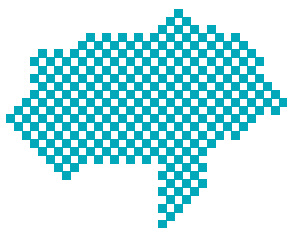


Police and Crime
Commissioner
North Yorkshire



Saving lives, preventing injury

The use of safety camera vans in North Yorkshire
2014/15



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2014/15

(This report covers the period 1 April 2014 to 30 March 2015.
All 2015 statistics are provisional)

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Foreword



When it comes to crime, North Yorkshire is the safest place to live in England.

When it comes to crime, North Yorkshire is the safest place to live in England.

Our police do a good job and, generally speaking, most of us feel safe from crime as we go about our daily lives.

However, the picture is less rosy when it comes to road safety.

The number of people killed or seriously injured on the county's roads each year has gone down significantly over the past 25 years – from more than 1,600 in 1990/91 to under 600 in 2014/15.

However, North Yorkshire still has one of the highest accident rates in the country. Last year, 44 people died on our roads. There is proven evidence that nine of those deaths were the result of speeding. However, speed was a probable factor in many more of the deaths and serious injuries that took place.

But, while speeding is dangerous, it can harm our communities in other ways too – with many people telling me their neighbourhoods are blighted by the noise and intrusion of speeding traffic.

Little wonder, therefore, that residents say road safety is such a big issue and want more to be done.

However, improving road safety is not an easy job. In North Yorkshire a range of agencies including local authorities, the fire service, the Highways Agency and the police come together in 95 Alive – a partnership whose role is to reduce the number of people killed or seriously injured on the county's roads through education and training, road improvements and enforcement of road traffic laws.

In the past, road improvements and traffic management schemes have played a large part in promoting road safety. Be it better signage, non-slip surfaces or new road layouts – where they have been possible, these engineering solutions have all largely been done and account for much of the steep fall we have seen in casualty numbers.

However, if we are to reduce deaths and injuries still further, we have to tackle the altogether thornier issue of driver behaviour and education – in particular, speeding.

It was with this in mind that North Yorkshire police began piloting safety camera vans in July 2011 – deploying a single vehicle at key accident sites. I agreed to expand the fleet to three from April 2013 and was sufficiently convinced by their benefits to double their number to six from April 2015.

This report explains how safety camera vans were used in North Yorkshire in 2014/15 and what contribution they made to enforcing the laws of the road and reducing speed-related death and serious injury. In common with eight in ten residents, I believe that road safety is a major concern for the county and that increased enforcement will have a positive

effect. For that reason, I believe safety camera vans play a vital role in keeping our roads safer.

Julia Mulligan

Safety camera vans in North Yorkshire – key facts 2014/15

Number: Three (one was out of action for three months after being in a collision).

Purpose: To reduce speed-related collisions by monitoring all vehicles for offences such as speeding, no seatbelt, crossing white lines, using mobile phones and dangerous driving.

Running cost: £886,000

Use: Monitored 130 different sites over more than 3,823 hours.

Impact: Processed 40,377 road safety violations – the equivalent of 11 for every hour they were in operation. Of those violations, 34,419 led to motorists attending a speed awareness course.

Money generated: £1,049,000 – enough to run the vans with a surplus of £163,000 strictly ring-fenced for road safety initiatives.

District with the highest number of violations: Hambleton, with 8,666

District with the fewest violations: Craven, with 3,472

Site with the most violations: A19 southbound at Kilvington near Thirsk.

Site visited most frequently: A59 Blubberhouses with 145 visits during the year.

District with the most violations per site: York with an average 1,035 violations per site. (Mainly due to sites located on the A64)

Overview

North Yorkshire introduced its first safety camera van in July 2011 and expanded its fleet to three in April 2013. It operated three safety camera vans throughout 2014/15 (except for a three-month period when one was damaged in a collision) and their primary purpose was to reduce speed-related collisions by enforcing a range of safety-related offences in a highly visible way.

They also addressed the concerns many communities had about anti-social road behaviour by enforcing traffic laws in local villages and towns.

Most drivers caught speeding were offered the option of attending a speed awareness course costing £85. However, repeat offenders or those driving at speeds considerably higher than the legal limit received a fixed penalty fine, penalty points on their licence or even disqualification if convicted at court.

The vans were deployed seven days a week and during 2014/15 they spent a total of 3,823 hours monitoring traffic, recording 40,377 violations. The vans were operated by police staff rather than officers mainly because speeding offences do not need to be recorded by warranted officers. As a result, deployment of the vans did not affect frontline policing or the number of warranted officers available on the ground.

During the year, the vans generated £1,049,000 for North Yorkshire Police through money from speed awareness courses attended by motorists caught speeding or committing other types of road safety violations. This income was used to fund the vans themselves with the surplus (£163,000) strictly ring-fenced for use on other road safety initiatives.

The vans carried out visits at 130 sites across the county. The monitoring points included places where there had been a speed-related collision in which someone had been killed or seriously injured in the past. They also included sites on routes used by high numbers of motorcycles, known accident sites and sites where the speed of vehicles was a concern for local residents.

The vans were not the only means of enforcing speeding and other road safety laws. Instead they were part of an infrastructure that also included the force's safer neighbourhood teams' police community support officers and special constables using laser and radar devices. Roads policing teams also used and average speed cameras were in place between Barton and Leeming on the A1. During the year, North Yorkshire Police worked closely with Highways England on road safety initiatives. They are also active members of the 95 Alive strategic road safety partnership and continually worked to educate motorists, cyclists and pedestrians about road safety.

Box: 95 Alive

95 Alive road safety partnership brings together local authorities, emergency services and other agencies that work throughout North Yorkshire to reduce the number of people killed and injured on the roads.

It was formed in 2004 and its initial objective was to exceed by 95 the target set by the Government for the number of lives that the county should save on its roads. When the campaign officially ended on 31 March 2011, it had saved 126 lives and the partnership continued working together to reduce casualties and collisions even further.

As well as promoting better driving, the partnership supports York City Council to run Bikeability cyclist training to children in Years 5 and 6. It also invests in the WalkWise pre-school childrens' road safety programme in Harrogate, Selby and Scarborough and helps to fund a number of other programmes to help young drivers, older drivers, motorcyclists and cyclists to stay safe on our roads.



Impact

The primary purpose of the safety camera vans is to reduce the number of people who are killed or seriously injured in speed-related collisions. By enforcing legal speed limits, they also encourage more drivers to comply with the laws of the road and reduce incidents of anti-social driving.

In the year , safety camera vans recorded 40,377 road safety violations of which 34,419 resulted in offenders attending a speed awareness course – more than 2,800 per month. A further 5,328 received fixed penalty fines and points on their licence.

This compares to 2013/14 when they recorded 47,397 road safety violations and led to 41,275 people attending courses – 3,440 per month - and 5,500 fixed penalties.

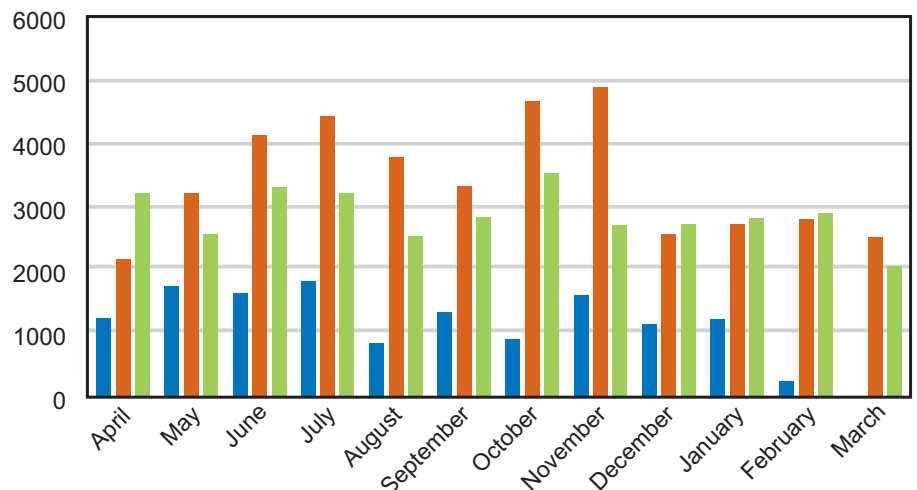
During the pilot scheme, only one safety camera van was in operation. In the year April 2012 to March 2013, the sole van operating in the county recorded 15,634 road safety violations which led to 11,703 people attending speed awareness courses – 975 per month.

Table 1: Number of people completing speed awareness courses by month and year 2012/13-2014/15

| | 2012/13 | 2013/14 | 2014 /15 |
|-------------------|---------|---------|----------|
| Vans in operation | 1 | 3 | 3 |
| Apr | 1089 | 2086 | 3164 |
| May | 1654 | 3253 | 2554 |
| Jun | 1576 | 4095 | 3344 |
| Jul | 1747 | 4441 | 3216 |
| Aug | 870 | 3881 | 2604 |
| Sep | 1292 | 3369 | 2901 |
| Oct | 946 | 4648 | 3534 |
| Nov | 1462 | 4941 | 2693 |
| Dec | 1067 | 2513 | 2711 |
| Jan | 1121 | 2712 | 2806 |
| Feb | 265 | 2805 | 2907 |
| Mar | * | 2531 | 1985 |
| TOTAL | 13089 | 41275 | 34419 |

*No enforcement during this month due to preparations for the launch of the Safety Camera Team

Figure 1: Number of people completing speed awareness courses by month 2012/13 – 2014/15

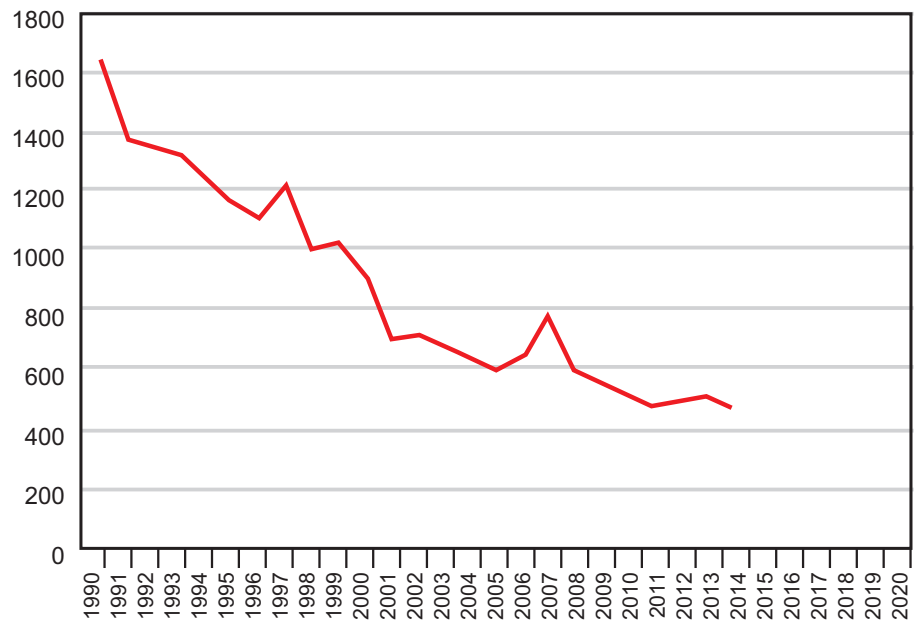


The number of people killed or seriously injured on the county's roads each year has gone down from more than 1,600 in 1990/91 to under 600 in 2014/15 as the graph below shows.

However, while safety camera vans are there to reduce all types of collisions, their particular focus is on speed and therefore speed-related accidents.

During 2014/15, nine people died in speed-related accidents. This was less than half the number of people who died in such accidents during 2013/14 when the figure was 19.

Figure 2: Number of people killed or seriously injured on North Yorkshire's roads by year

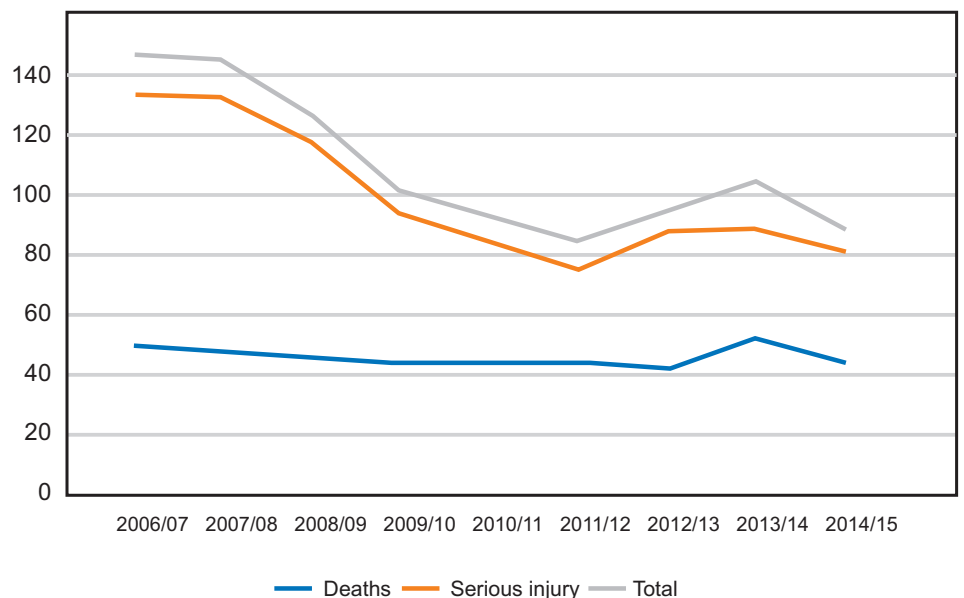


Source: Road Safety and Travel Awareness, North Yorkshire County Council

Table 2: Deaths and serious injuries in speed-related accidents 2006/07-2014/15

| | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 | 2014/15 |
|-----------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Deaths | 16 | 14 | 11 | 9 | 10 | 10 | 8 | 19 | 9 |
| Serious injury | 112 | 111 | 94 | 67 | 58 | 46 | 60 | 60 | 52 |
| Total | 128 | 125 | 105 | 76 | 68 | 56 | 68 | 79 | 61 |

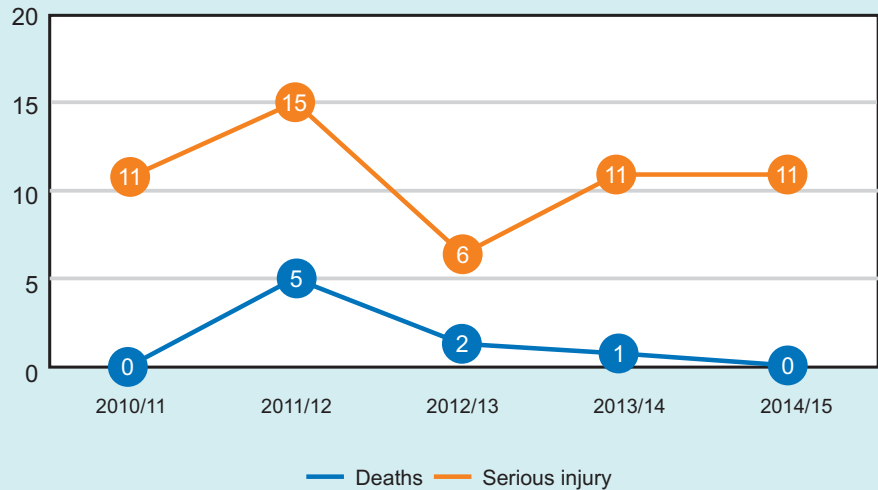
Figure 3: Deaths and serious injuries in speed-related accidents in North Yorkshire 2006/07 – 2014/15



Case study: A61

According to analyses by North Yorkshire Police, motorists on the A61 between Thirsk and Harrogate were at more risk of collision than drivers on any other road in the county, based on the number and severity of speed-related collisions in the three years beginning July 2012. The winding, rural nature of the road means that it is more difficult to site safety camera vans along its route than it is for other roads. However, in 2014/15, there were 1,861 visits by safety camera vans to eight sites along the route.

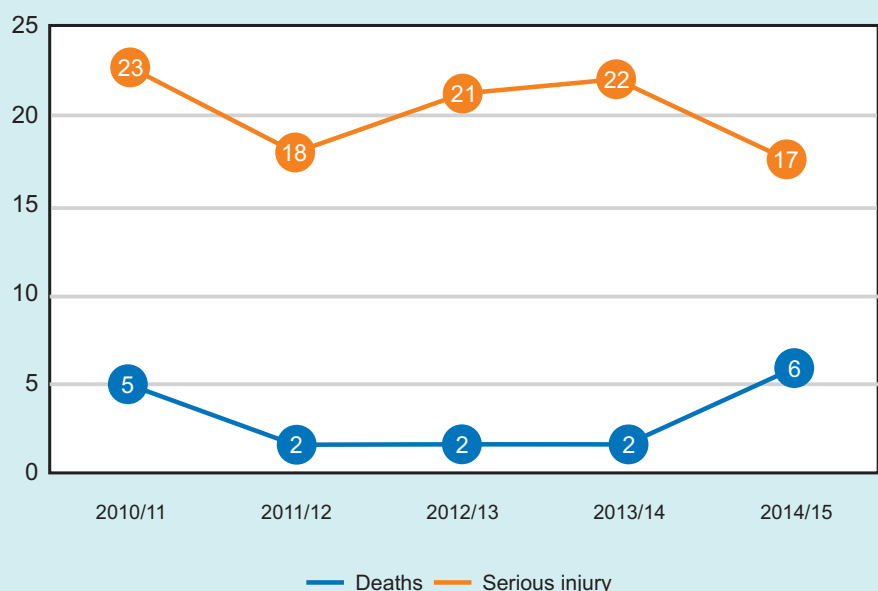
Figure 4: All deaths and serious injuries on the A61 2010/11 -2014/15



Case study: A64

The A64 is the second longest road in North Yorkshire and links Scarborough with York and, subsequently, Leeds. From Leeds to York, it is a dual carriageway. However, east of York it becomes a single carriageway for most of its route to Scarborough. As with other routes that have a high number of speed-related collisions, the safety camera vans are deployed at a various locations along the road. So while the road may have specific points where crashes have happened, the vans are positioned so they have maximum influence over behaviour along the full length of the road, reducing 'camera surfing' in which motorists slow down at known camera sites only to speed up as they pass them.

Figure 5: All deaths and serious injuries on the A64 2010/2011 – 2014/15



Safety camera van sites

North Yorkshire has more than 6,000 miles of road. During 2014/15, safety camera vans operated in 130 locations (full list is at appendix 1) with sites chosen if they met the following criteria:

Places where there have been speed-related accidents in which someone has been killed or seriously injured

North Yorkshire Police together with its partners in 95 Alive keep detailed records of all collisions on the county's roads. They record data which categorizes the location, severity and cause of collisions – information which helps them deploy safety camera vans with maximum efficiency. Safety camera vans visit 18 sites where someone has been killed or seriously injured due to speeding.

Motorcycle routes

Motorcyclists are over-represented in the number of people who are killed or seriously injured on the county's roads. This is particularly so because bikers from all over the country come to North Yorkshire to ride favoured routes – many of which are also the source of concern for local residents. For this reason, some 66 routes popular with bikers are regularly visited by safety camera vans.

Sites of community concern

When a member of the public raises a concern about the speed of traffic at a particular site, North Yorkshire Police – through the 95 Alive partnership – work with colleagues to provide a robust process for assessing and dealing with such concerns. They use data logging machines to monitor the speed of passing vehicles. The appropriate district Road Safety Task Group then assesses each site

and decides what action is most likely to help. Action may include enforcement, education or information campaigns or a combination of the three. Targeted enforcement is an important part of the approach. If they find evidence of speeding, they add the site to their list of locations to be enforced if they feel that enforcement would help tackle the problem. However, some sites cannot accommodate safety camera vans and the police use other ways of enforcing the speed limits. Sites of community concern are included on the list of locations to be visited by safety camera vans for a year. After that they are reviewed again. During the year, there were 29 sites of community concern included on the list.

The Department of Transport (DoT) assesses and ranks the danger of the country's roads according to how many collisions there have been and their severity. Five points are given to a fatal or serious collision and one point to a slight injury collision. During the year, North Yorkshire Police used the DOT's point ranking system to rank the county's roads and their risk of collision, using data for the three years beginning July 2012.

Table 3: The five worst roads in North Yorkshire for collisions in 2014/15, ranked according to the DOT's points ranking system

| Road | Fatal | Serious | Slight | Total accidents | Total points |
|---|-------|---------|--------|-----------------|--------------|
| A 61 – Thirsk- Ripon-Harrogate | 2 | 6 | 12 | 20 | 52 |
| A59 – York – Harrogate - Skipton | 1 | 4 | 23 | 28 | 48 |
| B6265 – Green Hammerton-Ripon-Skipton | 1 | 5 | 13 | 19 | 43 |
| A19 – Balne Moor- Selby-York-Thirsk-Crathorne | 1 | 3 | 12 | 16 | 32 |
| A64-Leeds-York-Malton-Scarborough | 1 | 3 | 12 | 16 | 32 |

Figure 6: Number of safety camera van sites by district 2014/15

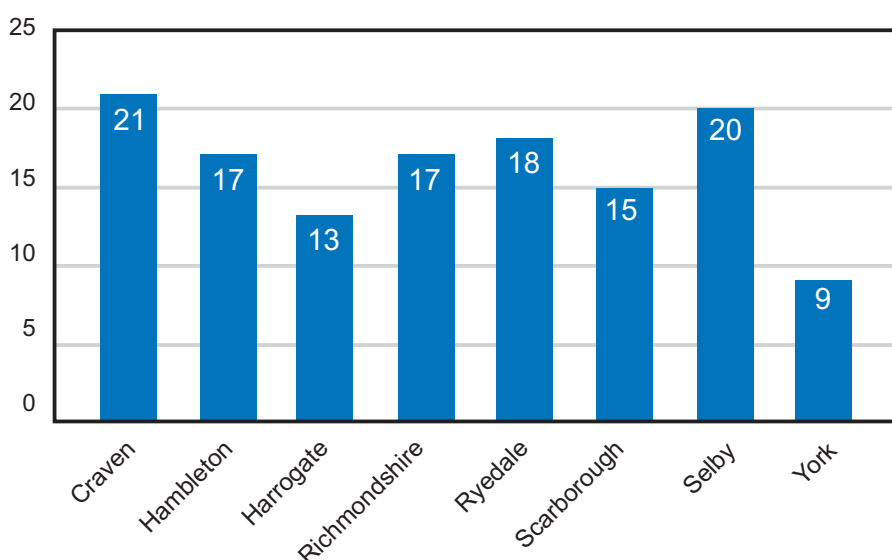


Figure 7: Number of violations recorded by safety camera vans per district 2014/15

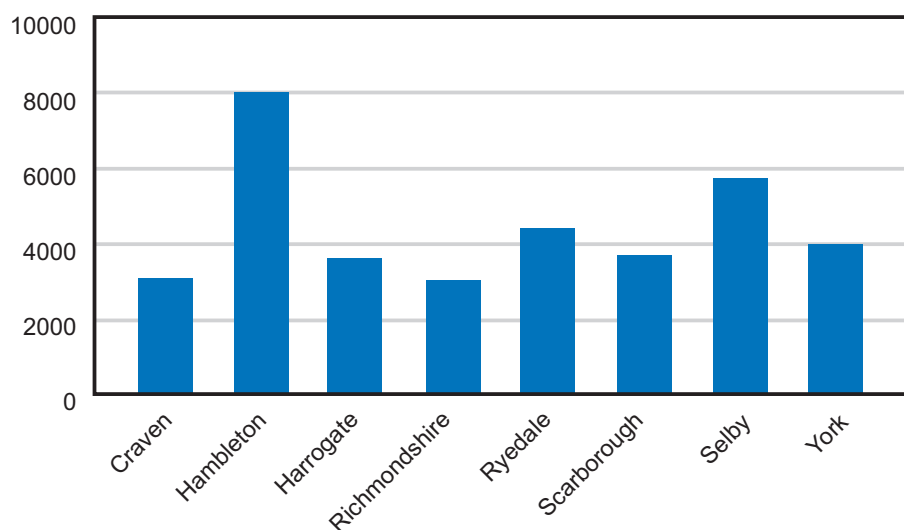


Table 4: Top 10 most visited sites during 2014/15

| Road | Type | District | Violations | Visits |
|--|---|-------------|------------|--------|
| A59 Blubberhouses at Kex Gill Farm | Person killed or seriously injured | Harrogate | 1,919 | 145 |
| A64 Westbound Whitwell Hill | Community concern | Ryedale | 2,539 | 123 |
| A59 Beamsley Hill | Community concern | Craven | 1,596 | 117 |
| A66 Gatherley Moor | Person killed or seriously injured | Richmond | 2,008 | 109 |
| A162 Sherburn by-pass (summer-only site) | Person killed or seriously injured and motorcycle route | Selby | 3,89 | 82 |
| B1427 Queen Margarets Road Scarborough | Community concern | Scarborough | 1,228 | 79 |
| Strensall Road Huntington York | Community concern | York | 420 | 79 |
| Scotton Road Catterick Garrison | Person killed or seriously injured | Richmond | 738 | 77 |
| A167 Great Smeaton | Person killed or seriously injured | Hambleton | 468 | 74 |
| A64 Eastbound Malton by-pass | Community concern | Ryedale | 601 | 74 |

Table 5: Top 10 sites by most violations during 2014/15

| Road | Type | District | Violations |
|--|------------------------------------|-------------|------------|
| A19 Southbound Kilvington near Thirsk | Motorcycle and community concern | Hambleton | 2,734 |
| A64 Westbound Whitwell Hill | Community concern | Ryedale | 2,539 |
| A66 Gatherley Moor | Person killed or seriously injured | Richmond | 2,008 |
| A59 Blubberhouses at Kex Gill Farm | Person Killed or seriously injured | Harrogate | 1,919 |
| A64 Eastbound Heslington York | Person killed or seriously injured | York | 1,795 |
| A64 Westbound Wharfe Bridge Tadcaster | Person killed or seriously injured | Selby | 1,744 |
| A19 Crathorne | Community concern | Hambleton | 1,629 |
| A59 Beamsley Hill | Community concern | Craven | 1,596 |
| B1427 Queen Margarets Road Scarborough | Community concern | Scarborough | 1,228 |
| A64 Westbound Heslington York | Person killed or seriously injured | York | 1,149 |

Finances

North Yorkshire's safety camera vans generated £1,049,000 in 2014/15. The money was used to finance the vans themselves (£886,000) and the £163,000 surplus strictly ring-fenced for other road safety initiatives. None of the funding generated by safety camera vans went into the general policing budget.

The money generated by the safety camera vans came almost entirely from the fees drivers paid to attend one of the education courses. During 2014/15, non-speed-related offences were mostly dealt with by a fixed penalty notice, with proceeds going to the Government rather than to the local force.

Money from speed awareness courses fell into two categories:

A central levy - £35 paid to North Yorkshire police for every driver who was caught speeding in the county and completes a speed awareness course.

A local levy - £10.42 paid to North Yorkshire police for each driver who attended a speed awareness course in the county (regardless of where they were caught speeding – Need to confirm this) with the money paid by the supplier of the courses.

In 2014/15, £873,315 was from central levies and £84,115 was from local levies.

During the year, nine motorcyclists attended a Rider Intervention Developing Experience course from which North Yorkshire police received £15 each – a total of £135 in the year. These courses are specifically for motorcyclists who have committed a single offence that is not speeding – such as overtaking on a double white line. North Yorkshire Police typically prosecutes motorcyclists for

dangerous riding or other serious offences or where more than one offence was committed at the same time.

Where the money went

During 2014/15, money generated by the safety camera vans met the operational costs of operating the safety camera van team. In April 2014, these costs included:

- One manager
- Two team leaders
- Six administration officers
- Nine enforcement officers
- One PC
- One data analyst

From November 2014, the team was renamed the Traffic Bureau and was expanded to take on the work of the former central ticket office. Its expansion was also in preparation for the deployment of

a further three safety camera vans in April 2015. By the end of March 2015, the Bureau had:

- One manager
- 3 team leaders
- 18 enforcement officers
- 12 administration officers
- One analyst
- Two traffic management officers
- Two investigators
- One PC

The cost of all these staff was met with funds from educational courses.

The revenue budget 2014/15 for the safety camera vans. This does not include on-costs absorbed by North Yorkshire Police. Finance department figures – not confirmed by me DB

| Costs | 2014-15 Actuals |
|---|----------------------|
| Staffing costs | £664,407.68 |
| Hire of Vehicles | £200.96 |
| Vehicle Fuel | £18,022.24 |
| Expenses (Travel & Subsistence) | |
| Evidence & Investigation | £1,260.97 |
| Search fees | £2,810.00 |
| Contract IS Licences | £65,033.00 |
| Uniform costs | £3,615.46 |
| Contracts other supplies & services | £2,338.00 |
| Stationery costs | £989.82 |
| Postage | £72,402.35 |
| Franking machine rental & maintenance costs | £4,120.00 |
| Crime other equipment | £809.91 |
| Purchase of paper | £495.00 |
| Subscriptions | £17,500.00 |
| Tele Traffic lease costs | £31,879.10 |
| TOTAL | £885,879.00 |
| Income | |
| Fees Driving Services | -£873,385.00 |
| Fees Driving Service additional course fees | £84,115.14 |
| Income from Highways England A1 upgrade | £91,650.00 |
| TOTAL | £1,049,000.00 |

District Summary

Craven

Craven is a large district on the west of the county, centred on the main town, Skipton. The A59 and A65 are two major routes that run through this district, but drivers can find these roads challenging due to the geography of the area.

- 21 different sites
- 3,472 violations recorded (8.6 per cent of the total for the county)
- includes one site where someone has been killed or seriously injured - A65, Settle Crossing, Long Preston

Richmondshire

Richmondshire is a very rural district that includes some of the Yorkshire Dales. Its small towns and villages can attract large numbers of tourists and motorcyclists, particularly in the summer. With the exception of the A66, there are few major arterial roads which means it faces different road safety problems to the other districts.

- 17 different sites
- A66 is the only major route
- 8,380 violations (9.5 per cent of the total)
- includes three sites where people have been killed or seriously injured – two on the A66 (Gatherley Moor and West Layton) and one in Catterick Garrison

Hambleton

Hambleton stretches from Stokesley in the north to York with the A19 and A1 as the major arterial routes. Hambleton has more visits from safety camera vans.

- 17 different sites
- five A roads - A19, A61, A167, A684, A173 (excluding A1 and A1M)
- 8,666 violations (21 per cent of the total for the county)
- includes one site where someone has been killed or seriously injured - A167, Great Smeaton

Ryedale

Pickering, Malton and Helmsley are located in Ryedale, with major routes to the coast running through the district. These roads are especially popular with motorcyclists.

- 18 different sites, seven of which are motorcycle routes
- A170 and A64 are the major routes
- 5,114 violations (12 per cent of the total for the county)
- includes one site where people have been killed or seriously injured (B1257, Newgate Bank)

Harrogate

Harrogate district includes Ripon, Knaresborough, Boroughbridge and Harrogate. The A61 links Ripon and Harrogate, and the A59 runs east-west to York and Skipton. The district has fewer camera locations, as the area is more built-up than other districts and congestion in towns slows traffic. Camera locations are based on the collisions and community concerns rather than urban development.

- 13 different sites
- A59 and A61 are the major A roads
- 4,073 violations (ten per cent of the total for the county)
- includes two most dangerous KSI sites (A59, Blubberhouses at Kex Gill Farm and A61, South Stainley)

Scarborough

Scarborough district includes a number of coastal towns, making its roads popular with tourists in peak seasons. The A171 coastal road is especially busy.

- 15 different sites
- A171, A64 and parts of the A170 are major routes
- 4,236 violations in total (10.5 per cent of the total)
- includes two sites where people have been killed or seriously injured (Seamer Road and Seamer by-pass, both on the A64)

Selby

Selby contains the main routes to other counties, particular Leeds in West Yorkshire. Selby also sits outside the York Outer Ring Road, meaning that the volume of traffic can be quite high in some places. Selby is a busy market town south of York that carries a number of arterial routes, it is bordered by the counties of South and West Yorkshire and Humberside so carries a significant amount of cross border traffic and large goods vehicles.

- 20 different sites
- A64, A162 and A19 are the major, busy routes
- 6,334 violations (16 per cent of the total for the county)
- Includes six sites where people have been killed or seriously injured: five on the A64 (Westbound Wharfe Bridge Tadcaster; Eastbound Islington Tadcaster; Eastbound Tadcaster by-pass; Westbound Tadcaster by-pass; Westbound Street Houses Bilborough) and one on the A162 (Sherburn by-pass).

York

York has the fewest camera sites in the county. The congestion and volumes of traffic act as a natural slower of speed, but there are still some major roads running through populated and residential areas. 14 out of the 19 sites are community concern locations.

- nine different sites
- A64 , but B1222 and B1228 are smaller routes of particular concern
- 4,653 violations (15 per cent of the total for the county)



Since April 2015

A further three safety camera vans were added to North Yorkshire's fleet in April 2015 as well as a liveried police motorcycle equipped with a safety camera.

Four of the fleet now have Automatic Number Plate Recognition systems which mean they can gather intelligence on criminals travelling into and around the county

Since April 2015, the force has also tactically changed the way it positions safety camera vans. Whereas previously they were located at sites where accidents had taken place, they are now positioned at additional locations where they can influence drivers' behaviour along a greater stretch of roads

Also from April 2015, the force introduced Road Traffic Offence Reports to replace Fixed Penalty Notices. This was to ensure traffic offences were dealt with more consistently and efficiently.

From May 2015, the force introduced three new national standard educational courses for motorists – an online course for those who have committed seatbelt offences and two classroom-based courses for those who have committed offences linked with using mobile phones (What's driving us?) or minor errors of judgement (Driving for Change).

The introduction of Road Traffic Offences Reports has created a process for consistent decision-making and resulted in more

motorcyclists who have committed an offence being referred to a RIDE scheme as an educational alternative to prosecution. This is particularly important as 70 per cent of motorcycle collisions are down to rider error; such as taking the wrong line through bends or inappropriate overtaking.

In July 2015, North Yorkshire Police and the 95 Alive Road Safety Partnership launched a major road safety operation to reduce the number of people killed or seriously injured on North Yorkshire's roads. Operation AEGIS aims to prevent collisions which result in serious or fatal injury through a mixture of education and enforcement. As well as safety camera vehicles, the operation includes high visibility patrols, unmarked patrols, unmarked motorcycles with speed detection and video recording equipment. This enforcement was accompanied by a comprehensive programme of public information campaigns and temporary road sign information posters undertaken by the county council to increase the impact and profile of the enforcement operations and to reassure the local communities that targeted enforcement was being undertaken in their area.

Community Speed Watch

North Yorkshire Police piloted a new, Community Speed Watch (CSW) scheme from March to August 2015 and plan to roll out the initiative across the county during 2016. Under the scheme, volunteers visit local roads where residents are concerned about speeding. With help from local people, they will use a handheld speed detection device to record the speed, registration number, colour and make of passing vehicle. Anyone caught speeding through Community Speed Watch (that is, doing 35mph or more in a 30mph zone or 46mph or more in a 40mph zone) receive a letter from North Yorkshire Police to inform them of their offence, and the need to address their driving behaviour.

The main purpose of Community Speed Watch is to deter speeding, educate drivers, and encourage more care and consideration on local roads.

Community Speedwatch is targeted at locations that have been investigated and found to have low or no speeding and low or no casualties (category 4 site). The use of the speedwatch scheme empowers the local community by providing them with the means to monitor the speed of traffic within their community for themselves.

Table 6: All sites visited by safety camera vans during 2014/15

| Road | Type | District | Violations | Visits |
|---|------|-----------|------------|--------|
| B6255 Gayle Moor Hawes | MC | Craven | 2 | 6 |
| B6479 Selside | MC | Craven | 10 | 14 |
| B6479 Horton | MC | Craven | 2 | 14 |
| A65 Clapham by-pass | EX | Craven | 159 | 44 |
| A65 Settle by-pass | EX | Craven | 310 | 51 |
| A629 Westbound Crosshills | EX | Craven | 212 | 50 |
| A629 Skipton by-pass | EX | Craven | 149 | 48 |
| A59 Beamsley Hill | EX | Craven | 1,596 | 117 |
| A65 Newby nr Settle | MC | Craven | 29 | 6 |
| A65 Draughton | MC | Craven | 199 | 49 |
| A65 Sour Lane Thorlby | MC | Craven | 9 | 6 |
| B6265 Hebden Village | MC | Craven | 1 | 1 |
| B6265 Stump Cross Caves | MC | Craven | 6 | 10 |
| B6265 Sandy Beck Rylstonnr Skipton | MC | Craven | 0 | 2 |
| A59 Priors Bridge Draughton | MC | Craven | 130 | 23 |
| A59 Sulphur Wells | MC | Craven | 1 | 1 |
| A65 Settle Crossing Long Preston | KSI | Craven | 11 | 40 |
| A65 Clapham ByPass (sewage works) | KSI | Craven | 174 | 40 |
| A65 Settle ByPass (north) | KSI | Craven | 467 | 61 |
| B6255 Gayle Moor, between Hawes and Ribbleshead | MC | Craven | 3 | 7 |
| B6255 between Ingleton and Chapel-Le-Dale | MC | Craven | 2 | 8 |
| A19 Crathorne | EX | Hambleton | 1,629 | 73 |
| A61 Station Road Thirsk | EX | Hambleton | 296 | 62 |
| A61 Carlton Miniott at Eastwood Court | EX | Hambleton | 78 | 24 |
| B1264 Low Worsall | MC | Hambleton | 14 | 9 |
| A173 Great Ayton | EX | Hambleton | 287 | 39 |
| B6268 Masham Road Bedale | EX | Hambleton | 184 | 36 |
| A167 Kibber Hill Topcliffe | EX | Hambleton | 75 | 17 |
| B1257 Fangdale Beck nr Helmsley | MC | Hambleton | 0 | 4 |
| A19 Easingwold bypass Thornhill Farm | MC | Hambleton | 270 | 41 |
| A19 Easingwold bypass Primrose Farm | MC | Hambleton | 863 | 69 |
| A19 Southbound Kilvingtonnr Thirsk | MC | Hambleton | 2,734 | 71 |
| A19 Northbound Kilvingtonnr Thirsk | MC | Hambleton | 806 | 41 |
| A61 Nr Skipton on Swale | MC | Hambleton | 411 | 30 |
| A61 Nr Busby Stoop roundabout | MC | Hambleton | 51 | 12 |
| A167 Great Smeaton | KSI | Hambleton | 468 | 74 |
| A684 Morton On Swale (outside school) | EX | Hambleton | 385 | 38 |
| A684 Morton On Swale (outside Church) | EX | Hambleton | 115 | 32 |

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| A6108 North Stainley | MC | Harrogate | 36 | 5 |
| A59 High Street Starbeck Harrogate | EX | Harrogate | 277 | 35 |
| A6108 Mile House Farm nrMasham | MC | Harrogate | 4 | 5 |
| A61 Baldersby | MC | Harrogate | 18 | 1 |
| A61 between Baldersby and the A1 | MC | Harrogate | 19 | 13 |
| A61 at Hutton Conyers | MC | Harrogate | 46 | 24 |
| A59 Forest Lane Head | MC | Harrogate | 268 | 18 |
| A59 Skipton Road Harrogate | MC | Harrogate | 36 | 12 |
| A59 Menwith Hill Harrogate | MC | Harrogate | 337 | 57 |
| A59 Skipton Road Fewston | MC | Harrogate | 16 | 10 |
| A61 South Stainley | KSI | Harrogate | 0 | 29 |
| A59 Blubberhouses at Kex Gill Farm | KSI | Harrogate | 1,919 | 145 |
| B6265 Kirby Hill Boroughbridge | EX | Harrogate | 1,097 | 73 |
| A6108 Darlington Road Richmond | EX | Richmondshire | 124 | 36 |
| A684 Field Gate Farm Bainbridge | MC | Richmondshire | 9 | 8 |
| A684 Garsdale Head | MC | Richmondshire | 0 | 3 |
| B6255 Redshaw Farm Hawes | MC | Richmondshire | 13 | 14 |
| A66 Westbound Gilling West | EX | Richmondshire | 297 | 47 |
| A6108 Middleham | MC | Richmondshire | 2 | 1 |
| Gatherley Road Brompton on Swale | EX | Richmondshire | 59 | 24 |
| A6108 East Witton | MC | Richmondshire | 0 | 3 |
| A6108 River Cover East Witton | MC | Richmondshire | 0 | 3 |
| Scotton Road Catterick Garrison | EX | Richmondshire | 738 | 77 |
| A66 Gatherley Moor | KSI | Richmondshire | 2,008 | 109 |
| A66 West Layton | CC | Richmondshire | 567 | 52 |
| A6108 between East Witton and Cover Bridge | MC | Richmondshire | 4 | 4 |
| Low Lane, Wensley | MC | Richmondshire | 0 | 2 |
| A684 Holl Gate, West Witton to Wensley | MC | Richmondshire | 3 | 4 |
| A684 between Worton and Bainbridge | MC | Richmondshire | 0 | 3 |
| A684 between Bainbridge and Hawes | MC | Richmondshire | 6 | 4 |
| B1249 Staxton Wold Scarborough | EX | Ryedale | 39 | 21 |
| A169 High Horcum | MC | Ryedale | 130 | 14 |
| A64 Eastbound Malton by-pass | EX | Ryedale | 601 | 74 |
| A64 Westbound Malton by-pass | EX | Ryedale | 383 | 68 |
| B1257 Newgate Bank | KSI | Ryedale | 33 | 50 |
| B1249 Foxholes | EX | Ryedale | 5 | 1 |
| A64 Westbound Whitwell Hill | EX | Ryedale | 2,539 | 123 |
| A64 Eastbound Barton Hill crossroads | EX | Ryedale | 333 | 58 |
| A170 Scawton Moor | MC | Ryedale | 437 | 54 |

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| B1257 Todhill Beck nrStokesley | MC | Ryedale | 1 | 4 |
| B1257 Tup Hag Wood nr Helmsley | MC | Ryedale | 0 | 1 |
| A170 High Street Wass Moor | MC | Ryedale | 1 | 4 |
| A170 Cotes Lane Sproxton | MC | Ryedale | 4 | 4 |
| A170 Cotes Lane Waterloo Plantation | MC | Ryedale | 71 | 16 |
| A170 Beadlam | MC | Ryedale | 11 | 10 |
| York Road Malton | EX | Ryedale | 44 | 4 |
| A64 East Knapton, near Malton | MC | Ryedale | 106 | 37 |
| A64 Rillington | EX | Ryedale | 376 | 40 |
| B1427 Queen Margarets Road Scarborough | EX | Scarborough | 1,228 | 79 |
| A171 Jugger Howe | MC | Scarborough | 278 | 53 |
| B1460 Castle Road Whitby | EX | Scarborough | 285 | 39 |
| A171 Scaling Dam | MC | Scarborough | 179 | 57 |
| A169 Goathland | MC | Scarborough | 25 | 15 |
| A170 Snainton | EX | Scarborough | 324 | 58 |
| A64 Seamer By Pass | KSI | Scarborough | 356 | 71 |
| A165 Reighton By Pass Filey | EX | Scarborough | 286 | 56 |
| A64 Seamer Road Scarborough | KSI | Scarborough | 499 | 34 |
| A171 Mayfield Road Whitby | EX | Scarborough | 603 | 62 |
| A174 Sandsend | EX | Scarborough | 51 | 27 |
| A170 Ruston | MC | Scarborough | 23 | 16 |
| A171 Guisborough Road | MC | Scarborough | 1 | 13 |
| A171 Guisborough Road Ugthorpe | MC | Scarborough | 9 | 5 |
| Osgodby Lane Scarborough | EX | Scarborough | 89 | 16 |
| A64 Eastbound Tadcaster by-pass | KSI | Selby | 803 | 47 |
| A64 Westbound Tadcaster by-pass | KSI | Selby | 391 | 47 |
| A63 Milford Hotel Newthorpe | MC | Selby | 74 | 38 |
| B1217 Saxton by-pass | MC | Selby | 42 | 24 |
| Skipwith Road Escrick | EX | Selby | 316 | 64 |
| Brayton Lane Brayton Selby | EX | Selby | 40 | 15 |
| A1246 Great North Road Fairburn | MC | Selby | 11 | 9 |
| Stillingfleet Mine Escrick Road | MC | Selby | 203 | 52 |
| A63 Cliffe | EX | Selby | 70 | 18 |
| A19 Burn | EX | Selby | 326 | 51 |
| A19 Hollicars Riccall | MC | Selby | 154 | 39 |
| A19 Green Lane Farm Riccall | MC | Selby | 165 | 39 |
| A19 Chapel Haddleseynr Selby | MC | Selby | 17 | 4 |
| B1222 Bishopdyke Road Cawood | MC | Selby | 2 | 1 |
| B1222 Sweeming Bridge nrSherburn | MC | Selby | 0 | 1 |

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| B1222 Nr Bell Lane Sherburn | MC | Selby | 11 | 14 |
| A162 Sherburn by-pass | EX | Selby | 389 | 82 |
| A64 Eastbound Islington Tadcaster | EX | Selby | 1,001 | 63 |
| A64 Westbound Street Houses Bilborough | KSI | Selby | 575 | 61 |
| A64 Westbound Wharfe Bridge Tadcaster | KSI | Selby | 1,744 | 73 |
| B1228 Dunnington Lodge Elvington | EX | York | 128 | 60 |
| Tadcaster Road Dringhouses York | EX | York | 731 | 52 |
| Strensall Road Huntington York | EX | York | 420 | 79 |
| Church Lane Wheldrake | EX | York | 77 | 34 |
| A1237 Monks Cross York | MC | York | 127 | 22 |
| Millfield Lane Poppleton York | EX | York | 200 | 60 |
| Greenshaw Drive Haxby | EX | York | 25 | 26 |
| A64 Eastbound Heslington York | KSI | York | 1,795 | 70 |
| A64 Westbound Heslington York | KSI | York | 1,149 | 56 |

