

Scarborough District (Area 3)

Scarborough district in brief

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

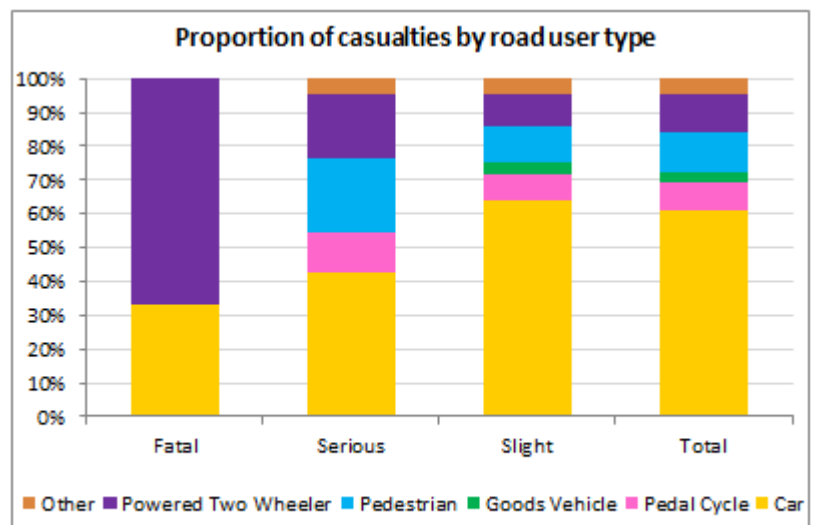


Figure 13 - Proportion of all casualties by road user type in 2015 - Scarborough
Source - Road Safety & Travel Awareness, North Yorkshire County Council

All Casualties - Scarborough

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

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

Facts about all casualties in 2015

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

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

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

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

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

Killed or Seriously Injured (KSI) Casualties - Scarborough

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

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

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

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

Facts about KSI casualties in 2015

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

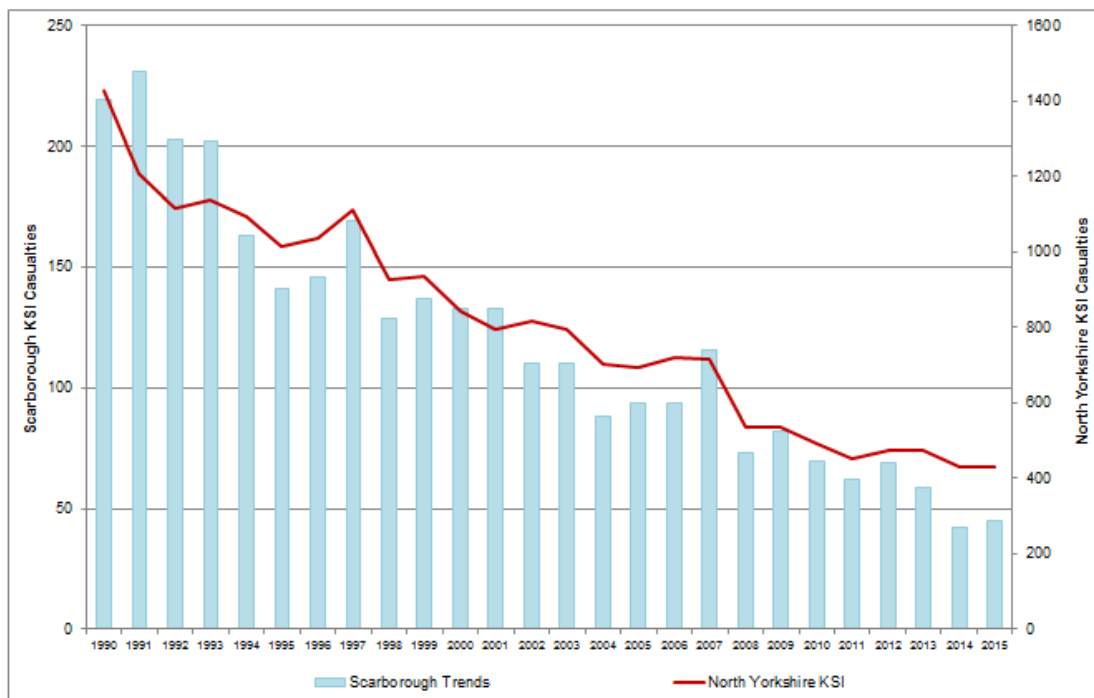


Figure 14 - Reported road traffic KSI casualty trends since 1990 - Scarborough
Source - Road Safety & Travel Awareness, North Yorkshire County Council

Child Casualties - Scarborough

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

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

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

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

Facts about child casualties in 2015

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

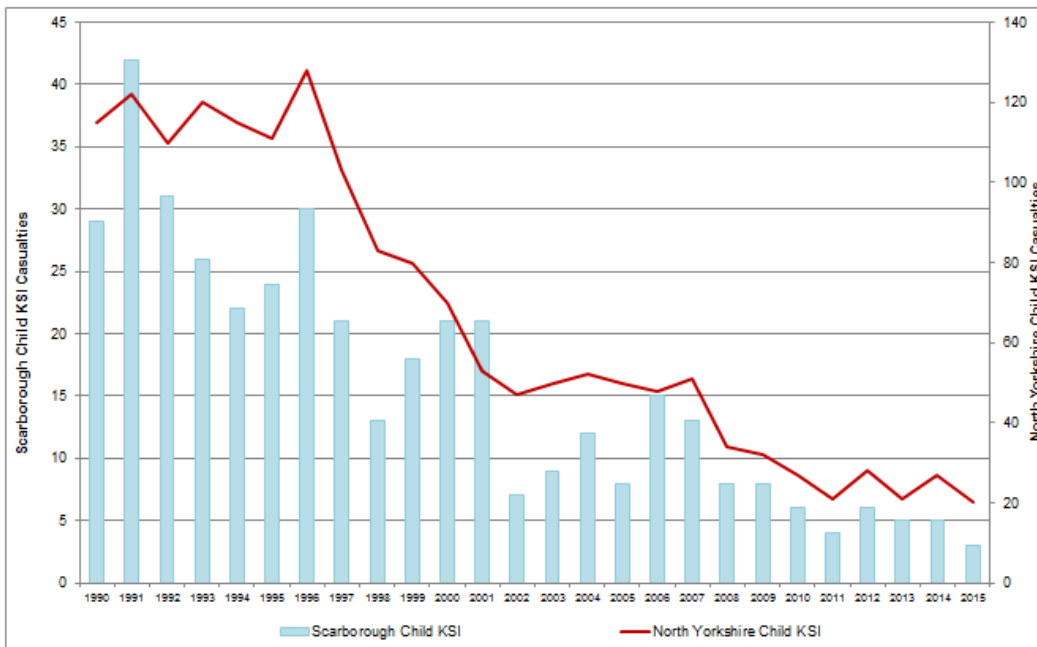


Figure 15 - Reported road traffic KSI child casualty trends since 1990 - Scarborough
Source - Road Safety & Travel Awareness North Yorkshire County Council

Road Safety Education and Community Engagement – Scarborough

Children - Primary Schools

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

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

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



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

The Respect Campaign – Eastfield.

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

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

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

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

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

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

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

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

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



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

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

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

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

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

Children - Secondary Education

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

Young Drivers

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

Working with Driving Instructors

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

Motorcyclists

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

Older People

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

Driving at Work

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

Community Engagement/ Local Partnership Working

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

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



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

Speed Management

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

Cluster sites

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

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

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

Road Safety Engineering Activities – Scarborough

Collision cluster site locations

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

Reported Road Casualties in North Yorkshire: Annual Report 2015

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