

## Scarborough District (Area 3)

### Scarborough district in brief

- ◆ Two people, both of whom were adults, were **killed** on Scarborough's roads during 2014 compared to eight, in 2013. These were a car passenger and a powered two wheeler (PTW) rider.
- ◆ The number of people **killed or seriously injured (KSI)** was 59 in 2013 and has decreased to 42 in 2014. In terms of road user groups, the number of KSI casualties has decreased the most amongst car occupants (-21) and pedestrians by (-2).
- ◆ The number of **total casualties** in road collisions reported to the police in 2014 was 291, down 1% on 2013 (293); this decrease was seen amongst car occupants (-13) and pedestrians by (-5). Whereas increases were seen in the number of pedal cyclist (+2), P2W (+11) and other types (+3)
- ◆ The reported number of **child KSI casualties** (aged 0-15) in the district in 2013 (5) is the same as the previous year. This year all five of the seriously injured children were pedestrians. Last year 4 of the children seriously injured were car occupants and 1 a pedestrian. These represent normal random fluctuations that are not significant in statistical terms.
- ◆ The number of **cyclist** casualties has increased by 8% from 26 in 2013 to 28 in 2014; child cyclist casualties have stayed the same at 2 in 2014.
- ◆ **Pedestrian** casualties reduced by 12% from 42 in 2013 to 37 in 2014. Child pedestrian casualties increased from 8 in the previous year to 11 in 2014.
- ◆ The number of **powered two wheeler (PTW)** casualties has increased by 28% to 50 in 2014 from 39 in 2013. The increase is less pronounced amongst PTW KSI (16) which is 7% more than the total (15) recorded the previous year
- ◆ A total of 218 **road collisions** that resulted in someone being injured were reported to the police in 2014, 2% more than in 2013 (222). This total works out at an average of 19 collisions per month or 4 per week.

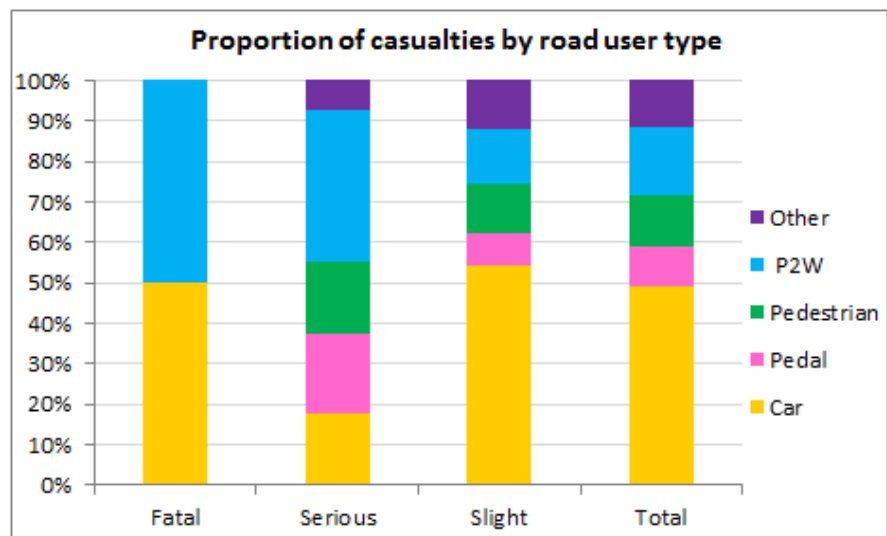


Figure 12 - Proportion of all casualties by road user type in 2014 - Scarborough  
Source - Road Safety & Travel Awareness, North Yorkshire County Council

## All Casualties - Scarborough

The overall trend in road casualties reported to the Police in Scarborough continues the downward trend and is below the expected trend line.

In 2014, the district has recorded 2 less casualties compared to the previous year. The decrease is mainly explained by the lower number of car occupant casualties and pedestrian casualties, but an increase in PTW casualties and pedal cyclists did mediate the reduction.

The district performance (-18%) is greater than the reduction in the total number of casualties recorded in North Yorkshire (down by 7% compared to the baseline average).

### Facts about all casualties in 2014

- ◆ There were 291 casualties in 2014, 2 less than in 2013 (a 1% decrease).
- ◆ Car occupants make up the largest proportion of road casualties (49%); followed by PTW (17%), pedestrians (13%), other (11%) and pedal (10%).
- ◆ The number of casualties recorded in 2014, is 18% below the 2009-13 average.
- ◆ The total number of children injured 28 which represent 10% of all casualties in 2014; was 2 above 2013.
- ◆ Cyclist casualties have reduced in the district although the 2014 total (28) is still 23% above the 2009-13 average (25).

Scarborough	Baseline (avg 09-13)	2011	2012	2013	2014	2014 vs baseline	Statistically significant change
Fatal	4	2	1	8	2	-47.4%	—
Serious	65	60	68	51	40	-38.1%	↑
Slight	287	253	277	234	249	-13.3%	—
Total	356	315	346	293	291	-18.2%	↑
KSI	68	62	69	59	42	-38.6%	↑
Child KSI	6	4	6	5	5	-13.8%	—
Young Person KSI	16	14	12	15	14	-11.4%	—
Older Person KSI	25	28	24	16	13	-47.2%	—
Pedestrian KSI	12	7	16	9	7	-42.6%	—
Cyclist KSI	4	4	4	4	8	81.8%	—
PTW KSI	18	15	20	15	16	-13.0%	—
All Child Casualties	37	26	34	21	28	-23.5%	—
All Cyclist Casualties	25	24	30	26	28	10.2%	—

**Table 12 - Reported road traffic casualties and severity since 2011 - Scarborough**  
 Source - Road Safety & Travel Awareness, North Yorkshire County Council

## Killed or Seriously Injured (KSI) Casualties - Scarborough

In 2014, with a total 42 KSI casualties, Scarborough the total was 39% below the 2009-13 average (68).

The year saw a decrease in the overall number of KSI casualties however there was a slight increase in the number of pedal cyclist casualties from 26 to 28, PTW from 15 to 16, other vehicle types from 2 to 3. However the pedestrian and car occupants saw reductions. Car occupant KSI casualties reduced by the greatest amount (-21), pedestrian KSI casualties reduced by 2.

The number of KSI (5) amongst children (0-15 years old) has stayed the same as the previous year. In 2014 all child KSIs were pedestrians however, in 2013 4 of the KSI casualties were car occupants and 1 was a pedestrian.

The decrease in KSI in 2014 against 2013 is encouraging; and differs from the countywide trend.

### Facts about KSI casualties in 2014

- ◆ The number of people killed or seriously injured fell 29% to 42 in 2014.
- ◆ The three most vulnerable road user groups (Pedestrian, Cyclist and PTW riders), between them, account for 40% of all KSI casualties.
- ◆ The decrease in KSI casualties in 2014 is mainly associated with a decrease in car occupants and pedestrians 2014 (down by 21 and 2 respectively).
- ◆ The district performed slightly worse for the pedal cyclist (+4), P2W (+1) and other vehicle type (+1).
- ◆ Cyclist KSI casualties fluctuate from year to year but have been increasing on overall terms since 2003.
- ◆ The three other type of KSI casualty recorded in 2014 two were older bus passenger's and one a horse drawn carriage driver.

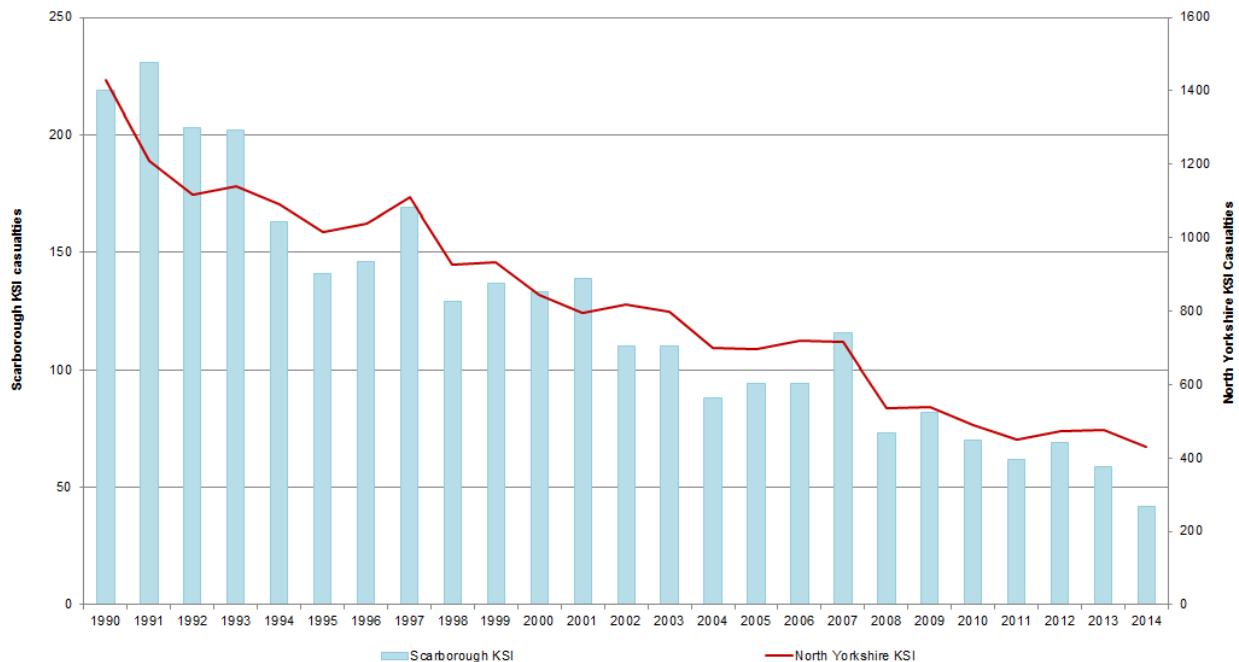


Figure 13 - Reported road traffic KSI casualty trends since 1990 - Scarborough  
Source - Road Safety & Travel Awareness, North Yorkshire County Council

## Child Casualties - Scarborough

The number of children injured in the district increased from 21 in 2013 to 28 in 2014 (+7). Though there has been an increase in casualties this year the actual number of child casualties in the district below the downward trend line.

The number of KSI (5) amongst children (0-15 years old) has stayed the same as the previous year. In 2014 all child KSIs were pedestrians, the same as in 2012, however in 2013 4 of the KSI casualties were car occupants and only 1 was a pedestrian.

This year's overall child casualty numbers show a decrease of -23% against the 2009-13 baseline average, but with a 33% increase against the previous year.

The increase in child casualties is mainly associated an increase in the number of car occupant casualties from 9 to 14 and pedestrian casualties from 8 to 11, though child other vehicle type casualties also decreased from 2 to 0.

### Facts about child casualties in 2014

- ◆ 14 of the children injured were secondary school aged, 13 were primary aged and 1 was pre-school age.
- ◆ In the car collisions, 12 of the 14 children injured were in the car with an adult (most of these were likely to have been a parent or grandparent), the other 2 were with young drivers, but in these cases the driver may have been either the parent or an older sibling.
- ◆ 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*.
- ◆ In the child cyclist collisions one was not wearing a cycle helmet and the other we don't know whether they wore a helmet or not.
- ◆ The 11 pedestrian child casualties were recorded as 5 drivers at fault and 6 pedestrians at fault.
- ◆ The majority of collisions involving children occurred on a weekday (17 of 25) and the majority occurred at the school run time (10 of 17), especially in the afternoon.

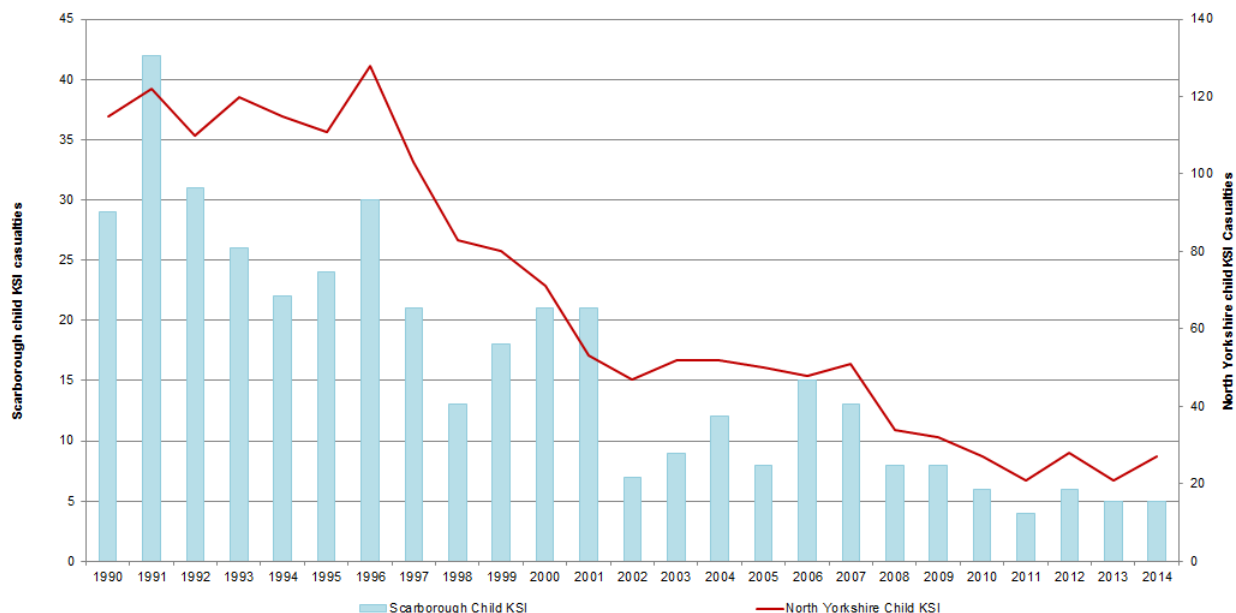


Figure 14 - Reported road traffic KSI child casualty trends since 1990 - Scarborough  
Source - Road Safety & Travel Awareness, North Yorkshire County Council

## Road Safety Education and Community Engagement - Scarborough

### Children - Primary School

An in-car safety talk and demonstration was delivered to 1,300 Year 6 pupils from 58 schools around the area who attended “Crucial Crew” in Scarborough over a two week period

The Road Safety Team also worked closely with the Scarborough and Ryedale Road Safety Group monitoring seatbelt use and general road safety at specific locations in the area. These sites are often near to schools, including Overdale Primary, Moor Lane near to George Pindar School, A169 Sleights near to Primary School, or near to businesses, such as A171 Whitby near to Sainsbury’s, Havers Hill near to McCains and Boyes, and Seamer Road Industrial Estates. Between 6% and 15% of drivers and passengers were found to be not wearing their seatbelts. The surveys were each followed by a letter and seatbelt information, (plus car seat leaflets and height charts for schools, with a letter to be circulated to parents highlighting what had been observed and the risks this presents to children). The letters sent to businesses also included information on occupational road risk and were followed with employee education work. Enforcement by North Yorkshire Police was then undertaken.

Schools were invited and supported to join national “Walk to School Week” in May and “School Walking Month” in October.

Walking is the perfect opportunity for children to learn road safety skills and develop an awareness of their local area, preparing them for independent travel.

Some 900 Year 5 and 6 primary school pupils at 36 schools took part in the national Bikeability cycle training programme provided by the council with government funding.



Image 9 – Children walking to school

### Children - Secondary School

The Road Safety team organised and delivered the ‘Drive Alive’ event to Whitby Community College, to address teenagers and young drivers’, risks and responsibilities.

### Young Drivers

The “Enhanced Pass Plus” programme is offered to newly qualified young drivers. We work with Fire and Rescue colleagues to encourage young drivers to recognise risk and learn how to avoid potential dangers.

### Driving Instructors

We currently have 7 specially trained driving instructors registered with us to provide the EPP training course and Older Driver refresher drives. We would like more to join us!

## Motorcyclists

'Shiny Side Up' route signage was installed on the A170 during the spring and summer biking season. Other outdoor advertising, using "Think Bike!" message was directed at motorists, cyclists and motorcyclists to remind them to look out for each other at key place and junctions.

Regular engagement events take place throughout the motorcycling season at Oliver's Mount in Scarborough and the Whistle Stop café in Whitby.

Online videos highlighting the hazards along high risk routes, such as the A171 have been produced and put online and on Facebook where they are regularly viewed.

## Cyclists

Adult cycle information and family cycling guides have been provided at large summer events in the district, including the Whitby Regatta and the Filey Safety Day. Lorry-back warning stickers are being promoted to businesses for HGVs and large vehicles, as part of a county-wide campaign using the 'Think Bike!' theme, about cyclist and motorcyclist safety aimed at those who use our roads whether on four wheels or on two.

Some 900 Year 5 and 6 primary school pupils at 36 schools took the national Bikeability cycle training programme provided by the council with government funding.

Curriculum resources were made available to schools for Bike to School Week and linking to the Tour de France.

## Older People

A presentation and question and answer session designed to keep drivers up to date on changes to the Highway Code, traffic law, the effects of aging and medication on driving has been given to a number of interest groups and carers support networks.

Refresher drives are available free of charge to those who want to obtain an informal appraisal of their driving and learn hints and tips to make driving more enjoyable as well as safer.

## Occupational Road Risk

Then Road Safety Team have worked with the local Community Safety Team, Fire and Police services to get employers to assess and manage the driving that their employees undertake for them. This includes both driving at work and also their journeys to and from work. It isn't easy to get employers on board for this but those who do engage invariably find that it is more than cost effective – significant fuel savings can be made through better driving techniques and vehicle damage needing costly repairs is also reduced.

## Community Engagement/ Local Partnership Working

The Road Safety Officer attended various public events during the season, including:

- Whitby Regatta
- Filey Safety Day
- Egton Show
- local community events such as in Friarage, Scarborough
- Winter Driving and Drink and Drug Driving events in Whitby, Scarborough and Filey

- Regular radio interviews for Yorkshire Coast Radio, for example on Road Safety Week, winter driving, drink driving, our Enhanced Pass Plus programme for young drivers, and keeping people driving safer for longer.



Image 10 – The Seatbelt Sheriff at Whitby Regatta

The road safety officer also formally commented on Travel Plans and developments as part of the planning process, to improve safety and to make sure that sustainable, active travel is built into the design of planned developments. This included the major development in Middle Deepdale, in terms of footways and pedestrian routes, safer routes to school, and school travel planning.

### Speed Management

During 2014 the group received and processed 23 speed concern reports. This resulted in 7 requests for Police speed enforcement; 2 referrals to highways engineers; 1 local education programme and 1 x deployment of the interactive speed matrix sign.

### Cluster sites

There are 154 cluster sites identified in North Yorkshire compared with a total of 161 the previous year. Of these 154 sites, 28 are located within Scarborough and details of these are contained on the next page. Of these, 22 are 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; 14% of all collisions in Scarborough in 2014 occurred at cluster sites.

The collision prevention schemes worked on this year to address cluster site collisions were –

- ◆ A165 Valley Bridge Parade/Ramshill Road, Scarborough – Signal changes, resurfacing, lining, partial removal of island as well as footway build out to be implemented late 2015
- ◆ A174 Sandsend bridge – sign improvements to be undertaken 2015/16
- ◆ A171 Guisborough Rd/B1460 Stakesby Rd, Cross Butts – Signing and lining improvements carried out June 2015 to recently installed roundabout
- ◆ A174 Lythe Bank, Lythe – Surfacing, lining and signing improvement scheme undertaken in 2014/15
- ◆ A169 Coach Rd/B1460 The Carrs, Briggswath – Signing improvement scheme undertaken in March 2015

## Reported Road Casualties in North Yorkshire: Annual Report 2014

### Road Safety Engineering Activities – Scarborough

#### 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			
27	A174 Lythe Bank, Bend - Lythe	Ycm	rural	7	11	1	2	2	5	0	Surfacing and signing scheme undertaken in 2014/15.
34	A165 Northway Rndbt W/ Prospect Rd - Scarborough	Ycm	urban	7	8	1	3	2	6	0	Traffic engineering investigation found no recommendations, continuing to monitor site.
51	A165 Valley Bridge Rd/ A170 Westborough, Jnct - Scarborough	Ycm	urban	6	8	3	2	0	5	0	Northway to be resurfaced in summer 2015, no further action, continuing to monitor site.
55	A169 Coach Rd/B1460 The Carrs, Jnct - Briggswath	Ycm	urban	6	8	1	2	2	5	0	Signing improvement scheme implemented March 2015, no further action, continuing to monitor site. This site forms part of a police camera enforcement route.
57	A64 Falsgrave Rd /New Park Rd, Jnct - Scarborough	Ycm	urban	6	8	1	2	3	6	0	Majority of collisions have occurred at the bus stop involving bus passengers falling and causing injury to themselves. This pattern has been raised with the
62	A165 Filey Rd / Queen Margaret's Rd, Xrds - Scarborough	Ycm	urban	6	7	1	1	3	5	0	Traffic engineering investigation found no recommendations, no clear pattern to the collisions, continuing to monitor site. This site forms part of a police camera enforcement route.
68	A165 Columbus Ravine/Dean Rd, Rndbt - Scarborough	Ycm	urban	6	6	1	2	2	5	1	Traffic engineering investigation on going, potential signing scheme to be introduced.
73	B1364 Castle Rd/B1364 North Marine Rd/St Thomas St, Rndbt - Scarborough	Ycm	urban	6	5	3	1	1	5	1	Traffic engineering investigation found no recommendations, no clear pattern to the collisions, continuing to monitor site.
77	B1261 Cayton Low Rd/Moor Ln, Jnct - Cayton	Ycm	urban	5	12	2	1	1	4	0	Traffic engineering scheme on going, looking at signing improvements.
78	A165 Hunmanby Rd/ Bridlington Rd, Jnct - Reighton	Ycm	rural	5	11	2	1	1	4	1	Traffic engineering investigation found no recommendations, no clear pattern to collisions, continuing to monitor site. This site forms part of a police camera enforcement route.
82	A165 Filey Rd/Westbourne Grove, area - Scarborough	Ycm	urban	5	9	2	3	0	5	2	Traffic engineering investigation found no recommendations, no clear pattern to the collisions, continuing to monitor site. This site forms part of a police camera enforcement route.
93	A170 Stepney Rd/Stepney Dr, Area Around Rndbt - Scarborough	Ycm	urban	5	7	1	1	2	4	1	Traffic engineering investigation on going, looking at signing improvements. This site forms part of a police camera enforcement route.
96	A64 Seamer Rd / Queen Maraget's Rd, Jnct - Scarborough	Ycm	urban	5	7	1	3	0	4	0	Traffic engineering investigation found no recommendations, no clear pattern to the collisions, continuing to monitor site. This site forms part of a police camera enforcement route.



## Reported Road Casualties in North Yorkshire: Annual Report 2014

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			
97	A64 Falsgrave Rd/Belgrave Cres/Londesborough Rd, Jnct - Scarborough	Ycm	urban	5	6	1	3	1	5	2	Traffic engineering investigation found no recommendations, no clear pattern to the collisions, continuing to monitor site.
103	A64 Seamer Rd/B1261 Scarborough Rd/Musham Bank Rd, Rndbt - Scarborough	Ycm	rural	5	6	2	2	0	4	0	Road safety engineering investigation found no recommendations, no clear collision pattern, continuing to monitor site. This site forms part of a police camera enforcement route.
106	A171 Guisborough Rd/B1460 Stakesby Rd, Jnct - Cross Butts	Ycm	rural	5	6	1	4	0	5	0	Location of park and ride site for Whitby, roundabout installed in Easter 2013. Amendments to the signing and lining implemented in June 2015. No further action, continuing to monitor site. This site forms part of a police camera enforcement route.
108	Falconers Rd/Huntriss Row, Jnct - Scarborough	Ycm	urban	5	6	1	1	2	4	0	Traffic engineering investigation found no recommendations, no clear pattern to the collisions, continuing to monitor site.
114	A170 Falsgrave Rd/A171 Scalby Rd, Jnct - Scarborough	Ycm	urban	5	5	2	2	1	5	0	Scarborough Borough Council have submitted a bid to the Local Enterprise Partnership to increase capacity. This site forms part of a police camera enforcement route.
117	Newborough/st Nicholas St, Jnct - Scarborough	Ycm	urban	5	5	1	3	0	4	0	Reflagging works at this site should make the precinct clearer.
119	A165 Northway/B1364 Victoria Rd, Jnct - Scarborough	Ycm	urban	5	5	0	3	2	5	0	Traffic engineering investigation found no recommendations, no clear pattern to the collisions, continuing to monitor site.
121	Bagdale / Southend Gardens, Jnct - Whitby	Ycm	urban	5	4	1	2	1	4	0	Traffic engineering investigation found no recommendations, no clear pattern to the collisions, continuing to monitor site.
123	B1261 Scarborough Rd/Stoney Hags Rd, Jnct - Seamer	Ycm	urban	4	11	2	1	1	4	2	Traffic engineering investigation found no recommendations, no clear pattern to the collisions, continuing to monitor site.
130	A171/B1266 High St, Jnct - Scaling	Ycm	rural	4	7	0	1	3	4	0	The potash development in this area has recently been approved by Planning and is likely to involve improvements to this junction. No further action, continuing to monitor site.
134	C237 Manor Rd/Woodland Ravine, Jnct - Scarborough	Ycm	urban	4	6	3	0	1	4	0	Traffic engineering investigation on going.
140	A165 Northway/Trafalgar St West, Jnct - Scarborough	Ycm	urban	4	5	1	1	2	4	1	Currently trialling a night time vehicular closure in this area on a Friday and Saturday night, continuing to monitor site.

## Reported Road Casualties in North Yorkshire: Annual Report 2014

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			
146	A171 Layby, 390m South of road to High Normanby	Ycm	rural	4	5	1	1	2	4	0	The potash development in this area has recently been approved by Planning, and is likely to involve improvements at this location. No further action, continuing to monitor site. This site forms part of a police camera enforcement route.
147	St Nicholas St area - Scarborough	Ycm	urban	4	5	1	1	2	4	0	Traffic engineering investigation found no recommendations, no clear pattern to the collisions, continuing to monitor site.
152	A165 Valley Bridge Prd/Somerset Tce/Westwood, Area - Scarborough	Ycm	urban	4	4	1	1	2	4	0	Traffic engineering investigation found no recommendations, no clear pattern to the collisions, continuing to monitor site.