

Richmondshire District (Area 1)

Richmondshire district in brief

- ◆ Four people, all of whom were adults, were **killed** on Richmondshire's roads during 2014 against 2, both adults, in 2013. The 4 fatalities in 2014 were 2 car occupants (a driver and passenger), a powered two wheeler (PTW) rider and a pedestrian.
- ◆ The number of people **killed or seriously injured (KSI)** reduced slightly from 56 in 2013 to 53 in 2014. In terms of road user groups, the number of KSI has increased amongst car occupants (+13) and pedal cyclists (+2) and reduced amongst PTW (-12), pedestrians (-2) and other vehicle types (- 4).
- ◆ The total number of **casualties of all severities** in road collisions reported to the police in 2014 was 254, up 17% on 2013 (217). The increase is reflected by the car road user group which saw a 21% increase in casualties in 2014, pedal cyclists by 62% and the other vehicle types by 55%. However, other groups have recorded a decrease; pedestrians by 31% and powered two wheelers a 19%.
- ◆ The small numbers involved in District level analysis make percentage changes appear alarmingly large. These fluctuations are all within the normal range of change from year to year, except for cyclist casualties where the increase is statistically significant, reflecting the similar rise in most other districts across the county. Further analysis has been undertaken into this – see section at the end of this annual report
- ◆ The reported number of **child KSI casualties** (aged 0-15) Child KSI is up from 2 in 2013 to 4 in 2014. The 4 children seriously injured were 2 car passengers, 1 pedestrian and 1 bus passenger; in 2013 the 2 children seriously injured were both car passengers.
- ◆ The number of **cyclist** casualties of all severities has increased by 62% from 13 in 2013 to 21 in 2014; all the pedal cyclists injured in 2014 were adults.
- ◆ **Pedestrian** casualties reduced by 31% to 11 in 2014 from 16 in 2013. The decrease is also seen amongst pedestrian KSI (3) which is 40% less than the total (5) recorded the previous year.
- ◆ The number of **powered two wheeler (PTW)** casualties has decreased by 19% from 32 in 2013 to 26 in 2014. Amongst PTW the numbers have reduced for KSI's (9) which is 57% less than the total (21) recorded the previous year.
- ◆ A total of 154 **road collisions** that resulted in someone being injured were reported to the police in 2014, 1% more than in 2013 (152). This total works out at an average of 13 collisions per month or 3 per week.

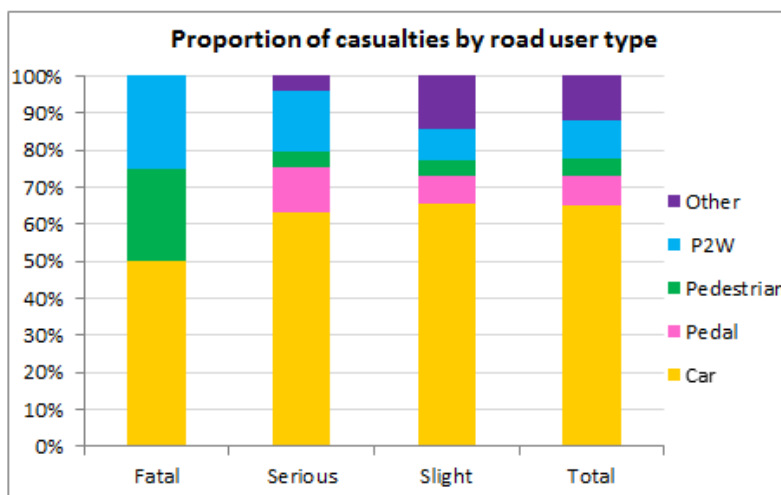


Figure 6 - Proportion of all casualties by road user type in 2014 - Richmondshire
Source - Road Safety & Travel Awareness, North Yorkshire County Council

All Casualties – Richmondshire

The downward trend in road casualties reported to the Police in Richmondshire reversed in 2010 and since then the number of collisions and casualties has been gradually increasing. This is an area that will be reviewed in more detail during the coming year.

In 2014, the district recorded 37 more casualties compared to 2013. The increase is mainly explained by higher numbers of car occupants hurt (up by 11%). Increases were also seen in the number of pedal cyclist and other vehicle types' casualties.

The district performance (+11%) is against the county trend: the total number of casualties recorded in North Yorkshire was down by 7% compared to the baseline.

Facts about all casualties in 2014

- ◆ There were 254 casualties in 2014, 37 more than 2013 (a 21% increase).
- ◆ Car occupants make up the largest proportion of road casualties (65%); followed by other vehicles types (12%), PTW (10%), pedal cyclists (8%) and pedestrians (4%).
- ◆ The number of casualties recorded in 2014, is 11% above the 2009-13 average.
- ◆ The number of children injured (18) which represent 7% of all casualties in 2014; was 27% higher than the 2009-13 baseline average of 14.
- ◆ Cyclist casualties continue to rise, albeit that the numbers are still small; the 2013 total (21) is now 123% above the 2009-13 average (9).
- ◆ There was an average of 13 collisions per month or 3 per week in which someone was hurt.

Richmondshire	Baseline (avg 09-13)	2011	2012	2013	2014	2014 vs baseline	Statistically significant change
Fatal	4	3	6	2	4	-4.8%	—
Serious	51	50	48	54	49	-3.2%	—
Slight	174	180	169	161	201	15.5%	—
Total	229	233	223	217	254	11.0%	—
KSI	55	53	54	56	53	-3.3%	—
Child KSI	2	2	1	2	4	122.2%	—
Young Person KSI	13	11	12	15	11	-15.4%	—
Older Person KSI	19	24	18	18	24	26.3%	—
Pedestrian KSI	3	3	3	5	3	-11.8%	—
Cyclist KSI	3	3	5	4	6	100.0%	—
PTW KSI	17	14	19	21	9	-45.8%	—
All Child Casualties	14	14	12	17	18	26.8%	—
All Cyclist Casualties	9	12	11	13	21	123.4%	↓

Table 10 - Reported road traffic casualties and severity since 2011 - Richmondshire
Source - Road Safety & Travel Awareness, North Yorkshire County Council

Killed or Seriously Injured (KSI) Casualties - Richmondshire

In 2014, with a total 53 KSI casualties, Richmondshire has recorded a total that is 3% below the 2009-13 average (55).

The year saw an increased number of car occupant KSI casualties up by 65% over the previous year (+13), pedal cyclist KSIs also increased by 2.

The number of KSI (4) amongst children (0-15 years old) has increased in 2014 (+2) compared to the previous year (2).

The overall decrease in KSI in 2014 against 2013 is encouraging; however, as shown in the graph below, KSI figures are quite variable.

Facts about KSI casualties in 2014

- ◆ The number of people killed or seriously injured fell by 3% to 53 in 2014.
- ◆ The three most vulnerable road user groups (Pedestrian, Cyclist and PTW riders), between them, account for 34% of all KSI casualties.
- ◆ The slight decrease in KSI casualties in 2013 is mainly associated with an increase in PTW casualties, pedestrian and other casualties in 2013 (down by 12, 2 and 4 respectively).
- ◆ The district performed poorly for the car occupant road user group (+13) and cyclist casualties (+2).
- ◆ Cyclist KSI casualties have fluctuated between 0 and 7 since 1990 within the district, this is only the second time since records began that cyclist KSI trends have deviated away from a standard high year, low year wave pattern, but as numbers are so low there is no statistical significance seen in these changes.
- ◆ The two other types of KSI casualties recorded in 2014 were 1 bus passenger and a mobility scooter rider.

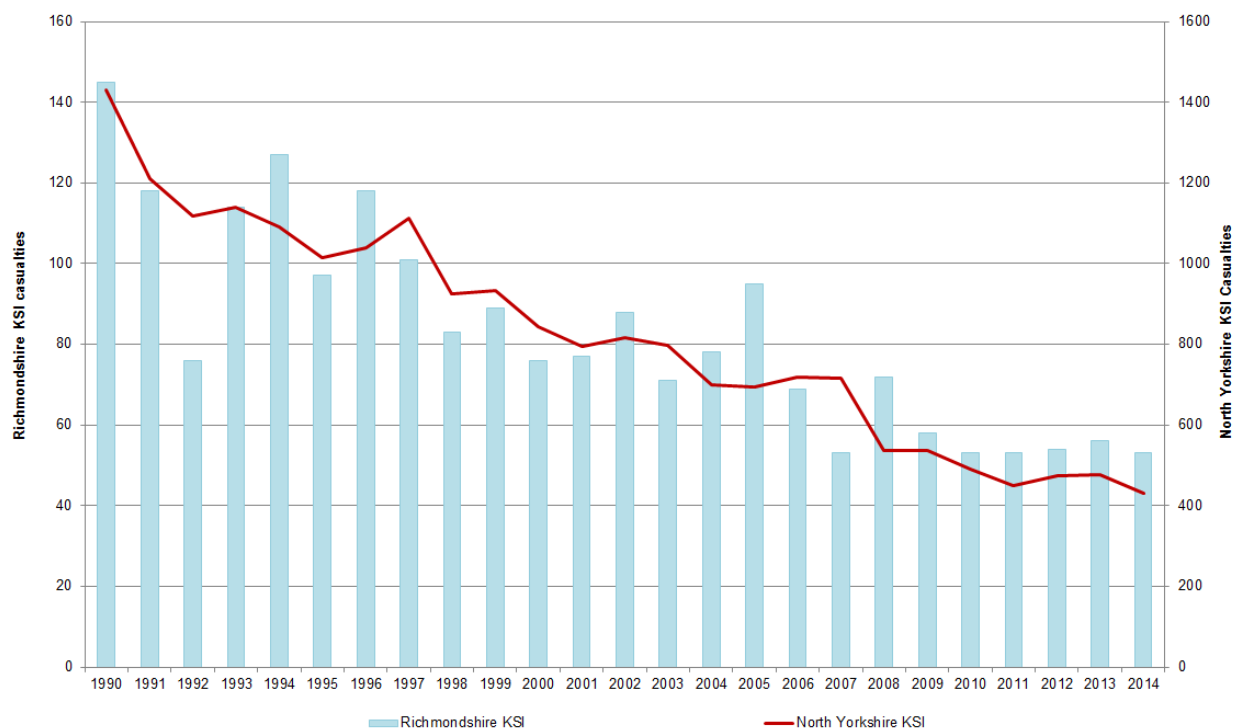


Figure 7 - Reported road traffic KSI casualty trends since 1990 - Richmondshire
Source - Road Safety & Travel Awareness, North Yorkshire County Council

Child Casualties - Richmondshire

The increased number (+1) of children injured in the district in 2014 is marginal compared to the previous year, but has continued the slightly upward trend seen in the total number of child casualties from year to year in the district. The numbers are small so percentage variance will be exaggerated.

The total number of child KSI casualties (4) recorded in 2014 is 2 higher than the number recorded the previous year.

This year's overall child casualty numbers show an increase of 27% against the 2009-13 baseline average, and a 6% increase since the previous year.

The increase in child casualties is mainly associated with the increase in car passenger casualties from 9 to 12, the child pedal cyclist and pedestrian casualties each reduced by 1.

Facts about child casualties in 2014

- ◆ 8 of the children injured were secondary school aged, 7 were primary aged and 1 was pre-school age.
- ◆ In the car collisions, 11 of the 12 children injured were in the car with an adult (many of these will have been a parent or grandparent), in the last case the young driver (17-24years) is also the parent.
- ◆ In the child collisions the three most used causation factors in collisions involving children is failure to look properly, sudden breaking and failed to judge other persons path or speed.
- ◆ The five pedestrian child casualties were 2 drivers at fault 3 pedestrian at fault.
- ◆ The majority of collisions involving children occurred on a weekday (9/14) of those 4 occurred at school drop off/pick up times and 5 at other times.

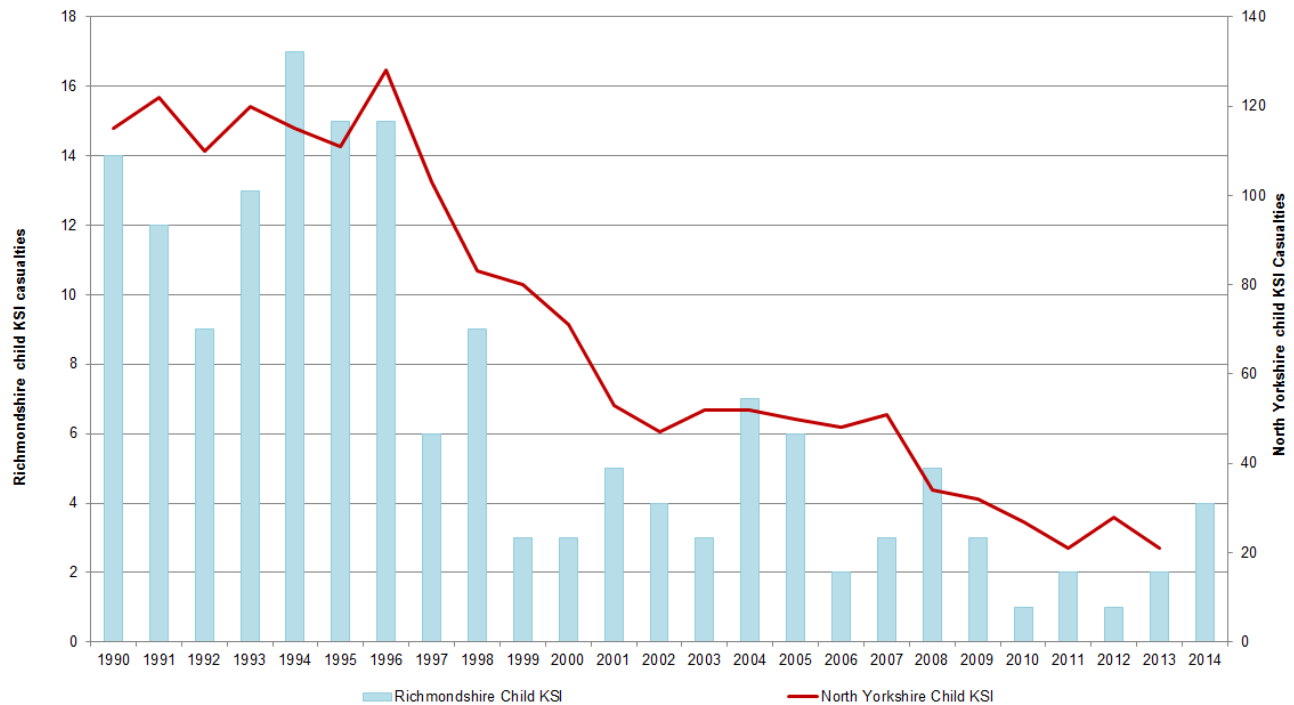


Figure 8 - Reported road traffic KSI child casualty trends since 1990 - Richmondshire
Source - Road Safety & Travel Awareness, North Yorkshire County Council

Road Safety Education and Community Engagement - Richmondshire

Children - Primary School

Approximately 2000 children from 80 schools across Hambleton and Richmondshire attended the Crucial Crew multi-agency safety education event where they received advice on wearing seatbelts and appropriate behaviour in the car.

Work was done to educate drivers who travel past the schools on Darlington Road in Richmond.

School Gate Parking campaigns were also supported with banners and other practical help.

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



Image 4 – A school gate parking campaign in Richmondshire

Children - Secondary School

A joint NYCC/NYF&RS presentation was made to Richmond 6th formers covering driving and passenger behaviour. This was followed by a basic maintenance check (lights/indicators, tyre treads) on cars driven by the 6th formers.

Young Drivers

Four evening workshops were held during the period attended by 20 young drivers from across Hambleton and Richmondshire

Working with Driving Instructors

We currently have four specially trained driving instructors in Richmondshire who are registered with us to provide EPP training and Older Drivers refresher sessions. The training is provided free of charge and we would welcome more!

Motorcyclists

Face to face engagement at popular motorcyclist destinations across Hambleton and Richmondshire such as Penny Garth Café in Hawes, Manor Café at Bellerby and bikers using the B1257 from Helmsley has proved successful and popular

We continue to promote online videos highlighting the hazards along two of the 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.

Cyclists

- Over 280 Year 5 and 6 primary school pupils took part in the Bikeability cycle training programme over the year. Cycling awareness playground based courses were held in some schools for children too young to participate in the Bikeability on-road training.
- Information and advice to promote and encourage cycling for adults commuting and for family leisure has been provided at summer events in the district.
- A number of family cycling events were held in the lead up to The Tour de Yorkshire including a multi school event on the Croft motor racing circuit consisting of time trials and various cycle skills lessons.
- A cycling awareness session was held in partnership with Stage 1 cycles of Askrigg. Local hard to reach groups attended both on and off road cycle training.



Image 5 – Cycling safely information campaign, Leyburn

Older People

Several talks have been given to various community groups including at Catterick, Richmond and Hawes. The talks focussed on keeping older drivers up to date on changes to the Highway Code, traffic law, driving styles and road layouts and the effects on driving from ageing – both physical (e.g. eyesight, arthritis) and cognitive (e.g. reaction times, judging speed and distance).

During 2014 “refresher drives “for drivers over 50 have been taken up by 89 drivers in Richmondshire and Hambleton.

Occupational Road Risk

A number of initiatives have been held with employers across Hambleton and Richmondshire including Safe Driving for Work presentations; training for vehicle safety checks; trailer; minibus and HGV training advice; practical driver training and driving risk management advice.

Community Engagement/ Local Partnership Working

The local Road Safety Officer contributed to a number of events and initiatives on Catterick Garrison including Road Safety days, safe driving competitions, health fairs and drink/drug driving presentations, working with service personnel, their families and civilian staff.

- Winter driving and winter and summer drink drive campaigns were held across all the market towns.
- A stand at the Wensleydale show enabling them to reach many people living in more remote and isolated areas in the Upper Dales.
- A number of public engagement safer driving events were held across the District involving partners from NYCC Road Safety, NY Fire and Rescue Service NY Police and the local Institute of Advanced Motorists.
- We took part in what was the most successful and well attended Richmond Fire Station open day ever held. Children (and parents!) were tested on their Highway Code knowledge and parents had their reaction times tested on a brake reaction testing machine.

Speed Management

The Area 1 Highways Office, Richmond processed 26 enquiries, 7 resulted in requests for speed matrix sign deployments by the fire and rescue service and 5 requests for police speed enforcement.

Cluster sites

There are 154 cluster sites identified in North Yorkshire compared with a total of 161 the previous year. Of these 154 sites, 9 are located within Richmondshire and details of these are contained on the next page. Of these, 1 is urban (40 mph or lower speed roads) and 6 are rural (over 40 mph limit roads). Of all North Yorkshire collisions 2013-2014, 16% occurred at cluster sites; 10% of all collisions in Richmondshire occurred at cluster sites.

No collision prevention schemes were worked on this year for this district.

Road Safety Engineering Activities – Richmondshire

Collision cluster site locations

2013/14 NYCC Rank	Location	District	Site Type	Collision Sev. Factor	Cas Sev. Factor	Collisions			Total Collisions 2012-2014	Total Child Cas	Comments
						2012	2013	2014			
6	A66/New Lane jnct, area of Foxwell	Ric	rural	10	16	2	1	3	6	3	Highways England engineering investigation to be undertaken. This site forms part of a police camera enforcement route.
9	A66/Hargill/Moor Rd, Jnct - Gilling West	Ric	rural	9	15	1	1	4	6	0	Highways England engineering investigation to be undertaken.
18	A66/A1, West Jnct - Scotch Corner	Ric	rural	8	9	3	1	1	5	0	Highways England engineering investigation to be undertaken. This site forms part of a police camera enforcement route.
24	A66/Moor Ln, Jnct - East Layton	Ric	rural	7	14	6	0	1	7	0	Highways England engineering investigation to be undertaken. This site forms part of a police camera enforcement route.
54	B6271 Maison Dieu by St Trinians Farm - Richmond	Ric	rural	6	8	1	3	0	4	0	Road marking improvements undertaken in summer 2013 following surface dressing. Sign improvements undertaken following fatal collision investigation in late 2013. No collisions since implementation, no further action continuing to monitor site.
56	Market Pl - Richmond	Ric	urban	6	8	1	1	2	4	0	Traffic engineering investigation found no recommendations, no clear pattern to the collisions, continuing to monitor site.
81	A1 NBC at Skeeby Filling Station	Ric	rural	5	9	1	1	3	5	3	Highways England engineering investigation to be undertaken.
139	A1/A6136 Catterick Interchange	Ric	rural	4	5	2	1	1	4	1	Highways England engineering investigation to be undertaken.
151	B6271 at Broken Brae, bend - Brompton-on-Swale	Ric	rural	4	4	4	0	0	4	0	Surface dressed in early 2014 with road marking improvements undertaken at the same time, no collisions since scheme implementation, continuing to monitor site.