

Richmondshire District (Area 1)

Richmondshire district in brief

- ◆ Three adults were killed on Richmondshire's roads during 2016 the same number as 2015. The 3 fatalities in 2016 were a pedestrian, a van driver and a cyclist.
- ◆ The number of people killed or seriously injured (KSI) decreased from 53 in 2015 to 42 in 2016. In terms of road user groups, the number of KSI has increased amongst PTW (+3) and reduced amongst car occupants (-12), pedestrians (-1) and other vehicle types (-1).
- ◆ The total number of casualties of all severities in road collisions reported to the police in 2016 was 200, down 15% from 2015 (235). The decrease is reflected in the car road user group which saw a 12% (-18) decrease in casualties in 2016, other vehicle types reduced by 87% (-13), PTW by 15% (-4) and pedestrians by 21% (-3). However, an overall increase was seen in the pedal cyclist group by 10% (+2) and goods vehicles by 8% (+1).
- ◆ The small numbers involved in District level analysis can make percentage changes appear alarmingly large. These fluctuations are all within the normal range of change compared to the five year baseline average and reflect a similar pattern to most other districts across the county.
- ◆ The reported number of child KSI casualties (aged 0-15) is reduced from 1 in 2015 to 0 in 2016.
- ◆ The number of cyclist casualties of all severities has increased by 10% from 20 in 2015 to 22 in 2016.
- ◆ Pedestrian casualties reduced by 21% to 11 in 2016 from 14 in 2015. The number of pedestrians killed or seriously injured increased from 0 in 2016 to 1 in 2016.
- ◆ The number of powered two wheeler (PTW) casualties have decreased by 15% from 27 in 2015 to 23 in 2016. Amongst PTW's the numbers have risen for KSI's (17) which is 21% more than the total (14) recorded the previous year.
- ◆ A total of 143 road collisions that resulted in someone being injured were reported to the police in 2016, 10% less than in 2015 (159). This total works out at an average of 12 collisions per month or 3 per week.

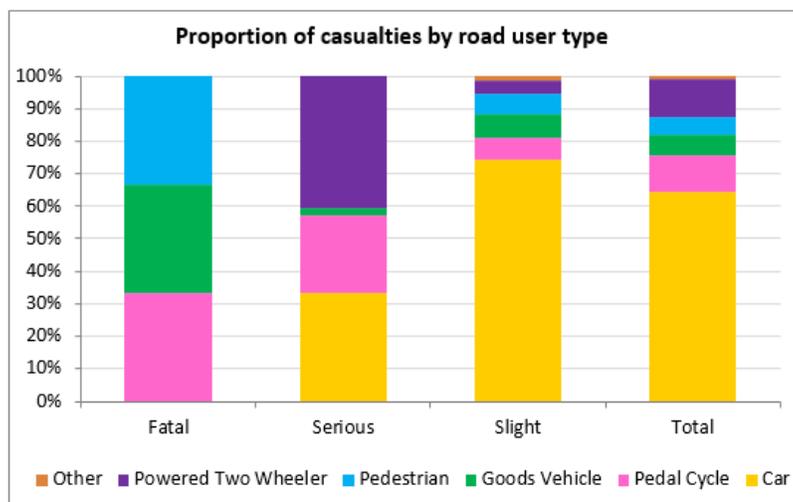


Figure 7 - Proportion of all casualties by road user type in 2016 - Richmondshire
Source - Data Intelligence, North Yorkshire County Council

All Casualties – Richmondshire

Richmondshire has seen an overall downward trend in casualties since 1990 but there has always been variance within this trend. The total number of collisions and casualties in 2016 is the second lowest number since modern records began in 1990.

In 2016, the district recorded 35 less casualties compared to 2015. The decrease is mainly explained by lower numbers of car occupants hurt (down by 12%). Decreases were also seen in the number of other vehicle types' casualties, PTW and pedestrian casualties.

Analysis shows that the number of casualties on Highways England roads in the district fell by 16% in 2016 from 75 to 63. The number of collisions on Highways England roads in the district also fell by 5.

The district total casualty number (-14%) is better than the county trend. The total number of casualties recorded in North Yorkshire was down by 2.5% compared to the baseline. This change is not statistically significant – it is still within expected year on year fluctuations.

Facts about all casualties in 2016

- ◆ There were 200 casualties in 2016, 35 less than 2015 (-35).
- ◆ Car occupants make up the largest proportion of road casualties (65%); PTW (12%), pedal cyclists (11%), goods vehicles (7%), Pedestrians (6%) and other vehicle types (1%).
- ◆ The number of casualties recorded in 2016, is 14% below the 2011-15 average.
- ◆ The number of children injured (12) which represents 6% of all casualties in 2016; was 15.5% lower than the 2011-15 baseline average of 14.
- ◆ Cyclist casualties rose this year (+2) and has been rising each year since 2012. The 2016 total (22) is 43% above the 2011-15 average (15).
- ◆ There was an average of 12 collisions per month or 3 per week in which someone was hurt.

Richmondshire	Baseline (Avg 11-15)	2013	2014	2015	2016	2016 vs baseline	Statistically significant change
Fatal	4	2	4	3	3	-16.7%	—
Serious	51	54	49	53	42	-17.3%	—
Slight	178	161	201	179	155	-12.9%	—
Total	232	217	254	235	200	-13.9%	—
KSI	54	56	53	56	45	-17.3%	—
Child KSI	2	2	4	1	0	-100.0%	—
Young Person KSI	11	15	11	7	3	-73.2%	—
Adult Person KSI	18	21	14	18	21	14.1%	—
Older Person KSI	19	15	19	25	14	-27.1%	—
Elderly Person KSI	4	3	5	5	7	94.4%	—
Pedestrian KSI	1	1	0	0	1	66.7%	—
Cyclist KSI	6	4	6	11	11	89.7%	—
PTW KSI	15	21	9	14	17	10.4%	—
All Child Casualties	14	17	18	10	12	-15.5%	—
All Cyclist Casualties	15	13	21	20	22	42.9%	—

Table 13 - Reported road traffic casualties and severity since 2013 - Richmondshire

Source - Data Intelligence, North Yorkshire County Council

Killed or Seriously Injured (KSI) Casualties - Richmondshire

In 2016, with a total 45 KSI casualties, Richmondshire recorded a total that was 17% below the 2011-15 average (54).

The year saw an increased number of cyclist KSI casualties, up by 5 over the baseline average of 6. PTW KSIs also increased by 2 compared to the baseline.

The number of KSI (0) amongst children aged 0 to 15 years old has decreased in 2016 (-1) and is 2 below the baseline average.

The overall decrease in KSI in 2016 against 2015 is encouraging and 2016 has been the lowest year on record for KSI casualties in Richmondshire; however, as shown in the graph below, KSI figures are quite variable and this change is not significant in statistical terms.

Facts about KSI casualties in 2016

- ◆ The number of people killed or seriously injured fell by 17% to 45 in 2016 compared to the baseline.
- ◆ The three most vulnerable road user groups (Pedestrian, Cyclist and PTW riders), between them, account for 64% of all KSI casualties.
- ◆ The decrease in KSI casualties in 2016 is mainly associated with a decrease in car occupants, pedestrians and other vehicle type casualties (down by 12, 1 and 1 respectively).
- ◆ The district performed well for the older casualties aged 50 to 74 (-11), young person casualties (-4) and child casualties (-1), but saw an increase in the number of elderly casualties aged 75+ (+2) and adult casualties aged 25 to 49 years (+3).
- ◆ Cyclist KSI casualties have fluctuated between 0 and 11 since 1990. This year's total of 11 Cyclist KSI's in Richmondshire is the joint highest for the county since records began. However as the numbers are still small there is no statistical significance.

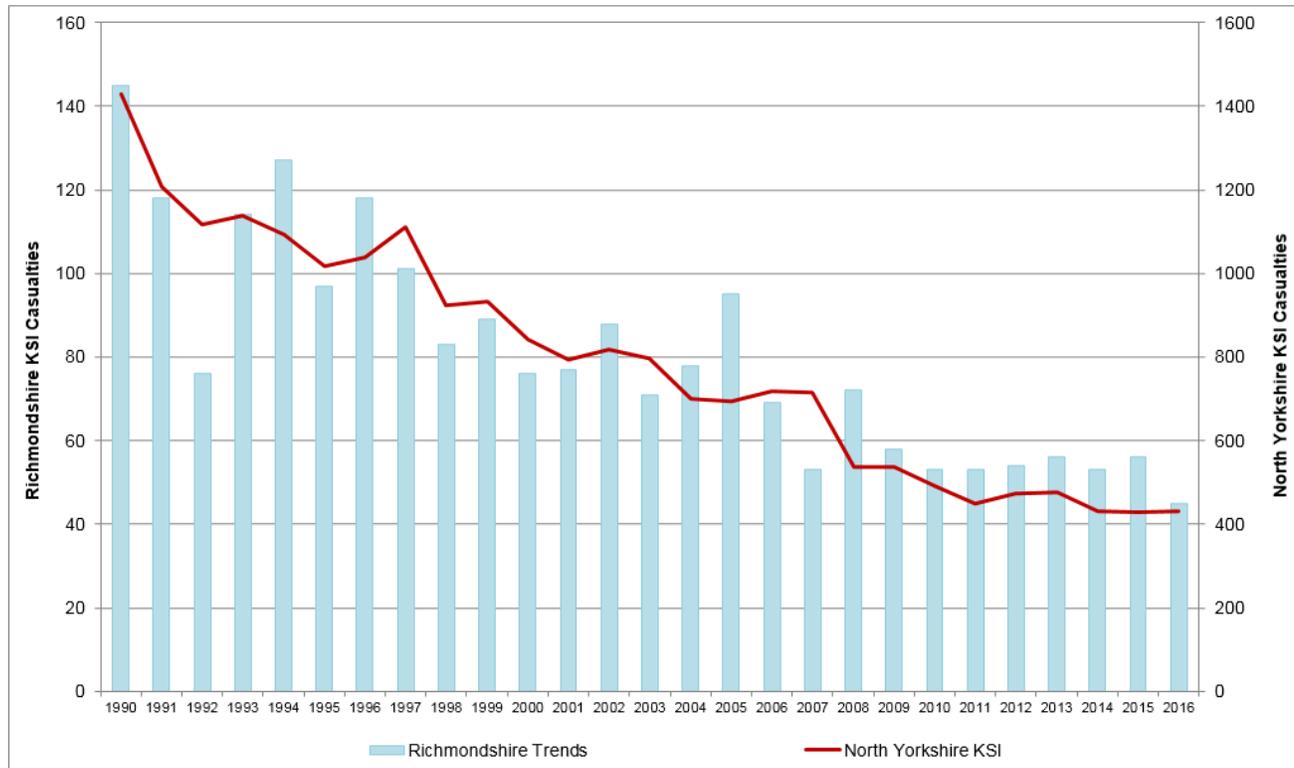


Figure 8 - Reported road traffic KSI casualty trends since 1990 - Richmondshire
Source - Data Intelligence, North Yorkshire County Council

Child Casualties - Richmondshire

The number of children injured in the district (12) in 2016 is 3 above 2015. However as the numbers are small this change is not statistically significant and the trend does fluctuate between years.

The total number of child KSI casualties (0) recorded in 2016 is 1 lower than the number recorded the previous year and 2 below the baseline average.

This year's overall child casualty numbers show a decrease of 15.5% against the 2011-15 baseline average (from 14 to 12), and a 20% increase since the previous year (from 10 to 12).

As numbers are low this makes the percentage changes very high. The change in child casualties is mainly associated with the increase in car passenger casualties from 4 to 8, the other types increased by 1. The child pedestrian casualties' decreased from 5 to 2 and pedal cyclist child casualties stayed the same at 1.

Facts about child casualties in 2016

- ◆ 5 of the 12 children injured were secondary school age, 5 were primary age and 2 were pre-school age.
- ◆ In the collisions involving a child the most used causation factor is "driver failed to look properly". Three other causation factors are in joint second place, namely pedestrian "careless / reckless or in a hurry", "driver failed to judge other persons path or speed" and driver poor turn or manoeuvre".
- ◆ In the two collisions involving child pedestrian casualties, both were child pedestrian at fault.
- ◆ In the child pedal cyclist collision, the child was at fault.
- ◆ The child injured in a other vehicle type was a passenger in a tractor.
- ◆ The majority of collisions involving children occurred on a Saturday (3/11), 6 were on a weekday and 5 on a weekend, but 3 were at the right time range to have been during a school journey and 4 were during school holidays.
- ◆ Of the 12 child casualties injured in Richmondshire 8 were residents of Richmondshire, 2 were residents of Tyne and Wear and 2 were residents of Cumbria.

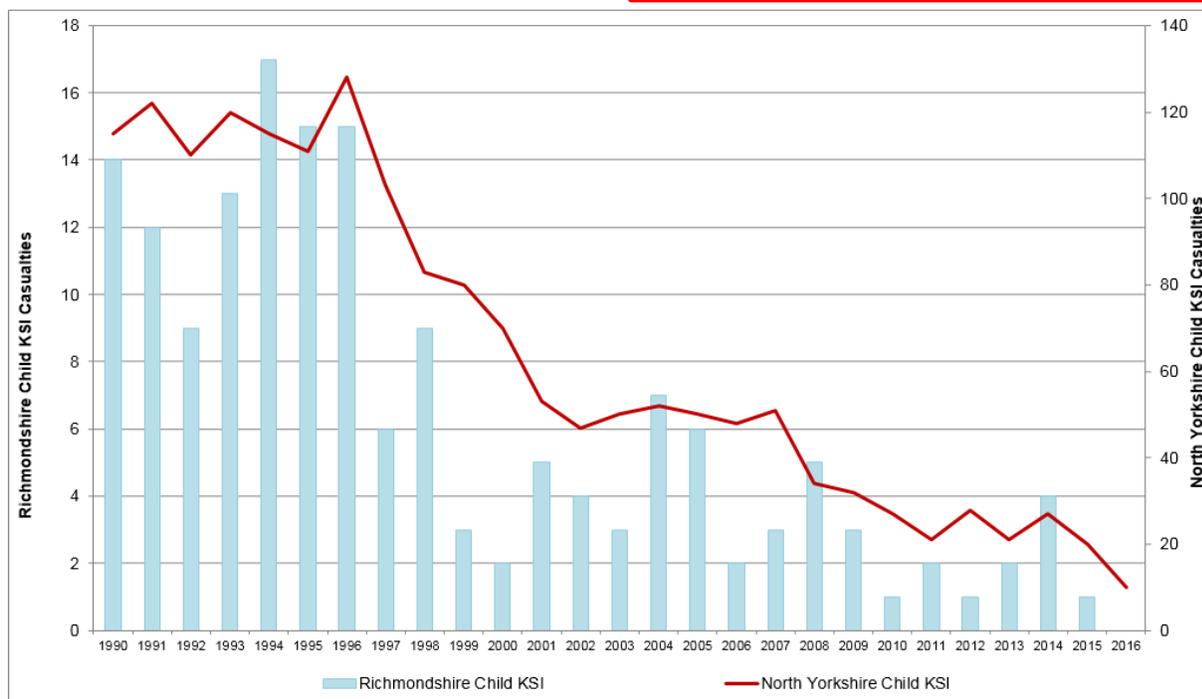


Figure 9 - Reported road traffic KSI child casualty trends since 1990 - Richmondshire
Source - Data Intelligence, North Yorkshire County Council

Road Safety Education and Community Engagement - Richmondshire

Children - Primary School Education

The Curriculum Resource pack continues to be used in both Primary and Secondary Schools. Approximately 2000 children from 80 schools across Hambleton and Richmondshire attended the Crucial Crew multi-agency safety event where they received advice on wearing seatbelts and appropriate behaviour in the car. Several schools participated in the Junior Road Safety Officer scheme whereby a small team of 9/10 year olds help deliver road safety messages in their schools via competitions, notice boards and assemblies.

The Road Safety Team encouraged schools to participate in various national events including Walk to School Week, Bike Week, National and the UN Road Safety Week. In October Be Bright Be Seen messages were delivered across Richmondshire via schools and radio and poster campaigns. Pedestrian safety sessions were delivered to a number of schools in the district, focusing on finding safe places to cross.



Image 8 – Hambleton & Richmond Crucial Crew

A Healthy Families event was hosted at Le Cateau, and information distributed included the correct use of seatbelts and restraints, as well as family cycling advice.

Children - Secondary School Education

Following on from distribution of 'Transition' magazines to students who attended Crucial Crew in Year 6, a 2 week programme of pedestrian safety was delivered to all year 7's in Risedale College, Catterick, along with year 8 &9 students who were specifically targeted with a hard hitting seatbelt talk due to a lack of seatbelt wearing on school buses.

Young People

The Enhanced Pass Plus programme continues to be promoted to young, novice drivers in the district. Specially trained driving instructors have been recruited, who have learned additional coaching skills from the Road Safety Team. The Enhanced Pass Plus programme includes a number of practical driving lessons to experience motorways, city driving and other more advanced challenges whilst accompanied by an experienced driving instructor. The Road Safety Officer then leads a further (compulsory) workshop session in which new drivers analyse crashes, explore attitudes, perceptions and risky behaviours in themselves, their passengers and peer groups and learn how to recognise and deal with potentially risky situations. 14 New drivers have completed the course in Richmondshire

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.

Motorcyclists

We continue to work with motorcyclists to reduce casualties and address local concerns. Face to face engagement at popular motorcyclist destinations across Richmondshire such as Penny Garth Café in Hawes, Manor Café at Bellerby and Bikers using the B1257 has proved a successful means of disseminating campaign messages directly to motorcyclists.

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 in 2016, 3 Biker Down courses have been run across Richmondshire. This free lifesaving course is delivered by partners in Fire & Rescue, covering safety critical information such as conspicuity, scene management and helmet removal.

Image 9 - Biker down materials



Cyclists

Some 600 Year 5 and 6 primary school pupils benefitted from participation in the Bikeability cycle training programme over the last year. Cycling awareness sessions have been held for children too young to attend Bikeability training. Information and advice to promote and encourage cycling for commuting and leisure has been provided at summer events in the district. A number of Tour de Yorkshire events have been organised involving cycle skills and road awareness sessions for families.

Developing links into local cycle shops and establishments saw the road safety team support the ‘dark skies’ event, hosted by Stage 1 cycle in Hawes. Here we emphasised the importance of standing out from surroundings whilst out and about. In addition to this, Cycle shops in the district have been provided with cycle safety literature and 2 engagement events have been held at Dales bike centre, Reeth

Image 10 - Dark Skies event at Hawes



Older People

The Older driver refresher scheme featured as part of Radio York's 'Ageing driver' programme. This featured a local resident who was willing to have his refresher drive observed by Radio York to give an insight into what happens during the 1 hour session. 27 Older drivers have participated in the scheme this year, this includes a mix of self-referrals, police referrals and concerns from families about a parents driving.

Driving at Work

A number of initiatives have been held including Safe Driving for Work presentations, training for vehicle safety checks, trailer, minibus and HGV training, practical driver training and driver risk management training. Broadacres are among the companies that have benefitted from this input.

Community Engagement/Local partnership working.

The Road Safety Officer contributed to a number of events and initiatives with the MOD. Catterick Garrison is the largest MOD base in Europe and a series of presentations were delivered and health fairs attended to promote various road safety messages including speed, distractions and drink driving as well a live extrication demonstration on Gaza barracks.

Winter driving and winter and summer drink drive campaigns were held across all the market towns, including 2 winter/drink driving events at Tesco's in Catterick. We had support from Risedale college who assisted the road safety officer doing winter vehicle checks as part of their PSHE programme Drivers were given information on winter driving techniques, basic car maintenance and the effects of alcohol while driving and how to manage their alcohol intake. The Road Safety Officer hosted a stand at the Wensleydale Show and worked in partnership with NYCC's Emergency Planning team.

The team attended Petrol & Pistons at Croft circuit with the driving simulator and reaction tester. Visitors were encouraged to test their skills on the equipment, as well as their knowledge of the highways code and tyre safety.

Image 11 & 12 - Petrol and Pistons event at Croft Circuit



Speed Management

There have been 37 speed management requests in the Richmondshire district, which resulted in 6 police enforcement requests, 2 matrix deployments and one referred to the engineering team and 10 offered Community Speed Watch. 15 resulted in no further action and 3 are still in process.

Cluster sites

There are 160 cluster sites identified in North Yorkshire compared with a total of 170 the previous year. Of these 160 sites, 11 are located within Richmondshire and details of these are contained on the next page. Of these, 5 are urban (40 mph or lower speed roads) and 6 are rural (over 40 mph limit roads). Of all Richmondshire collisions 2014-2016, 13% occurred at cluster sites. 10% of all collisions in Richmondshire occurred at cluster sites in 2016.

Reported Road Casualties in North Yorkshire: Annual Report 2016

Road Safety Engineering Activities – Richmondshire

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			
4	A66/Hargill/Moor Rd, Jnct - Gilling West	Ric	rural	13	23	4	2	3	9	1	Highways England has been notified about this site's inclusion in the North Yorkshire annual report.
10	Whipperdale Bank Nr Bellerby Camp, Jnct - Leyburn	Ric	rural	9	22	2	1	3	6	1	Visibility improvement scheme completed July 2017. To be monitored.
12	A66/New Lane, Jnct - Ravensworth	Ric	rural	9	20	3	1	1	5	3	Highways England has been notified about this site's inclusion in the North Yorkshire annual report.
13	A66/A1, West Jnct - Scotch Corner	Ric	rural	9	14	1	2	4	7	0	Highways England has been notified about this site's inclusion in the North Yorkshire annual report.
19	B6160 / Kidstone Bank at Raffin Gill Bridge - Bishopdale	Ric	rural	9	9	3	2	0	5	0	Hazard marker post scheme implemented in 2016/17, to be monitored.
54	A6136 Catterick Rd/Colburn Ln, Jnct - Colburn	Ric	urban	7	7	2	4	0	6	0	Road marking improvement scheme planned for 2017/18.
56	Market PI - Richmond	Ric	urban	7	7	3	1	2	6	0	No pattern to address, to be monitored.
88	A1 Nbc At Skeeby Filling Station	Ric	rural	5	12	3	1	0	4	3	To monitor following recent changes made by Highways England.
90	A6108 Skeeby Bridge - Skeeby	Ric	urban	5	10	2	2	0	4	0	This has been included within the Department for Transport Safer Roads Fund bid, outcome is awaited
143	A6136 Richmond Rd/Hipswell Road, Rndbt, Catterick Garrison	Ric	urban	4	5	1	1	2	4	0	Resurfacing/Re-lining scheme programmed for 207/18.
152	A6136 Catterick Rd/Churchill Drive, Jnct - Colburn	Ric	urban	4	4	2	2	0	4	0	To be investigated.