

Harrogate district (Area 6)

Harrogate district in brief

- ◆ In total, six people (all adults), were **killed** in 2016 in the Harrogate District against five fatalities (all adults) recorded in 2015. Amongst the fatalities, were 4 car drivers and 2 PTW riders.
- ◆ The number of people **killed or seriously injured (KSI)** was 123 in 2016, an increase from 116 in 2015. In terms of road user groups, the number of KSI casualties has decreased for pedestrians (-5), pedal cycle (-2), goods vehicles (-1), and other vehicle types (-1), the number of car occupants increased (+12) and PTW (+4).
- ◆ The total number of **casualties** reported to the police in 2016 was 625, down 5% on the previous year (658). The greatest decrease was in the number of car occupants (-12), decreases were also seen in the number of goods vehicles (-10), other vehicles (-10) and pedestrians (-8). The number of pedal cyclists (+6) and PTW (+1), saw an increase.
- ◆ In 2016, **child KSI casualties** reduced by 2 (-40%) from 5 in 2015 to 3 in 2016. The 3 KSI child casualties were 2 pedestrians, and 1 bus pedal cyclist.
- ◆ In Harrogate district, a total of 57 **cyclists** (2 children) were injured against 51 (2 children) in 2015. This decrease is different for the number of cyclist KSI (19) which decreased in 2016 from 21.
- ◆ In 2016, the number of **pedestrian** casualties decreased by 16% to 51. Pedestrian KSI also decreased to 14 last year to 9 recorded in 2016. There were 2 child pedestrian KSI casualties reported in 2016 (down from 3 in 2015).
- ◆ The number of **powered two wheeler (PTW)** casualties has increased by 2% to 65 in 2016 from 64 in 2015. An increase is seen amongst PTW KSI (28) which is 4 more than the 24 recorded the previous year.
- ◆ A total of 436 **road collisions** that resulted in someone being injured were reported to the police in 2016, 22 more than 2015. This total works out at an average of 36 collisions per month or 9 per week.

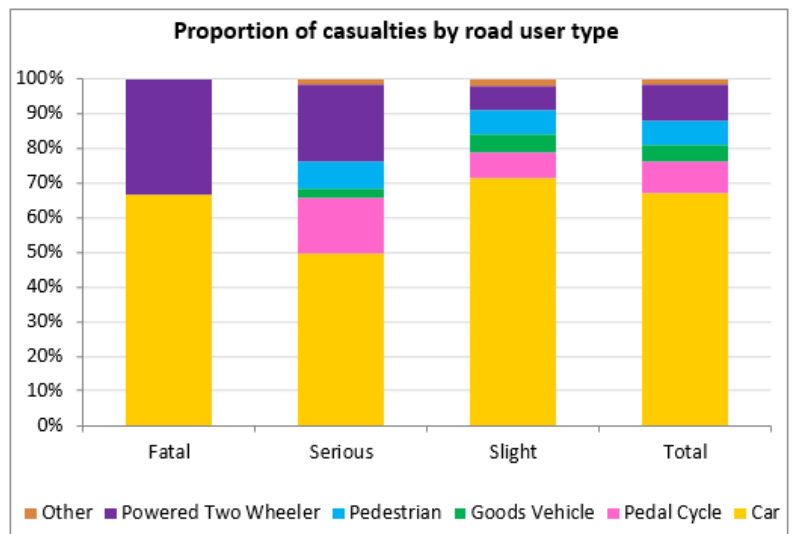


Figure 22 - Proportion of all casualties by road user type in 2016 - Harrogate
Source - Data Intelligence, North Yorkshire County Council

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All Casualties - Harrogate

In 2016 the total number of casualties continued the downward trend but is slightly above the overall downward trend line. The total number of collisions in the district has stayed very similar since 2011.

The increase in casualties was in the numbers of people killed or seriously injured in 2016, though the greatest actual increase was in the number of people seriously injured. Interestingly, the number of collisions reported has increased whilst the number of casualties reported decreased, suggesting less passengers being carried in vehicles.

Although the decrease in all casualties in Harrogate is large (-7%), the change from the 5 year baseline is less pronounced (-4%), and this change from the baseline is not showing to be statistically significant (i.e. not out the range that could be expected).

Facts about all casualties in 2016

- ◆ Car occupants make up the largest proportion of road casualties (67%) followed by PTW (10%), pedal cyclists (9%), pedestrians (7%) goods vehicles (5%) and other (2%).
- ◆ The number of casualties recorded in 2016, is 4% below the 2011-15 baseline average.
- ◆ The number of children injured (29) which represented 5% of all casualties in 2016, decreased by 42% over the previous year (50).
- ◆ The number of cyclist casualties increased in 2016, having decreased in 2015. 2015 had seen the biggest decrease in the number of cyclist casualties in the district since 2002.
- ◆ The car occupant group decreased the greatest amount and this was greatest amongst the young people aged 16-24 which decreased from 118 to 90 in 2016.
- ◆ The decrease has been seen in both the rural and the urban casualties. Though the largest decrease was seen on A classification roads.

Harrogate	Baseline (Avg 11-15)	2013	2014	2015	2016	2016 vs baseline	Statistically significant change
Fatal	8	12	7	5	6	-26.8%	—
Serious	103	115	101	111	117	13.2%	—
Slight	542	518	496	542	502	-7.3%	—
Total	653	645	604	658	625	-4.3%	—
KSI	112	127	108	116	123	10.2%	—
Child KSI	7	9	8	5	3	-54.5%	—
Young Person KSI	22	30	16	20	24	8.1%	—
Adult Person KSI	42	48	36	42	57	36.4%	—
Older Person KSI	29	26	36	32	31	8.4%	—
Elderly Person KSI	12	14	12	17	8	-35.5%	—
Pedestrian KSI	13	20	12	14	9	-32.8%	—
Cyclist KSI	17	20	19	21	19	13.1%	—
PTW KSI	20	17	16	24	28	37.3%	—
All Child Casualties	46	50	39	50	29	-36.4%	—
All Cyclist Casualties	57	66	72	51	38	-33.1%	—

Table 18 - Reported road traffic casualties and severity since 2013 - Harrogate

Source - Data Intelligence, North Yorkshire County Council

Killed or Seriously Injured (KSI) Casualties - Harrogate

In 2016, with a total of 123 KSI casualties, Harrogate has slightly risen above the long term downward trend line.

The number of KSI recorded in 2016 (123) is 7 more than in 2015.

The number of children seriously injured decreased by 2 to 3 since the previous year (5).

The increase in KSI in 2016 against 2015 from 116 to 123 is disappointing; but it is a small increase and is not showing as being a statistical significant increase.

Facts about KSI casualties in 2016

- ◆ The number of people killed or seriously injured in Harrogate increased by 7 (6%) to 123 in 2016.
- ◆ This result is associated with more car occupants (+12) and PTW (+4) KSI injuries in the district; the number of pedestrians reduced (-5), pedal cyclists (-2), goods vehicle (-1) and other types reduced (-1).
- ◆ 46% of the casualties in the Harrogate district are from the vulnerable road user groups. Of which 23% were PTW, 15% pedal cyclists and 7% pedestrians.
- ◆ Children KSI (3) represent 2% of all KSI in the district, this proportion had been 4% in 2015.

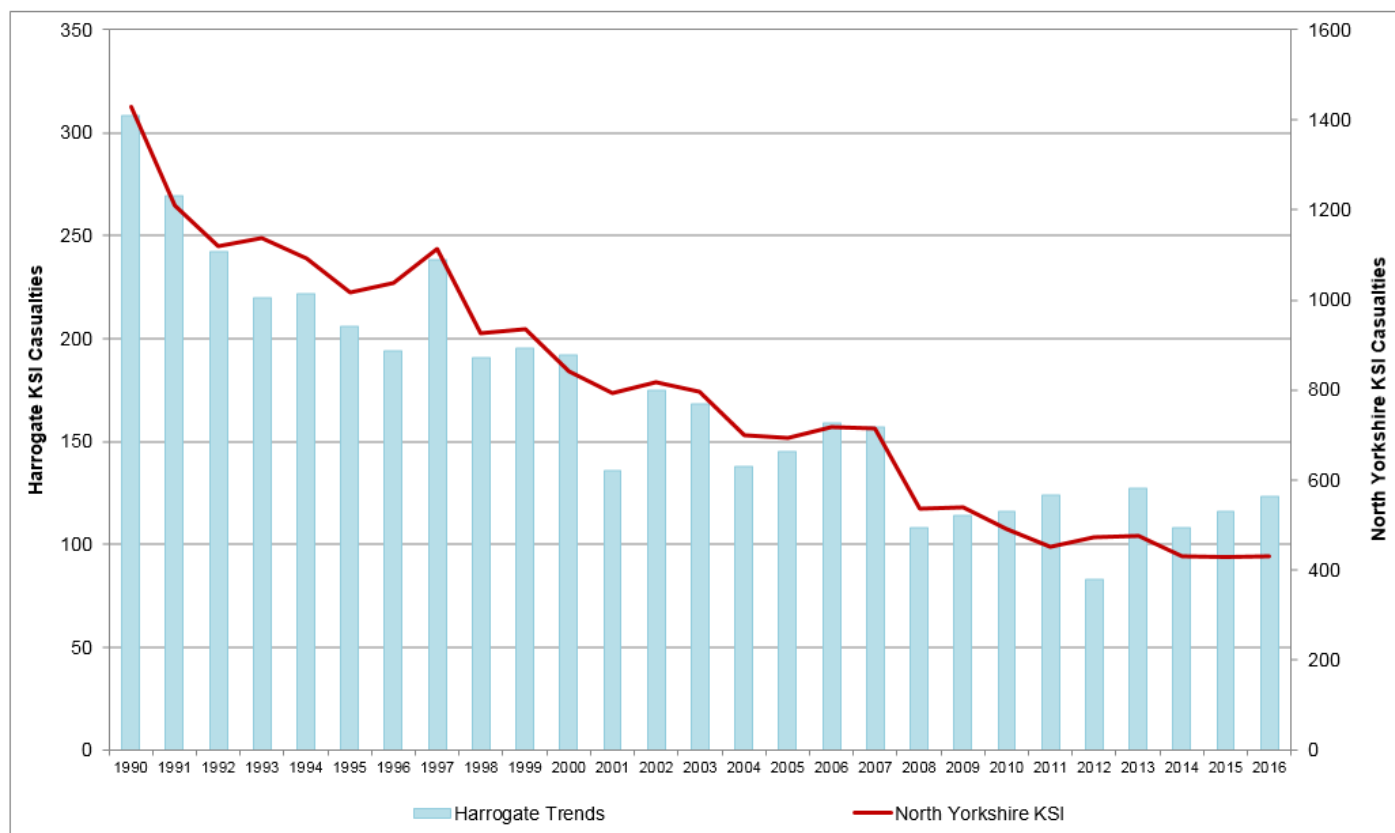


Figure 23 - Reported road traffic KSI casualty trends since 1990 - Harrogate
Source - Data Intelligence, North Yorkshire County Council

Child Casualties – Harrogate

All child casualties reached the lowest point on record for the Harrogate district in 2016 (29), 36% below the baseline average of 46 and is part of an overall downward trend.

Child KSI casualties in the district have followed an overall decreasing trend since 1999; with peak increases in 2003, 2009 and 2013. 2016 is the lowest year ever for child KSI casualties in the district since records began. The second lowest year for child KSI casualties was 2014 (39). This follows a similar pattern to the county as a whole.

This year's child KSI result is 55% below the 2011-2015 baseline average (3), though numerically the numbers are small which makes the percentage changes look larger.

Car passenger casualties constitute the largest proportion of all child casualties in general (19 of 30) and pedestrian's the biggest proportion of the child KSI casualties in 2016 (2 of 3).

Facts about child casualties in 2016

- ◆ 17 of the 29 children injured were secondary school age, 8 were primary ages and 4 were pre-school age.
- ◆ The child pedal cyclist was not wearing a cycle helmet.
- ◆ In the collisions involving children, a vehicle driver failing to look properly was the most frequent causation factor, which is in large part linked to the person who was driving a child a car. The next 2 causation factors mentioned were pedestrian failing to look properly and vehicles failing to judge another person's path or speed.
- ◆ Of the 8 pedestrian child casualties, all of the collisions occurred when the child pedestrian, stepped into the road without looking.
- ◆ The vast majority of the children were injured whilst in car collisions. The driver of the vehicle containing the child was at fault. These collisions were often linked to not leaving a wide enough gap between vehicles.
- ◆ 20 of the 28 collisions involving children occurred on a weekday, only 4 of which appear to have occurred at school start or end time and these 4 collisions all involved child pedestrians.

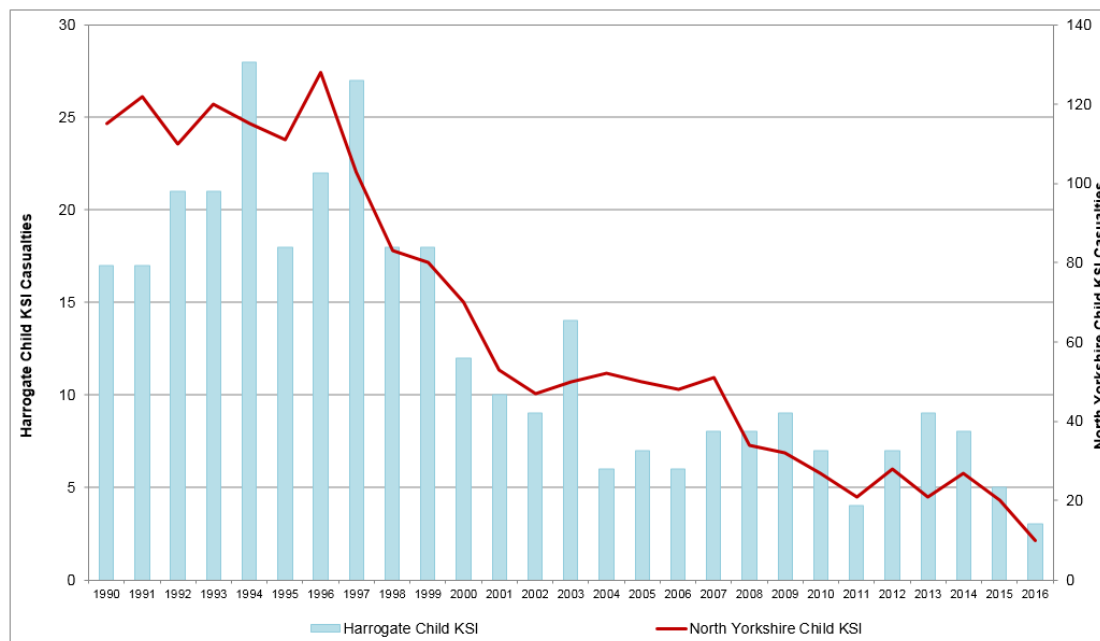


Figure 24 - Reported road traffic KSI child casualty trends since 1990 - Harrogate
Source - Data Intelligence, North Yorkshire County Council

Road Safety Education and Community Engagement – Harrogate

Children - Primary School

Last year 830 Year 5 and 6 primary school pupils at 41 schools completed the Bikeability cycle training programme learning their Highway Code and how to cycle on the roads.

This year we continued the Bikeability Plus training programme to 25 students at Tockwith School in Harrogate. This scheme extends the existing programme to reception and year one children, teaching basic skills on push and glide bikes.

More than 2000 children from 90 schools attended the “Crucial Crew” multi-agency safety education event at. The children learned road safety advice and facts by taking part in active scenarios with follow up lesson information provided to their teachers

Children - Secondary School

The “Learn and Live” multi-agency presentation for sixth formers was held at 4 secondary schools and colleges: - Harrogate College, Harrogate Grammar, King James High school and Ripon High school.

We support secondary schools to deliver road safety lessons throughout the curriculum, with the benefit of our own specialist curriculum adviser.

A number of High Schools are now using cycling resources in Year 7 to support pupils cycling to school safely- which is good for their health and reduces school run congestion.

Young Drivers

Four new driver discussion groups were held in Ripon and Harrogate, attended by 38 new drivers on the Enhanced Pass Plus course.

Motorcyclists

We continue to work with motorcyclists to reduce casualties and address local concerns, we continue to promote the “Bikers Guide to North Yorkshire” and the NY Rides High Risk Routes maps. These include the A59 from Skipton to east of the A1 and the A6108 from Ripon to Richmond.

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 through the channels that many motorcyclists frequently use.

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We provide advice on safer responsible riding and promote post-test Rider Development Courses. In particular we distribute information packs including our “Bikers Guide to North Yorkshire” booklet that recommends appropriate safer riding techniques and behaviour to reduce risk of injury.

We liaise with North Yorkshire Police Traffic Officers to maximise their enforcement activities and to promote Bikesafe, the police led rider assessment programme.

We have promoted the “Think Bike” and “Turning (check your mirrors)” campaigns with billboards, banners and promotional car stickers.

Following a successful trial, Biker Down courses have been delivered throughout the county. This free lifesaving course is delivered by partners in Fire & Rescue, covering safety critical information such as conspicuity, scene management and helmet removal.

Image 36 - Biker down materials



Cyclists

Messages to cyclists focus on “keeping yourself safe”. Messages to the wider road user community raise awareness of their responsibilities towards vulnerable road users especially to look out for cyclists. The “Think Bike” theme also provides additional value supporting elements of the motorcycle safety campaign.

We promote safer cycling initiatives throughout the county, especially on the Tour de France and Tour de Yorkshire and other popular routes. The “Cycle Yorkshire, Ride the Routes” app uses maps and videos to provide advice on a range of issues including rural riding preparation, avoiding fatigue related collisions and hazard recognition and avoidance techniques. The app has now been converted to a website based platform and the 2016 Tour de Yorkshire routes added. www.ridetheroutes.co.uk

Image 37 – Screen image from the updated Cycle Yorkshire website

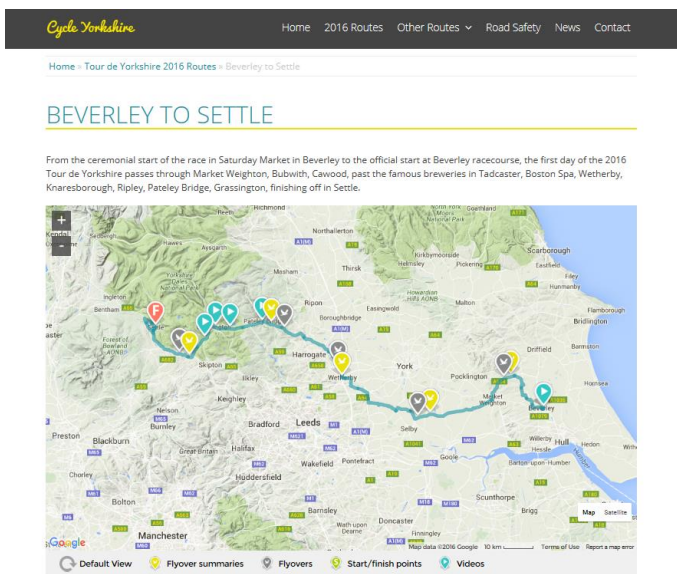


Image 38 - New Riding the Routes Advice Leaflet



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We also distribute cards and fliers to cycle shops, hire centres, guest houses and cafes on cycling routes to get safe cycling messages to cyclists who are riding our long distance routes such as the Way of the Roses.

Additionally, "Riding the Routes" advice leaflet for cyclist have been produced and distributed widely.

The Road Safety Team also write to organisers of sportive and charity rides, sharing information on cyclist casualties and advice on best riding practice.

Temporary roadside information boards have been deployed along route high priority routes where there is a history of conflicts and cyclist casualties. These have generally been well received and since deployment, the number of complaints from both cyclists and drivers has reduced significantly

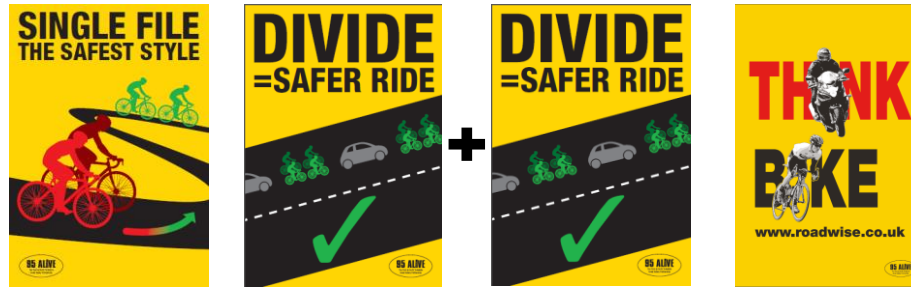


Image 39 - Roadside information posters

Specific works and additional signs have been installed on Greenhow Hill to help cyclists riding the Way of the Roses coast to coast route. This long descent can be under-estimated and some cyclists have crashed, mainly on the final section of the hill as it descends towards Pateley Bridge. The local councils and communities and cycling organisations and Sustrans worked with us to investigate exactly how cyclists cope with the hill and what best to do to help those who find it challenging. We continue to monitor it closely.

Keep Driving Safely and Older Drivers

The Road Safety Team recognises that some older drivers or their relatives question whether they are still fit to drive or not. If the person is of good health but lacks confidence in getting back behind the wheel, especially after a long period not driving, Road Safety offers an assessment drive with a local Approved Driving Instructor to those who need support. Participants are provided with a report showing any areas for improvement.

Evaluation of the assessments shows that they help to boost confidence and encourage drivers to continue driving as long as possible,

Working with Driving Instructors

We continue to work with driving instructors to deliver the EPP training for new drivers and Older Driver refresher drives for more experienced drivers who want to keep up to date and driving confidently and safely. We would welcome more instructors to join the register.

Community Engagement/ Local Partnership Working

The Road Safety Team contributed to a number of events and initiatives in partnership with the Armed Forces, including Army Health Fairs at the Army Foundation College, Pennypot, and the Engineers at Dishforth and Ripon to discuss and advise on road safety risks and concerns and safe and sustainable travel for service personnel and their families and civilian staff.



Image 40 - Instructors at the Army Foundation College try out our simulated driving challenges before the students arrive.



Image 41 - Students watch on keenly as other platoon members try out their driving Skills on our interactive simulator.

During the run up to the Christmas holidays, “Don’t Drink and Drive” events were held in Harrogate and Ripon. This year the engagement events have include a focus on alcohol unit awareness, It is common for people to underestimate the number a units consumed and the time taken for them to leave the body. Approximately half the positive breath tests are taken the “morning after2, when drivers are often still many hours from berign fit to drive.

Speed Management

In 2016 47 speed concern enquires were assessed. This resulted in no requests for speed matrix sign deployment, no engineering requests and 11 requests for Police speed enforcement. 27 did not find any speeding issues and resulted in no further action and at 20 of these locations, the community were invited to participate in the Community Speed Watch Scheme.

The police Community Speed Watch scheme is now being offered to communities where a speeding concern has been investigated and there is insufficient grounds for other interventions such as engineering or enforcement. Community Speed Watch enables concerned communities to help themselves to address their concerns through a structured Police led scheme.

Cluster sites

There are 160 cluster sites identified in North Yorkshire compared with a total of 170 the previous year. Of these 160 sites, 61 are located within Harrogate and details of these are contained on the next page. Of these sites 32 are urban (40 mph or lower speed roads) and 29 are rural (over 40 mph limit roads). Of all collisions in Harrogate in 2014-2016, 23% occurred at cluster sites. 24% of all collisions in Harrogate in 2016 occurred at cluster sites.

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Road Safety Engineering Activities – Harrogate

Collision cluster site locations

2016/17 NYCC Rank	Location	District	Site Type	Collision Sev. Factor	Cas Sev. Factor	Collisions			Total Collisions 2014-2016	Total Child Cas	Comments
						2014	2015	2016			
2	A61 Harrogate Rd/Burn Bridge Ln, Jnct - Harrogate	Hgt	rural	14	24	1	3	6	10	1	Auxiliary lane to be implemented in 2017/18, improvements programed to start on site 08/01/2018.
6	A661 Wetherby Rd/Railway Rd, Jnct - Harrogate	Hgt	urban	12	14	3	3	4	10	0	Modelling of junction required to assess possibility of dedicated right turn lane with additional signal head.
7	A61 Harrogate Rd/A658, Buttersyke Bar Rndbt - Harrogate	Hgt	rural	12	13	5	1	3	9	0	Sign and lining improvements completed 2016 following fatal collision investigation.
8	A59 High Street/B6163 Gracious St, Jnct - Knaresborough	Hgt	urban	11	15	2	2	5	9	3	Developer funded scheme being investigated. No pattern to address, to be monitored.
15	A61 West Park / Albert Street, Area - Harrogate	Hgt	urban	9	11	2	6	0	8	0	Investigating introducing further destination arrow markings and one way signs and the installation of a splitter island at the Puffin crossing to prevent vehicles in left hand lane turning into Albert St.
16	A59 High Street/ Spa Ln, Jnct & level crossing - Starbeck	Hgt	urban	9	10	0	5	1	6	0	No pattern to address by engineering, to be monitored.
18	A61 Cheltenham Prd / Station Prd / Bower St, Jnct - Harrogate	Hgt	urban	9	9	2	3	2	7	0	No pattern to address, to be monitored.
20	A658 Harrogate Rd/Dunkeswick Ln/Hall Green Ln, Jnct - North Rigton	Hgt	rural	8	18	1	5	0	6	0	Street lighting installed to stop overshoots at junction, further works undertaken 2015/16, to be monitored.
22	A59 Kex Gill Rd by Ravens Peak, Blubberhouses	Hgt	rural	8	12	0	3	3	6	0	Recommended to Highways area office to review surfacing.
24	West Lane, nr Newsome Bridge - North Deighton	Hgt	rural	8	11	2	1	2	5	0	Proposed 'End of Bridge Parapet' signs to be erected.
27	A658/A661 Wetherby Rd, Rndbt - Harrogate	Hgt	rural	8	10	1	3	4	8	0	No pattern to address, to be monitored.
30	A59 Skipton Rd/Rowden Ln/ Burley Bank Rd, Jnct - Harrogate	Hgt	rural	7	19	2	4	1	7	4	Direction signs relocated in 2016 to eliminate "see-through", to be monitored.
32	A59 New Rd, laybys - Hopperton	Hgt	rural	7	15	1	1	3	5	1	New to 2017/18 list. Parking ahead signs installed March 2014.
37	A59 Interchange/A1 Jnct 47, Western Entrance to Rndbt - Allerton Grange	Hgt	rural	7	12	3	2	1	6	2	Engineering improvements being planned as part of Allerton Waste Site and development at junction 47. Work being done by Highways England.

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2016/17 NYCC Rank	Location	District	Site Type	Collision Sev. Factor	Cas Sev. Factor	Collisions			Total Collisions 2014-2016	Total Child Cas	Comments
38	A59 Skipton Rd/ Knox Av, Jnct - Harrogate	Hgt	urban	7	12	2	1	1	4	1	No pattern to address, to be monitored.
40	B6161 300m N.E. OF Briscoe Ridge Ln, Bend - Beckwithshaw	Hgt	rural	7	12	1	1	2	4	0	Signing improvements being investigated.
41	A59 York Rd/B6164 Wetherby Rd/Chain Ln, Jnct - Knaresborough	Hgt	urban	7	10	1	1	3	5	1	Developer funded scheme being investigated.
43	A59 Knaresborough Rd/Prospect Rd, Area - Harrogate	Hgt	urban	7	10	3	2	2	7	0	No pattern to address, to be monitored.
44	A61 / Leeds Rd, at Stables - Harrogate	Hgt	rural	7	10	2	1	1	4	0	No pattern to address, to be monitored.
45	A658 Harrogate Rd at Nab Hill, bend - North Rigton	Hgt	rural	7	10	2	2	1	5	0	Works undertaken in 2013/14. Damaged chevron sign replaced in July 2017. To be monitored.
46	A61 Parliament St, Crescent Rd, Xrds - Harrogate	Hgt	urban	7	9	3	2	2	7	1	No pattern to address by engineering, to be monitored.
48	A61 Leeds Rd/Leadhall Ln/Hookstone Rd, Jnct - Harrogate	Hgt	urban	7	9	4	2	1	7	0	Works undertaken 2015/16 as part of the M&S development. 1 further collision in 2016 No pattern emerging with latest collisions. To be monitored.
51	A61/Dunkeswick Ln, Jnct - Harrogate	Hgt	rural	7	8	2	1	2	5	0	Warning sign to be replaced by yellow backed sign in 2018/19.
52	A61 Ripon Rd / B6165 roundabout - Ripley	Hgt	rural	7	8	3	1	1	5	0	Signing improvements made in 2016/17.
55	B6265 High St - Pateley Bridge	Hgt	urban	7	7	1	2	1	4	0	Mainly pedestrians and/or cyclists. No pattern for engineering to address. To be monitored.
58	A59 / Station Rd Jnct - Flaxby	Hgt	rural	6	13	1	2	2	5	2	Signing improvements proposed.
60	A61 Harrogate Rd, 300m north of Bishop Monkton xrds - Ripon	Hgt	rural	6	11	2	2	0	4	4	Signing improvements made in 2016/17.
62	A658 / B6163 Thistle Hill, Jnct - Harrogate	Hgt	rural	6	11	1	0	3	4	0	Fatal collision investigation recommended signing improvements be made in 2017/18
63	B6265/Moor Ln, Jnct - Great Ouseburn	Hgt	rural	6	10	3	1	0	4	0	Works carried out following fatal collision, to be monitored.
64	A59 Skipton Rd at Nelson Hill PH - Harrogate	Hgt	rural	6	10	1	0	3	4	0	No pattern to address, to be monitored.
65	A658/B6161 Leathley Ln/Castley Ln, Jnct - Leathley	Hgt	rural	6	9	2	2	2	6	0	Fatal collision investigation undertaken, site to be monitored.
68	A661 Wetherby Rd by Ucl to Rudfarlington - Harrogate	Hgt	rural	6	8	2	2	1	5	1	Signing improvements to be made in 2018/19.
72	A59 Skipton Rd/Woodfield Rd/King's Rd, Jnct - Harrogate	Hgt	urban	6	7	4	1	0	5	0	No pattern to address, to be monitored.

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2016/17 NYCC Rank	Location	District	Site Type	Collision Sev. Factor	Cas Sev. Factor	Collisions			Total Collisions 2014-2016	Total Child Cas	Comments
73	A59 Skipton Rd/A661 Wetherby Rd/Knaresborough Rd, Rndbt - Harrogate	Hgt	urban	6	7	1	1	3	5	0	No pattern to address, to be monitored.
74	Harrogate Rd/Morison's, Area - Ripon	Hgt	urban	6	7	0	3	2	5	0	Obsolete signs removed, road markings being amended 2017/18.
75	A59 Skipton Rd/Claro Rd, Jnct - Harrogate	Hgt	urban	6	7	2	0	1	3	0	Signing and revised lining scheme planned for 2017/18
79	A59 Knaresborough Rd/St Andrew's Cres/Lancaster Park Rd, Jnct - Harrogate	Hgt	urban	6	6	1	1	2	4	1	No pattern to address, to be monitored.
81	A59 Skipton Rd/ Roberts Crescent, Area - Harrogate	Hgt	urban	6	6	2	1	1	4	1	No pattern to address, to be monitored.
86	A61 Leeds Rd / Carlton Road, Jnct - Harrogate	Hgt	urban	6	6	1	2	1	4	0	Two of the collisions involved cyclists filtering on nearside and vehicles turning left. No engineering pattern to address, to be monitored.
92	A61 Ripon Rd/Coppice Av, Jnct - Harrogate	Hgt	urban	5	9	1	1	2	4	2	No pattern to address, to be monitored.
93	A61 Ripon By-Pass/ B6265 Boroughbridge Rd, Rndt - Ripon	Hgt	rural	5	9	1	2	2	5	0	No pattern to address, to be monitored.
97	A661 140M South of Braham Hall, Bend - Follifoot	Hgt	rural	5	8	1	1	2	4	0	To be investigated.
105	A59 Skipton Rd/A61 Ripon Rd, Rndbt - Harrogate	Hgt	urban	5	6	0	2	3	5	0	No pattern to address, to be monitored.
107	A59 High St/Belmont Avenue, area - Starbeck	Hgt	urban	5	6	1	2	1	4	0	No pattern to address, to be monitored.
115	C422 Market Pl - Ripon	Hgt	urban	5	5	2	1	1	4	1	To be investigated.
117	A59 Knaresborough Rd / Swarcliffe Road, Jnct / area - Harrogate	Hgt	urban	5	5	1	2	2	5	0	No engineering pattern to address, to be monitored.
119	A6040 York Pl/Station Prd/South Park Rd, Jnct - Harrogate	Hgt	urban	5	5	2	0	2	4	0	No pattern to address, to be monitored.
122	A59 Knaresborough Rd /Rydal Rd/Stanhope Dr, Jnct - Harrogate	Hgt	urban	5	5	2	1	1	4	0	No pattern to address, to be monitored.
125	A61 Leeds Rd/B6162 Otley Rd/A6040 York Pl, Rndbt - Harrogate	Hgt	urban	5	5	1	1	1	3	0	No pattern to address, to be monitored.
126	A59 Skipton Rd/B6161 Otley Rd/B6161 Oaker Bank, Rndbt - Harrogate	Hgt	rural	5	5	1	2	2	5	0	Developer works to roundabout are planned.

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2016/17 NYCC Rank	Location	District	Site Type	Collision Sev. Factor	Cas Sev. Factor	Collisions			Total Collisions 2014-2016	Total Child Cas	Comments
129	A661 300m south of Plumpton Rocks, Jct - Follifoot	Hgt	rural	5	5	2	2	0	4	0	No pattern to address, to be monitored.
130	A61 130m North of Swindon Bank Farm, bend - Kirkby Overblow	Hgt	rural	5	5	2	1	1	4	0	To be investigated and due to wet weather collisions the signing and surfacing will be checked.
132	A661 Wetherby Rd/Wedderburn Rd, Jct - Harrogate	Hgt	urban	4	8	2	0	2	4	2	No pattern to address, to be monitored.
135	A6040 Knaresborough Rd/North Park Road, Jct - Harrogate	Hgt	urban	4	6	2	1	1	4	1	Environmental assessment to be investigated.
138	B1224 / Rudgate Jct - Bickerton	Hgt	rural	4	6	2	1	1	4	0	Visibility improvement proposed in 2018/19.
140	A59/A168 Jct - Allerton Grange	Hgt	rural	4	5	1	3	0	4	1	Engineering improvements being planned as part of Allerton Waste Site and development at junction 47. Work being done by Highways England.
141	A59 Skipton Rd/Dragon Parade, Jct - Harrogate	Hgt	urban	4	5	3	1	0	4	0	No pattern to address, to be monitored.
153	A61 Station Prd by Bus Station - Harrogate	Hgt	urban	4	4	1	0	3	4	0	No pattern to address, to be monitored.
154	Coldbath Rd/Glebe Av, Jct - Harrogate	Hgt	urban	4	4	1	1	2	4	0	No pattern to address, to be monitored.
156	A59 Devonshire Pl/Regent Prd, Jct - Harrogate	Hgt	urban	4	4	0	3	1	4	0	No pattern to address, to be monitored.
160	A1(M) at Jct 48 - Boroughbridge	Hgt	rural	4	4	3	2	0	4	0	No pattern to address, to be monitored.