

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.

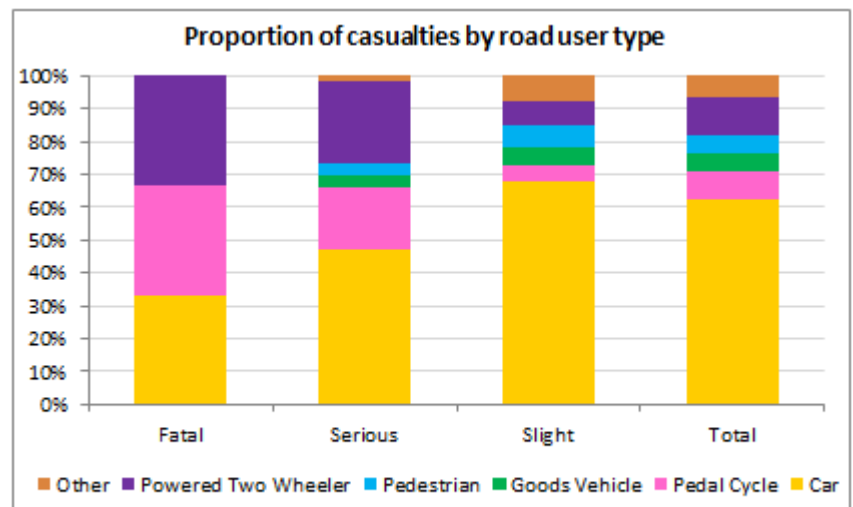


Figure 7 - Proportion of all casualties by road user type in 2015 - Richmondshire
Source - Road Safety & Travel Awareness, North Yorkshire County Council

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.

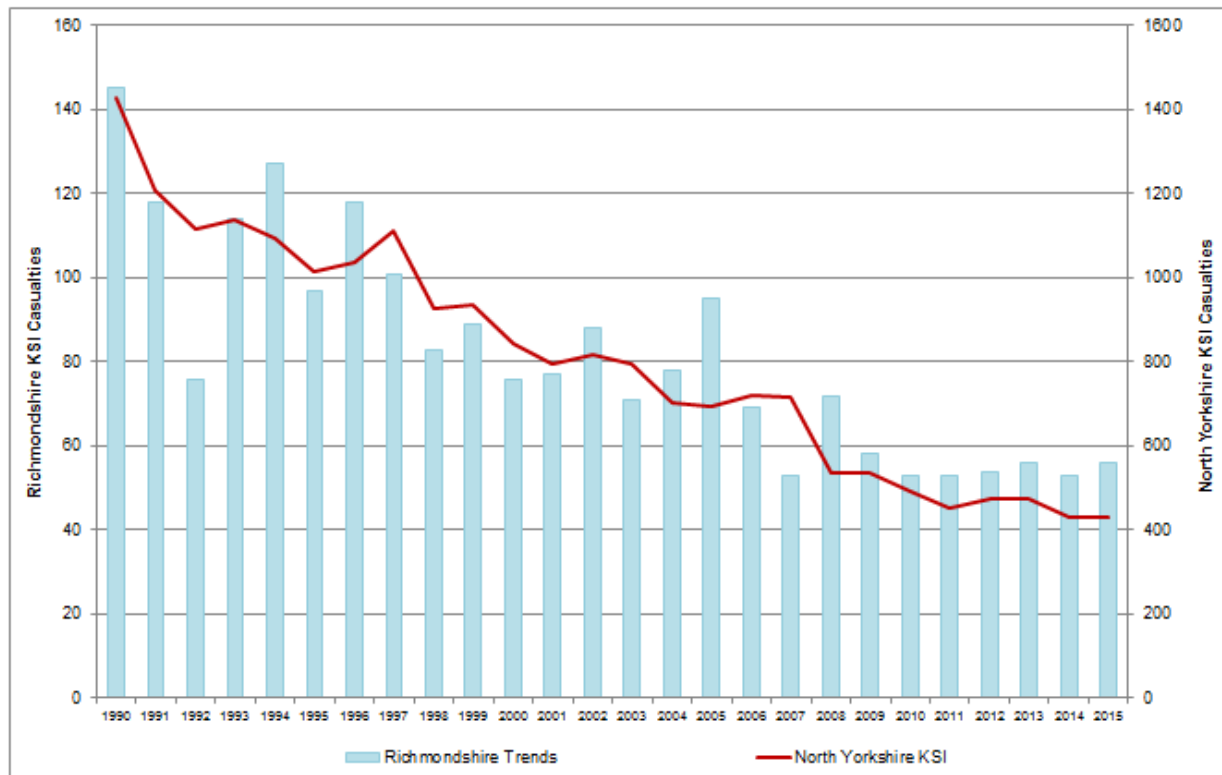


Figure 8 - Reported road traffic KSI casualty trends since 1990 - Richmondshire
 Source - Road Safety & Travel Awareness, North Yorkshire County Council

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.

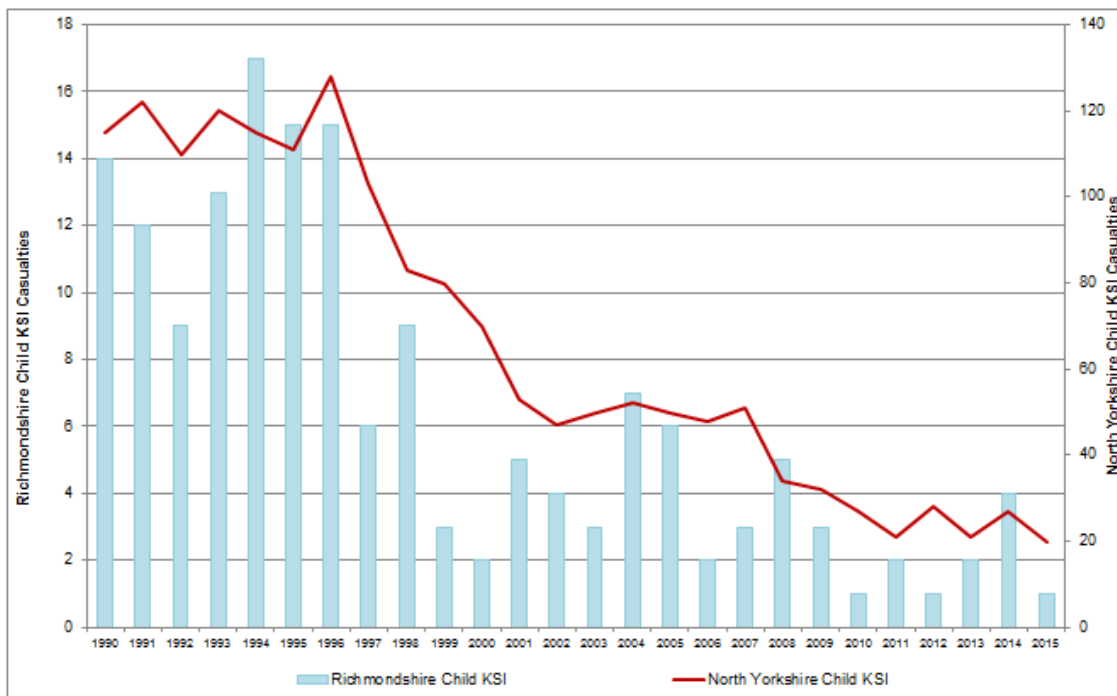


Figure 9 - Reported road traffic KSI child casualty trends since 1990 - Richmondshire
Source - Road Safety & Travel Awareness, North Yorkshire County Council

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.