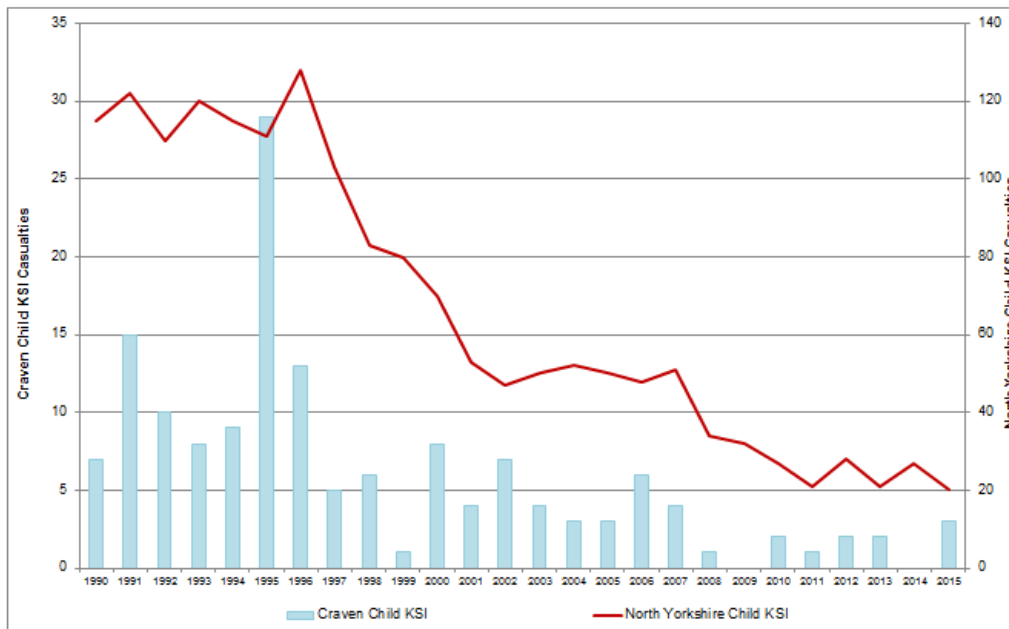


Figure 21 - Reported road traffic KSI child casualty trends since 1990 - Craven
Source - Road Safety & Travel Awareness, North Yorkshire County Council

Road Safety Education and Community Engagement – Craven

Children - Primary School

Some 463 Year 5 and 6 primary school pupils at 26 schools were trained to cycle on the road in the Bikeability cycle training programme over the last year.

This year we piloted a new Bikeability Plus training programme to 54 students at 3 schools in Craven. This scheme extends the existing programme to younger children, teaching basic skills on push and glide bikes.



Image 19 - Reception children at St Stephen's School, Skipton, try out the new Bikeability Plus course

Over 600 Year 6 students from 40 schools attend the Crucial Crew multi-agency safety education event at Eshton Grange at Gargrave. The children learned road safety facts by taking part in active scenarios and workshop sessions with follow up lesson information provided to their teachers.

The Road Safety and Travel Awareness Officer has supported several local schools and communities concerned about school gate parking issues and provided advice together with our School Gate Parking Resource Pack.

Children - Secondary School

The “Learn and Live” multi-agency new drivers’ presentation was held at 4 secondary schools and colleges across the county, including Craven College, Skipton Girls High School, Settle College and Ermysted’s Grammar. We will be supporting the secondary schools to deliver road safety lessons throughout the curriculum, with the benefit of our own specialist curriculum adviser. A number of High Schools are now using safer cycling resources in Year 7 to encourage pupils to cycle to school and to do so safely.

Young Drivers

We worked with the local Road Safety Group to encourage safe behaviours and good driving amongst young drivers and to provide positive role models amongst them. Several car shows were attended by the partnership, events which naturally attract large numbers of young drivers.

Working with Driving Instructors

We have trained seven driving instructors to register with us to provide the EPP training course to newly qualified drivers and older driver refresher drives for those who want to keep driving and keep themselves up to date and confident in their driving.

Motorcyclists

Face to face engagement events at popular motorcyclist destinations such as Kirkby Lonsdale, Settle Market Place and Ribbleshead Viaduct have proved a successful means of disseminating campaign messages directly to motorcyclists and an efficient method of targeting large numbers and listening to their concerns and suggestions.

Information packs have been distributed including the newly updated “Bikers Guide to North Yorkshire”. The route list also includes the A59 from Skipton to east of the A1 and the A65 from Skipton to Ingleton. It recommends further training, appropriate safer riding techniques and behaviours to reduce risk of injury. It is also available online through our



website www.roadwise.co.uk .

Image 20 - Motorcycle campaign engagement at Devil's Bridge, Kirkby Lonsdale



This year we piloted six “Biker Down”, first aid and crash scene management courses across the county. These were courses were fully booked up very quickly and give participants the opportunity to learn life-saving skills, particularly useful in our large rural county. They will be run again next year with Public Health and Police & Crime Commissioner funding and using Fire & Rescue Service First Aid Instructors working with our local Road Safety Officers.

Image 21 - Safe helmet removal session on Biker Down course

Cyclists

We promote safer cycling initiatives throughout the county, especially on the Tour de France, Tour de Yorkshire and other popular routes.

We also distribute cards and fliers to cycle shops, hire centres, guest houses and cafes on cycling routes to get safe cycling messages to cyclists who are riding our long distance routes such as the Way of the Roses. Additionally, "Riding the Routes" advice leaflet for cyclist have been produced and distributed widely.

The Road Safety Team also write to organisers of sportives and charity rides, sharing information on cyclist casualties and advice on best riding practice.



Image 22 - New Riding the Routes Advice Leaflet

New temporary roadside information boards have been deployed along route high priority routes, including Beamsley Lane, where there is a history of conflicts and cyclist casualties.

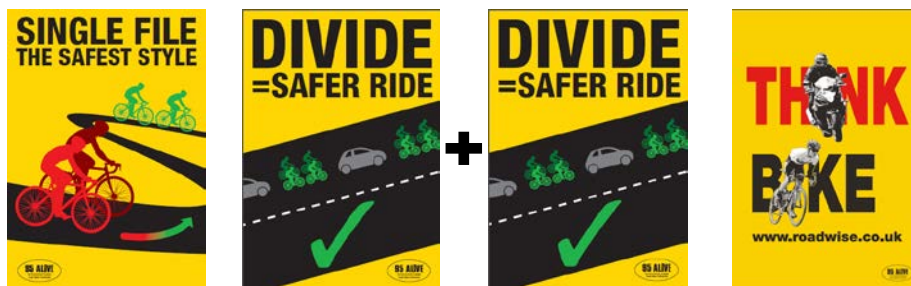


Image 23 - Roadside poster designs currently being trialled on popular cycling routes

Older People

This year only seven older drivers in Craven took up the offer of a free refresher drive. This is far fewer than we would expect, given the proportion of older drivers in the district for whom their car and keeping driving is crucial to independence, practical daily life and to meet up with friends and family. We will work hard to promote the scheme on Craven during the coming year.

Driving for Work

During 2015/16 The Driver Training Officer facilitated two safer driving for work seminars for NYCC staff in Craven and delivered four mini bus training sessions to school and communities drivers.

Community Engagement/ Local Partnership Working

The Road Safety team contributed to a number of events and initiatives working in partnership with Craven Community Safety Team and the Police Rural and Neighbourhood teams. This year the focus has centred on cyclist, motorcyclist and older driver safety.

In August the road safety partnership team attended the Kilnsey Show, which attracted approximately 5000 visitors in the Upper Dales. This show offers a valuable opportunity to engage with people from the most rural and isolated communities.

During the run up to the Christmas holidays, the Craven Road Safety Task Group held “Don’t Drink and Drive” events in Skipton, Grassington and Settle. This year the engagement events have include a focus on alcohol awareness, in particular it is common for people to underestimate the number of units of alcohol they have consumed and the time taken for alcohol to be processed and removed from the body. In June and July the Team also supported the Police drug and drink drive enforcement campaign with a series of road shows in town centres around the district.



Images 24 and 25 - Don't drink or drug drive banners deployed on the 95 Alive Exhibition Trailer

Speed Management

In October 2015, the administration of the Speed Management Protocol was handed over to the Police Traffic Bureau. Between October 2015 and July 2016, 25 speed concern enquires were passed to the Craven Road Safety Task Group for assessment. This resulted in 3 requests for speed matrix sign deployment and 3 requests for Police speed enforcement

Cluster sites

There are 170 cluster sites identified in North Yorkshire compared with a total of 154 the previous year. Of these 170 sites, 16 are located within Craven and details of these are contained on the next page. Of these, 4 are urban (40 mph or lower speed roads) and 12 are rural (over 40 mph limit roads). Of all Craven collisions in 2013-2015, 15% of collisions occurred at cluster sites; 20% of all collisions in Craven in 2015 occurred at cluster sites.

The collision prevention schemes identified, designed and delivered in 2016/17 to address cluster site collisions are-

- ◆ A65 Gargrave Road west of Wear pumping station – sign improvement scheme
- ◆ B6265 Dibbles Bridge – Railings added to bridge parapet to increase height to prevent cyclists from going over the bridge in the event of their losing control on this steep descent and sharp bend

Road Safety Engineering Activities – Craven

Collision cluster site locations

2016/17 NYCC Rank	Location	District	Site Type	Collision Sev. Factor	Cas Sev. Factor	Collisions			Total Collisions 2014-2015	Total Child Cas	Comments
						2013	2014	2015			
10	B6265 Dibbles Bridge - Hebden	Cra	rural	10	10	0	2	2	4	0	Road marking improvements installed in 2015, parapet level of bridge raised through the introduction of railings completed early April 2016. Continue to monitor site.
20	A65/A6131 The Bailey, Jnct - Skipton	Cra	rural	9	12	1	0	5	6	0	Engineering investigation on going. Fencing erected on verge March 2014
22	A6068 Main St/Ashville Terrace, Area - Cross Hills	Cra	urban	9	9	3	1	3	7	0	Engineering investigations are on-going.
28	A629 Skipton Rd Bend 370m South Of Cononley Lane - Farnhill	Cra	rural	7	16	2	2	0	4	1	Surfacing works undertaken in 2015, continue to monitor, no further action.
29	A65 Nr Ryecroft Farm, Bend - Newby	Cra	rural	7	16	3	1	0	4	0	Engineering investigation on going, investigating feasibility of surface improvements.
34	A59 / Heslaker Lane Jnct - Skipton	Cra	rural	7	10	2	2	1	5	0	No clear pattern to the collisions, site visit undertaken with no recommendations, continue to monitor, no further action.
36	A65/A59/A629, Rndbt - Skipton	Cra	rural	7	9	1	0	5	6	0	Engineering investigation on going.
68	A59 /B6160 Bolton Rd, Rndbt - Bolton Bridge	Cra	rural	6	7	2	2	1	5	0	2015/16 sign improvement scheme undertaken, replaced chevrons on roundabout approach with flexi-chevrons, continue to monitor, no further action.
71	A65 Cleatop 250m South Of Rndbt With B6480	Cra	rural	6	7	2	1	1	4	0	Surface dressing of area undertaken in summer 2016, hazard marker posts installed in 2015, no further action, continue to monitor.
82	A65 nr Woombur Bridge - Gargrave	Cra	rural	5	8	3	1	0	4	1	Road surface and sign improvements undertaken in 2013/14, continue to monitor site.
92	A629/B6172 Station Rd, Rndbt - Kildwick	Cra	urban	5	7	1	0	3	4	0	Engineering investigation on going
135	A65 Gargrave Road west of Wear pumping station	Cra	rural	4	6	1	2	1	4	1	Sign improvement scheme to be implemented in 2016.
142	A629 Skipton Rd/Cononley Ln, Jnct - Farnhill	Cra	rural	4	5	1	0	3	4	0	Pedestrian island installed on A629 in 2015 alongside surface and sign improvements.
147	A59/Gargrave Rd, Jnct - Broughton	Cra	rural	4	5	1	1	2	4	0	No clear pattern to the collisions, continue to monitor, no further action.

Reported Road Casualties in North Yorkshire: Annual Report 2015

2016/17 NYCC Rank	Location	District	Site Type	Collision Sev. Factor	Cas Sev. Factor	Collisions			Total Collisions 2014-2015	Total Child Cas	Comments
						2013	2014	2015			
158	A6069 Broughton Rd / Carleton New rd / rail station , Jnct - Skipton	Cra	urban	4	4	1	0	3	4	1	Engineering investigation on going
168	A6069 Swadford St/ Keighley Rd/ Caroline Square, Jnct - Skipton	Cra	urban	4	4	1	1	2	4	0	Engineering investigation on going

Harrogate district (Area 6)

Harrogate district in brief

- ◆ In total, five people (all adults), were **killed** in 2015 in the Harrogate District against seven fatalities (all adults) recorded in 2014. Amongst the fatalities, were 2 car drivers, 2 pedestrians and a pedal cyclist.
- ◆ The number of people **killed or seriously injured (KSI)** was 116 in 2015, an increase from 108 in 2014. In terms of road user groups, the number of KSI casualties has increased for P2W (+8), pedestrians (+2), goods vehicles (+2), and other vehicle types (+1), the number of car occupants reduced (-5).
- ◆ The total number of **casualties** reported to the police in 2015 was 658, up 9% on the previous year (604). The biggest increase was in the number of car occupants (+36), though there were also increases in the number of goods vehicles (+13), the number of P2W (+10), the number of pedestrians (+9) and other vehicle types (+9); there was a reduction seen in the number of pedal cyclists injured (-23).
- ◆ In 2014, **child KSI casualties** reduced by 3 (-38%) from 8 in 2014 to 5 in 2015. The 5 KSI child casualties were 3 pedestrians, 1 car passenger, and 1 bus passenger.
- ◆ In Harrogate district, a total of 51 **cyclists** (2 children) were injured against 72 (5 children) in 2014. This decrease is different from to the number of cyclist KSI (21) which increased in 2014 (19).
- ◆ In 2014, the number of **pedestrian** casualties increased by 22% to 51. Pedestrian KSI also increased to 14 this year from the 12 recorded in 2014. There were 3 child pedestrian KSI casualties reported in 2015 (up from 1 in 2014).
- ◆ The number of **powered two wheeler (PTW)** casualties has increased by 19% to 50 in 2015 from 41 in 2014. An increase is seen amongst PTW KSI (24) which is 8 more than the 16 recorded the previous year.
- ◆ A total of 458 **road collisions** that resulted in someone being injured were reported to the police in 2015, 12 more than 2014. This total works out at an average of 38 collisions per month or 10 per week.

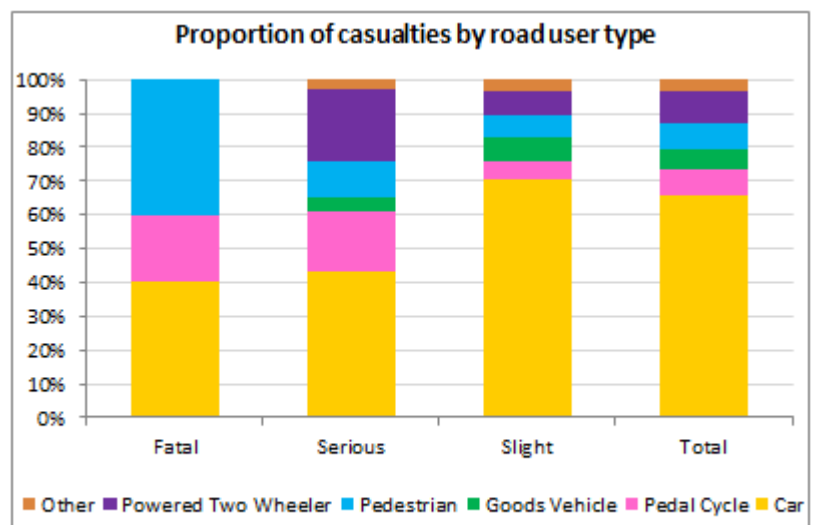


Figure 22 - Proportion of all casualties by road user type in 2015 - Harrogate
 Source - Road Safety & Travel Awareness, North Yorkshire County Council

All Casualties - Harrogate

In 2015 the total number of casualties went slightly above the overall downward trend line. This has happened in the past within the Harrogate district with the total number of casualties, though it then returned to a number below the trend line the following year. The number of casualties will require close monitoring in 2016 to ensure this is not the start of a different rising trend.

The increase in casualties was in numbers of people seriously or slightly injured in 2015, though the greatest actual increase was in the number of people slightly injured. Interestingly, the number of collisions reported has not increased as much as the number of casualties reported, indicating either more multiple vehicle collisions or collisions involving a higher number of vehicle passengers.

Though the year on year increase in all casualties in Harrogate is quite large (+9%), the change from the 5 year baseline is much less pronounced (+1%), and this change from the baseline is not showing to be statistically significant (i.e. not out the range that could be expected).

Facts about all casualties in 2015

- ◆ Car occupants make up the largest proportion of road casualties (66%) followed by PTW (10%), pedal cyclists (8%), pedestrians (8%) goods vehicles (6%) and other (3%).
- ◆ The number of casualties recorded in 2015, is 1% above the 2010-14 baseline average.
- ◆ The number of children injured (50) which represented 8% of all casualties in 2015, increased by 28% over the previous year (39).
- ◆ The number of cyclist casualties decreased in 2015, having increased in 2014. This is the biggest decrease seen in the number of cyclist casualties in the district since 2002.
- ◆ The car occupant group increased the greatest amount and within this the biggest age group increase was amongst the young people aged 16-24.
- ◆ It is feasible that the increase in Harrogate this year, like in Scarborough, could be in large part down to a greater number of young people learning to drive, having delayed doing so during recent years and/or linked to more young people obtaining employment.
- ◆ The increase has been completely seen in the number of rural casualties which has increased to 412 from 322 in 2014.

Harrogate	Baseline (Avg 10-14)	2012	2013	2014	2015	2015 vs baseline	Statistically significant change
Fatal	9	5	12	7	5	-45.7%	---
Serious	102	78	115	101	111	8.4%	---
Slight	539	567	518	496	542	0.6%	---
Total	651	650	645	604	658	1.1%	---
KSI	112	83	127	108	116	3.9%	---
Child KSI	7	7	9	8	5	-28.6%	---
Young Person KSI	24	17	30	16	20	-15.3%	---
Adult Person KSI	41	33	48	36	42	1.9%	---
Older Person KSI	30	20	26	36	32	8.1%	---
Elderly Person KSI	10	6	14	12	17	66.7%	---
Pedestrian KSI	13	9	20	12	14	11.1%	---
Cyclist KSI	15	7	20	19	21	38.2%	---
PTW KSI	20	15	17	16	24	18.8%	---
All Child Casualties	43	48	50	39	50	17.4%	---
All Cyclist Casualties	54	46	66	72	51	-6.3%	---

Table 18 - Reported road traffic casualties and severity since 2012 - Harrogate
Source - Road Safety & Travel Awareness, North Yorkshire County Council

Killed or Seriously Injured (KSI) Casualties - Harrogate

In 2015, with a total of 116 KSI casualties, Harrogate has slightly risen above the long term downward trend line.

The number of KSI recorded in 2015 (116) is 8 more than in 2014.

The number of children seriously injured decreased by 3 over the previous year (6).

The increase in KSI in 2014 against 2013 is disappointing; but it is a small increase and is not showing as being a statistical significant increase.

Facts about KSI casualties in 2015

- ◆ The number of people killed or seriously injured in Harrogate increased by 8 (7%) to 116 in 2015.
- ◆ This result is associated with more PTW (+8), goods vehicle (+2), pedestrian (+2), pedal cycle (+2) KSI injuries in the district; the number of car occupants reduced (-5) and other types reduced (-1).
- ◆ 51% of the casualties in the Harrogate district are from the vulnerable road user groups. Of which 21% were PtW, 18% pedal cyclists and 12% pedestrians.
- ◆ Children KSI (5) represent 1% of all KSI in the district, the same as in 2014.

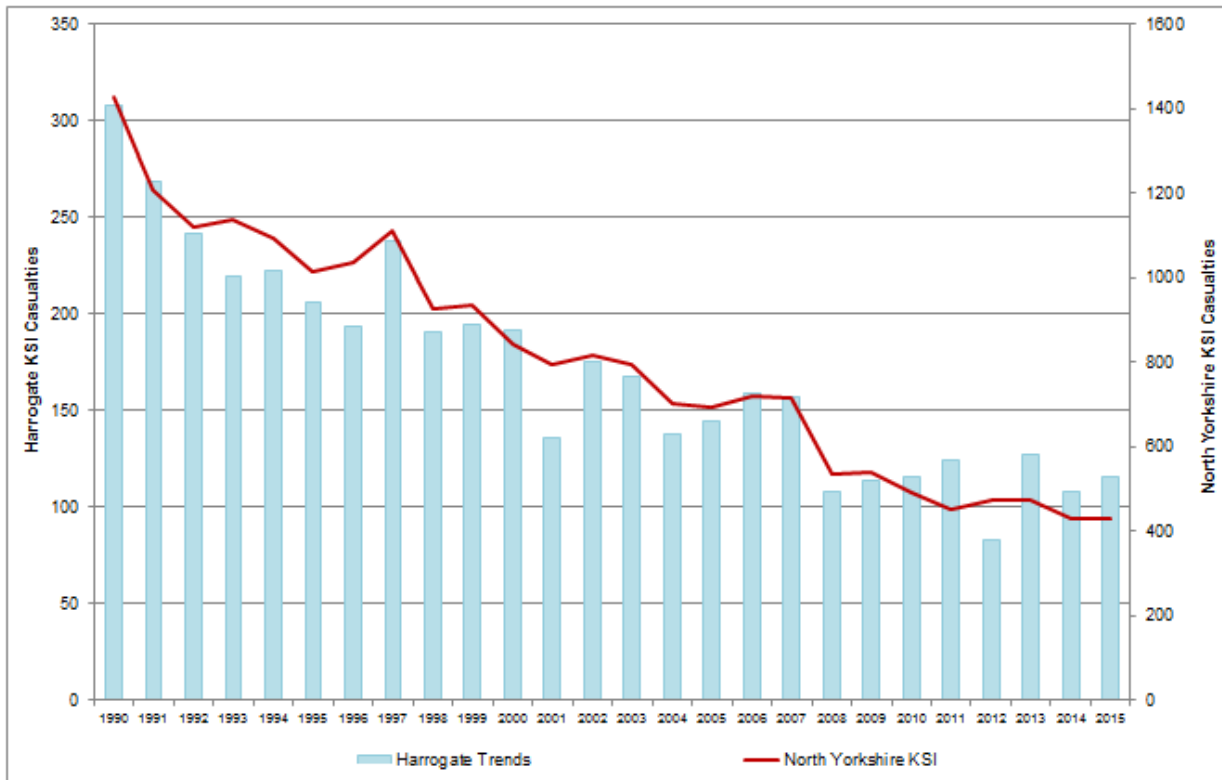


Figure 23 - Reported road traffic KSI casualty trends since 1990 - Harrogate
Source - Road Safety & Travel Awareness, North Yorkshire County Council

Child Casualties - Harrogate

Child casualties in the district have followed an overall decreasing trend since 1999; with slight increases in 2003 and 2008. The lowest year ever for child casualties in the district since records began was 2010 (35). The second lowest year for child KSI casualties was 2014 (39). However there does appear to be a gradual upward trend in the total number of child casualties in the district since 2010, which needs further monitoring.

With a total of 5 child KSI casualties, the district has reduced slightly on the number in 2014 (8) and this year the proportion of child KSI casualties is the same as last year.

This year's child KSI result is 29% below the 2010-2014 baseline average (7), though numerically the numbers are small which makes the percentage changes look larger.

Car passenger casualties constitute the largest proportion of all child casualties in general (29) and pedestrian's the biggest proportion of the child KSI casualties in 2015 (3).

Facts about child casualties in 2015

- ◆ 23 of the 50 children injured were secondary school age, 20 were primary ages and 7 were pre-school age.
- ◆ Both child pedal cyclists were wearing cycle helmets.
- ◆ In the collisions involving children, a vehicle driver failing to look properly was the most frequent causation factor, which is in large part linked to the children injured within cars. The next 3 causation factors mentioned were pedestrian failing to look properly, vehicle driver careless, reckless or in a hurry or vehicle failing to judge other persons path or speed.
- ◆ Of the 12 pedestrian child casualties, 8 of the collisions occurred when the child pedestrian, stepped into the road without looking.
- ◆ In the 2 child pedal cyclist collisions, both were caused by a vehicle not looking, once this was the child pedal cyclists and once another car driver.

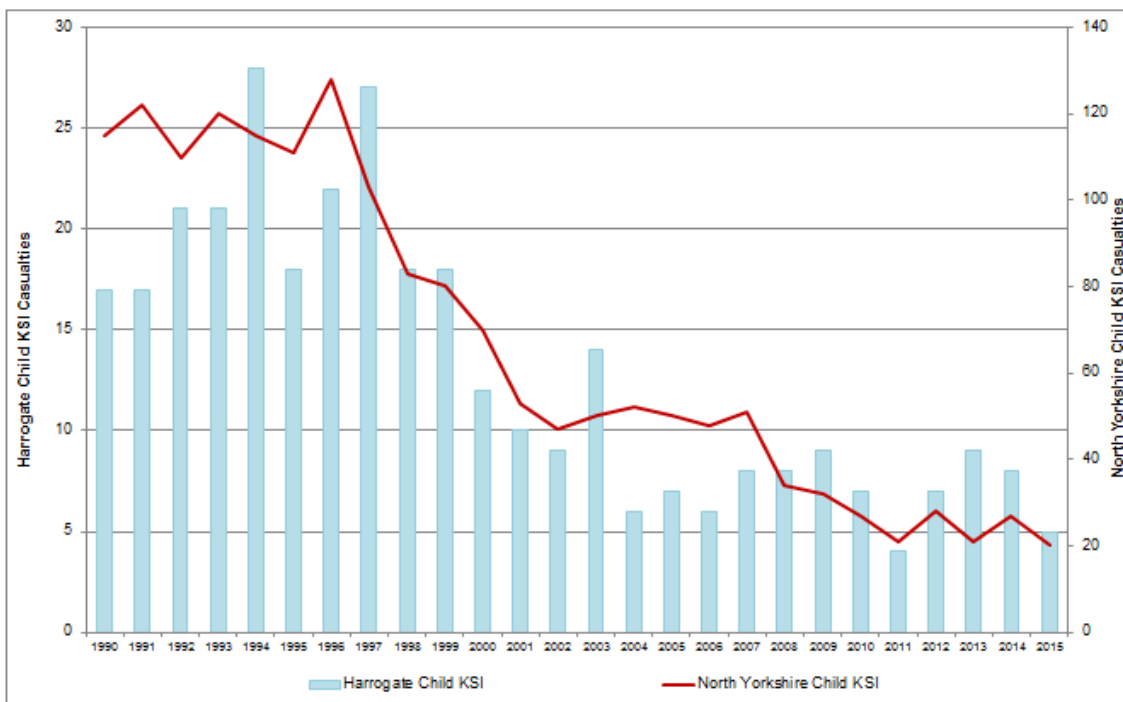


Figure 24 - Reported road traffic KSI child casualty trends since 1990 - Harrogate
Source - Road Safety & Travel Awareness, North Yorkshire County Council

Road Safety Education and Community Engagement - Harrogate

Children - Primary School

Last year 824 Year 5 and 6 primary school pupils at 39 schools completed the Bikeability cycle training programme learning their Highway Code and how to cycle on the roads.

This year we piloted a new Bikeability Plus training programme to 25 students at Tockwith school in Harrogate. This scheme extends the existing programme to younger children, teaching basic skills on push and glide bikes.

More than 2000 children from 90 schools attended the “Crucial Crew” multi-agency safety education event at Ripon Barracks. The children learned road safety advice and facts by taking part in active scenarios with follow up lesson information provided to their teachers

Children - Secondary School

The “Learn and Live” multi-agency presentation for sixth formers was held at 4 secondary schools and colleges: - Harrogate College, Harrogate Grammar, King James High school and Ripon High school.

We support secondary schools to deliver road safety lessons throughout the curriculum, with the benefit of our own specialist curriculum adviser.

A number of High Schools are now using cycling resources in Year 7 to support pupils cycling to school safely- which is good for their health and reduces school run congestion.

Young Drivers

Four new driver discussion groups were held in Ripon and Harrogate, attended by 34 new drivers on the Enhanced Pass Plus course.

Working with Driving Instructors

We had an additional 8 driving instructors complete their training with us and are currently providing the EPP training for new drivers and Older Driver refresher drives for more experienced drivers who want to keep up to date and driving confidently and safely. We would welcome more instructors to join the register.

Motorcyclists

Engagement events have been held to meet with motorcyclists in Pateley Bridge town centre.

The newly updated “Bikers Guide to North Yorkshire” was revised in 2015 to include the current top five high risk routes. These include the A64, risk routes list and the A59 from Skipton to east of the A1.

Two additional online videos highlighting the hazards along these high risk routes have been produced in 2015, highlighting the A171 and the A59. Along with advice on the

www.roadwise.gov.uk website, the “NYRides” videos use social media such as YouTube and Facebook, to raise awareness of hazards and consequences of risky behaviour through the channels that many motorcyclists frequently use.



Image 26 – Setting up for a Motorcyclist engagement event at Pateley Bridge

Cycling

Messages to cyclists focus on “keeping yourself safe”. Messages to the wider road user community raise awareness of their responsibilities towards vulnerable road users especially to look out for cyclists. The “Think Bike” theme also provides additional value supporting elements of the motorcycle safety campaign.

We promote safer cycling initiatives throughout the county, especially on the Tour de France and Tour de Yorkshire and other popular routes. The “Cycle Yorkshire, Ride the Routes” app uses maps and videos to provide advice on a range of issues including rural riding preparation, avoiding fatigue related collisions and hazard recognition and avoidance techniques. The app has now been converted to a website based platform and the 2015 Tour de Yorkshire routes added. www.ridetheroutes.co.uk

Image 27 – Screen image from the updated Cycle Yorkshire website

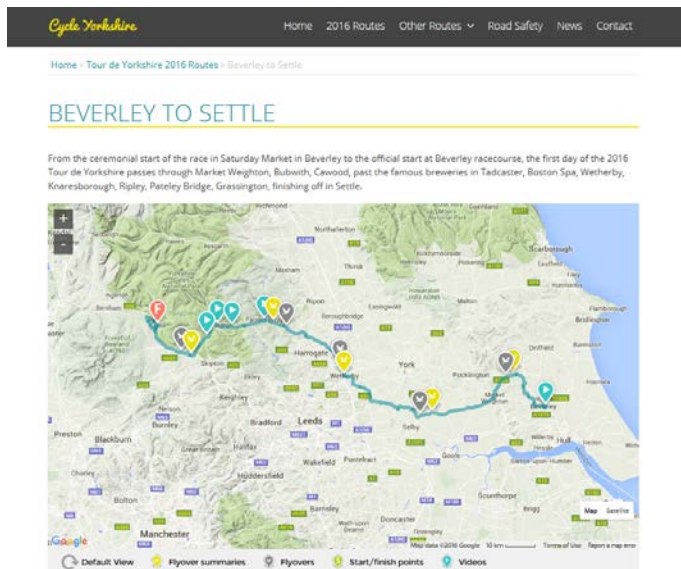


Image 28 - New Riding the Routes Advice Leaflet



We also distribute cards and fliers to cycle shops, hire centres, guest houses and cafes on cycling routes to get safe cycling messages to cyclists who are riding our long distance routes such as the Way of the Roses.

Additionally, "Riding the Routes" advice leaflet for cyclist have been produced and distributed widely.

The Road Safety Team also write to organisers of sportive and charity rides, sharing information on cyclist casualties and advice on best riding practice.

New temporary roadside information boards have been deployed along route high priority routes where there is a history of conflicts and cyclist casualties.

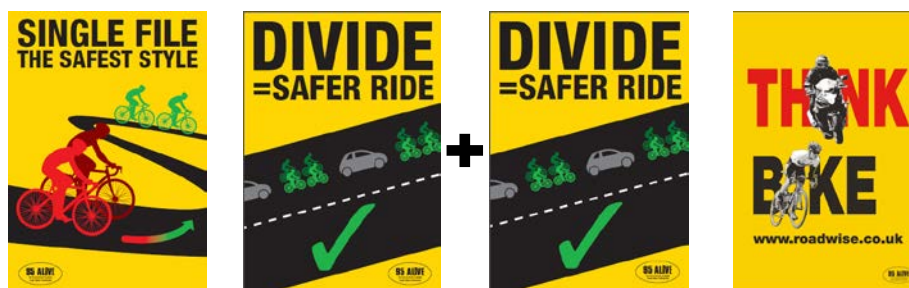


Image 29 - Roadside information posters

Specific works and additional signs have been installed on Greenhow Hill to help cyclists riding the Way of the Roses coast to coast route. This long descent can be under-estimated and some cyclists have crashed, mainly on the final section of the hill as it descends towards Pateley Bridge. The local councils and communities and cycling organisations and Sustrans worked with us to investigate exactly how cyclists cope with the hill and what best to do to help those who find it challenging. We continue to monitor it closely.

Older People

In Harrogate 16 older drivers have so far benefitted from the scheme this year.

This year the Driver Training Officer delivered an Older Driver Assessment training course to a further 6 Harrogate based driving instructors to enable them to deliver these refresher drives.

Driving at Work

During 2014/15 The Driver Training Officer facilitated two safer driving for work seminars for NYCC staff in Harrogate and Boroughbridge and delivered 4 mini bus training sessions for Beverley Park Outdoor Centre and Nidderdale High School staff in Pateley Bridge.

He also attended a number of meetings with local driving instructors to discuss improvements in delivery standards and delivered one Client Centred Learning course for instructors, which they themselves funded. This coaching skills programme aims to enhance teaching skills for the Instructor and improve the learning experience for the Pupil.

Community Engagement/ Local Partnership Working

The Road Safety Team contributed to a number of events and initiatives in partnership with the Armed Forces, including Army Health Fairs at the Army Foundation College, Pennypot, and the Army Air Corps at Dishforth to discuss and advise on road safety risks and concerns and safe and sustainable travel for service personnel and their families and civilian staff.



Image 30 - Instructors at the Army Foundation College try out our simulated driving challenges before the students arrive.



Image 31 - Students watch on keenly as other platoon members try out their driving skills on our interactive simulator.

During the run up to the Christmas holidays, “Don’t Drink and Drive” events were held in Harrogate and Ripon. The Summer campaign was launched in Harrogate this year. This year the engagement events have include a focus on alcohol awareness, in particular it is common for people to underestimate the number a units consumed and the time taken for them to leave the body.

Speed Management

In October 2015, the administration of the Speed Management Protocol was passed over to the Police Traffic Bureau. Fifty speed concern cases were outstanding at the time of hand over. Between October 2015 and July 2016, 72 speed concern enquires were passed to the Harrogate Road Safety Task Group for assessment. This resulted in 2 requests for speed matrix sign deployment, 1 engineering request and 2 requests for Police speed enforcement.

Cluster sites

There are 170 cluster sites identified in North Yorkshire compared with a total of 154 the previous year. Of these 170 sites, 66 are located within Harrogate and details of these are contained on the next page. The majority 35 are urban (40 mph or lower speed roads) and 31 are rural (over 40 mph limit roads). Of all collisions in Harrogate in 2013-2015, 8% occurred at cluster sites; 13% of all collisions in Harrogate in 2015 occurred at cluster sites.

The collision prevention schemes, identified, designed and delivered in 2016/17 to address cluster site collisions are-

- ◆ A61 Harrogate Rd/Burn Bridge – temporary sign erected to alert drivers to check indicators, further investigations on-going
- ◆ A6055 Harrogate Rd at Spellow Cottages, Arkendale – install hazard marker posts
- ◆ A658 Harrogate Rd at Nab Hill bend, North Rigton – sign improvement scheme
- ◆ A61 Harrogate Rd north of Bishop Monkton crossroads – sign improvement scheme

Road Safety Engineering Activities – Harrogate

Collision cluster site locations

2016/17 NYCC Rank	Location	District	Site Type	Collision Sev. Factor	Cas Sev. Factor	Collisions			Total Collisions 2013-2015	Total Child Cas	Comments
						2013	2014	2015			
3	A59/A168 Jnct - Allerton Grange	Hgt	rural	11	20	3	2	3	8	2	Highways England led scheme, with NYCC involvement, for improvements to junction 47 of A1(M) and A59. As part of this package of improvements the A59/A168 junction is proposed to be signalised. This scheme is currently in the design phase likely to be implemented 2017/18.
4	A61 Albert St /Raglan St - Jnct - Harrogate	Hgt	urban	11	13	1	2	6	9	0	No clear pattern with the collisions, continue to monitor, no further action.
5	A61 Harrogate Rd/A658, Buttersyke Bar Rndbt - Harrogate	Hgt	rural	11	11	2	5	1	8	0	Signing and lining improvements completed in April 2016, no further action. Continue to monitor.
7	A61 Harrogate Rd/Burn Bridge Ln, Jnct - Harrogate	Hgt	rural	10	17	4	1	3	8	2	Engineering investigation on going, Buttersyke Bar roundabout in close proximity to the south. Temporary sign, 'Cancel indicators' installed July 2016, deceleration lane scheme currently being designed.
8	A59 High Street/ Spa Ln, Jnct & level crossing - Starbeck	Hgt	urban	10	11	2	0	5	7	0	No clear collision pattern, continue to monitor, no further action. Collisions in this area are also being reviewed as part of discussions with Network Rail.
9	A61 Leeds Rd/Leadhall Ln/Hookstone Rd, Jnct - Harrogate	Hgt	urban	10	11	3	4	2	9	0	2015/16 signal improvements and lane alterations to the junction, continue to monitor.
11	Market Place, Area - Knaresborough	Hgt	urban	10	10	1	3	2	6	0	Engineering investigation on going
12	A59 Skipton Rd/Rowden Ln/ Burley Bank Rd, Jnct - Harrogate	Hgt	rural	9	23	2	2	4	8	4	Sign improvement scheme being designed for delivery in 2016/17.
13	A658 Harrogate Rd/Dunkeswick Ln/Hall Green Ln, Jnct - North Rigton	Hgt	rural	9	20	1	1	5	7	0	Package of improvement works undertaken in 2015/16 involved improvement to advanced direction signs, refreshed red surfacing and road markings, installation of street lighting.
14	B6162 Pot Bank/B6161 Otley Rd, Jnct - Beckwithshaw	Hgt	urban	9	19	4	0	2	6	4	2014 scheme involved alterations to the road markings, surface improvements, installation of street lighting and sign improvements. No further action, continue to monitor.
16	A59 Kex Gill Rd by Keg Gill Farm - Blubberhouses	Hgt	rural	9	17	2	3	1	6	1	No clear pattern to the collisions, no further action, continue to monitor site.

Reported Road Casualties in North Yorkshire: Annual Report 2015

2016/17 NYCC Rank	Location	District	Site Type	Collision Sev. Factor	Cas Sev. Factor	Collisions			Total Collisions 2013-2015	Total Child Cas	Comments
						2013	2014	2015			
19	A59 Knaresborough Rd/Prospect Rd, Area - Harrogate	Hgt	urban	9	12	4	3	2	9	1	No clear collision pattern, continue to monitor, no further action.
27	A59 Skipton Rd/Woodfield Rd/King's Rd, Jnct - Harrogate	Hgt	urban	8	9	1	4	1	6	0	No clear collision pattern, continue to monitor, no further action.
30	A61 Harrogate Rd north of Bishop Monkton xrds	Hgt	rural	7	15	1	2	2	5	4	Sign improvement scheme being designed for delivery in 2016/17.
32	A59 Interchange/A1 Jnct 47, Western Entrance to Rndbt - Allerton Grange	Hgt	rural	7	12	1	4	2	7	2	Highways England led scheme, with NYCC involvement, for improvements to junction 47 of A1(M), currently in design phase with construction due in 2017/18, will involve signalling of roundabout.
33	A658 Harrogate Rd at Nab Hill, bend - North Rigton	Hgt	rural	7	10	1	2	2	5	0	Engineering investigation on going.
35	A6040 Knaresborough Rd/North Park Road, Jnct - Harrogate	Hgt	urban	7	9	4	2	1	7	1	Engineering investigation on going
40	A59 Devonshire Pl/Regent Pde, Jnct - Harrogate	Hgt	urban	7	9	3	0	3	6	0	No clear collision pattern, continue to monitor, no further action.
45	A59 Knaresborough Rd/St Andrew's Cres/Lancaster Park Rd, Jnct - Harrogate	Hgt	urban	7	7	4	1	1	6	1	No clear collision pattern, continue to monitor, no further action.
50	A61 Station Parade/Bower St, Area - Harrogate	Hgt	urban	7	7	0	2	3	5	0	Engineering investigation on going
52	A61 Leeds Rd By Brookside Nursery - Pannal	Hgt	rural	7	6	3	1	1	5	0	No clear collision pattern. Continue to monitor, no further action.
53	A59 Skipton Rd/A661 Wetherby Rd/Knaresborough Rd, Rndbt - Harrogate	Hgt	urban	7	6	1	2	1	4	0	No clear collision pattern, continue to monitor, no further action.
56	A1(M) 500m south of junction 42, Lumby	Hgt	rural	6	12	2	0	3	5	0	Highways England site.
57	A59 High St/Belmont Avenue, area - Starbeck	Hgt	urban	6	11	3	2	1	6	0	No clear collision pattern, continue to monitor, no further action.
58	B6265/Moor Ln, Jnct - Great Ouseburn	Hgt	rural	6	10	0	3	1	4	0	2015 works carried out following fatal collision investigation, involved sign improvements and replacing reflective road studs. No further action necessary, continue to monitor.
59	A6055 Harrogate Rd at Spellow Cottages, straight - Arkendale	Hgt	rural	6	9	4	0	0	4	0	Hazard Marker Post scheme to be designed and installed in 2016/17.
63	A661 Wetherby Rd by Ucl to Rudfarlington - Harrogate	Hgt	rural	6	8	1	2	2	5	1	Engineering investigation on going.
67	A61 Ripon By-Pass/ B6265 Boroughbridge Rd, Rndt - Ripon	Hgt	rural	6	7	2	1	2	5	1	Signing and lining improvement scheme undertaken in early 2016 as part of wider road surfacing works. No further action, continue to monitor.

Reported Road Casualties in North Yorkshire: Annual Report 2015

2016/17 NYCC Rank	Location	District	Site Type	Collision Sev. Factor	Cas Sev. Factor	Collisions			Total Collisions 2014-2015	Total Child Cas	Comments
						2013	2014	2015			
69	A658/B6161 Leathley Ln/Castley Ln, Jnct - Leathley	Hgt	rural	6	7	1	2	2	5	0	Engineering investigation found no recommendations, 3 x collisions involved failed to give way to oncoming traffic by right turning vehicles, 2 x collisions involved loss of control. No further action, continue to monitor.
70	A61 Ripon Rd / B6165 roundabout - Ripley	Hgt	rural	6	7	0	3	1	4	0	Sign improvements to be undertaken on roundabout approach in 2016/17.
72	A59 Skipton Rd/Dragon Parade, Jnct - Harrogate	Hgt	urban	6	7	1	3	1	5	0	No clear collision pattern, continue to monitor, no further action.
73	A61 Ripon Rd/jenny Field Dr/coppice Ave, Jnct - Harrogate	Hgt	urban	6	6	3	1	0	4	2	Engineering investigation on going
75	A59 / Station Rd, Jnct - Knaresborough	Hgt	rural	5	10	0	1	2	3	2	Engineering investigation on going.
76	A1(M) 320m South of Highfields Ln, area - Kirby Hill	Hgt	rural	5	10	2	0	2	4	1	Highways England site.
77	A59 Skipton Rd/B6451 Brame Ln, Jnct - Kettleasing	Hgt	rural	5	10	3	2	0	5	0	Engineering investigation found no feasible recommendations, continue to monitor, no further action.
80	A661 Wetherby Rd/rudding Ln/forest Ln, Jnct - Harrogate	Hgt	urban	5	9	1	1	2	4	0	Engineering investigation on going
83	A59 Kex Gill Rd by Ravens Peak, Blubberhouses	Hgt	rural	5	8	1	0	3	4	1	No clear collision pattern continue to monitor, no further action.
84	A661/Plumpton Rocks, Jnct - Follifoot	Hgt	rural	5	8	2	0	2	4	0	Engineering investigation on going
96	A61 Cheltenham Crescent area - Harrogate	Hgt	urban	5	6	0	3	2	5	1	No clear collision pattern, continue to monitor, no further action.
99	B6165 Ripley Road by Nidd Hall	Hgt	rural	5	6	2	1	1	4	0	No pattern to collisions, no further action, continue to monitor site.
101	A61 Station Parade / Station Bridge, Xrds - Harrogate	Hgt	urban	5	6	3	1	1	5	0	No clear collision pattern, continue to monitor, no further action.
104	A61 Leeds Rd/B6162 Otley Rd/A6040 York Pl, Rndbt - Harrogate	Hgt	urban	5	6	2	1	1	4	0	No clear collision pattern, continue to monitor, no further action.
109	C422 Market Pl - Ripon	Hgt	urban	5	5	1	2	1	4	1	Engineering investigation found no recommendations, continue to monitor, no further action.
110	A59 Skipton Rd/Grove Rd, Jnct - Harrogate	Hgt	urban	5	5	2	2	0	4	1	Small scale improvements to tactiles installed in 2014, alongside sign improvements. Continue to monitor site, no further action.

Reported Road Casualties in North Yorkshire: Annual Report 2015

2016/17 NYCC Rank	Location	District	Site Type	Collision Sev. Factor	Cas Sev. Factor	Collisions			Total Collisions 2014-2015	Total Child Cas	Comments
						2013	2014	2015			
112	A6040 York Pl/Station Pde/South Park Rd, Jnct - Harrogate	Hgt	urban	5	5	2	2	0	4	1	No clear collision pattern, continue to monitor, no further action.
117	Harrogate Rd/Morrison's, Area - Ripon	Hgt	urban	5	5	1	0	3	4	1	Engineering investigation on going
119	A59 Knaresborough Rd /Rydal Rd/Stanhope Dr, Jnct - Harrogate	Hgt	urban	5	5	1	2	1	4	0	No clear collision pattern, continue to monitor, no further action.
123	A59 Skipton Rd/a61 Ripon Rd, Rndbt - Harrogate	Hgt	urban	5	5	1	0	3	4	0	Engineering investigation on going
124	Cambridge Rd/Cambridge Crescent, Jnct - Harrogate	Hgt	urban	5	5	2	0	2	4	0	Engineering investigation on going
138	A59 High Street/B6163 Gracious St, Jnct - Knaresborough	Hgt	urban	4	5	0	2	2	4	2	Engineering investigation on going
143	A61/Dunkeswick Ln, Jnct - Harrogate	Hgt	rural	4	5	2	1	1	4	0	Engineering investigation found no recommendations, continue to monitor, no further action.
145	A6055 Harrogate Rd/West Field Ln/Arkendale Rd, Jnct - Arkendale	Hgt	rural	4	5	2	1	1	4	0	2013/14 scheme to improve signs and cut back vegetation completed, continue to monitor site.
146	A658/A661 Wetherby Rd, Rndbt - Harrogate	Hgt	rural	4	5	1	1	2	4	0	Engineering investigation on going
149	A59/Station Rd, Jnct - Whixley	Hgt	rural	4	5	2	1	1	4	0	No recommendation from traffic engineering investigation, continue to monitor.
150	A1(M) at J48 - Boroughbridge	Hgt	rural	4	5	0	2	2	4	0	Highways England site.
153	A61 Station Prd by Bus Station - Harrogate	Hgt	urban	4	4	3	1	0	4	2	Engineering investigation found no recommendations, continue to monitor, no further action.
155	A59 Knaresborough Rd.Swarcliffe Rd jnc - Harrogate	Hgt	urban	4	4	1	1	2	4	1	Engineering investigation on going
159	A59 Skipton Rd/B6161 Otley Rd/B6161 Oaker Bank, Rndbt - Harrogate	Hgt	rural	4	4	1	1	2	4	0	Engineering investigation on going
160	A61/C166 Melmerby Green Ln, Jnct - Melmerby	Hgt	rural	4	4	1	1	2	4	0	No clear collision pattern continue to monitor, no further action.
161	A1, By A6055 Flyover - Boroughbridge	Hgt	rural	4	4	1	1	2	4	0	Highways England site.
163	A59 Knaresborough Rd/Kingsley Rd /Wedderburn Av, Jnct - Harrogate	Hgt	urban	4	4	2	0	2	4	0	No clear collision pattern, continue to monitor, no further action.
165	A61 Leeds Rd/St George's Av/St Mark's Av, Jnct - Harrogate	Hgt	urban	4	4	1	1	2	4	0	No clear collision pattern, continue to monitor, no further action.
166	A59 Knaresborough Rd / Jesmond Rd / St Andrews Crescent - Harrogate	Hgt	urban	4	4	1	3	0	4	0	Engineering investigation found no recommendations, continue to monitor, no further action.
170	Station Avenue by the cinema, Harrogate	Hgt	urban	4	4	1	1	2	4	0	Engineering investigation on going

Selby district (Area 7)

Selby district in brief

- ◆ One adult person, was **killed** on Selby's roads during 2015, this is the lowest number of people killed on Selby's roads since modern records began in 1990. In 2014 6 people were killed on Selby's roads. The 1 person killed was a powered two wheeler (PTW) rider.
- ◆ The number of people **killed or seriously injured (KSI)** was 36 in 2015 and has decreased from 53 in 2014. In terms of road user groups, the number of KSI has decreased amongst PTW (-6), pedal cyclists (-5), pedestrians (-5), car occupants (-2) and other category (-1), and increased in the number of goods vehicle occupants (+2).
- ◆ The number of **total casualties** in road collisions reported to the police in 2015 was 250, down 5% on 2014 (264). This decrease is mostly due to the pedestrian group which saw a 42% decrease in casualties in 2015 (from 24 to 14), the car occupant group also saw an overall decrease from 151 to 144 and the PTW group reduced from 41 to 36. The pedal cyclists and goods vehicles groups saw increases from 29 to 35 and from 16 to 18 respectively.
- ◆ The reported number of **child KSI casualties** (ages 0-15) in the district in 2015 (1) is below the previous year (7) and the lowest year since modern records began. The one child who was seriously injured was a pedestrian.
- ◆ The number of **cyclist** casualties has increased by 21% from 29 in 2014 to 35 in 2015. Child cyclist casualties (5) have increased by 3 from the previous year (2).
- ◆ **Pedestrian** casualties increased by 42% to 24 in 2014 from 14 in 2014. The increase is reversed amongst pedestrian KSI (2) which is 5 less than the total (7) recorded the previous year.
- ◆ The number of **powered two wheeler (PTW)** casualties has decreased by 12% to 36 in 2015 from 41 in 2014. The PTW KSI (14) is 30% less than the total (20) recorded the previous year
- ◆ A total of 191 **road collisions** that resulted in someone being injured were reported to the police in 2015, 12% more than in 2014 (170). This total works out at an average of 16 collisions per month or 4 per week.

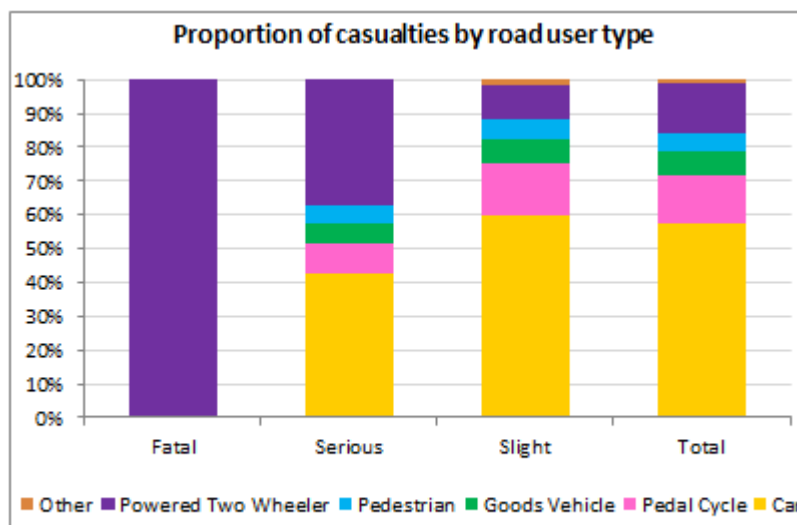


Figure 25 - Proportion of all casualties by road user type in 2015 - Selby
Source - Road Safety & Travel Awareness, North Yorkshire County

All Casualties - Selby

The trend in road casualties reported to the Police in Selby continues downwards and is still below the overall downward trend line.

In 2015, the district has recorded 14 fewer casualties compared to the previous year. The decrease is shown in the reduction of pedestrian casualties (-10), car occupant casualties (-7) and PTW (-5). The number of pedal cyclists and goods vehicle types each increased in 2015 (by 6 and 2 respectively).

The decrease in all casualties injured in the Selby district is better than the countywide picture (-12% in Selby, -1% in North Yorkshire compared to baseline).

Facts about all casualties in 2015

- ◆ There were 250 casualties in 2015, 14 less than in 2014 (a 5% decrease).
- ◆ Car occupants make up the largest proportion of road casualties (58%); followed by PTW (14%), pedal cyclists (14%), goods vehicle (7%), pedestrians (6%) and others (1%).
- ◆ The number of casualties recorded in 2015, is 11% below the 2010-14 baseline average.
- ◆ The number of children injured (16) which represent 6% of all casualties in 2015; was 14 below 2014 (30).
- ◆ Cyclist casualties increased in 2015 the 2015 total (35) is now 61% above the 2010-14 average (22).

Selby	Baseline (Avg 10-14)	2012	2013	2014	2015	2015 vs baseline	Statistically significant change
Fatal	6	4	6	6	1	-83.3%	—
Serious	46	51	44	47	35	-23.9%	—
Slight	230	231	220	211	214	-7.0%	—
Total	282	286	270	264	250	-11.3%	—
KSI	52	55	50	53	36	-30.8%	—
Child KSI	5	5	3	7	1	-78.3%	—
Young Person KSI	12	12	14	14	7	-40.7%	—
Adult Person KSI	20	22	14	18	14	-30.0%	—
Older Person KSI	13	14	15	14	14	7.7%	—
Elderly Person KSI	3	2	4	0	0	-100.0%	—
Pedestrian KSI	4	5	4	7	2	-52.4%	—
Cyclist KSI	4	2	6	8	3	-28.6%	—
PTW KSI	19	17	16	20	14	-27.1%	—
All Child Casualties	24	27	22	30	16	-33.9%	—
All Cyclist Casualties	22	19	31	29	35	60.6%	—

Table 19 - Reported road traffic casualties and severity since 2012 - Selby

Source - Road Safety & Travel Awareness, North Yorkshire County Council

Killed or Seriously Injured (KSI) Casualties - Selby

In 2014, with a total 36 KSI casualties, numbers have fallen and are 31% below the 2010-14 baseline average (52).

The year saw a decrease in the number of PTW KSI casualties which has fallen by 6 from the previous year, pedal cyclists reduced by 5, pedestrians by 5, car occupants by 2 and other vehicle types by 1. The number of goods vehicle casualties increase by 2.

The number of KSI (1) amongst children (0-15 years old) has reduced in 2015 compared to the previous year (7).

The decrease in KSI in 2015 against 2014 is encouraging; and 2015 has been the lowest year for KSIs in the Selby district since modern records began.

Facts about KSI casualties in 2015

- ◆ The number of people killed or seriously injured fell by 31% to 36 in 2015.
- ◆ The three most vulnerable road user groups (pedestrian, cyclist and PTW riders), between them, account for 53% of all KSI casualties.
- ◆ The decrease in KSI casualties in 2015 is associated with decreases in the number of PTW (-6), pedal cyclist (-5), pedestrian (-5), car occupants (-2) and other (-1).
- ◆ The district performed slightly worse for the goods vehicles (+2).
- ◆ Cyclist KSI casualties fluctuate from year to year but appear to hold an overall downward trend in Selby – which differs from most other districts. This will be closely monitored following the Tour de Yorkshire running through the district in 2015.

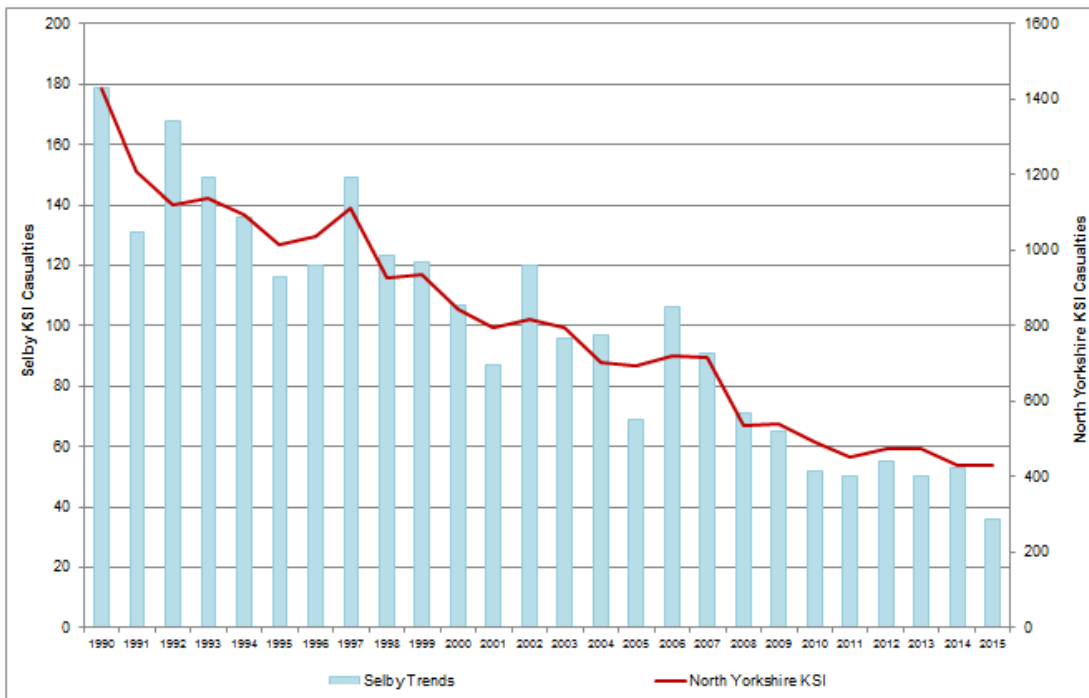


Figure 26 - Reported road traffic KSI casualty trends since 1990 - Selby
Source - Road Safety & Travel Awareness, North Yorkshire County Council

Child Casualties - Selby

The number of almost halved compared to the previous year (30), the overall trend continues to be downwards despite some variations from year to year.

The number of KSI (1) amongst children (0-15 years old) has decreased in 2015 compared to the previous year (7) and is at its lowest number since records began.

This year's overall child casualty numbers show a decrease of 34% against the 2010-14 baseline average, and a 47% decrease since the previous year.

The reduction in child casualties is mainly associated with the decrease in all children car casualties from 11 to 3, though child pedestrian casualties decreased from 13 to 7, child PTW passenger casualties by 2 (from 2 to 0), child goods vehicle passenger casualties also decreased by 1 (from 2 to 1). Though child pedal cyclist casualties did increase by 3 from 2 to 5.

Facts about Child casualties in 2015

- ◆ 8 of the 16 children injured in the Selby district were secondary age and 8 were primary age.
- ◆ The most frequent causation factor in collisions involving children is vehicle driver failed to look properly, followed by vehicle failed to judge other persons path or speed and pedestrian failed to look properly.
- ◆ Of the 5 child pedal cyclists injured, 2 were wearing a cycle helmet, 2 weren't wearing a helmet and for 1 is not known.
- ◆ In the 7 pedestrian child collisions, 5 occurred when a child pedestrian stepped out without looking, 1 when a car crossed a red light and 1 when a car reversed onto the pavement.
- ◆ Of the 5 child pedal cyclist casualties, 4 rode out into the path of another vehicle without looking and 1 was cut up by another vehicle.
- ◆ The majority of collisions involving children occurred on a weekday (12 of 16, these collisions were very dispersed through the day so there is no particular pattern to the times except for a slight increase on an evening after school.

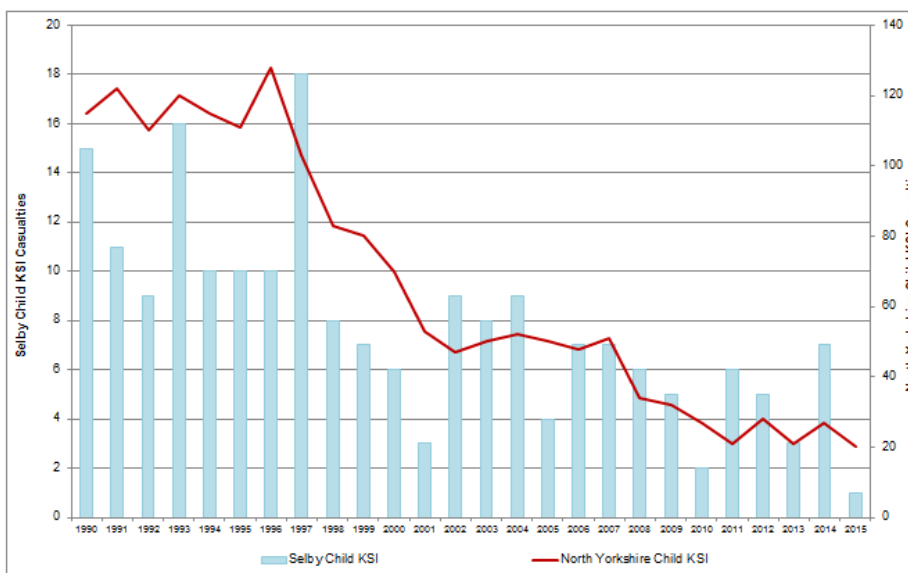


Figure 27 - Reported road traffic KSI child casualty trends since 1990 - Selby
Source - Road Safety & Travel Awareness, North Yorkshire County Council

Road Safety Education and Community Engagement - Selby

Children - Primary School

Junior Road Safety Officers are Year 5 pupils in schools who relay key Road Safety messages to their whole school community. The pupils take part in fun learning activities which they can share with others. During their time in office, they are supported by the County Council Road Safety and Travel Awareness Team and their school

There are many ways the pupils can get involved, including:

- ◆ School assemblies
- ◆ Notice boards
- ◆ Competitions

Schools in the Selby area are keen to participate in the Junior Road Safety scheme each year. This year over 25 schools were involved. Each school submits a diary as a record of their year's activities in July.

The aims of the scheme are:

- ◆ To reduce the numbers of children injured on the roads
- ◆ To promote a sense of responsibility and positive citizenship among children
- ◆ To enhance the importance of safety among pupils, parents and school staff
- ◆ To develop innovative ways of putting safety messages across



Image 32 – Prize winning Junior Road Safety Officers (JRSO) beside their school notice board

In May the team attended the Primary Head Teachers Conference at the Pavilions to promote Road Safety in the Primary Curriculum. This year the emphasis was on getting more schools around the county to engage pupils in thinking about their school journey on transition to secondary school. We gave out Transition resources to schools to use.



Image 33 – Promotion of Junior Road Safety Officer scheme to Primary School's

The Road safety and Travel Awareness Officer has supported several local schools and communities concerned about school gate parking issues and provided advice together with our School Gate Parking Resource Pack.

The team attended the STEM (Science Technology and Maths) fairs at Barlby High School and Selby High School STEM fair to deliver a Safer Cycling Workshop science based to around 75 pupils on each day.

Riccall Primary School were the winners of a Junior Road Safety competition for a Scooter pod to store their scooters at school.

Bikeability is a new improved version of cycle training designed to provide the skills and confidence to ride their bikes on today's roads for pupils in Year 5&6. The training is led by qualified National Standard Instructors. The training takes place over an intensive 2 full days.

- ◆ Day 1 will include Level 1 off road training and the start of Level 2 training covering on road skills and independent cycling.
- ◆ Day 2 will continue with level 2 training.

Some 558 Year 5 and 6 primary school pupils over 47 courses have benefitted from participation in the Bikeability cycle training programme over the last year. We have a dedicated team instructors working in the area led by a hardworking and efficient Road Safety Assistant.



Image 34 – Bikeability training

A small number of schools across the county including Barlby Community Primary School also took part in Bikeability Balance which is Balance Bike training for Foundation aged pupils.



Image 35 – Bikeability balance training

Children – Secondary School

The 'Drive Alive' event that addresses young drivers, potential drivers and passengers risks and responsibilities was delivered at, Selby College and Tadcaster Grammar School. Throughout the day students receive sessions from North Yorkshire Police, North Yorkshire Fire & Rescue, and members of the Road Safety team including a session on drink/drug driving. David and Janet Warin end the day by sharing their experiences of losing their son Daniel in a Road Traffic accident 3 weeks after passing his driving test. The feedback from pupils following the Drive Alive day is always very positive.

'It opened my eyes to show anyone can be affected by collisions on the roads and it affects a lot of people when a collision takes place.' Student at Selby College

'I really enjoyed it and found it moving and insightful. It was really the best session and a real privilege.' Student at Selby College

Transition from primary to secondary school is one of the biggest steps a pupil will take in their school life and how they choose to travel to their new school needs careful consideration and planning and offers an opportunity to develop positive travel habits. Resources including the 'Way to Go' and 'Move on Up' magazines have been made available to Primary Schools to use with Year 6 pupils to prepare them for the journey to secondary school and raise awareness of road safety issues.

Young People

The "Enhanced Pass Plus" programme has been promoted to young, novice drivers in the district. Specially trained driving instructors have been recruited, who have learned additional coaching skills from the Road Safety Team. The Enhanced Pass Plus programme includes a number of practical driving lessons to experience motorways, city driving and other more advanced challenges whilst accompanied by an experienced driving instructor. The Road Safety and Travel Awareness Officer leads a further (compulsory) workshop session in which

the young or new drivers analyse crashes, explore attitudes, perceptions and risky behaviours in themselves and their passengers and peer groups and learn how to recognise and minimise potentially risky situations. The New Driver Discussion groups are held at Selby Fire Station this year. This initiative is supported by Public Health and Police & Crime Commissioner funding and is partly paid for by the young drivers themselves.

Working with Driving Instructors

We had an additional 8 driving instructors complete their training with us and are currently providing the EPP training for new drivers and Older Driver refresher drives for more experienced drivers who want to keep up to date and driving confidently and safely. We would welcome more instructors to join the register.

Motorcyclists

We continue to work with motorcyclists to reduce casualties and address local concerns. Face to face engagement at popular motorcyclist destinations took place at Squires Café as successful means of disseminating campaign messages directly to motorcyclists. We are grateful to the café proprietors for their unstinting support for this work.

The local Fire and Rescue Team together with NYCC Road Safety Officer visited Squires Café again in June as part of the CFOA Road Safety week to talk to motorcyclists and hand out our Motorbike packs.

We provide advice on safer responsible riding and promote post-test Rider Development Courses. In particular we distribute information packs including our “Bikers Guide to North Yorkshire” booklet that recommends appropriate safer riding techniques and behaviour to reduce risk of injury and also a safer riding tips DVD.

Advice for motorcyclists is available on the www.roadwise.gov.uk website, the “NYrides” videos use social media such as YouTube and Facebook, to raise awareness of hazards and consequences of risky behaviour.

We liaise with North Yorkshire Police Traffic Officers to maximise their enforcement activities and to promote Bikesafe, the police led rider assessment programme.

Biker Down courses for riders dealing with first aid and what to do if they are first on the scene of a motorcycle crash were held at Selby Fire Station.



Image 36 – Motorcycles at Squires Café

Cyclists

The Tour de Yorkshire passed through the Selby area this year. The team distributed a Tour de Yorkshire activity booklet to all the schools on and near to the route. Members of the team also held an bike activity day at St Joseph's Primary School in Tadcaster.

We promote safer cycling initiatives throughout the county, especially on the Tour de France and Tour de Yorkshire and other popular routes. The **“Cycle Yorkshire, Ride the Routes”** app uses maps and videos to provide advice on a range of issues including rural riding preparation, avoiding fatigue related collisions and hazard recognition and avoidance techniques.

Older People

The Road Safety Team have organised a number of “refresher drives” to drivers over 50 to provide them with driving tips, techniques and advice. These have been attended by 12 drivers across Hambleton and Richmondshire.

Driving at Work

A number of initiatives have been held including Safe Driving for Work presentations, training for vehicle safety checks, trailer, minibus and HGV training, practical driver training and driving risk management training.

Community Engagement/ Local Partnership Working

Winter driving and winter and summer drink drive campaigns were held across Selby and Tadcaster.

Also several Seatbelt surveys have been completed in various locations across the Selby area including: Brayton, Barlby, Sherburn, Barkston Ash and Towton.

Image 37– Road Safety Officer at community engagement event



Speed Management

There have been regular deployments of the data loggers and matrix signs where residents have reported their concerns. The findings are then discussed and assessed by the local Road Safety Group where local highways engineers, fire and rescue, road safety and police decide the most appropriate course of action. It is often the case that, although traffic is a cause for some concern to local residents, the evidence shows that many vehicles are not exceeding the speed limit. In these cases some local publicity may help and some communities have taken

up the offer of a temporary Vehicle Activated Sign being installed for 3 x 6 week periods in a year, by contributing to the cost of installing and removing the sign.

There have been 72 speed management requests in the Selby district in the last year, of which 43 surveys have been completed and 31 final letters have been sent out, of these 31 letters. 20 were no further action, 7 have been sent for review by the highways engineers and 4 were not applicable.

The police Community Speed Watch scheme is now being rolled out on a district by district basis to be offered to communities where a speeding concern has been investigated and there is insufficient grounds for other interventions such as engineering or enforcement. Community Speed Watch enables concerned communities to help themselves to address these lower level but real concerns with an organised and police supported scheme.

Cluster sites

There are 170 cluster sites identified in North Yorkshire compared with a total of 154 the previous year. Of these 170 sites, 25 are located within Selby and details of these are contained on the next page. Of these, 13 are urban (40 mph or lower speed roads) and 12 are rural (over 40 mph limit roads). Of all Selby collisions 2013-2015, 20% occurred at cluster sites; 21% of all collisions in Selby in 2015 occurred at cluster sites. A weighting index is applied based on the severity of collision i.e. slight, serious or fatal using weightings of 1, 2 and 3 respectively, it is then sorted by the collision severity factor, then by the casualty severity factor and lastly by total child casualty numbers in order to give every site a unique risk based ranking.

The collision prevention schemes, identified, designed and to be delivered in 2016/17 to address cluster site collisions are-

- ◆ Toulston Lane/Rudgate crossroads, Tadcaster – small sign and line improvement scheme, larger collision reduction investigation on-going.

Road Safety Engineering Activities – Selby

Collision cluster site locations

2016/17 NYCC Rank	Location	District	Site Type	Collision Sev. Factor	Cas Sev. Factor	Collisions			Total Collisions 2014-2015	Total Child Cas	Comments
						2013	2014	2015			
17	A64 by Little Chef - Bilbrough	Sel	rural	9	15	2	2	0	4	1	Highways England site.
24	C306 Toulston Lane/Rudgate, jnct, Tadcaster	Sel	urban	8	12	3	1	2	6	1	Small scale signing and lining works undertaken summer 2016, wider investigation currently on going.
38	A64/A162 Flyover WBC off slip, Tadcaster	Sel	rural	7	9	3	1	1	5	0	Engineering investigation on going.
39	Portholme Rd/Portholme Cres, Jnct - Selby	Sel	urban	7	9	2	2	3	7	0	Engineering investigation on going
51	A19/Selby Rd Interchange By M62, Rndbt - Eggborough	Sel	urban	7	7	0	1	3	4	0	Highways England site
55	B1222, by New Inn Bridge - Newthorpe	Sel	rural	6	12	1	3	0	4	0	Engineering investigation on going.
64	A19 Gowthorpe/A19 Brook St/A1238 Gowthorpe/Scott Rd, Jnct - Selby	Sel	urban	6	8	1	2	3	6	0	Engineering investigation on going
81	A1041 Carlton New Bridge, bend - Carlton	Sel	rural	5	8	3	1	0	4	3	Small scale signing improvement scheme installed in March /April 2016. Now being monitored
87	A63 NB Rndbt W. A1(M) at Jnct 42 - Lumby	Sel	rural	5	7	1	2	1	4	0	Highways England site.
93	A162 / Old North Rd, Jnct - Brotherton	Sel	urban	5	6	3	0	1	4	2	Engineering investigation on going
97	A1041 Park St/James St - Jnct/area - Selby	Sel	urban	5	6	1	2	1	4	1	Engineering investigation on going
103	A1041 Bawtry Rd/Canal Rd, Jnct - Selby	Sel	urban	5	6	2	1	2	5	0	Engineering investigation on going
107	A19 Doncaster Rd/A63, Rndbt - Brayton	Sel	rural	5	5	0	1	4	5	1	Engineering investigation on going
113	A19 Barlby Rd at Thomas St - Selby	Sel	urban	5	5	0	2	2	4	1	Engineering investigation on going
114	A19 Brook St, Londesborough St - Selby	Sel	urban	5	5	0	0	4	4	1	Engineering investigation on going
118	A64/Bramham Interchange West by A1 - Tadcaster	Sel	rural	5	5	0	1	3	4	0	Highways England site.
131	A64 Bilbrough Top/Redhill Field Ln, Jnct - Bilbrough	Sel	rural	4	7	2	2	0	4	0	Highways England site.

Reported Road Casualties in North Yorkshire: Annual Report 2015

2016/17 NYCC Rank	Location	District	Site Type	Collision Sev. Factor	Cas Sev. Factor	Collisions			Total Collisions 2014-2015	Total Child Cas	Comments
						2013	2014	2015			
133	A1041 Bawtry Rd/Barlow Road, Jnct - Barlow	Sel	rural	4	7	2	1	1	4	0	2015/16 sign improvement scheme designed, to be installed in 2016/17.
148	A63/B1222, by Pointers Farm, Jnct - Newthorpe	Sel	rural	4	5	1	0	3	4	0	Engineering investigation on going
152	A1041/Oakneywood Drive - Selby	Sel	urban	4	5	1	2	1	4	0	Engineering investigation on going
154	B1223 Millgate/micklegate/the Quay, Jnct - Selby	Sel	urban	4	4	1	1	2	4	2	Engineering investigation on going
156	A659 Bridge St/A659 Kirkgate, Jnct - Tadcaster	Sel	urban	4	4	1	1	2	4	1	Engineering investigation on going
157	A1041 Park St/a19 Gowthorpe - Jnct/area - Selby	Sel	urban	4	4	1	2	1	4	1	Engineering investigation on going

Conclusions

This report covers the collisions in North Yorkshire during 2015 in which someone was injured and provides a detailed report for each of the seven districts and key areas of activity and preventive work by the council and through the 95 Alive Road Safety Partnership.

Main points of note are:

- ◆ The number of people killed on the roads of North Yorkshire is at the joint lowest number since modern records began (31)
- ◆ The overall number of people seriously injured was about the same but with more car and goods vehicles occupants seriously hurt and fewer cyclists, pedestrians and motorcyclists.
- ◆ The total number of casualties and the total number of collisions both rose by 3%
- ◆ There was 1 more cyclist killed (4 compared to 3 in 2014) but fewer seriously injured (-17%) and overall fewer (-5%) cyclist casualties despite the growing popularity of cycling in the county.
- ◆ The rate of reduction amongst killed and seriously injured casualties is more gradual than was seen between 2007-2011 but the overall trend is still downwards.

North Yorkshire County Council and the 95 Alive York and North Yorkshire Road Safety Partnership have adopted the internationally recognised “Safe Systems” approach to road safety. This means that we use the “five pillar” strategic approach for managing road safety and creating a safe system of Road Safety Management to achieve:

- ◆ Safer Roads and Infrastructure
- ◆ Safer Vehicles
- ◆ Safer Speeds
- ◆ Safer Road Users
- ◆ Post-Crash Response

These are long term aims but we already follow these principles within our work. Investment is planned to reduce and prevent collisions and casualties on our roads and is evidence led – using the data collected by the police we undertake analyses and focus our funding where the greatest gains can be made. This is a mix of work to reduce or prevent the most serious crashes and at other times to address the most frequent or numerous of incidents to reduce the overall numbers. We prioritise maintenance and have obtained additional government funding to help achieve this – maintaining our existing road network as well as we can makes it safer for all road users.

Highway safety engineering schemes and works will be implemented where they offer a means to improve safety on specific sites or routes. We will also seek to achieve safety measures and improvements when new developments are planned.

The number of cyclists injured has reduced significantly but there were four fatalities and we will continue our efforts to prevent these incidents by working with cycling groups and local communities and with the 95 Alive Partnership and with Welcome to Yorkshire, whose support for cycling and cyclist safety is very welcome.

We will continue to promote and support the incorporation of road user education within core curriculum subjects and provide the lesson plans and teacher support to enable schools to provide this to their pupils. The adoption of road user learning outcomes will ensure that every child learns what they need to know to use the roads safely at each stage of education.

References and Acknowledgements

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Data North Yorkshire - <https://www.datanorthyorkshire.org/>

International Transport Forum – Why does road safety improve when economic times are hard - <http://www.itf-oecd.org/sites/default/files/docs/15irtadeconomictimes.pdf>

Contact Information

PAULA DEA
ROAD SAFETY AND TRAVEL
AWARENESS ANALYST

Tel 01609 532846

road.safety@northyorks.gov.uk

Highways and Transportation

County Hall

North Yorkshire County Council

Northallerton

North Yorkshire

DL7 8AH

Tel: 0845 2411307

www.northyorks.gov.uk

www.roadwise.co.uk

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