

Agenda

**Meeting: North Yorkshire County Area
Committee for the Harrogate District**

**Venue: Cairn Hotel (Mountbatten Suite),
Ripon Road, Harrogate, HG1 2JD**
(see location plan (page 5))

Date: Thursday 15 March 2018 at 9.30 am

Recording is allowed at County Council, committee and sub-committee meetings which are open to the public. Please give due regard to the Council's protocol on audio/visual recording and photography at public meetings, a copy of which is available to download below. Anyone wishing to record is asked to contact, prior to the start of the meeting, the Officer whose details are at the foot of the first page of the Agenda. We ask that any recording is clearly visible to anyone at the meeting and that it is non-disruptive.

Business

1. **Minutes of the meeting held on 1 December 2017**

(Pages 6 to 29)

Purpose: To determine whether the Minutes are an accurate record.

2. **Declarations of Interest**

3. **Update about the Work of the Health Sector within the Harrogate District Area –**
Presentation by Dr Ros Tolcher (Harrogate and District Foundation Trust) and Sarah Gill
(Tees, Esk and Wear Valleys NHS)

(Page 30)

Purpose: To present information which the Area Committee has sought.

4. Harrogate District Community Safety Hub Evaluation

- (a) Report of Julia Stack (Community Safety and CCTV Manager, Harrogate Borough Council) and Inspector Penny Taylor (North Yorkshire Police)
(Page 31 to 53)

- (b) Presentation to be made by Julia Stack and Inspector Penny Taylor

Purpose: To present information which the Area Committee has sought.

5. Stronger Communities Progress – Report by the Stronger Communities Delivery Manager (Harrogate District)
(Pages 54 to 58)

Purpose: To update Harrogate Area Committee on the work of the Stronger Communities programme.

6. Appointment to Outside Body – Richard Taylor Educational Foundation – Report of the Assistant Chief Executive (Legal and Democratic Services)
(Pages 59 to 60)

Purpose: To report that County Councillor Paul Haslam has indicated that he wishes to stand down from being the County Council's representative on the Richard Taylor Educational Foundation and to invite the Area Committee to appoint someone else to replace him.

7. A59 Kex Gill Realignment – Progress – Oral report of a representative of the Corporate Director – Business and Environmental Services
(Page 61)

Purpose: To advise of the progress of work relating to the A59 Kex Gill Realignment Scheme.

8. Annual Road Casualty Report – Report of the Corporate Director – Business and Environmental Services
(Pages 62 to 172)

Purpose: To invite the Area Committee to discuss, comment on and question the content of the Annual Road Casualty Report.

Item 9 will not be considered before 11.30am

9. Public Questions or Statements

(Page 173)

Members of the public may ask questions or make statements at this meeting if they have given notice to Ruth Gladstone of Democratic Services (*contact details at the foot of page 1 of this agenda*) by midday on Monday 12 March 2018. Each speaker should limit themselves to 3 minutes on any item. Members of the public who have given notice will be invited to speak:-

- at this point in the meeting if their questions/statements relate to matters which are not otherwise on the Agenda (subject to an overall time limit of 30 minutes);

- when the relevant Agenda item is being considered if they wish to speak on a matter which is on the Agenda for this meeting.

If you are exercising your right to speak at this meeting, but do not wish to be recorded, please inform the Chairman who will instruct those taking a recording to cease while you speak.

Item 10 will not be considered before 11.30am

- 10. Receipt of Petition “Save Nidd Gorge and the Nidderdale Greenway”** – Report of the Assistant Chief Executive (Legal and Democratic Services)
(Page 174 to 177)

Purpose: To advise of the receipt of a petition and the consideration which has already been given to that petition; to invite the petition organiser to speak to present the petition to the Area Committee; and to ask the Area Committee to consider how it wishes to respond to the petition.

Item 11 will not be considered before 11.30am

- 11. Harrogate Congestion Study – Update** - Report of the Corporate Director - Business and Environmental Services
(Page 178 to 183)

Purpose: To provide details of the approach to, and timescales for, the latest phase of the Harrogate Congestion Study. The Area Committee is asked to note the contents of the report.

- 12. Area Committee Programme of Work** – Report of the Assistant Chief Executive (Legal and Democratic Services)
(Pages 184 to 185)

Purpose: To invite the Committee to review the existing work items not yet considered and decide whether any should be removed.

- 13. Next Meeting** – To be held on Thursday 14 June 2018 at the Cairn Hotel, Ripon Road, Harrogate, subject to the outcome of the current refocussing of Area Committees
- 14. Other business which the Chairman agrees should be considered as a matter of urgency because of special circumstances**

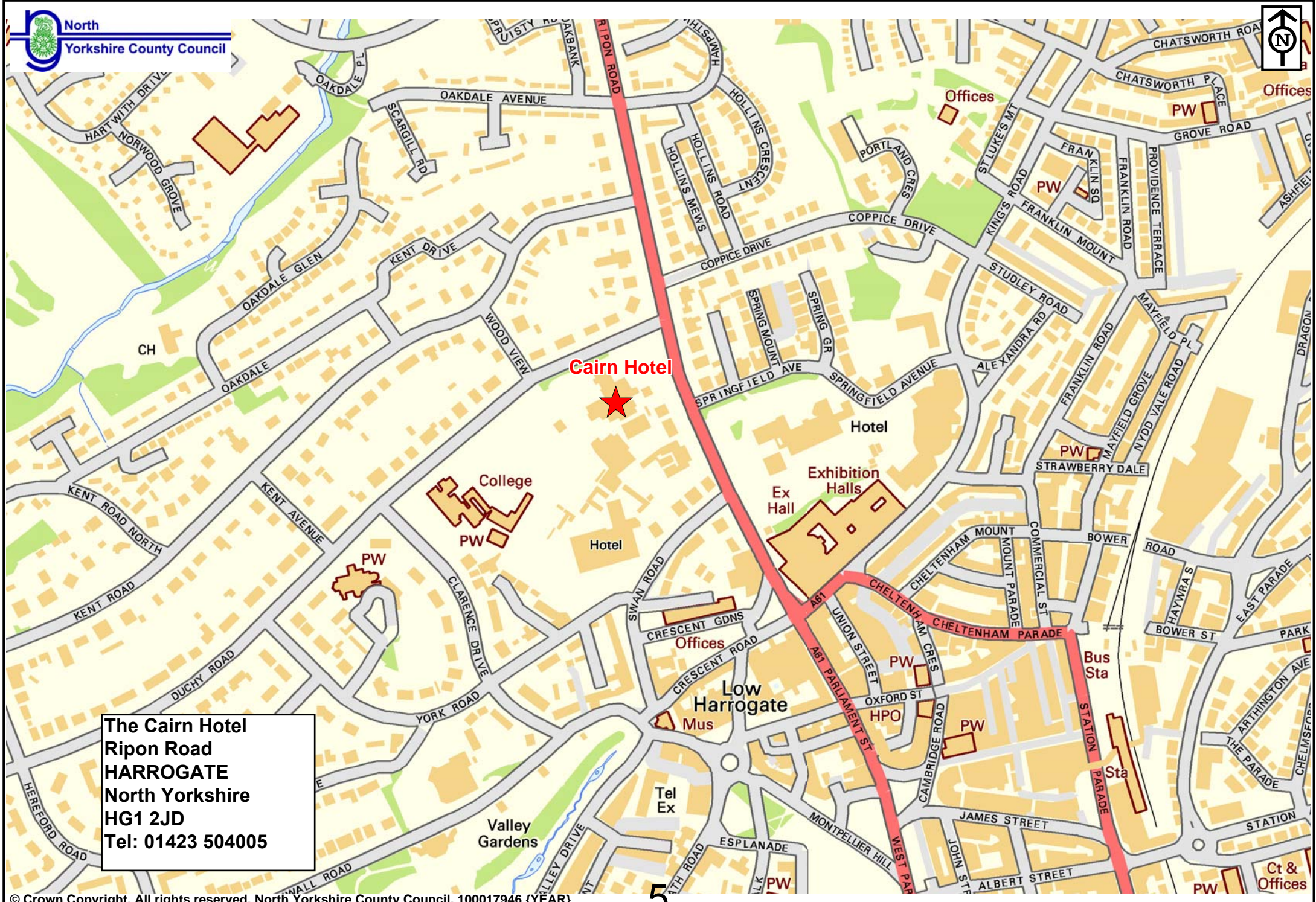
Barry Khan
Assistant Chief Executive (Legal and Democratic Services)

County Hall
Northallerton

COUNTY AREA COMMITTEE FOR THE HARROGATE DISTRICT

Membership

County Councillors (18)			
	<i>Councillors Name</i>	<i>Political Group</i>	<i>Electoral Division</i>
1	ATKINSON, Margaret	Conservative	Masham and Fountains
2	BROADBANK, Philip	Liberal Democrat	Harrogate Starbeck
3	CHAMBERS, Mike MBE Chairman	Conservative	Ripon North
4	CLARK, Jim	Conservative	Harrogate Harlow
5	COOPER, Richard	Conservative	Harrogate Central
6	ENNIS, John	Conservative	Harrogate Oatlands
7	HARRISON, Michael	Conservative	Lower Nidderdale and Bishop Monkton
8	HASLAM, Paul	Conservative	Harrogate Bilton and Nidd Gorge
9	LUMLEY, Stanley Vice-Chairman	Conservative	Pateley Bridge
10	MACKENZIE, Don	Conservative	Harrogate Saltergate
11	MANN, John	Conservative	Harrogate Central
12	MARTIN, Stuart MBE	Conservative	Ripon South
13	METCALFE, Zoe	Conservative	Knaresborough
14	PARASKOS, Andy	Conservative	Ainsty
15	TROTTER, Cliff	Conservative	Pannal and Lower Wharfedale
16	WEBBER, Geoff	Liberal Democrat	Harrogate Bilton and Nidd Gorge
17	WILSON, Nicola	Conservative	Knaresborough
18	WINDASS, Robert	Conservative	Boroughbridge
Non Voting Co-opted Members – (2)			
	<i>Name of Member</i>	<i>Representation</i>	
1	SWAIN, Leah	Community First Yorkshire	
2	DOHERTY, Sandra	Harrogate District Chamber of Commerce	
Total Membership – (20)		Quorum – (5 County Councillors)	



Cairn Hotel

The Cairn Hotel
Ripon Road
HARROGATE
North Yorkshire
HG1 2JD
Tel: 01423 504005

North Yorkshire County Council

County Area Committee for the Harrogate District

Minutes of the meeting held on Thursday 7 December 2017 at 9.40 am at the Cairn Hotel, Ripon Road, Harrogate

Present:-

Members:-

County Councillor Mike Chambers MBE in the Chair

County Councillors Margaret Atkinson, Philip Broadbank, Jim Clark, Richard Cooper, John Ennis, Michael Harrison, Paul Haslam, Stanley Lumley, Don Mackenzie, John Mann, Stuart Martin MBE, Zoe Metcalfe, Andy Paraskos, Cliff Trotter, Geoff Webber, Nicola Wilson and Robert Windass

Co-opted Members:-

Sandra Doherty (Harrogate District Chamber of Commerce) and Leah Swain (Community First Yorkshire)

In Attendance:-

North Yorkshire County Council Officers: Barrie Mason (Assistant Director – Highways and Transportation, Business and Environmental Services), Andrew Bainbridge (Team Leader LTP, Highways and Transportation, Business and Environmental Services), Nigel Smith (Area Highways Manager, Business and Environmental Services) and Ruth Gladstone (Principal Democratic Services Officer)

Approximately 140 members of the public

Copies of all documents considered are in the Minute Book

29. Minutes of the Meeting held on 31 August 2017

Resolved -

That the Minutes of the meeting held on 31 August 2017, having been printed and circulated, be taken as read and be confirmed and signed by the Chairman as a correct record.

30. Declarations of Interest

In respect of the item of business relating to Harrogate Relief Road Review:-

- County Councillor Paul Haslam advised that he had a disclosable pecuniary interest because certain options involved Bilton Lane where he lived. However, a dispensation had been granted which permitted him to speak, but not vote, when the Area Committee considered business relating to Harrogate Relief Road Review.

- County Councillor Philip Broadbank advised that his brother lived in Forest Moor Road. That did not constitute a disclosable pecuniary interest in respect of Harrogate Relief Road Review and he was able to speak and vote on such business. However, he wished to announce, for the purpose of transparency, that his brother lived in Forest Moor Road.

31. Public Questions or Statements

The Chairman advised that 16 members of the public had given notice to speak at this meeting in respect of Harrogate Relief Road Review. However, only 12 could be accommodated within the 30 minutes allocated at this meeting for members of the public. Those 12 members of the public would be invited to speak whilst the Committee was considering the Harrogate Relief Road Review item of business.

32. Harrogate Relief Road Review - Progress Report

Considered -

The report of the Corporate Director - Business and Environmental Services which:- provided an update on the progress of the Harrogate Relief Road Review project; set out the broad outcomes of the consultant's Options Assessment Report (OPR), and recommended options for putting to public consultation. Hard copies of Appendix B – Tables were circulated at the meeting.

Barrie Mason (Assistant Director – Highways and Transportation, Business and Environmental Services) introduced the report, highlighting the following:-

- The consultant's OAR identified 38 possible interventions which might relieve traffic congestion and its associated disbenefits within the study area. A high-level sift of the 38 possible interventions had resulted in identifying 15 interventions which received the least favourable assessments and these had therefore been removed from the list. The remaining 23 possible interventions had been packaged into four "themed" packages, with a further fifth package of a stand-alone relief road intervention. A further level of assessment had been undertaken using the DfT's Early Assessment Sifting Tool (EAST) to sift-out those options which performed less well. In addition, modelling of five historic relief road potential alignments had been undertaken using the existing Harrogate and Knaresborough Strategic Traffic Model. Of the five alignments, the inner northern route and the inner southern route, both of which linked between the A61 and the A658, provided the greatest level of relief across the highway network. The results of the EAST assessment, in summary, were that the following packages performed better than the other packages:-
 - Package B (demand management and behavioural change).
 - Package E (relief road, highway operational improvement and sustainable transport, with urban realm improvements).

The recommendation of the Corporate Director – Business and Environmental Services was that, on the basis of the EAST assessment, packages B and E should be taken forward and presented for public consultation.

- Public consultation was planned for a 12 week period commencing on 21 December 2017. The outcome would be reported to the Area Committee's meeting on 14 June 2018 when Members' views would be sought on the approach for selection of a preferred option/options to be taken forward into development of a scheme Strategic Outline Business Case.

Twelve members of the public spoke at the meeting. The main theme of their contributions was to object to the building of relief roads in particular through the Nidd Gorge and the Nidderdale Greenway. A list of the names of the members of the public who spoke, and a flavour of what each said, is below. The full script provided in advance by each person is attached at Appendix A.

- Borough Councillor Phil Ireland (Harrogate Borough Council's Cabinet Member for Sustainable Transport) emphasised the importance of the public consultation being equitable and also clear about the implications of each proposal. He also advised that the Borough Council's proposed Local Plan suggested that growth to 2035 could be mitigated through a range of junction improvements and was not predicated upon a relief road.
- Malcolm Margolis spoke about the need to protect the Nidderdale Greenway and the Nidd Gorge and to tackle traffic congestion and pollution by reducing traffic through sustainable measures rather than by building more roads.
- Geoff Foxall (Nidd Gorge Community Action and Starbeck Residents' Association) highlighted that it had been proved that new road schemes generated increasing traffic volumes.
- Roderick Beardshall suggested that advancing technology and political will would result in less road space being needed in the future.
- Jemima Parker (Chair, Zero Carbon Harrogate) referred to the consultant's finding that only 7% of traffic congestion was from external through traffic whilst nearly half was local journeys of less at 1.6 miles. She sought clarity about what the County Council was trying to achieve and about the names for the proposals to ensure a fair consultation.
- Allan Smyth advised that the Nidd Gorge was a precious place, used by thousands, to meet, play and enjoy the outdoors, and to escape the pressures of modern life and that it was not a place to put a major trunk road.
- Borough Councillor Val Rodgers (Bilton Ward) said she was disappointed with the consultation process and highlighted that not all residents bought the Harrogate Advertiser or listened to Stray FM or owned a computer.
- Kevin Douglas (Chair, Harrogate District Cycle Action) advised that HDCA strongly supported package B as it did not include a Relief Road option due to the impact on the Nidderdale Greenway. He urged the Area Committee to ensure that sustainable transport and cycling provision in particular remained a high priority in developing the final package for implementation.
- Chris Kitson (Chair, Nidd Gorge Community Action) called a relief road a "destructive, heartbreaking proposal" and wondered why Bilton Fields had failed to secure designation as a local green space. He also questioned why the County Council had conducted a survey of traffic to try to justify a relief road but had not conducted a survey to assess the amenity value of the Nidd Gorge and the Nidderdale Greenway.
- John Branson questioned the County Council's process in producing the packages. He claimed different versions of the report contained "inconsistencies" in the actual figures and gave some examples.

- Keith Wilkinson MBE (Honorary Secretary, Bilton Conservation Group) questioned whether a Harrogate Relief Road was actually a 'bypass-on-the-cheap' to improve Scarborough to Lancashire journeys. He said that the single, small, rural community at Bilton Lane should not be expected to bear the brunt of 40% of Harrogate's urban traffic.
- Tom Hay advised that a relief road was not the answer, that it would not relieve congestion and that the impact on Bilton of a new road was needless.

Andrew Bainbridge (Team Leader LTP, Highways and Transportation, Business and Environmental Services) responded to all the main issues raised by members of the public. A record of what he said is at Appendix B.

The Chairman advised that he was grateful to members of the public for their contributions and to the officers for their responses.

Members of the Area Committee discussed which, if any, options should be put to public consultation. During discussion:-

- Area Committee Members commented that any public consultation should commence in the New Year rather than on 21 December 2017 in order to avoid the bank holidays over the Christmas and the New Year period.
- The majority of Members expressed support for putting only package B to public consultation, subject to the consultants firstly working-up a package of specific actions to put to the public as part of the consultation. Reasons cited by Members for favouring that proposal were that they felt that:- the Nidd Gorge was an area of wonderful, outstanding beauty and they were concerned about the impact of a relief road; traffic congestion would reoccur four to five years after any new relief road was built; there was no guarantee that the Government would provide the money for a Harrogate relief road; they felt that a relief road would not address congestion because 93% of journeys were to and from, or within, Harrogate; and a relief road would encourage more traffic.
- A minority of Members did not support putting only package B to public consultation and instead expressed a preference for putting both package B and package E to public consultation. Reasons which they cited were that they felt that:- the electorate deserved the opportunity to be advised of the issues relating to a relief road and to be able to give their views on whether they wanted a relief road; by putting only package B to public consultation, the 18 County Councillors and 100+ members of the public present at this meeting were denying 48,000 households the chance to have their views taken into account on what to do about traffic congestion; Killinghall residents were understood to want a bypass which was part of package E and not putting package E to consultation was denying Killinghall residents the opportunity to say whether they wanted a bypass; sustainable options were not going to be easy and people needed to be realistic and honest; congestion was rising every day and doing nothing was the 'easy option'; and the suggestion that a relief road would ruin the Nidderdale Greenway or destroy Nidd Gorge was a fabrication.
- Co-opted Member Sandra Doherty (Chief Executive, Harrogate District Chamber of Commerce) emphasized the Chamber's view which was that traffic congestion in Harrogate was already preventing economic growth which was important for the town. She believed that consulting only on package B would deny giving the public a choice in the matter and that package E should also go to consultation.

Resolved -

- (a) That the content of the Stage One Report, the Options Assessment Report, and the report to this Committee meeting be noted.
- (b) That it be a recommendation to the Corporate Director Business and Environmental Services – That only package B be taken forward, subject to the consultants firstly working-up a package of specific actions that will be put to the public as part of the consultation.

33. Issue Raised by County Councillor Geoff Webber – New Park Roundabout

County Councillor Geoff Webber advised that the lane discipline at the New Park roundabout had been changed two weeks previously, that there was now restricted convergence distance on the Ripon exit, that there had been several accidents although possibly they had not been reported, and that, of all the people who had contacted him about it, no one liked the new lane discipline. He asked the Highways Officers to review the situation, to keep a record of the accidents that had happened, and to look to returning the roundabout to its original situation. County Councillor Stanley Lumley expressed support for County Councillor Geoff Webber's comments about the danger of the new lane discipline.

Nigel Smith (Area Highways Manager) responded that he was aware of this issue. He reported that the layout had been developed as part of a Section 278 Agreement and the aim had been to improve the flow of traffic in particular on Ripon Road. He acknowledged that, in the first instance, the works had not included all the necessary signs although the contractors had subsequently addressed that. Unfortunately the situation had been somewhat muddled by "persons unknown" involving some other unauthorised changes to the layout and that had had to be rectified. As of this week, there was clear signage in place which reflected the markings on the highways, together with additional temporary signs advising drivers to merge in turn. As far as officers were concerned, the process which had been followed as part of the development was robust. A stage 3 safety audit would nevertheless be carried out during both day and night times to assess and monitor movements at the junction. Officers believed there was sufficient space for drivers safely to merge in turn. Officers recognised that resistance to change was to be expected but suggested that it was important not to further change things to enable the situation to settle down.

Co-opted Member Sandra Doherty (Chief Executive, Harrogate District Chamber of Commerce) highlighted that, when changes were made to junctions, the signage must be correct immediately on implementation of that change. The Area Highways Manager apologized that that had not happened in this case.

Resolved -

That it be noted that the stage 3 safety audit, yet to be undertaken, shall serve as the review requested by County Councillor Geoff Webber.

34. Appointment to Outside Bodies

Considered -

The report of the Assistant Chief Executive (Legal and Democratic Services) asking the Area Committee to appoint the County Council's representatives on the Raikes Foundation. The local Member, County Councillor Stanley Lumley, nominated Hilary Jefferson and Christine Skaife for appointment.

Resolved -

That Hilary Jefferson and Christine Skaife, both from Pateley Bridge, be appointed as the County Council's representatives on the Raikes Foundation (Pateley Bridge) to serve until replacements are appointed.

35. Nidderdale AONB Joint Advisory Committee - Draft Note of Meeting held on 21 September 2017

Resolved -

That the draft note of the meeting of the Nidderdale AONB Joint Advisory Committee held on 21 September 2017 be noted.

36. Area Committee Programme of Work

Considered -

The report of the Assistant Chief Executive (Legal and Democratic Services) inviting the Area Committee to review the work items which had not yet been considered.

The Chairman highlighted that a report had been scheduled for this meeting regarding a highway junction improvement at Knaresborough Bond End (Designated Air Quality Management Area). He asked why such a report had not been submitted to this meeting. Nigel Smith (Area Highways Manager) responded that, following the public consultation, it had been agreed that additional traffic data needed to be collected and a sophisticated traffic modelling exercise needed to be undertaken. This had resulted in a slight delay in concluding the work. County Councillor Don Mackenzie added that the Bond End Steering Group was due to meet shortly to look at the latest officer recommendations. Thereafter a decision would be made in January 2018 with a view to work starting on site in March 2018. The reason why work had to be started and, to a great extent, finished in March 2018 was because the works were being funded by NCIF money which had to be spent during the 2017/18 financial year.

County Councillor John Ennis highlighted that a report about residential parking zones, to include information on parking in the Saints area of Harrogate, had been scheduled to come to this meeting. He also referred to the recent county-wide discussions and policy decisions. He asked for an update report to be submitted to the Committee's meeting on 15 March 2018. The Chairman expressed support for that suggestion. County Councillor Stuart Martin MBE also expressed support for the suggestion and highlighted that residential parking zones would be helpful in Ripon.

In response to a point raised by County Councillor John Mann, the Chairman advised that there were other forums outside the Area Committee, eg Harrogate Community Safety Partnership, at which North Yorkshire Police could report regularly regarding their response to reports of antisocial behaviour arising from cannabis smoking.

Resolved -

That the Work Programme be approved subject to:-

- (a) The removal of the report concerning the Knaresborough Bond End highway junction improvement due to the reasons reported orally at this meeting by County Councillor Don Mackenzie and Nigel Smith (Area Highways Manager).
- (b) The re-scheduling, for the Committee's meeting on 15 March 2018, of the report concerning Residential Parking Zones, to include information on parking in the Saints area of Harrogate.

The meeting concluded at 12:26pm

RAG/JR

Harrogate Relief Road Review Notices of Questions and Statements from Members of the Public

1. Borough Councillor Phil Ireland (Harrogate Borough Council Cabinet Member for Sustainable Transport)

Chair, As Cabinet Member for Sustainable Transport at Harrogate Borough Council I thought it would be helpful to outline our position and to highlight some principles that, in our opinion, any forthcoming work should be mindful of.

We are in favour of consultation amongst the public. It is important to ensure that the public have a say on the type of solution that is required to address traffic congestion in Harrogate and Knaresborough and it is essential that local people have an opportunity to comment on such major interventions. What is also incredibly important is that any such consultation is presented in a clear and equitable manner to all proposed options. I do hold some concern that there is a degree of uncertainty around a number of impacts relating to the favoured relief road option. Whilst fully appreciating that work is still at an early stage it is important that members of the public are aware of the broad implications of their decision, particularly around ecology, landscape, potential compulsory purchase and future growth even if this has to provide a relatively high level indication.

Staying with the principle of consultation, the report mentions 48,000 households receiving a postcard detailing the consultation. This suggests that there will be a strong view from those outside the area which may influence the results in favour of a particular option. Careful consideration needs to be given to the views of those in the immediate communities. I am aware of a number of themes around east-west connectivity and emerging Transport for the North thinking which have potential to change the level of through traffic which may or may not benefit the area. Therefore the committee should consider the need for appropriate weight to be placed on those living in the Harrogate, Knaresborough and Killinghall areas.

We will also be seeking some discussion around the highway modelling which has not previously been presented to the steering group or our officers in the level of detail now displayed in the Option Appraisal Report.

The narrative around how the packages of measures have been developed and what is contained in each will need to be very clearly expressed and as an advocate of sustainable travel the understanding of what will be delivered through this component of both options is important. We are keen to see sustainable transport use maximised across the district and measures to achieve this need to be exhausted as far as is realistically achievable not only in the long term, but also the short term.

The last point I would quickly like to make in order to further clarify the borough council position, is that our developing work on transport impacts associated with proposed Local Plan growth suggests that growth to 2035 can be mitigated through a range of, in some cases substantial, junction improvements and is not therefore predicated upon a relief road.

I'm interested to hear what the public thinks in relation to congestion in Harrogate and Knaresborough and look forward to hearing the committee's views.

2. Mr Malcolm Margolis

What would you lose by building the green route over a section of the Nidderdale Greenway, or the blue or yellow route close to and across it? We can all agree that building a new road in this area is certain to change it. Part at least of the Greenway will become less tranquil,

less special, less attractive to the thousands of cyclists and walkers who currently enjoy and value it.

Our Nidd Gorge campaign group held a survey at the Bilton Lane entrance to the Greenway over a mid-October weekend. From 8am to 6pm we counted 1791 people of all ages on the path. No doubt even more were using other sections. We checked to avoid double counting the same people. About 70% were on foot and 30% on bikes. We spoke to nearly 500 of them. 64% said they used it at least weekly. Many came from out of town to go on the Greenway, from Leeds, Bingley, Wetherby, York and elsewhere. The large majority were unaware of the review, and strongly opposed the inner relief road proposals. In all, over 1300 people have signed our petition against them.

The Nidderdale Greenway is the most civilised thing that has happened to our area in recent times. Harrogate has the Stray, the Valley Gardens, the Pinewoods, the Nidd Gorge and the Greenway. I was deeply involved throughout the campaign to create it, and was a member of the Steering Group which worked with Sustrans to make it happen. Your Council spent several tens of thousands of pounds on two bridleway creation orders made necessary in particular by the opposition of one major landowner. Two fellow members of the Steering Group were District Councillors Mackenzie and Harrison, whose support was essential to securing success. Indeed Michael Harrison told me he was passionate about the Greenway not least because he wanted his children to be able to enjoy it. It is extraordinary then that just 4 years later they are contemplating options which include building a road over part of it. The Greenway is fabulous. Don't you think it should stay that way?

A so called relief road should ease congestion for a while, but for how long do you think? Its purpose would be to enable more traffic to move more easily. Studies and common sense show that this would in time induce more traffic, and solve nothing, and future development would add to the problem. But the damage to the Greenway and the Nidd Gorge could never be undone. Surely we have the capacity to protect these special places, and to tackle congestion and pollution by reducing traffic through sustainable measures, not by building even more roads for even more traffic.

3. Geoff Foxall, Nidd Gorge Community Action and Starbeck Residents Association

Relief Roads Don't Work

In a recent newspaper article, Councillor Mackenzie, the county's Executive Member for Highways, stated: ... **'the primary purpose of the Harrogate Relief Road, if we decide that there is a strong demonstrable case for one, would be to relieve congestion on our existing road network.'** The case I am presenting this morning is that relief roads do not work.

The evidence is in a recent *Transport for Quality of Life* study in March this year entitled *'The Impact of Road Projects in England'* by Sloman, Hopkinson and Taylor. This produced substantial evidence against the Harrogate Relief Road being a congestion relief solution.

In its executive summary on the subject of *'generated traffic'* the report concluded that: *'Evidence from 13 road schemes is consistent with the conclusion that road schemes generate traffic. Average increases over the short run (3-7 years) were 7%. Average increases over the long run (8-20 years) were 47%. These were increases over-and-above background traffic growth...'* (page 6)

Crucially for us in Harrogate, in relation to existing road schemes in similar economic areas with similar traffic problems, the study also found that: *'Where a road scheme was justified on the basis that it was needed to cater for current and future traffic in a 'pressure cooker' area with a buoyant economy, it was common for the scheme to be followed by much*

development in car-dependent locations, causing rapid traffic growth and congestion on both the road scheme and the pre-existing road network.' (page 7)

In our case, part of our pre-existing road network - Bilton Lane, Woodfield Road or Claro Road - will be incapable of funnelling the traffic from Skipton Road to the new relief road at the point of its completion, let alone after substantial development. Your report itself in para 4.31 estimates that Bilton Lane at peak times will have to cater for 1,000 cars an hour – the same quantity of traffic going into Knaresborough along the A59. And, unlike the A59 at Bond End, commuting traffic on Bilton Lane will be meeting head-on with children making their way to two primary schools.

If congestion relief is the primary purpose for a possible relief road, the *Transport for Quality of Life* report is hard evidence that a new road will not relieve congestion in Harrogate or Knaresborough but will actually increase traffic volumes – especially as any of the proposed routes would also act as an improved east-west corridor making the A59 more attractive to additional trans-pennine traffic.

The cheaper and longer term solution can only and must be a range of sustainable transport measures as outlined in your report's option packages A and B.

4. Mr Roderick Beardshall

Road capacity – future needs

How much road capacity (or road space) will we need in the future? The important word in that sentence is “need”. We should not be asking how much road space we will be capable of filling, if available, but how much we will need. The simple answer is “less than today”. Why do I believe that? It is a combination of increasing political will and advancing technology.

Technology gives us tremendous opportunities in several key areas. For example, **driverless cars** will become increasingly efficient in their use of road space as they interact with their environment including other vehicles. Speeds would be optimised to improve traffic flows and decision making processes would be speeded up compared to the human driver. Another opportunity is the **improvement of efficiency of delivering goods**. Currently, for example, deliveries of internet shopping have added significantly to traffic but this is a relatively new phenomenon which will surely be made more efficient with improvements in computer algorithms and incentives for co-operation between carriers. Technology will make it ever easier to offer **road pricing** in a fair, flexible and transparent manner to give people real choices about their travel options. **Working from home** is also likely to become increasingly attractive partly as a result of improvements in technology.

I mentioned political will. I believe this is increasingly being guided by the realisation that our lives need to be sustainable. That is that we use finite resources such that our grandchildren and their grandchildren can live in a world which is as pleasant to live in and with the same opportunities as our world. This will lead to policies which will shape behaviour in a way that places less demands on land and energy associated with travel. Today's decision is a part of that process. We can shape our own future, or we can be swept along with the tide. To create the future we need requires inspired civic leadership making the right decisions. Historically, traffic management has been about predicting demand and managing capacity with road building generally considered a fundamental part of the solution. As a solution it is easy to propose but expensive, damaging and disruptive to implement and is inflexible because once in place it is to all intents, permanent. We need to move towards managing demand, which requires more imaginative solutions but solutions which have the potential to be cheaper, more flexible and beneficial to the overall quality of life of a community.

Given the factors which are likely to reduce the need for road space, we must ensure that there is the political will to grasp the opportunity and must ensure that we plan not for today's needs, or even for 6-8 years' time when a new road could potentially be completed, but for 10, 20, 30 or more years beyond that when our children or grandchildren will be raising their children. Road building represents a lose-lose scenario of wasted money and wasted environment. Please let's explore and implement the alternatives.

5. Jemima Parker, Chair of Zero Carbon Harrogate

I congratulate the team at WSP on their thorough and professional report, that has moved the conversation on from a single simplistic, but ineffective, solution for our traffic issues to a more comprehensive and creative review of transport. Their figures reveal that only 7% of vehicle movements causing traffic congestion are from external through traffic, while nearly half are short local journeys of less 1.6 miles (page 13).

As WSP identifies putting in place the infrastructure so that we have choices for these short journeys can radically reduce traffic and bring a raft of other social, environmental and economic benefits. Improved both physical and mental health from active transport, improved air quality and lower carbon emissions. Transdev, are giving inspiring leadership here and showing us what is possible. Zero Carbon Harrogate are working with Harrogate Borough Council to bring a Car Club to Harrogate. Local residents could reclaim their street spaces and strengthening communities. Providing safe pedestrian routes and segregated cycle routes to schools would allow our young people to develop independence and provide substantial cost and time savings for working parents. And the healthy Spa and heritage brands of our towns can be developed.

Councillors, the report leads me to ask you two questions?

Firstly, what are you trying to achieve?

The five packages before you have been assessed against the "Harrogate *Relief Road* Strategic Objectives" (page 40). Despite this Package B, a range of sustainable transport measures scored the highest, ranking first or second in all of the nineteen metrics that were assessed (first thirteen times and second six times) (page 58). And Package A also scored well even against these "relief road" criteria. Yet this low cost high impact, option has been dropped.

If each evening my husband rated the meal I had cooked comparing it to burger and chips, I might begin to think he was fixated with burger and chips. What are your objectives for a forward thinking transport plan for Harrogate and Knaresborough?

Secondly, how will you ensure a fair consultation for these transport proposals?

What are you going to call it so that the name of the consultation does not bias the public response? Including "relief road" in the title gives a bias towards packages C, D and E. What will the packages be called? Currently package B's name does not capture the richness of its 22 components, whereas E has all 13 elements well covered in its name, as I have highlighted in the attached table.

Sustainable transport measures need to catch up in press coverage, which until now has been dominated by a road solution for our transport issues. Package B is a more subtle and complex "meal" than burger and chips, like a sophisticated three course dinner, and as such will need additional explanation for the public who may be less familiar with the terminology and concepts and how they will bring greater benefits to help our beautiful towns thrive.

Packages B and E compared

- Green highlights differences
- Note the title of each package. Package B includes all the elements of E (except a relief road) and therefore must also include “Highway Operational Improvement Measures, Sustainable Transport Interventions and Urban Realm Improvements”

<p>B - Demand Management and Behavioural Changes</p> <p>22 components</p> <p>A1: Variable Messaging A2: Real Time Passenger Information (RTPI) - public transport A3: Area wide signage strategy - potentially including tourist, HGV and wayfinding signage A4: Publicity campaigns and incentives for more sustainable travel A5: Improved digital provision - Open Harrogate website and app, gamification/sustainable travel challenges A6: Personalised journey planner</p> <p>B1: Extend pedestrianisation of Harrogate central core (potentially peak time only - controlled by rising bollards) B2: Traffic Management/Low Emission Zone B4: Area wide travel planning - workplace travel plans, event management B7: HGV ban at peak times/loading restrictions B8: Town centre 20mph speed limits/zone B9: Car sharing B10: Car clubs (Electric vehicles) B11: Work with schools to ameliorate the impact of school run (e.g. encourage sustainable school travel, review start/end times etc.)</p> <p>C3: Network optimisation C4: Area wide signal strategy review</p> <p>D1: Area wide review of car parking management, supply and charging and development of area wide strategy</p> <p>E1: Bus/rail station interchange development and public realm improvements E4: Focus on new developments providing sustainable transport options E11: Improved access to stations</p>	<p>E - Relief Road, Highway Operational Improvement Measures, Sustainable Transport Interventions and Urban Realm Improvements</p> <p>13 components</p> <p>A1: Variable Messaging A2: RTPI - public transport A3: Area wide signage strategy - potentially including tourist, HGV and wayfinding signage</p> <p>B1: Extend pedestrianisation of Harrogate central core (potentially peak time only - controlled by rising bollards) B7: HGV ban at peak times/loading restrictions B8: Town centre 20mph speed limits/zone</p> <p>C1: Harrogate Relief Road C3: Network optimisation C4: Area wide signal strategy review</p> <p>E1: Bus/rail station interchange development and public realm improvements E11: Improved access to stations</p> <p>F1: Implementation of the Cycling Infrastructure Plan for Harrogate, Knaresborough and surrounding area</p> <p>G1: Area wide public realm strategy</p>
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F1: Implementation of the Cycling Infrastructure Plan for Harrogate, Knaresborough and surrounding area	
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G1: Area wide public realm strategy	
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6. Mr Allan Smyth

One in three of us will be affected by mental illness at some point in our lives, that in turn affects us all.

It is well known that a brisk walk, or just being outdoors can bring an improvement in our state of mind, exercise, air, daylight, space, or just the time to think, uninterrupted by technology or that angry sound of traffic, can all help to clear our minds, we all need that place of solace and peace, out amongst nature, where we can just be, a place where the wonders of this world and all its beauty can fill our hearts with joy and empty our minds of distress, for a moment, just long enough to remember who and what we are.

Thousands of us use Nidd Gorge for these very reasons, some alone, some with friends and family, bonding under the big sky, dreaming by the gentle flowing water, smashing a time trial in muddy trainers, or perhaps just walking off Sunday lunch, throwing sticks and balls for our four legged friends, these are things that make us happy and content, careless in the moment, without purpose or goal, knowing that the unchanging landscape is there is enough, unchanging apart from the seasons.

Daily I walk my dogs among the trees, grass, bugs and birds, I might meet a friend or someone new, but that matters not, I am there to be me in the great outdoors, I meet people both local and even from other continents, drawn by the lure of Nidd Gorge's promise of something exceptional and unique to each visitor. But I also know people who would not wish to be anywhere busy or where they might have to communicate, that would be too painful, but in Nidd Gorge, so close yet so far away from it all they can reflect, refocus and hopefully move on. My words cannot express the experience of other people's mental health issues, that is their own battle, one that often starts without them noticing as the pressures of modern life build like straws on a camel's back, being in a place like Nidd Gorge is an essential tool in helping them find themselves before they are lost.

Nidd George is not the place to put a major trunk road, or development, barriers which would keep away those of us who perhaps have nowhere else to feel at one with everything that they hold dear.

I ask you to consider very carefully the impact of such a scheme on the nature of what is quintessentially, the gem of a Spa Town with a reputation for being somewhere to relax and recoup.

Thank you.

7. Harrogate Borough Councillor Mrs Val Rodgers (Bilton Ward)

I am disappointed with the options for the relief road proposed by NYCC.

My concerns are regarding the consultation process and how the County Council intend to contact the people affected by the routes chosen.

I would have thought and hoped that the council would deliver information to residents affected by the route. You can't assume that everyone buys the Harrogate Advertiser or

listens to Stray FM or indeed owns or searches a computer for information.

8. Kevin Douglas (Chair, Harrogate District Cycle Action)

Harrogate and District Cycle Action (HDCA) welcomes the Consultant Report on the Relief Road Review being made public and being presented to the Area Committee today.

We are pleased that there are some key facts identified which I am sure the Committee will support. The key ones are:-

1. The identification that the main movements on the local network are made from trips with origin or destination in the urban areas: purely internal trips that are short in length and are primarily commuting related
2. That through traffic, with origin external to Harrogate and Knaresborough has little bearing on the local network and generally by-passes the Town altogether
3. That there is no one single measure that will address the issue but the solution must be made up of a package of measures. This approach will also allow some interventions that may be less costly and less complex to be delivered early in the process for quick wins.
4. That Sustainable Transport Options, including cycling and bus usage, could make a significant impact on reducing congestion and improving air quality.

These findings are welcomed and it is hoped that Members will carefully consider these key findings when deciding how to progress to the next stage.

Whilst the report recommends the consideration of 2 Packages (Band E) I am pleased that the implementation of the planned Cycling Implementation Plan is included in both packages, which indeed it should be as it was one of the highest scorers in the type of intervention that best fitted with the agreed objectives. It scored higher than the Relief Road Option(19 against 17) as well as it likely being a significantly lower cost option and would, I am certain, score well in any cost benefit analysis undertaken.

I do hope that Members have noted this assessment and that the Cycle Infrastructure Plan implementation will be taken forward in whatever Package is finally progressed and will form an early intervention and be one of the 'quick wins' mentioned in the report. Evidence from the Nidderdale Greenway shows that where traffic free provision is made it is highly successful and well used by locals and visitors alike.

Given the widely differing make up of the two Packages HDCA strongly supports Package B as this does not include the Relief Road option which given the indication for an inner route would have a major and catastrophic impact on the Nidderdale Greenway – one of the most well used cycleways in Yorkshire and whilst it is recognised this is mostly used for leisure cycling it provides an excellent route for the development of skills and confidence which, with the right infrastructure, will encourage more people to cycle to work and school.

Given at this stage that Members are being asked to take forward two packages I would urge Members to ensure that Sustainable transport and Cycling provision in particular, remains a high priority in developing the final package that is implemented to tackle this problem

9. Chris Kitson (Chair, Nidd Gorge Community Action)

Is it significant that NYCC conducted a traffic survey (during a period of major delays and roadworks on the A59) that seem to justify an inner relief road through Nidd Gorge, but have

yet to conduct a survey to ascertain the amenity value of Nidd Gorge and The Nidderdale Greenway to local people and visitors enjoying the threatened area?

As part of the public consultation process are you going to conduct your own survey of recreational users of the area?

On Saturday 14th and Sunday 15th October, I spent 20 hours, alongside other members of Nidd Gorge Community Action, surveying the weekend users of The Gorge and The Greenway, passing through the Bilton Lane gateway.

Whilst the headline figure was the 1791 people recorded over the weekend, using just this one entrance to Nidd Gorge, for recreational activities, the abiding memory was of the diversity of users enjoying this area.

From regular local dogwalkers accessing Bilton Fields and Nidd Gorge, to the multitude of cyclists heading to and from Nidderdale and beyond, the steady flow of people was unrelenting from morning until night.

During peak hours, from mid-morning to late afternoon, the number of social groups enjoying the area was remarkable: families with young children learning to ride bikes; families with old children having a catch-up; groups of friends having a social afternoon out; walking groups returning to a favourite walk or trying out one of the top-ten walks in the country according to The Guardian and The Times; cycling clubs using one of the best traffic-free routes in the country to access the now world-famous Tour de France countryside; holidaymakers heading into town with children on bicycles from the campsite at Ripley; and crucially, people with physical mobility problems accessing green spaces and clean air in wheelchairs and mobility scooters.

Malcolm Margolis has called the opening of the Nidderdale Greenway the most civilised thing to happen in Harrogate for a long time and he is right. I have lived here all my life, since 1968, and I can't remember a more civilised change in our town; probably because I wasn't around when protection for The Stray was secured or The Valley Gardens was opened.

I can understand why councillors are keen to associate themselves with the opening of The Greenway; we would all like to be remembered for civilised acts of great public benefit. Unfortunately, by continuing to pursue a course of action that would destroy Nidd Gorge and The Nidderdale Greenway, whatever the motives, the Relief Road Steering Group and this committee will not leave such a legacy to future generations.

As part of the £500,000 relief road study, WSP, in the recent engagement process, were made aware, by the Bilton Conservation Group, of the 35 years of voluntary human effort that has gone into making Nidd Gorge the fantastic recreational amenity and wildlife habitat that we all love today. Nidd Gorge Community Action furnished them with the survey figures, confirming its popularity with the public and amenity value to the community. Yet this information still made no difference to the Steering Group and this destructive, heartbreaking proposal is still before us on the table today.

In the recent draft town plan consultation process conducted by HBC, Bilton Fields failed to secure designation as a Local Green Space despite ___ out of 598 respondents to the public consultation asking for it to be so. Apparently it does not merit designation. For this to happen it needs to be *demonstrably special to a local community; to hold a particular local significance, for example because of its beauty, historic significance, recreational value, tranquillity or richness of its wildlife.*

For me and everybody else who loves this area, Nidd Gorge ticks all these boxes. My question: for the committee here today; the steering group; and the executive is this...

What criteria does Nidd Gorge and The Greenway have to meet before it receives the respect, recognition and protection it deserves from our borough council and our county council?

Thank you.

10. Mr John Branson

The figures in the latest report do not tie up with those previously published. For example 4.28 (page 7) says that the inner southern alignment (with a link to Bilton Lane) is forecast to result in reductions of traffic of 48% on Skipton Road and 45% on Wetherby Road. However, the previous figures, still shown on the web site variance map, are 40% on Skipton Road, and 20% on Wetherby Road. Why are they different?

Also the map in 4.28 is the same as the one on the website and those previously published. These are misleading because it is only by looking at the map on page 156 that you are made aware of the other interconnections planned apart from Bilton Lane. Why have these maps and, particularly, the web site not been brought up to date?

The answer to the web site question “How this will affect Bilton Lane?” is that it is likely to increase traffic on Bilton Lane, and as part of the options appraisal and preferred route development process, a detailed assessment of how these options will impact on Bilton Lane will be **completed**.”

But has it? 4.31 (page 8) says that... the figures at this stage are intended to be illustrative, and as proposals for interventions progress, a more detailed and fuller modelling exercise **will be** undertaken..., that is, it has not been completed.

In the Options Assessment Report, the EAST Results for one of the recommended packages, Package E (Table 6 Page 184) only deal with items in a general way. For example: “Improve Air Quality: Wider air quality improvements through discouragement of driving into/through the town and promotion of alternative more sustainable modes reducing overall car travel.”

There is no mention of a future busy road passing existing schools and what the expected increase in pollution will be. Perhaps it is covered by the next statement: that there are “Benefits to Air Quality Management Areas from relief road but offset by new impacts elsewhere”. It seems that increasing pollution levels for children are dismissed as just one of the unfortunate “new impacts”. You give yourselves a high score of 4/5 for this.

We are looking at spending £100M on a road, and to have any confidence in the decision making process, the minimum I would expect, is that somebody is responsible for making sure that all the documentation published has been carefully checked for consistency and to explain the reason for any changes. This has not been done.

Note 1: The reductions quoted in this HRRR are the average of the figures for both directions given in the table in para 4.32.

11. Mr Keith Wilkinson MBE (Honorary Secretary, Bilton Conservation Group)

Bilton Conservation Group formed on 19th May 1982 to conserve Nidd Gorge and the Green Belt protecting Knaresborough from Harrogate.

We are grateful for WSP’s 315 page Progress Report into Harrogate’s traffic problems.

Perhaps we should remind ourselves of the objectives of this £400,000 exercise.

Para 4.16

“The objectives for the Harrogate Relief Road Review are based on the following Strategic High Level Outcomes:-

- Support the sustainable growth of Harrogate and Knaresborough in line with National, Regional and Local Policies and Plans.
- Improve the Quality of Life for all communities.
- Support Sustainable Economic Growth.
- Protect and Enhance the Built and Natural Environment.
- **Improve East – West Connectivity.”**

There is no reference to a ‘Harrogate Relief Road’ to divert the A59 through Nidd Gorge – plans already considered and abandoned in 1986 and 1996; but there is a clear objective “to improve East – West connectivity”. Is this so-called ‘Relief Road’ in fact a ‘Bypass-on-the-cheap’ to improve Scarborough to Lancashire journeys?

The report projects the consequences for Bilton if the A59 is diverted through Nidd Gorge:

Bilton Lane

‘*Viam Magnam Antiquam Biltonam*’ – ‘The Great, Ancient Bilton Road’ through Knaresborough Forest.

This country lane has two primary schools; Bilton Grange at the A59 junction and Richard Taylor, a church, community centre, and cricket field.

At peak flow in 2017 it carries **100** vehicles an hour and is regularly congested. A single parked car can hold back a lorry and block all movements.

The WSP Study projects unavoidable increases of vehicle movements on Bilton Lane in the order of **1000 vehicles an hour at Peak Flow!** 1000 vehicles an hour on Bilton Lane equates directly with the present peak of **924** vehicles an hour on the A59....

Bilton Lane is struggling at present. To increase Peak Flows ten-fold would, inevitably, generate rat running on side roads through the Housing Estates: Crab Lane, Church Avenue, King Edward’s Drive, Hall Lane, Tennyson Avenue & Woodfield Road. Some of those roads already have 20 mph speed restrictions.

So much for the objective of “Improving the Quality of Life for all communities”!

The report acknowledges the severe impact the Blue and Green Routes would have on the amenity of Nidderdale Greenway by bisecting it.

It further recognises the irreversible Environmental Impact the routes would have on Nidd Gorge. This Site of Importance for Nature Conservation has been restored by HBC, Woodland Trust and thousands of volunteers since 1982.

The General Public is so concerned that they have photographed and recorded the many life-forms here which will form a report as part of the Public Consultation Exercise.

That exercise in January **must** enable the widest Public Awareness of the nature and irreversible consequences of diverting the A59 through Nidd Gorge.

This single, small, rural community should not be expected to bear the brunt of 40% of Harrogate’s Urban Traffic.

12. Tom Hay

(Note: Tom Hay was aware that his script would take longer than 3 minutes to read out at the meeting and he therefore intended to say only as much as he was able in his allocated 3 minutes.)

Flawed public consultation (we don't have the info we need)

This public consultation would be deeply flawed. The two most controversial elements – the two which are the most likely to attract public opposition - are both incomplete.

(1) The possible route of the relief road has not actually been detailed. The council's report has combined the former green and blue routes into a single vague route with a rough start and end point but no defined path. The public cannot make a meaningful decision about the costs and benefits of this road if it does not know where it is going to be.

(2) There has been no decision on whether Bilton Lane will be connected, and barely any information about the impact if it did – apart from the 10x traffic increase. The report says: "As proposals for interventions progress, a more detailed and fuller modelling exercise will be undertaken." So what exactly are we being consulted on? Will our homes and schools be exposed to a 10 times greater risk of traffic accidents? A 10 times increase in air pollutants? A 10 times increase in noise pollution? Or won't they? We have no idea of the impact of this aspect of the project, nor even whether it will happen. How are we supposed to make any sort of a meaningful public response to that?

It is easy to support a project in principle, but objecting to it requires specific details. The public has been denied the key details it requires to make meaningful objections. Proposal E is therefore completely unfit to be put forward for public consultation. It would be little more than a sham.

The council's own report says a relief road is not really beneficial, and would just move traffic problems elsewhere

Remarkably, the council's own report actually says that a relief road: "...is not expected to provide large benefits to the town centre. Costs will be relatively high. There are environmental concerns with this package on its own. Any benefits that can be provided through reduction of traffic and congestion on key routes will be largely offset by impacts elsewhere."

In fact, when the same report assesses the overall impact of the two different traffic plans, B and E (E being the relief road), the assessment is almost identical. Apart from the part where it is explained that E has a negative aspect: the relief road.

Here's what it says about B: "Strong fit with objectives and wider government policy. Larger economic benefits expected through improved efficiency of the network, reductions in congestion and public realm enhancements. Large environmental benefits are expected also through enhanced use of sustainable travel modes."

Here's what it says about E: "Strong fit with objectives and wider government policy. Larger economic benefits expected through improved efficiency of the network, reductions in congestion, reliability of travel and public realm enhancements. This will also improve the attractiveness of the town centre. Environmental benefits are expected through enhanced use of sustainable travel modes, although some adverse impacts will result from the implementation of the relief road element."

The benefits of Plan E are, essentially, those of Plan B - with the added adverse impact of a relief road. A relief road which, when assessed independently of other measures, would offset any benefits by creating problems elsewhere. So why is this option even still on the table?

The council's objectives

The council has five key objectives for this project. Two of them are directly contravened by Plan E, including the Bilton Lane link.

- 1) "Improve the quality of life for all communities" – does this not include Bilton, whose community would be flooded by a 10x traffic increase, affecting health, safety, noise and quality of life? Does the unsullied existence of Nidd Gorge not improve the quality of life for all of the Harrogate district residents who use it to relax, unwind, socialise and exercise?
- 2) "Protect and enhance the built and natural environment" – it is hard to see how a road through Nidd Gorge would protect or enhance the natural environment.

The council also has a series of more specific objectives for the project. A larger number of these are directly contravened.

"SPO-05 Improve the safety of Non-Motorised Users (pedestrians, cyclists and equestrians)" – does exposing the network of residential roads between Woodfield Road and Bilton lane, with their primary schools, playgroups and elderly accommodation, count towards this aim?

"SPO-08 Reduce levels of pedestrian severance" – bringing a 10x traffic increase to Bilton Lane, and a consequential rise of traffic on its connecting roads, will sever a whole community.

"SPO-09 Contribute to improvements in air quality" – a laudable goal, though reducing air pollutants on some roads simply to relocate them to a residential area, where the schools and homes are so close to the roadside... is that really the right way to go about this?

"SPO-14 Reduce noise and vibration in residential areas" – or rather, relocate the noise and vibration from 1000 vehicles at peak time to the large residential area of Bilton.

"SPO-16 Contribute to the improved health of local residents" – this should rightly be a priority, which is why it's concerning to see little hard evidence presented in the report which shows that diverting traffic onto Bilton Lane would improve the health of local residents. Sadly Harrogate Borough Council's air quality monitoring falls short of national guidelines and overlooks certain particulates (e.g. PM2.5s). It also covers just a handful of key spots. If it was more complete, perhaps evidence could be presented that a certain percentage reduction of traffic would be sufficient to make the air safe for nearby residents to breathe. But no evidence has been presented to that effect. We need no evidence, however, to know that increasing the traffic by a factor of 10 on Bilton Lane will increase air and noise pollution for a large number of residents and several schools and playgroups. This is unlikely to be something which improves their health.

Nidd Gorge

The environmental costs surrounding a road through Nidd Gorge are obvious. This is a well-used and much-loved area of natural beauty which is important to locals and visitors alike.

Traffic - general

The report states: "This would however lead to significantly more traffic using Bilton Lane in the morning peak hour with it carrying over around 1000 vehicles per hour compared to approximately 120 per hour currently." That is a 10x increase in traffic. A rise of 1000%, fundamentally changing the status of this residential road to a major artery into town. This road features two primary schools, two playgroups, a youth club and many, many homes.

Traffic – pollutants

That means a 10x increase in vehicular pollutants (nitrogen dioxide and particulate matter (PM10s, PM2.5s)). Much of the UK is in serious breach of the World Health Organisation's air quality guidelines.

In March this year, the Mayor of London said cars should be banned from roads near schools in order to reduce air pollution. Camden council and the City of London have already banned traffic from some roads around schools. Increasing the traffic tenfold outside Bilton's primary schools is the wrong decision at the wrong time.

For something more solid, this is from Harrogate Council's Air Quality Report 2017: "Local authorities are expected to work towards reducing emissions and/or concentrations of PM2.5 (particulate matter with an aerodynamic diameter of 2.5µm or less). There is clear evidence that PM2.5 has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases. HBC does not undertake any monitoring of PM2.5, and has not undertaken any specific measures to reduce concentrations of PM2.5."

In summary, these pollutants, considered harmful to health by the World Health Organisation, are not being monitored. What reassurances can the council give us, then, that a 10x increase in traffic will not harm our health?

Traffic – accidents

It means a 10x increase in the risks of injury and death for pedestrians, many of whom will be primary school children, walking along the road and crossing it at the exact times when traffic is at its peak.

In 2015 in Great Britain, there were 5,700 reported child casualties in road accidents at the start and end of school (between 7:30 and 8:59am or between 3:00 and 4:59pm). Almost 3,000 of those were pedestrians - children on foot who were hit by cars.

Source:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/568484/rrcgb-2015.pdf

Traffic – noise

It means a 10x increase in vehicular noise pollution, which directly impedes children's ability to read, remember and learn.

"About 20 studies have found effects of either aircraft or road traffic noise on children's reading abilities and long-term memory" - The Independent, Feb 2016.

From a 2011 study: "it is apparent that disturbances in teaching learning process due to road traffic noise was common ... road traffic noise has a plausible effect"

From a 2003 study: "The results showed that both road traffic noise and meaningful irrelevant speech impaired recall of the text. Retrieval in noise from semantic memory was also impaired."

Impact on other roads

Opening a route out of Harrogate to the east of Bilton will not only affect Bilton Lane. It turns Woodfield Road into a route out of town too: exposing another primary school and hundreds more homes and elderly flats and bungalows to a massive increase in traffic.

And then there's the huge web of connecting streets between Bilton Lane and Woodfield Road, like the already single-file only King Edward's Drive. Imagine the chaos of Skipton Road emptying a quarter of its morning traffic into this network of thin, cramped residential streets and out through a single hole at the other side, increasing the local traffic volume by 1000% in the process.

(End)

APPENDIX B

Responses of Andrew Bainbridge (Andrew Bainbridge (Team Leader LTP, Highways and Transportation, Business and Environmental Services) to the main issues raised by members of the public regarding the item of business “Harrogate Relief Road Review”.

Note: Andrew Bainbridge was interrupted several times, by members of the public, whilst providing the following responses.

Andrew Bainbridge stated:--

I'll start with a generic response because there have been many questions, statements and comments about the Nidd Gorge and the Nidderdale Greenway. I'll cover all of them at the start.

There have been many statements about the impact of a potential relief road on the Nidd Gorge and the Nidderdale Greenway. To be clear, the County Council accepts that any inner relief road would have an impact on the Nidd Gorge and the Nidderdale Greenway. This does not necessarily mean, as has been said by some people, not today but in the press, that it would mean the closure of the Nidderdale Greenway or the total destruction of the Nidd Gorge. An inner route could potentially avoid a direct impact on the Nidd Gorge totally. And whatever route could be put forward could accommodate the Nidderdale Greenway. However, I do accept that it would change the character of the Nidderdale Greenway.

Our work to date has also demonstrated that an inner relief road would bring traffic benefits to the town centre and these are demonstrated in the Committee report and in the Options Appraisal Report.

I wish to make it clear that the decision being sought today is not about whether to build an inner relief road. What we are seeking is the Committee's views on whether we ask the people of Harrogate and Knaresborough for their views about an inner relief road and alternative packages. We are not asking about whether we adopt an inner relief road. If the Committee agree a relief road should be included in the public consultation, we will do so. If it is included, there will be sufficient information because we are following the Department for Transport process to allow people to take a view on the concept of a relief road. As we develop a case further, and if a relief road, following the consultation, is taken further, a Strategic Outline Business Case will be developed and this will look in more detail at the pros and cons of a relief road or any other package. This is the standard and necessary process which the Department for Transport require us to follow. We are actually consulting at quite an early stage here. This is one of those cases where we will be condemned if we do and condemned if we don't. We want to consult at a concept stage. If we waited until we had developed detailed alignments for an inner relief road, we would get criticised that we had made the decision and that it was just a public information exercise. We want to hear the views of people of Harrogate and Knaresborough on these 2 packages.

Andrew Bainbridge responded as follows in respect of other issues raised by individual members of the public:-

- Response to Borough Councillor Phil Ireland (Harrogate Borough Council's Cabinet Member for Sustainable Transport):-

As is made clear in the report, the process we are following is the standard Department for Transport process. As we move through the process, we will be discarding a number of options and we will work in more and more detail on those options that remain.

With regard to Councillor Ireland's comments regarding the 48,000 households mentioned in the report - that is the area in which we intend to deliver information to every postal address. That, in broad terms, covers the study area as shown in Figure 1 in the Committee report. It covers the urban areas of Harrogate and Knaresborough and the surrounding villages of Killinghall, Beckwithshaw, Spofforth and out towards the A1 and junction 47 Allerton Park area.

I'd make the point that, if and when we commence the public consultation on 21st December, and as yet no decision has been made, we will be seeking partial post codes from people in their responses so that we can analyse the responses on a geographical area. That will allow us to find out what the views of people in Bilton are or what the views of the people of Starbeck are verses what the views of the people of Leeds who want to travel to Harrogate. That will allow us to provide information to Committee Members and the Executive when they take a final decision so that they know, and can reach their own balanced view, on the different consultation responses from different areas.

- Response to Mr Malcolm Margolis:-

I have covered the points regarding the Nidd Gorge and Nidderdale Greenway already.

Considering the issue of induced traffic, that is a well-known and extensively researched effect. However, it nearly always seems to be put forward as a fundamentally bad thing. That is not necessarily the case. People don't make trips just for the sake of making a trip. If some of the induced traffic from a new road is allowing people to access work, whereas before they couldn't, or for allowing visitors to come to the town, whereas before they were discouraged, is that necessarily a bad thing? A new relief road, by providing more capacity, will inevitably lead to some induced traffic, but this could easily be the case with sustainable transport measures by freeing-up road space for extra traffic by moving local people onto bikes.

- Response to Geoff Foxall (Nidd Gorge Community Action and Starbeck Residents Association):-

Mr Foxall makes comments about the recently published CPRE report. As you would expect, I have looked and read this in some depth. I do not here intend to give an in-depth critique of the report. What I would say is that it is not necessarily directly relevant to Harrogate Relief Road because the schemes that are considered in the report are not really urban relief road type schemes. Most of the schemes considered are trunk road schemes that are village bypasses or are making single carriageway into dual carriageway. There are also some methodology issues with the report

In my response to the previous question, I did acknowledge that a new relief road will lead to some induced traffic and Mr Foxall raises that issue. But looking especially at Bilton Lane, any relief road option could, or could not, be linked to Bilton Lane. We could build an inner relief road option that does not link directly into Bilton Lane. We do accept there will be a very significant traffic increase in Bilton Lane. And that is specifically why we are intending to include this level of detail in a public consultation – so we can get the views of people and road users of Bilton and the wider Harrogate and Knaresborough area so that, using post code analysis, elected Members can take a balanced view on the different views. All we are asking is whether we should consult on a possible link into Bilton Lane.

- Response to Mr Roderick Beardshall:-

Mr Beardshall makes some very salient comments about future technology. We are very aware of future technology issues. Some studies have suggested that

automated vehicles could reduce traffic congestion by in the order of 5% or 6%. Some of the studies are also showing that automated vehicles could increase traffic congestion because people who don't have access to a private car at the moment, for example 13/14/15/16 year olds, would probably be able to use and access automated vehicles, so there might be more traffic produced as a result of automated vehicles. Similar affects could come from other technological advances. So the impact of future technology, if and when, is still uncertain.

However what is certain is that if we don't continue to consider development of a relief road, we will not be able to bring in a relief road within the next 10 to 20 years. However, if we continue with the development of a relief road and, in 5 to 6 years, the potential benefits from technology show that it will not be needed, we don't need to continue with the development of that relief road. There will be some abortive costs incurred, but we wouldn't have to continue with it if that future is as technologically advanced as we all hope.

- Response to Jemima Parker (Chair of Zero Carbon Harrogate):-

Jemima Parker makes comment about the naming of the study. The name, at this early stage, came from how it originated which was a review of an existing relief road option, ie the Harrogate and Knaresborough Northern Relief Road and the Killinghall Bypass, which was approved by the County Council as a preferred route in the early 1990s. The study commenced as a review of the need for, and alignment of, that relief road. When we move into the public consultation phase, if it is approved, we will not be calling it the Harrogate Relief Road Public Consultation. We're already looking at some of the material. It will be called the Harrogate Congestion Consultation because that it what we are aiming to address.

Jemima Parker presents the case for the sustainable transport approach to relieving congestion in Harrogate and that is one of the options we are today recommending that we consult on. But I remind you that what we are not recommending here today is that we build a relief road. We are asking the Committee for their views on which options we should consult on. We have not started the consultation yet. If it is approved, it will start on 21st December and will run for 12 weeks through to the middle of March. So this is about agreement for a consultation, not a relief road.

The arguments for and against a relief road, or the sustainable transport question, are there. We have got them reasonably clear in the report although we recognise that, by its nature, it is a very long document. It is a very complex issue. One of the fundamental questions we've got to ask the people of Harrogate and Knaresborough is whether they will change their own travel behaviour. Whilst the County Council can provide for people to change their travel behaviour, the County Council cannot require people to change their behaviour. We can provide for, and we can encourage, but if sustainable transport type options are going to be the successful solution, the people of Harrogate and Knaresborough, and those travelling through and into Harrogate and Knaresborough, have got to adopt those options. It is not a case of that the County Council can make them.

- Response to Mr Allan Smyth

Mr Smyth puts his comments extremely well. I made my comments about Nidd Gorge in my opening remarks. We accept that an inner relief road would have impacts on the area of the Nidd Gorge. We are asking the Committee today whether to consult on a route which affects the Nidd Gorge.

- Response to Harrogate Borough Councillor Mrs Val Rodgers (Bilton Ward)

There is information in the report about how we would conduct the consultation. We are committed to making sure that everyone in and around Harrogate and Knaresborough is aware of the consultation. Should the consultation be approved, as well as advertising in Harrogate Advertiser and on Stray FM, we will have slots with the Harrogate Adviser, Stray FM and Radio York for publicity. Also we will be using something that was very successful in the recent Kex Gill consultation and that is a very short, sharp road sign by the side of the road so that, as people travel, they see that we are undertaking the consultation and there is a very short web address and email that will be open up if/when we commence the consultation so that people can see information on it. Finally, we will be putting out, to 48,000 addresses, an information leaflet telling people of the consultation. If the consultation is approved, that will be delivered by the Post Office starting in January. I wish I could guarantee that absolutely every single one of those 48,000 addresses will be hit, but there will be a margin of error. I'm sure that somebody somewhere will not get their leaflet, but we want as many people as possible in Harrogate and Knaresborough to be aware of this consultation. We're not trying to marginalise any groups. We want anybody to be able to respond.

- Response to Kevin Douglas (Chair, Harrogate District Cycle Action)

Mr Douglas, as a member of Harrogate and District Cycle Action, understandably makes a strong case in favour of providing more cycling infrastructure. That is a key element of either of the two packages that the officers are today recommending for consultation. I am a cyclist so I personally take a keen interest that these are part of the package.

I wouldn't however want Members to get the impression that we are standing still on cycling in Harrogate until we know the outcome of this work. We have implemented quite a few measures in recent years. Also Members will be aware that we were successful in our West of Harrogate NPIF bid for about £3.5M. One of the measures that will be introduced in the next two years, as part of that, will be an off-road cycle track adjacent to Otley Road. We are doing things for cycling as we go along rather than waiting for any congestion consultation.

- Response to Chris Kitson (Chair, Nidd Gorge Community Action)

Mr Kitson comments on the value and importance of the Nidd Gorge and the Nidderdale Greenway. I would just re-iterate that we do acknowledge that an inner relief road will have significant impact on the Nidd Gorge and that is what we want to ask people about. Do the people of Harrogate feel that the impact on the Nidd Gorge is outweighed by the traffic benefits? That is part of the consultation.

In response to Mr Kitson's question "as part of the public consultation exercise, are you going to conduct your own survey of recreational users of the area" - we will probably not be doing that as part of any public consultation exercise. It would be undertaken at a point in the near future. We also have a vast array of information from the Nidderdale Greenway supporters so we have a lot of information from yourselves anyway.

In response to Mr Kitson's second question "what priority does the Nidd Gorge and the Greenway have to meet before it receives the respect and recognition and protection it deserves from the Borough Council and our County Council" - unfortunately I cannot answer that question because this is not a Committee of the Borough Council. Protection undertaken by the Borough Council would have to be raised with the Borough Council. The relevant officer from the County Council is not

here today. The question today is whether we've made the case for consulting on something which impacts on the Nidd Gorge. The County Council is not the authority that would put any landscape protection on the Nidd Gorge.

- Response to Mr Keith Wilkinson MBE (Honorary Secretary, Bilton Conservation Group):-

Mr Wilkinson speaks about the impact of a relief road on the Nidd Gorge. I reiterate the point that we very much recognise that there would be an impact on the Nidd Gorge and that is one of the issues we wish to consult on.

- Response to Mr John Branson:-

Mr Branson makes a number of points which officers recognise. As has been made clear from the start of this process, which was in autumn 2016, as we move from the very early stages through to a final state for a final scheme, the process we undertake is to move off the agenda those schemes and options that are not going to meet our objectives of addressing congestion. At the earliest stage, when there is insufficient information so, inevitably, as we move to a more and more detailed stage, information is refined. The information which Mr Branson refers to, which has been on the website for the last week and a half at least, has now been flagged as background information from earlier stages. As we go through, we will refine and refine information down to a greater level of detail.

- Response to Tom Hay:-

As I have already explained, information is refined further down the line we go. I do not accept that the consultation is deeply flawed because we have not presented enough information. We have presented suitable information here, and the consultation will present suitable information for people to take a view on whether the concept of an inner relief road, or the concept of an inner relief road linked into Bilton Lane, should be taken any further. I make the point that if we were to follow directly the Government's process, we would not, at this stage, even be consulting on a link into Bilton Lane. We would be consulting on much more of a conceptual approach. As we recognise it is a very controversial issue, and if the people of Harrogate and Bilton don't want us to progress on that, that is something that Members can take into account post consultation.

With regard to Mr Hay's statement "The County Council's own report says a relief road is not really beneficial", I would disagree with that. The WSP report does recognise that a relief road on its own isn't the answer, but that a relief road with other elements of sustainable transport type measures would have significant benefits and that is one of the options that we want to consult on.

Andrew Bainbridge commented that he had now responded briefly to the main issues and could have continued for hours to respond to every point which had been raised by members of the public.

3. **Update about the Work of the Health Sector within the Harrogate District area –**
Presentation by Dr Ros Tolcher (Harrogate and District Foundation Trust) and Sarah Gill (Tees, Esk and Wear Valleys NHS)

Purpose: To present information which the Area Committee has sought.



HARROGATE DISTRICT COMMUNITY SAFETY HUB EVALUATION

SEPTEMBER 2017

Authors:

Julia Stack
Community Safety & CCTV Manager
Harrogate Borough Council

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North Yorkshire Police

1.0 BACKGROUND

On 19th September 2016 the Harrogate District Community Safety Hub (CS Hub) was established. The Hub is based on the second floor at Springfield House, Kings Road hosted by Harrogate Borough Council (HBC). It works alongside colleagues for Safer Communities (Environmental Protection, CCTV, Emergency Planning, Food, Licensing & Occupational Safety).

The CS Hub was set up as a pilot 12 month project to provide a multi-agency response to vulnerable people and victims of anti-social behaviour across the Harrogate district through the alignment of the operational services of Harrogate Borough Council (HBC), North Yorkshire Police (NYP) and partner agencies in order to improve customer satisfaction, reduce demand, improve the efficiency of all organisations and ultimately keep people safe.

The Hub principle has been mirrored elsewhere across North Yorkshire with different models of delivery to suit the needs of each locality.

2.0 PURPOSE OF THE REPORT

This report provides an overview and evaluation of the CS Hub through its journey over the last twelve months identifying pre start considerations, staffing, methods of working, information sharing, case management, IT, changes to working practices, partner engagement, obstacles and opportunities for the future.

The CS Hub was set up as a pilot project for a 12 month period and its future was to be determined based upon the evaluation.

3.0 COMMUNITY SAFETY SERVICE REVIEW

Funding for the Community Safety Team with HBC has changed significantly over the years and it was clear that the structure that was in place in 2016 was unsustainable due to a reliance on grant funding and partnership reserves. There was a need to establish a structure that was fit for purpose and embraced the new models of working.

HBC undertook a review of the Community Safety Team and following consultation a new structure was introduced and was implemented in early 2017.

4.0 COMMUNITY SAFETY HUB STAFFING

The quality of the staff in the CS Hub is high with staff being self-motivated, excellent problem solvers and communicators. Police staff have integrated well with HBC colleagues and a mutual respect exists.

The day to day supervision of the CS Hub is undertaken by the Council's Community Safety & CCTV Manager with support from the Harrogate Town Neighbourhood Inspector.

After careful consideration it was agreed that North Yorkshire Police would provide two Police Officers (PC's) and two Police Community Support Officers (PCSO's) as a direct resource to the CS Hub.

The vacancies were advertised and the PC's were identified quite quickly. The level of knowledge and expertise from the PC's from a policing and antisocial behaviour perspective was high and assisted greatly as the Team established itself and provided an excellent foundation. These officers work mainly office hours with flexibility to meet operational needs.

The identification of the two PCSO's was not as straight forward as it was identified that if a PCSO decided to join the CS HUB on a permanent basis they would lose their shift allowance. It was agreed that the PCSO's would be attached to the CS HUB on a six month rotational basis thus not affecting their shift allowance.

The workloads for the PCSO's does fluctuate and in view of the costs and making best use of the resource at this time it is felt that this resource should be reduced to one PCSO.

5.0 ADMIN SUPPORT

Having effective admin support is critical to the success of the CS Hub as it frees up specialist officers to undertake work. The Hub Joint Coordinating Group (JCG) that operates at a county level has worked hard to identify a solution that benefits all the districts. The proposed model sees match funding from the Council and NYP for a two year period. NYP will contribute £5,537 p.a. This model is acceptable to HBC as the funding has been identified through the restructure process and the existing resource.

6.0 PARTNER ENGAGEMENT

The success to the development of the CS Hub was the level of partner engagement. Historically a Multi-Agency Problems Solving Group (MAPS) meeting took place every six weeks with mixed attendance from partners and an emphasis on providing updates rather than seeing clear outcomes.

The model adopted for the CS Hub was to introduce weekly Hub Tasking meetings with a clear focus of identification of the issue and the action(s) that were required, offering challenge by all partners and holding partners to account. This was a new way of working and it took a few months to get it right and useful to all partners. Key actions included:

- Moved the meetings from Tuesday AM to Tuesday PM as this clashed with Probation Team and Mental Health Team meetings.
- Time slots on the agenda so that partners can come for their item making best use of their time
- Having the young people issues all together on the agenda
- Any HBC housing items at the beginning of the agenda
- Agreed that we did not need to have the meeting every week if not required. This gave partners more time to ensure their actions were completed.
- If a partner was not able to attend a written update was acceptable or they had the option to dial into the meeting.
- Did not have a meeting after a bank holiday as attendance was poor and there was little time to pull the agenda together.
- Agenda goes out the Friday before the meeting, anything sooner often resulted in late submissions.
- Room availability has been a particular issue and this can change week by week. The Fire Service has helped with the free use of the community room however wi-fi access is an issue.

Partners have adapted to the new way of working and regular attendance by core professionals has helped. This has built trust and closer working relationships. Outside of the Hub tasking meetings officers visit and call colleagues to discuss cases, receive advice and support each other. A stronger network has been established with increased dialogue outside of the meetings and joint visits when required.

7.0 REFERRAL PROCESS & CASE MANAGEMENT

From the outset the CS Hub was clear that it would only adopt cases that required a multi-agency approach and that the lead must demonstrate that they had exhausted all other options. A criticism of the MAPS process was that cases were often placed on the agenda without a full assessment on whether it was appropriate resulting in it not being adopted yet time spent discussing. To assist partners we developed a simple referral form (**Appendix A**). The referral form was supported by a fact sheet (**Appendix B**) that outlined what we would or would not consider based upon the victim, offender, and location principle.

The CS Hub also utilised the scoring matrix template that was developed across the county. As this scoring matrix was developed with an individual person focus we also developed a matrix that was location based as this reflected our work.

These scoring matrices are a valuable tool as they assess a case from the outset. The Hub has also introduced a process of scoring at a mid-point to assess progress and at the point where the case is closed. This process assists with our case management evaluation.

In addition to using the referral form and the scoring matrix we have also developed a case management system in order that we can capture the outline to a case and the agreed actions using the traffic light system. Partner agencies will still update their own case management systems with the detail; we have the overview which is used on a screen at the CS Hub meetings. A blank copy of the case management template is available in **Appendix C**.

The Hub JCG is working on a case management solution for all CS Hub's across the county and will be interested in this solution when available. This would be available for all partners to access as it likely to be web based.

In addition to the referral process the CS Hub has always taken a proactive approach - it has not waited for cases to be referred. Police staff in the CS Hub review police systems each day to identify any repeat callers to service, receive instructions via the Daily Management Meeting (DMM) and review the incident log to cross reference with any live Hub cases.

8.0 CASE OVERVIEW

Since the CS Hub became operational in 2016 information has been captured to illustrate the number of cases, type of cases, partner participation etc. This information is included in **Appendix D**.

The CS Hub has dealt with 51 cases, 33 were person specific, 15 theme/location based and 3 for specific properties resulting in the closure of the premises.

Common themes include substance misuse (drugs and alcohol), drug dealing, mental health issues, homelessness, anti-social behaviour particularly young people and repeat callers to service.

9.0 INFORMATION SHARING

Partners need the confidence to share information in order that effective problem solving takes place. Partners work to the North Yorkshire Information Sharing Agreement and Section 115 of the Crime and Disorder Act 1998.

10.0 MAKING THE LINKS

Throughout the set up and on-going development of the CS Hub the interaction and connectivity with other Forums is crucial to avoid duplication and ensure where we have victims and perpetrators we are making best use of our resources.

The list below illustrates the links to other Forums/ meetings:

- York & North Yorkshire Community Safety Partnership
- Harrogate District Community Safety Group
- Joint Coordinating Group – Community Safety Hub's
- Neighbourhood Policing Teams
- Adult and Children's Safeguarding
- Police Monthly Tactical Group
- Youth Intervention Project (YIP) Knaresborough & Prevention Team
- Child Protection case conferences
- MARAC (Multi Agency Risk Assessment Conference) Domestic Abuse
- Channel Panel & PREVENT Practitioner Group
- SAFE Steering & Practitioner Group
- Focus Mental Health Pathways
- No Second Night Out
- No Wrong Door

Mental health issues are a significant factor on many of the cases managed by the CS Hub. Engagement with mental health services is patchy despite a commitment to attend the Hub tasking meetings which were rearranged to accommodate their internal obligations. Mental health input is required not only on specific cases but to provide

general advice. What is clear is the overwhelming demands on mental health services and limited resources available to people in crisis and need.

Links to MIND the mental health charity are in place although this does tend to be case specific. They do however provide valuable advice and can be called upon where gaps in understanding exist.

A meeting has taken place with colleagues from Tees, Esk and Wear Valleys NHS Foundation Trust who are responsible for in-patient services exploring the links to the CS Hub and the Focus Pathway and how we can influence their patient assessment. This development is in its infancy but will look at how we can reduce repeat demand, support the referral process and have a clear pathway for assessment and treatment/support.

In August 2017 the SAFE (Services for Adult Facing Exclusion) Project commenced offering an innovative and flexible response to a core group of individuals that remain marginalised, face severe multiple and complex needs and exclusions, are resistant to engage in resettlement, and have ineffective contact with services. SAFE will use the following key delivery models; Personalised Approach, Personalised Budgets, Link Worker Model, Strengths Based Practice, Psychologically Informed Environment, Trauma Informed Care, Housing First.

During the development stage of the project led by Harrogate Homeless Project links have been established with the CS Hub with the referral and assessment process forming part of the CS Hub meeting rather than establishing a separate operational group as it was highly likely that some of the current cases held by the Hub would become SAFE cases. All agencies with existing involvement or knowledge of the client will be expected to provide information to contribute to the decision making process. It is early stages however this new approach to working with clients will potentially have a significant impact locally.

11.0 PROMOTION OF THE COMMUNITY SAFETY HUB

The CS Hub produced a newsletter in the autumn of 2016 outlining the role of the CS Hub and introducing team members.

Briefings have also been provided to HBC Councillors, staff at Harrogate College, at Neighbourhood Policing Team meetings and to Council staff. Continued awareness of the CS Hub is a priority to ensure partners are clear on the referral process and how the CS Hub can support their work.

Further work is planned to continue to raise awareness on the role and work of the CS Hub particularly with health partners. An awareness event is planned in the near future and is identified within the action plan.

12.0 TRAINING & DEVELOPMENT

All staff with the CS Hub have either undertaken or in the process of obtaining the Certificate in Neighbourhood Management Level 3 via Chartered Management Institute. This provides an excellent foundation for individuals with the ability to put theory into practice.

The CS Hub arranged for a half day workshop around mental health awareness. This was attended by a broad selection of partners and feedback was very positive. It is recognised that on-going training is required particularly around roles and responsibilities.

The CS Hub has led on the development of the Practitioner Toolkit that will be hosted on the NYCC website. The toolkit provides a one stop shop for relevant information for CS Hub staff across the county. An additional resource in the Anti-Social behaviour toolkit <https://nyyasbpowers.tools> developed by a colleague in Hambleton.

13.0 VISION FOR THE FUTURE

The Hub Team is now based on the third floor alongside existing Safer Communities officers where relationships have been developed but also alongside housing officers and the legal team. Where links have already been made these can be enhanced further simply through the co-location.

Being in the same building will open up the opportunity to develop other links/dialogue to services within the Council.

After careful consideration and the fact that PCSO's cannot be instructed to work in the CS Hub it is recommended the PCSO staff complement is reduced from two to one effective from the next rotation. The workload for the PCSO is not as great as that of the police officers and can fluctuate.

The Council is due to embark on a pilot project to deal with fly tipping including the development of policies and procedures. This environmental crime has a significant impact on communities and can link to organised crime groups and other criminal activity. Subject to the outcomes of the pilot there is scope for this investigation and enforcement to fall within the remit of the CS Hub. One particular case on fly tipping is currently in the final stages of enforcement / prosecution and once concluded will have a significant impact on the levels of fly tipping across the district resulting in substantial savings to HBC in clear up costs. Once concluded this will be evidenced through a case study.

Links exist with the HBC housing team and specifically with the Anti-Social Behaviour Officer. Specific work has included support around Closure Orders, ASB cases and sharing of information to support tenancy enforcement and support. Other joint visits and support have taken place with the Private Sector Housing & Housing Options and with Registered Social Landlords.

Mental health will undoubtedly remain one of the key factors for partner caseloads. Initial contact has been made with the Vanguard Project to see how this can assist the day to day activity of the CS Hub and the development of the Focus Pathway Project. Links have been made with the lead Inspector with NYP on Mental Health and Suicide Prevention in order. There is an appetite to explore alternative methods of partnership working and to develop best practice around this area of work.

There would be benefits if other partner agencies were able to 'hot desk' and work out of the CS Hub on an informal basis. This would work well when they were attending for a meeting and follow up discussions were required or it would be effective time management to work in the CS Hub rather than return to their own place of work. This approach needs to be endorsed as an option that could be explored.

Continued CS Hub awareness amongst partner's agencies and professional is required. It is proposed to host a specific awareness session for all agencies with a particular emphasis on the health sector.

Legal support for CS Hub cases is determined on a case by case basis. Depending upon the area of work either HBC or NYP legal team would take the lead. If a lead legal agency is unclear from the outset the case will be discussed collectively to determine the most appropriate route.

Having a robust ICT link to NYP will alleviate some of the technical issues that currently exist and would allow NYP technical support to dial in to provide live assistance rather than staff having to dock at a NYP site or take equipment to Police HQ in Northallerton.

NYP staff are unable to use the HBC pool cars as they are not employed by HBC despite working on cases that are multi agency. As a result they have to book an operational police vehicle, arrange collection and return the vehicle and this can be time consuming.

CONTEST the national strategy to reduce the risk to the UK and its interests overseas from terrorism, so that people can go about their lives freely and with confidence is due to have an update. There are four work streams that are known within the counter-terrorism community as the 'four P's': Prevent, Pursue, Protect, and Prepare. It has been identified by the Home Office that partnership work is key to the success and it is envisaged that the CS Hub will be well placed to lead further on this developing area of work.

Appendix E provides a summary of the recommendations and will form the basis of the development action plan for the CS Hub.

14.0 CONCLUSION

The CS Hub has been developed without additional resources. Resources have been used in a different way demonstrating effective and efficient working practices. This includes colleagues who are based within the CS Hub and partners who are actively engaged through the cases that are dealt with and owned by the CS Hub.

As the CS Hub continues to evolve and embraces new ways of working there will be continued opportunity to grow and acquire new skills, knowledge and experience from a multi-agency perspective.

Making use of disposals available through legislation will be used where appropriate however the work undertaken by the CS Hub in the last twelve months has demonstrated that alternative joint approaches that are specific to a case are effective and have resulted in greater partner participation.

As new guidance emerges from the Home Office in relation to community safety, anti-social behaviour and terrorism threats and working practices there will be opportunities for the CS Hub and the partners already engaged to support and work within communities across the Harrogate district.

The CS Hub has demonstrated that partnership working and a willingness to work in a different way has enabled a sound foundation to be formed and scope to develop further in the future.



REQUEST FOR HARROGATE DISTRICT COMMUNITY SAFETY HUB TO CONSIDER A CASE

Note: Cases are normally considered by the Community Safety Hub only after the relevant individual agencies have done all they can to resolve the issue and a multi-agency approach is required to tackle the causes of the problem

1. Who is referring this case to the Community Safety Hub?

Name: _____

Agency: _____

Address: _____

Tel: _____

E-mail: _____

Date of Referral: _____

The Community Safety Hub will consider your case based on the information contained in this form

You do not have to attend the meeting, although this is often beneficial to all agencies involved, but you may be asked to progress certain agreed actions proposed by the Community Safety Hub

2. Provide a brief description of the problem and describe the effect on individuals or the neighbourhood:

2.a. Who are the victim(s)? *Housing tenure, mental health issues, etc. Repeat victim?*

2.b. What do you know about the offender(s)? *Housing tenure, known to Probation / YJS, mental health issues, alcohol / drugs misuse, etc.*

2.c. Are there any safeguarding issues?

2.d. What do you know about the location – specific problems?: *Type of location: Dwelling / Pub/Bar / Rail Station / Shop / Bus station / Public Toilets / Sports Facility / Play Area / Public Park / Car Park / Public Highway / Private Street / Other*

3. What do you suggest might resolve the problem / issues?

When completed, please return this form to community.safety@harrogate.gov.uk
Or deliver to the Community Safety Hub, Springfield House, Kings Road, Harrogate, HG1 5NX

NOTE:
The Community Safety Hub has a weekly tasking meeting.
All completed referral forms should be with the Hub no later than 10am each Friday



Community Safety Hub

When does a Case come to the Community Safety Hub?

Appendix B

Cases should only be referred to the Community Safety Hub when the referring agency has done all that it can to resolve an issue, and a multi-agency approach needs to be considered.

The following provides a guide to what needs to be considered as part of the assessment and to aid your thought process. It may also form part of the discussion at a future Hub Tasking meeting.

<u>OFFENDERS</u>	<u>SAFEGUARDING (VICTIM)</u>	<u>LOCATION SPECIFIC</u>
<ul style="list-style-type: none"> • Clear offending history. • Clear tenancy breaches. • What positive disposals have been used e.g. Fixed Penalty, ABC, PND, Caution, Reprimand? • If above has been successful or unsuccessful; explain why. • What is the housing situation of the offender? • Consider 	<ul style="list-style-type: none"> • Clear history of the issue. • Is there a victim and / or perpetrator? What are the risks? • What agencies are involved or not? • What referrals have been made, to whom and when? • What has been tried so far? • Has it worked or failed? Why? • Did the individual engage? • What is the housing tenure of the victim? • Has a VRA / multiple VRAs been completed? What was the score? Dates completed? 	<ul style="list-style-type: none"> • What is happening? • How long has it been an issue e.g. seasonal, repeat issue? • Who / what is the victim? • Level of impact e.g. graffiti, criminal damage, intimidating behaviour, no-go area? • Do we know who is doing what? • Are they subject to an ABC? Are they known to YJS, probation or other services such as Prevention Team? • If attending school, which school or PRU? Full time or set hours? • What has been done so far? • Who owns the location where the problem is happening? • Is there any CCTV? • Is the location within a PSPO or ARZ? • Who has been involved so far? • Any PSPs in place?

Community Safety Hub - Case Management

Case No: CSH.

Date Opened	Date Closed	Matrix Score	Initial score	Previous interim	Current interim	Final score
Name		<input type="checkbox"/> Perpetrator	<input type="checkbox"/> Victim		Consent Received	YES <input type="checkbox"/> NO <input type="checkbox"/>
Address				Housing Provider		
Lead Officer		Lead Agency		Contact details		
Group Membership						
Summary information					Date of Birth	
					Niche / M3 Ref	

	Agreed Actions	Target Date	Action Owner	Action Update	Update Date	RAG
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						

Hub Case Summary

Appendix D

	Case No	Initial Matrix Score	Current Matrix Score	Date Opened	Key Issues	Age	Orders in place	Orders being considered	Date Closed	Person / Property / Topic	X-Ref CSH	
1	CSH.1	40	40	30-Jun-16	Homelessness, Rough Sleepers, Street Begging				29-Nov-16	Topic	CSH.14	
2	CSH.2	70	70	04-Aug-16	ASB, Alcohol, Drug use / dealing				29-Nov-16	Topic		
3	CSH.3	42	5	20-Sep-16	Alcohol, Mental Health, Shoplifting	53			01-Nov-16	Person		
4	CSH.4	32	20	20-Sep-16	Alcohol, Mental Health				15-Nov-16	Person		
5	CSH.5	45	30	20-Sep-16	Alcohol, Mental Health, Repeat Caller	44			15-Nov-16	Person		Re-opened 14/03/2017
5	CSH.5	55	30	14-Mar-17		45			12-Dec-17			
6	CSH.6	47	47	20-Sep-16	Alcohol, Mental Health, Hate Crime	60	CBO		20-Dec-16	Person		
7	CSH.7	30	10	20-Sep-16	Repeat Caller	64			25-Oct-16	Person		
8	CSH.8	47	10	20-Sep-16	Alcohol, Mental Health, Repeat Caller	61			15-Nov-16	Person		
9	CSH.9	32	32	20-Sep-16	Hoax Calls	18	ABC		13-Dec-16	Person		
10	CSH.10	37	37	20-Sep-16	Violence	35		CBO		Person		
11	CSH.11	42	10	20-Sep-16	Violence, Crime, ASB, Criminal Damage	15	CBO		12-Dec-17	Person		
12	CSH.12	47	60	20-Sep-16	Violence, Mental Health, Crime	37			13-Dec-16	Person		Re-opened 24/01/2017 Case under SAFE
12	CSH.12	47	SAFE	24-Jan-17		37			15-Aug-17			
13	CSH.13	37	37	15-Jan-15	Vulnerable, Drugs	37	CBO		13-Dec-16	Person	CSH.1	CBO expired
14	CSH.14	0	0	26-Sep-16	Begging				27-Sep-16	Topic	CSH.1	
15	CSH.15	32	77	22-Sep-16	Domestic Abuse, ASB	15			25-Oct-16	Person		
16	CSH.16	65	65	28-Sep-16	Intimidation, Drug Dealing, Theft, ASB	28		Gang Injunction		Person		
17	CSH.17	52	10	28-Sep-16	ASB		Closure Order		15-Nov-16	Property		
18	CSH.18	52	15	04-Oct-16	Alcohol, ASB, Street Drinker	52	CBO		12-Dec-17	Person		Case under SAFE
19	CSH.19	57	57	28-Sep-16	ASB, Graffiti				13-Dec-16	Topic		Re-opened 18/07/2017
19	CSH.19	57	57	18-Jul-17					12-Dec-17			
20	CSH.20	52	20	18-Oct-16	ASB, Mental Health, Hate Crime	36			11-Apr-17	Person		Re-opened 24/01/2017
21	CSH.21a	52	52	12-Dec-17	ASB, Alcohol, Drugs, Violence					Topic		
21	CSH.21	95	52	01-Nov-16	ASB, Alcohol, Proxy Supply, Violence				12-Dec-17	Topic		
22	CSH.22	80	32	08-Nov-16	ASB, Alcohol/Drugs, Criminal Damage				25-Jul-17	Topic		
23	CSH.23	90	90	15-Nov-16	ASB, Alcohol/Drugs, Violence, Crime	17	CBO		31-Jan-17	Person		Re-opened 14/03/2017
23	CSH.23	90	90	14-Mar-17		17						
24	CSH.24	57	15	06-Dec-16	ASB, Mental Health	56			06-Jun-17	Person		
25	CSH.25	72	72	06-Dec-16	Mental Health, Criminal Damage, Erratic Behaviour	51			27-Jun-17	Person		Committed - secure unit
26	CSH.26	72	72	06-Dec-16	ASB, Violence, Criminal Damage	19		CBO	26-Sep-17	Person		In prison until 2022
27	CSH.27	67	10	17-Jan-17	Repeat caller, Alcohol, Mental Health issues	47		CBO	11-Apr-17	Person		
28	CSH.28	50	10	17-Jan-17	Prescription Drugs, Nuisance Caller	39		ABC	11-Apr-17	Person		

	Case No	Initial Matrix Score	Current Matrix Score	Date Opened	Key Issues	Age	Orders in place	Orders being considered	Date Closed	Person / Property / Topic	X-Ref CSH	
29	CSH.29	37	10	17-Jan-17	ASB, Theft	16		ABC	11-Apr-17	Person	CSH.21	
30	CSH.30	0	0	31-Jan-17	CSE concerns				27-Jun-17	Topic	CSH.21	
31	CSH.31	87	87	31-Jan-17	Drug Dealing, ASB, CSE concerns					Topic	CSH.21	
32	CSH.32	62	62	28-Feb-17	Persistent Fly-tipping	28			27-Jun-17	Person		EP prosecution pending
33	CSH.33	62	5	14-Mar-17	Mental Health, Criminal Damage, Erratic Behaviour	48			06-Jun-17	Person		
34	CSH.34	60	10	28-Mar-17	Drug Dealing, ASB	53	Closure Order		19-Sep-17	Property		Full Order granted
35	CSH.35	42	42	25-Apr-17	Victim of ASB	75			27-Jun-17	Person		
36	CSH.36	52	32	25-Apr-17	Repeat Caller, Mental Health	54	ABC		12-Dec-17	Person		ABC failed
37	CSH.37	65	65	25-Apr-17	ASB, Alcohol, Violence, Crime	14				Person		
38	CSH.38	85	85	02-May-17	ASB, Alcohol/Drugs, Criminal Damage				12-Dec-17	Topic	CSH.21	Split from CSH.21
39	CSH.39	52	52	06-Jun-17	False reporting	44				Person		
40	CSH.40	52	52	06-Jun-17	Encampment on HBC Land				16-Jun-17	Topic		
41	CSH.41	65	65	13-Jun-17	ASB, Alcohol/Drugs, Criminal Damage					Topic		
42	CSH.42	37	37	13-Jun-17	ASB, Alcohol/Drugs				27-Jun-17	Topic		Combined with CSH 21
43	CSH.43	65	10	15-Aug-17	Poss CSE offender, Alias, radicalisation	21			19-Sep-17	Person		
44	CSH.44	45	15	12-Sep-17	ASB, Crime, Mental Health	24		CPN	12-Dec-17	Person		
45	CSH.45	80	20	03-Oct-17	MISPER, Crime, CSE, Alcohol/Drugs	17		CBO	12-Dec-17	Person		
46	CSH.46	50	10	24-Oct-17	Victim of Exploitation, Mental Health	45			12-Dec-17	Person		
47	CSH.47	42	42	24-Oct-17	Boy racers, vehicle-related ASB				12-Dec-17	Topic		
48	CSH.48	52	52	31-Oct-17	Theft, Violence, Drugs	38		CBO		Person		
49	CSH.49	72	72	06-Feb-18	Arson, ASB					Property		
50	CSH.50	67	67	06-Feb-18	ASB, Alcohol, Drugs, Littering					Topic		
51	CSH.51	70	70	06-Feb-18	Hoarding	48				Person		

A total of 51 cases have been adopted by the Hub.

Of these 33 were person-specific, 15 themes / locations, and 3 for specific properties.

The key factors in cases are as follows:

33 cases involving ASB; 15x Alcohol; 15x Mental Health factors; 11x Drug use / dealing; 15x Criminal damage / graffiti; 8x Violent offenders; 6x Repeat / nuisance callers; 10x Theft; 3x Hate Crime; 1x Fly-tipping; 3x Exploitation.

Cases based on themes or locations involved the following factors:

15x ASB; 10x Alcohol; 9x Drug use / dealing; 2x Violent offenders; 2x Exploitation.

2 property specific cases resulted in full Closure Orders being granted, and the key factors involved were 2x ASB, and 1x Drug use / dealing; one case is still, open with the key factors being ASB and arson.

7 cases involved additional multi-agency meetings to agree scope of the issue and to agree action plans, as these discussions were too lengthy and involved to include within the normal Hub Tasking meetings.

A further 44 cases were referred to the Hub but were not adopted; 42 were person-specific and 2 for specific properties. 14 of these referrals resulted in ABCs being issued, 3 referrals to mediation, 11 required additional work by the referring agency and 17 had no further action taken by the Hub.

Acceptable Behaviour Contracts & Criminal Behaviour Orders

ABCs and CBOs are coordinated by the Hub, with day-to-day management remaining with the Neighbourhood Policing Teams.

6 ABCs were in place when the Hub pilot commenced, with a further 22 issued to 31 January 2018.

20 ABCs have now finished; 5 had positive outcomes, 5 had some good effect on the individuals' behaviours, 7 failed before expiring and 3 were abandoned due to non-engagement of the families.

1 ABC is currently awaiting issue.

3 CBOs were in place when the Hub pilot commenced, with a further 6 granted at Court.

1 application was dismissed at Court, as conditions were applied at sentencing, and 2 were not progressed as there were insufficient arrests for a CBO schedule.

3 CBOs have now finished; 1 had a positive outcome, and the other 2 had some good effect on the individuals' behaviours.

2 CBOs are currently under development, and another 1 is on hold as the individual is currently in prison (release imminent).

Public Space Protection Order

The current PSPO covering Harrogate town centre is managed by the Hub, including undertaking the 12-month review.

A 3-year continuance was granted following the review.

Community Safety Hub Recommendations

REF	ACTION	TARGET DATE
1	To reduce the complement of PCSO's is reduced from 2 FTE to 1FTE effective from the rotation in October 2017	October 2017
2	To continue to develop methods of working around mental health issues including links to the Vanguard project	Ongoing
3	To work alongside the HBC Environmental Protection pilot project on fly tipping exploring working practices and opportunities	From Sept 2017 – 12 month pilot
4	To identify need based training and learning for Hub Staff and wider partners to support work streams	Ongoing
5	To continue to support the work of the York and North Yorkshire Joint Coordinating Group including case management systems, information sharing protocols, models of effective working etc.	Timescales determined by JCG
6	To undertake regular reviews of circulation / participation at partnership meetings, including identification of gaps	October 2017 April 2018 October 2018
7	To raise awareness with all agencies on the Community Safety Hub including input at team meetings with the aim of increasing appropriate referrals	Ongoing
8	To access additional funding to support project development	Ongoing
9	To utilise legislation to support enforcement action by all partner agencies	Ongoing
10	To explore how multi agency teams work outside of North Yorkshire and identify alternative methods of working – links to work around serious organised crime	April 2018

11	To continue to make best use of officer/agency time by adopting a joint approach – joint meetings	Ongoing
12	To explore how victims and family members can contribute to the effective case management including support. Links to victim services.	December 2017
13	To explore hot desking/co-location for partner agencies on an ad hoc / structured basis under a Service Level Agreement / Licence to Occupy	Once in the new Council Offices
14	To develop the Focus mental health pathway	Operational by October/November 2017
15	To explore additional practitioner mental health awareness training including roles and responsibilities	April 2018
16	To continue to develop in conjunction with partners an 'identify, record, respond, refer and review' approach to the cases managed by the CS Hub	Ongoing – planned to introduce case management system from April 2018
17	To continue to raise awareness with partners and professionals about the role and links to the CS Hub	Dec 2017
18	To support the national CONTEST strategy through effective partnership work and community engagement and intelligence sharing	Ongoing – CONTEST 3 Strategy due Spring 2018

North Yorkshire County Council**North Yorkshire Area Committee for Harrogate****15th March 2018****Stronger Communities Progress Report****1. Purpose of this report**

- 1.1. To update Harrogate Area Committee on the work of the Stronger Communities programme.

2. Introduction

- 2.1. Since the last Area Committee report the Delivery Manager has continued to work with community organisations interested in the Inspire and Achieve programmes of the Stronger Communities Investment Prospectus. Work continues to support Harrogate's Community & Hybrid Libraries and a range of projects delivering Stronger Communities' outcomes.

3. Community Library Programme

- 3.1. The Delivery Manager continues to provide support to the five community libraries (Bilton and Woodfield Community Library, Starbeck, Boroughbridge, Pateley Bridge & Masham) and two Hybrid Libraries (Knaresborough and Ripon), this includes attendance at management meetings as appropriate, support with Business Planning, financial assistance for legal fees and sharing of information on the new General Data Protection Regulations coming into force May 2018 and signposting to relevant support organisations. Boroughbridge Community Library was awarded 'Library of the Month' in December 2017. Masham and Boroughbridge Community Libraries received certificates of recognition for the increased number of children participating in the Summer Reading Challenge compared to summer 2016.
- 3.2. Library Service staff are undertaking the first reviews of Service Level Agreements with new community libraries. This is an informal process to identify any areas where support may be required from either side of the agreement.
- 3.3. The Stronger Communities Team helped to facilitate the Community Library Conference that took place November 22nd 2017 at Harrogate Pavilions.

4. Stronger Communities Projects

- 4.1. **Inspire** - Since the launch of the Stronger Communities Investment Prospectus this summer, three Inspire projects are underway in the Harrogate district:

- £1000 to support a celebration event hosted by Dementia Forward to show appreciation for the four newly opened Wellbeing Cafés provided by volunteers across the District. 52 individuals attended the event at Ripley Town Hall. The NYCC Living Well Team waited on the Volunteers who were joined at the event by County Council Chair Cllr Helen Swiers and Cllr Michael Harrison. The event provided the opportunity to network, share good practice and following the event groups have linked together to support each other.
- £1000 to Opening Minds' Confident Conversations end of project event. Confident Conversations is a Big Lottery funded project centered on working with a group of 10 disabled people from across the district to develop their confidence and skills to talk to others about disability and the impact it has when accessing the community and engaging with others. The end of project event will provide the group with the opportunity to positively share their messages with a wide audience.
- £1000 to Harrogate Lions 'Message in a Bottle' project, which provides a simple, effective way of keeping basic personal and medical details where they can be found in an emergency. Volunteers distribute bottles to suitable locations across the community and these are then given to those who are vulnerable in some way, living alone or have communication problems. The initiative is supported by Paramedics, Police, Fire and Health and Adult Social Care Services.

Applications at the drafting stage include an intergenerational project, marketing support for a community transport solution and development of social activities.

4.2. **Achieve** – time is being taken to assess opportunities to work with voluntary & community sector groups to develop Achieve projects with one Achieve grant awarded to date:

- £15,000 towards the total costs of £46,478 to Orb Community Arts based in Knaresborough, to support the organisation in increasing the impact of its work across a broader area of North Yorkshire. The project will see the development of a partnership with Pioneer Projects in High Bentham to establish joint management processes and a closer alignment of working practices. The aim is to develop consistent services to a broad range of vulnerable individuals across the Craven and Harrogate Districts. Both organisations are well established and well respected Creative Arts & Well-being organisations.

Possible other achieve projects include:

- Development of Community Hubs
- A strengthened volunteer offer in Ripon
- Development of Men's Sheds

4.3. **Other support** – Support is continuing to organisations delivering projects or activities funded previously or which support the aims of the Stronger Communities programme. Five significant examples are given below:

- **The North Yorkshire Dementia Strategy** ‘Bring me Sunshine’ was launched in the autumn of 2017 and it is hoped that a local district action plan will be developed to support the roll out of the strategy. The Harrogate Public Services Leadership Board (PSLB), has agreed that a local implementation action plan be developed in collaboration with partners building on relationships already established during the Systems Leadership- Local Vision project. The Stronger Communities Delivery Manager is leading on bringing partners together.
- **Bilton Youth Centre** is now the base for North Yorkshire Sport who intends to develop the building as a vibrant community facility that will serve the wider community. Initial refurbishment work is underway whilst a long term vision for the centre is developed.
- **Masham Lift-share scheme** offers a free online journey matching service, making travel easier in a rurally isolated area. The scheme links those travelling out of the area on a regular basis by car with those who don’t have their own transport. This enables people to access work, college, health appointments and leisure and social activities.
- **Girl Guiding North Yorkshire West** who are planning for the future and have undertaken a project to redevelop the Birk Cragg Centre. The project costs are estimated to be £1.2 million and the group has secured a significant proportion towards this cost (as of Dec 17). The Project is being led by a team of volunteers and supported by Girl Guiding units across the district and beyond. The project will benefit Girl Guiding organisations and the wider local community, offering a community facility, residential centre, outdoor space and a sensory garden.
- **North Yorkshire County Council’s staff volunteering scheme** has contributed ~54 volunteer days across the district, with individuals and teams taking on practical tasks including; DIY, cleaning and gardening or using their professional Information technology skills to support an organisation.

4.4. **Investment** – The Stronger Communities programme has invested £51,887 directly in the Harrogate District this financial year to date; this includes Inspire, Achieve and organisational development and capacity building grant funding.

5. **Strategic Projects**

5.1. The Stronger Communities Programme is currently undertaking a number of county wide strategic projects that will benefit communities across the Harrogate District:

- **North Yorkshire Connect** - the new community directory for North Yorkshire was launched officially at the Wider Partnerships Conference on 3rd November. North Yorkshire Connect has been developed in a partnership between the 2020 Customer Programme and the Stronger Communities Team, and built in house by the development team within Technology and Change. The directory will make it easier for people to find information about support and activities provided in their area by a range of voluntary and community sector organisations and should help to reduce social isolation. It is designed to make it easy for organisations to update their information and, we hope, attract more people to access their services.
- **Physical Activity** - commissioning began in early 2017 for a new community based physical activity service on behalf of Public Health to provide age and physical ability appropriate activities across North Yorkshire for adults who are at risk of falls, increasing frailty, or loneliness and social isolation. A joint bid by North Yorkshire Sport (lead) and REACT was the preferred choice of the evaluation team. North Yorkshire Sport and REACT will engage with health and care sector colleagues, map existing universal provision in the county, establish a referral pathway and begin to advertise and market the service.
- **Online Induction training for volunteers** has been developed specifically for those volunteering within NYCC projects or partnering with NYCC this includes library volunteers. Four online modules are now available covering Health and Safety, Data Protection, Equalities and Customer focus. The courses were designed in consultation with volunteers who were invited to attend one of three focus groups held across the county. Feedback has been very positive.

6. Events & Networks

- 6.1. **My Neighbourhood Partnership** – The Delivery Manager is involved in this partnership approach being led by the District Council and involving Public Service partners and community organisations. She attends the local My Neighbourhood meetings in; Ripon, Granby, Pateley Bridge and Woodfield on a rotational basis and is a member of the steering groups. The Delivery Manager becomes involved in projects as appropriate, with a current focus on delivering a youth engagement session at Harrogate High.
- 6.2. **Connecting Ripon Network** – The Network includes voluntary, community and faith sector organisations from the Ripon area. The Delivery Manager is a member of this group and is working with them to strengthen volunteering in Ripon.
- 6.3. **Community Showcase** – The Stronger Communities team has organised a series of visits for County Councillors to community projects across the county. The visits provide an opportunity for members to see the positive impacts of the programme at a local level. In late January the Chair and members of the County Council and representatives of the Stronger Communities Team joined ‘Keep Moving Masham’ regulars for an exercise session. This group is led by volunteers with 28 regular

participants.



Clare Watkinson, secretary of the group, added: “It is not just a fitness group; it is a social group as well. We go for a coffee afterwards. We look after each other. If people can’t make it, we support them and make sure they know we are thinking about them.”

7. Recommendation

7.1. It is recommended that the Area Committee notes the contents of this report.

Liz Meade

Stronger Communities Delivery Manager (Harrogate District)

5th March 2018

North Yorkshire County Council

County Area Committee for the Harrogate District

15 March 2018

Appointment to Outside Body – Richard Taylor Educational Foundation

Report of the Assistant Chief Executive (Legal and Democratic Services)

1.0 Purpose of the Report

- 1.1 To report that County Councillor Paul Haslam has indicated that he wishes to stand down from being the County Council's representative on the Richard Taylor Educational Foundation and to invite the Area Committee to appoint someone else to replace him.

2.0 Background

- 2.1 This Area Committee is responsible for appointing the County Council's representatives on various outside bodies which are listed in the County Council's Constitution. One such outside body is the Richard Taylor Educational Foundation.
- 2.2 This Area Committee, on 1 June 2017, appointed County Councillor Paul Haslam as the County Council's representative on the Richard Taylor Educational Foundation.
- 2.3 Within the County Council's Constitution, the Richard Taylor Educational Foundation is a "Category 3" outside body and, as such, the following arrangements apply:-
- ♦ the person appointed is expected to be a member of the local community, but may be the local Member;
 - ♦ the local Member will make a nomination to the relevant Area Committee;
 - ♦ there will be no officer support;
 - ♦ there will be no report back (unless the local Member deems it necessary) and any report back will be to the Corporate Director - Strategic Resources; and
 - ♦ expenses will not be paid by the County Council.

3.0 Richard Taylor Educational Foundation

- 3.1 The Richard Taylor Educational Foundation is a charity. The County Council's representative becomes a Trustee of the charity.
- 3.2 The Charity Commission's website shows the following information about the Richard Taylor Educational Foundation:-
- Charitable objects – 1(a) For the purposes of a Voluntary School known as Richard Taylor's Church of England School. (b) For providing such benefits to pupils not normally provided from central or local government funds.

- Activities – Reviewed and awarded grants for educational activities and disabled equipment.
- Finances
 - Year ended 31 December 2016:- income £15,157; spending £11,738
 - Year ended 31 December 2015:- income £14,411; spending £19,185
 - Year ended 31 December 2014:- income £16,031; spending £10,837

4.0 Nomination for Approval by the Area Committee

- 4.1 The County Council's Constitution states that the County Council's representative is expected to be a member of the local community but may be the local Member. The Richard Taylor Educational Foundation operates in the Bilton Electoral Division. There are two elected Members for the Bilton Electoral Division. They are therefore asked jointly to make a nomination for the Area Committee to formally approve.
- 4.2 The two local Members for the Bilton Electoral Division are County Councillor Paul Haslam and County Councillor Geoff Webber.
- 4.3 At the time of writing this report, the two local Members for the Bilton Electoral Division are discussing who they might jointly nominate for appointment to the Richard Taylor Educational Foundation. It is hoped that their joint nomination can be reported orally at today's meeting and therefore can be formally approved by the Area Committee.

5.0 Recommendation

- 5.1 That a person to be nominated jointly by County Councillor Paul Haslam and County Councillor Geoff Webber be appointed to replace County Councillor Paul Haslam as the County Council's representative on the Richard Taylor Educational Foundation, to serve until a replacement is appointed.

Barry Khan
 Assistant Chief Executive (Legal and Democratic Services)
 County Hall
 Northallerton

Background Documents: None

7. **A59 Kex Gill Realignment – Progress** – Oral report of a representative of the Corporate Director – Business and Environmental Services

Purpose: To advise of the progress of work relating to the A59 Kex Gill Realignment Scheme.

North Yorkshire County Council
County Area Committee for the Harrogate District

15 March 2018

Annual Road Casualty Report

Report of the Corporate Director – Business and Environmental Services

1.0 Purpose of Report

- 1.1 To invite the Area Committee to discuss, comment on and question the content of the Annual Road Casualty Report.

2.0 Background

- 2.1 The Annual Road Casualty Report for the County and for each district was published on 1 February 2018. This may be viewed at <http://www.roadwise.co.uk/using-the-road/statistics/>
- 2.2 In addition to collision and casualty data and analysis, the report also includes summaries of a selection of programmes that the County Council's Road Safety Team and the wider 95 Alive York & North Yorkshire Road Safety Partnership are delivering to address the key issues, and details of the preventative work undertaken for example working with schools and colleges.
- 2.3 The local Area Highways Manager will attend the Area Committee meeting, so there will be the usual opportunity for Members to examine the report, and to comment on and ask questions about it as always.

3.0 Recommendation

- 3.1 That the Area Committee is invited to discuss, comment on, and question the content of the Annual Road Casualty Report.

DAVID BOWE
Corporate Director – Business and Environmental Services

Author of Report: Fiona Ancell

Background Documents: Current Annual Road Casualty Reports and summary of previous years headline statistics: <http://www.roadwise.co.uk/using-the-road/statistics/>

Reported Road Casualties in North Yorkshire: Annual Report 2016



Highways and Transportation

County Hall

North Yorkshire County Council

Northallerton

North Yorkshire

DL7 8AH

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The information contained in this Report will enable the County Council to continue to comply with its statutory duty under Section 39 of the Road Traffic Act 1988, i.e. to prepare and carry out a programme of measures designed to promote road safety and to carry out studies into accidents on roads within their area, taking such measures as appear to be appropriate to prevent such accidents, including:-

- The dissemination of information and advice relating to the use of roads and the giving of practical training to road users;
- The construction, improvement, maintenance or repair of roads and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads; and
- In constructing new roads, taking such measures as appear to the authority to be appropriate to reduce the possibilities of such accidents when the roads come into use.

Prepared for publication by:

Paula Dea

Fiona Ancell

James Smith

Allan McVeigh

Acknowledgement

The partnership extends its grateful thanks to North Yorkshire Police and their officers for their contribution towards reducing road casualties, including the collection of STATS 19 data upon which this publication is based, and without which the partnership and road safety organisation would be much less well informed.

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Foreword

This publication presents statistics on personal injury collisions and casualties in 2016 on public roads (including footways) in North Yorkshire, which became known to the police.

Figures are derived from the 'Stats 19' forms completed by the police officer who investigated the crash. These forms compile detailed data on individual personal injury road collisions, covering the circumstances of the collision, the casualties and the vehicles involved. The resulting data is provided to local authorities and to the Department for Transport for their further analysis and information and to inform their management of the highways for which they are responsible.

Only incidents resulting in **injury** are enumerated, "Damage only" crashes are not included within this analysis. These "Damage Only" collisions do not have to be reported to the police and we are, therefore, unable to assess whether all, some or very few such collisions are reported. This could significantly slant analysis and subsequent actions, which is why they are not included. Incidents that are not reported to the Police, or only reported thirty days or more after they took place, are also excluded.

Figures for road deaths reflect the legal definition of a person who sustained injuries which caused their death at the time or within 30 days of the collision.

Provisional summary statistics will be published quarterly. This document provides a more comprehensive analysis of the last full calendar year, 2016 and focusses on the trends related to major road user categories.

The report is organised in eleven sections: the first section summarises road casualties and collisions in both York and North Yorkshire combined in 2016; North Yorkshire alone in 2016 with comparisons against other areas and a summary of county wide education and community engagement.

The second section presents two York and North Yorkshire focus factsheets: collisions involving alcohol and collisions involving speed.

The third section is a detailed analysis of pedal cyclist collisions and a detailed analysis of ageing population casualty statistics.

Then the summary conclusions of the report are presented followed by a summary report of statistics and road safety intervention work in each of the seven districts of North Yorkshire.

Lastly there are the full conclusions, references and contact information.

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December 1, 2017

Definitions

Accident/Collision: Involves personal injury occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. This includes accidents boarding or alighting or whilst travelling on buses and coaches and also includes accidents to pedal cyclists or horse riders, where they injure themselves or a pedestrian. One accident may give rise to several casualties. "Damage-only" accidents are not included in this publication.

Adults: Persons aged 16 years and over (except where otherwise stated).

Casualty: A person killed or injured in an accident. Casualties are sub-divided into killed, seriously injured and slightly injured.

Children: Persons under 16 years of age (except where otherwise stated).

Darkness: From half an hour after sunset to half an hour before sunrise, i.e. "lighting-up time".

Daylight: All times other than darkness.

DfT: Department for Transport

Fatal accident or Fatal Collision: An accident/collision in which at least one person is killed.

Injury accident: An accident involving human injury or death.

Killed: Human casualties who sustained injuries which caused death less than 30 days after the accident; Confirmed suicides and medical incidents at the wheel and private land incidents are excluded.

KSI: Killed or seriously injured

Older drivers: drivers who are adults aged over 50 years of age

Elderly drivers: drivers who are adults aged over 75 years of age

Pedestrians: Includes children riding toy cycles on the footway, persons pushing bicycles, pushing or pulling other vehicles or operating pedestrian-controlled vehicles, those leading or herding animals, children in prams or buggies, and people who alight safely from vehicles and are subsequently injured.

Power Two Wheeler (PTW) or Motorcycles: Two-wheel powered motor vehicles, including mopeds, motor scooters and motorcycle combinations.

RTC: Road Traffic Collision

Rural Area: 50 mph speed limit or more

Serious accident/collision: One in which at least one person is seriously injured but no person (other than a confirmed suicide or confirmed medical incident at the wheel) is killed.

Serious injury: An injury for which a person is detained in hospital as an "in-patient", or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushing, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries, causing death 30 or more days after the accident.

Severity: Of an accident; the severity of the most severely injured casualty (fatal, serious or slight). Of a casualty; killed, seriously injured or slightly injured.

Slight accident/collision: One in which at least one person is slightly injured but no person is killed or seriously injured.

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Slight injury: An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.

Statistical significance: Where a difference is likely not caused by chance i.e. is greater than would be expected for normal year on year fluctuations. The better, similar, and worse colour coding is derived from a 95% confidence interval. A 95% confidence interval is a range of values that you can be 95% certain contains the true mean of the statistics being observed i.e. it is correct to within +/- 5%.

Urban Area: 40 miles per hour (mph) speed limit or less

Young Driver: Adult aged 16 to 24 years

A complete list of definition can be found from the DFT web site as noted below:

<https://www.gov.uk/government/publications/road-accidents-and-safety-statistics-guidance>

Local Definitions

NYCC: North Yorkshire County Council

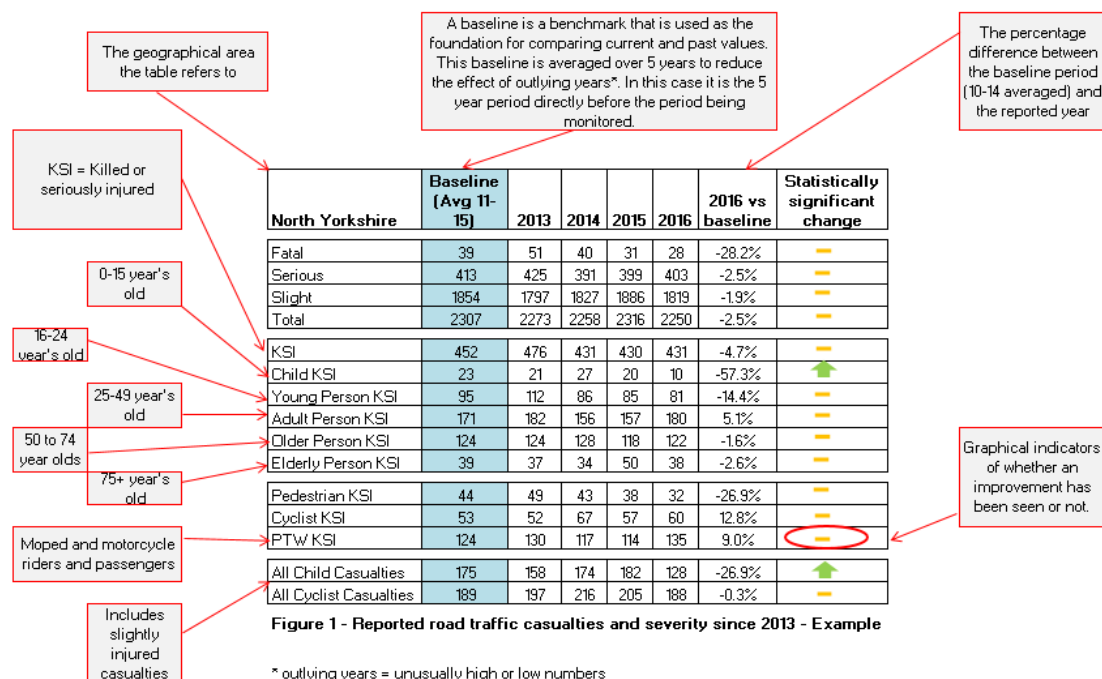
Urban cluster site: An area within a 50m radius that contains 4 or more collisions over a 3 year period.

Rural cluster site: An area within a 100m radius that contains 4 or more collisions over a 3 year period.

Cluster site methodology: A weighting index is applied based on the severity of collision i.e. slight, serious or fatal using weightings of 1, 2 and 3 respectively, the list is then sorted by the collision severity factor, then casualty severity factor and lastly by total child casualty numbers in order to give every site a unique risk based ranking.

95 Alive York and North Yorkshire Road Safety Partnership is a partnership of local authorities, emergency services and other North Yorkshire agencies working together to educate, inform and train, with the aim of lowering the number of road casualties across York and North Yorkshire.

An example of a key table type used in this report



Equalities & Vulnerable people

The very nature of collision and casualty data analysis is to identify those groups of people who are at greater risk either of causing injury to others or of suffering injuries themselves. Our analysis identifies specific vulnerable groups who have “protected characteristics” as follows:

Age – our analysis identifies the ages of those involved in collisions and specific issues by age group. For example this separates out the older road users, the elderly and also children, young people and adults.

Disability – analysis seeks to identify any factors that particularly affect those who are affected by disability and those for whom age makes some form of disability more likely, whether declared or not.

Sex (Gender) – all analyses can also be undertaken by gender to check whether there are factors that affect a gender group or where a gender group is over-represented.

Rural Issues - Geographical analysis of where crashes and casualties take place is routinely undertaken in order to identify key locations and routes where incidences are higher than they should be and to enable investigation of the reasons for these variations. Exposure to risk is also considered as those living in very rural areas may travel a greater mileage as part of their daily lives than those in urban areas. Nationally and locally the highest numbers of crashes occur on rural A and B roads.

Demographics - There are established statistical links between levels of social deprivation and involvement in road collisions, especially among children. These are taken into account within our analysis and in planning our intervention programmes in order to try to redress this imbalance and elevated risk. This includes rural deprivation as well as in urban areas.

York and North Yorkshire - Key Findings for the Reported Road Casualties in 2016

The number of people killed

In 2016, a total of 33 people were **killed** in road collisions reported to the Police in York and North Yorkshire; there were 33 road deaths the year before. Though the totals were the same, there was variance between differing road user groups with three groups increased: - car or taxi (+7), pedestrians (+2) and goods vehicles (+1), the main decreases were PTW (-5), pedal cyclists (-3) and “other” (-1).

The number of people seriously injured

In 2016, a total of 458 road users were **seriously injured** in York and North Yorkshire against 471 the previous year. The decrease was greatest in the car or taxi drivers or passengers categories (-30), although the number of seriously injured goods vehicle drivers or passengers also decreased (-2). The number of seriously injured casualties increased for PTW (+26), other vehicle types (+4), pedestrians (2) and cyclists (+1).

The number of road users, by age group, who were seriously injured, saw decreases for children (-50) and young people (-50) and increases for adults (+2), older people (+36) and the elderly (+4). The figure below highlights the proportion of all KSI casualties amongst the main road user categories.

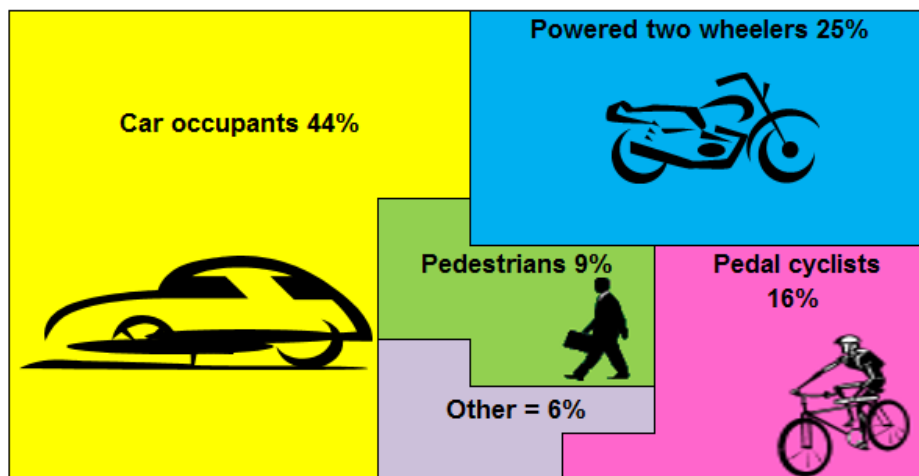


Figure 2-RTC KSI casualties by road types, York and North Yorkshire: 2016

Source - Data Intelligence, North Yorkshire County Council

All road traffic collision casualties (all severities)

The total number of **casualties** of all severities in 2016 was 2798. This figure was down by 2% from 2865 recorded in 2015. The biggest change was an increase in pedestrian casualties (+15) and a decrease in other vehicle type casualties (-46). Goods vehicle casualties also decreased (-21), as did pedal cyclists (-3) and PTW casualties increased (+7).

Child casualties (all severities)

Two **children** (aged 15 or less) were killed in reported road traffic collisions in 2016. No children died on the roads of York and North Yorkshire in 2015 and 2014 and to date in 2017 there have been three child fatalities in York and North Yorkshire. The number of children seriously injured decreased from 26 in 2015

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to 14 in 2016, 12 lower than in 2015. Child casualties of slight severities decreased by 23% from 221 to 171 in 2016; which is the lowest number of children slightly injured on record for York and North Yorkshire.

Cyclist casualties (all severities)

There was 1 **cyclist** fatality reported on the area's roads in 2016 following 4 in 2015. Seriously injured pedal cyclist casualties decreased by 1% from 77 in 2015 to 76 in 2016. The total number of cyclist injuries (all severities) has decreased by 1% from 370 in 2015 to 367 in 2016.

Pedestrian casualties (all severities)

There were 5 **pedestrian** deaths in the county in 2016, two fewer than in 2015. The number of seriously injured pedestrians fell by 5% from 43 in 2015 to 41 in 2016. Overall, there were a total of 237 reported pedestrian casualties, down 6% in comparison with the 252 in 2015.

None of these year to year changes are sufficiently large to be statistically significant – please see the “Definitions” section at the start of this document for more details about significance in statistical terms.

York and North Yorkshire	Baseline (Avg 11-15)	2013	2014	2015	2016	2016 vs baseline	Statistically significant change
Fatal	43	51	45	33	33	-22.5%	—
Serious	474	483	460	471	458	-3.3%	—
Slight	2336	2261	2336	2361	2307	-1.3%	—
Total	2853	2795	2841	2865	2798	-1.9%	—
KSI	516	534	505	504	491	-4.9%	—
Child KSI	27	26	29	26	16	-41.2%	—
Young Person KSI	106	121	104	99	98	-7.9%	—
Adult Person KSI	198	205	181	191	200	0.8%	—
Older Person KSI	141	137	153	136	133	-5.7%	—
Elderly Person KSI	44	45	39	53	44	0.9%	—
Pedestrian KSI	57	63	59	46	46	-19.0%	—
Cyclist KSI	71	67	88	81	77	8.5%	—
PTW KSI	135	139	130	126	147	9.1%	—
All Child Casualties	226	205	227	247	187	-17.1%	—
All Cyclist Casualties	342	345	407	370	367	7.3%	—

Table 1 - Reported road traffic casualties and severity since 2013 - York and North Yorkshire
Source - Data Intelligence, North Yorkshire County Council

*For details of how this table is compiled, please see guide on page 14

The total number of road collisions

A total of 2041 road **collisions** that resulted in someone being injured were reported to the police in 2016, a 1% reduction since 2015, when there were 2066 collisions. The number of KSI collisions were similar to 2015 (435) with 436 in 2016.

North Yorkshire County- Key Findings for the Reported Road Casualties in 2016

The number of people killed

In 2016, a total of 28 people were **killed** in road collisions reported to the Police. There were 31 fatalities the year before. The levels varied between differing road user groups, three groups increased, car / taxi occupants (+4), goods vehicle (+1) and pedestrian (+1); the main decreases were powered two wheelers (4), pedal cyclists (-3) and other vehicle types (-2).

The number of people seriously injured

In 2016, a total of 403 road users were **seriously injured** in the county against 399 the previous year. The increase was greatest amongst powered two wheeler riders or passengers (+25), although the number of seriously injured pedal cyclists also increased (+6). The number of seriously injured casualties reduced for car / taxi occupants (-15), pedestrians (-7), other vehicle types (-4) and goods vehicles (-1).

The number of road users seriously injured by age, saw an increase for adults aged 25-49 (+28) and an increase for older people aged 50 to 74 (+4). The number of children (-11), young people (-5) and elderly people (-12) aged 75+ seriously injured reduced. The rate of reduction amongst killed and seriously injured has been more gradual between 2011 and 2016, although below the baseline average since 2014. The figure below highlights the proportion of all KSI casualties amongst the main road user categories.

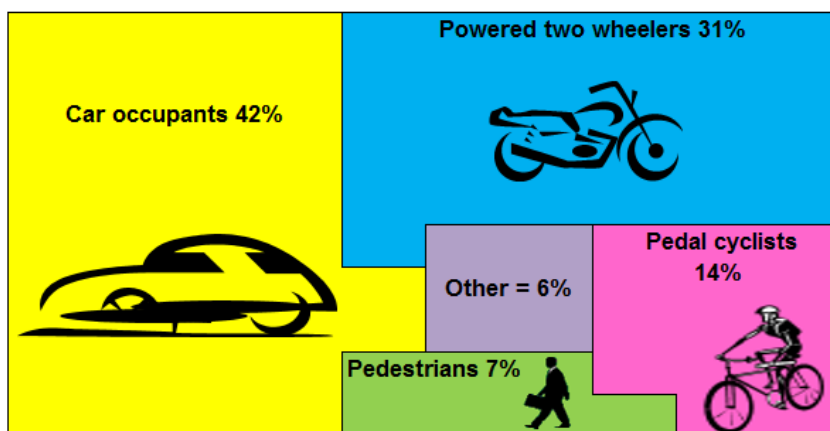


Figure 3 - RTC KSI casualties by road types, North Yorkshire: 2016

Source - Data Intelligence, North Yorkshire County Council

All road traffic collision casualties (all severities)

The total number of **casualties** of all severities in 2016 was 2250. This figure is down 2.% from the 2869 recorded in 2015. The total casualties have seen a downward trend since 1997, albeit more gradually since 2011.

Child casualties (all severities)

One **child** (aged 15 or less) was killed in a reported road traffic collision in 2016; the last child fatality in the county before 2016 was in 2011. There has however been a further three child fatalities in North Yorkshire in 2017. The number of children seriously injured decreased from 20 in 2015 to 9 in 2016, 11 lower than in 2015. 2016 was the lowest year for children killed or seriously injured in the county since

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modern records began in 1990. The number of children seriously injured has been alternating from high to low over one or two years since 2009 but with a gradually downward trend. Child casualties of slight severities decreased by 27% from 162 to 118 in 2016, the lowest number since modern records began.

Cyclist casualties (all severities)

There was 1 **cyclist** fatality reported on the county's roads in 2016 following 4 in 2015. Seriously injured pedal cyclist casualties increased by 11% from 53 in 2015 to 59 in 2016. 2015 had seen the first decrease in this group since 2009, so 2016 is returning to the usual pattern. The total number of cyclist injuries (all severities) has decreased by 8% from 205 in 2015 to 188 in 2016. In depth analysis can be found on page 31 in this report.

Pedestrian casualties (all severities)

There were 4 **pedestrian** deaths in the county in 2016, one more than in 2015. The number of seriously injured pedestrians fell by 20% from 35 in 2016 to 28 in 2015. Overall, there were a total of 161 reported pedestrian casualties, down 6% in comparison with 2015 (172).

North Yorkshire	Baseline (Avg 11-15)	2013	2014	2015	2016	2016 vs baseline	Statistically significant change
Fatal	39	51	40	31	28	-28.2%	—
Serious	413	425	391	399	403	-2.5%	—
Slight	1854	1797	1827	1886	1819	-1.9%	—
Total	2307	2273	2258	2316	2250	-2.5%	—
KSI	452	476	431	430	431	-4.7%	—
Child KSI	23	21	27	20	10	-57.3%	↑
Young Person KSI	95	112	86	85	81	-14.4%	—
Adult Person KSI	171	182	156	157	180	5.1%	—
Older Person KSI	124	124	128	118	122	-1.6%	—
Elderly Person KSI	39	37	34	50	38	-2.6%	—
Pedestrian KSI	44	49	43	38	32	-26.9%	—
Cyclist KSI	53	52	67	57	60	12.8%	—
PTW KSI	124	130	117	114	135	9.0%	—
All Child Casualties	175	158	174	182	128	-26.9%	↑
All Cyclist Casualties	189	197	216	205	188	-0.3%	—

Table 2 - Reported road traffic casualties and severity since 2013 - North Yorkshire

Source - Data Intelligence, North Yorkshire County Council

*For details of how this table is compiled, please see guide on page 14

The total number of road collisions

A total of 1,560 road **collisions** that resulted in someone being injured were reported to the police in 2016, 24.% less than the 2066 in 2015. Amongst that total, 25 collisions (39 in 2015) resulted in the death of a road user and a further 357 serious collisions. There were 615 KSI collisions in 2016, 30 less than in 2015.

Comparisons

The reduction in KSI casualties for North Yorkshire as a whole is better than the reduction seen for Great Britain, England and the region. Nationally it has been a statistically significantly worse year for the number of people killed or seriously injured, whereas North Yorkshire's reduction has been statistically similar to what would be expected compared to a rolling 5 year baseline average.

	Baseline (Avg 11-15)	2016	2016 vs. baseline	Statistically significant change
Great Britain	24,328	25,893	6.4%	↓
England	21,218	22,900	7.9%	↓
Yorkshire and Humberside	2,043	2,192	7.3%	↓
North Yorkshire	452	431	-4.7%	—

Table 3 - National KSI casualty comparison
 Source - Data Intelligence, North Yorkshire County Council

Highways Authority	Baseline (Avg 11-15)	2016	2016 vs. baseline	Statistically significant change
East Riding of Yorkshire	183	194	5.9%	—
Hull	118	152	29.3%	↓
North Yorkshire	452	431	-4.7%	—
Craven	49	56	15.2%	—
Hambleton	78	69	-11.8%	—
Harrogate	112	123	10%	—
Richmond	54	45	-17%	—
Ryedale	60	48	-20%	—
Scarborough	55	42	-24%	—
Selby	52	48	-8%	—
York	64	60	-6%	—
South Yorkshire	460	616	34%	↓
Barnsley	81	115	41%	↓
Doncaster	118	166	40%	↓
Rotherham	92	129	40%	↓
Sheffield	168	206	23%	—
West Yorkshire	766	739	-4%	—
Bradford	204	178	-13%	—
Calderdale	93	78	-16%	—
Kirkless	156	152	-2%	—
Leeds	313	331	6%	—
Wakefield	143	147	3%	—

Table 4 - Yorkshire and Humber region KSI casualty comparison
 Source - Data Intelligence, North Yorkshire County Council

Regionally, the reduction in KSI casualties ranks North Yorkshire 9th out of the 22 authorities.

However, when looking at the actual numbers in some of the comparator regional highways authority areas, the numbers are now so small that the rankings can be unduly affected by large percentage changes.

It is interesting to note a number of areas in the region did see a statistically significantly worse year for the number of people killed or seriously injured in 2016.

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Highways Authority	Baseline (Avg 11-15)	2016	2015 vs. baseline	Statistically significant change
Suffolk	286	307	7%	—
Lincolnshire	409	441	8%	—
North Yorkshire	452	431	-4.7%	—
Somerset	216	183	-15%	—
Derbyshire	341	314	-7.9%	—
Cumbria	229	301	31.3%	↓
Norfolk	373	406	9.0%	—
Warwickshire	307	377	22.8%	↓
West Sussex	451	483	7.1%	—
East Sussex	337	382	13.3%	—
Gloucestershire	238	279	17.3%	—
Devon	305	381	24.8%	↓
Leicestershire	222	225	1.3%	—
Worcestershire	180	232	29.0%	↓
Dorset	232	244	5.1%	—
Staffordshire	201	285	41.8%	↓

Table 5 - CIPFA comparison of authorities by KSI casualties
Source - Data Intelligence, North Yorkshire County Council

All local authorities in England are compared against a set of other authorities that have similar financial and political characteristics as identified by the Chartered Institute of Public Finance and Accountancy (CIPFA). The 4.7% reduction in KSI casualties compared to the baseline average ranks North Yorkshire 3rd out of the 16 authorities in this comparison. However as can be seen a number of the CIPFA comparator authorities have seen a statistically significant increase in the number of KIS casualties in 2015.

All local authorities in the UK are also compared against a set of other authorities that have similar demographic and geographical characteristics. In road safety terms every local authority fits into one of five classes*.

North Yorkshire is a class 5 highways authority, which means “mostly rural authorities with lower road network densities”.

The reduction in KSI casualties ranks North Yorkshire 8th out of the 17 authorities in this comparison group. However it should be noted North Yorkshire has the highest actual number of KSI casualties so percentage changes are likely to be amplified in other areas due to their smaller numbers.

* NB The analysis to identify the class the Highways Authorities fit into was undertaken by Road Safety Analysis as part of their yearly published signpost series of reports.

Highways Authority	Baseline (Avg 11-15)	2016	2016 vs. baseline	Statistically significant change
Orkney Islands, Scotland	6	7	16.7%	—
Western Isles, Scotland	7	5	-28.6%	—
East Ayrshire, Scotland	37	43	16.2%	—
Perth & Kinross, Scotland	90	69	-23.3%	—
Gwynedd, Wales	80	69	-14.2%	—
Argyll and Bute, Scotland	62	72	16.1%	—
Scottish Borders, Scotland	73	81	11.0%	—
Angus, Scotland	51	45	-11.8%	—
Aberdeenshire, Scotland	199	160	-19.6%	—
North Yorkshire, England	452	431	-4.7%	—
South Ayrshire, Scotland	38	56	47.4%	—
Northumberland, England	150	185	23.7%	—
Powys County, Wales	131	133	1.5%	—
Dumfries and Galloway, Scotland	83	72	-13.3%	—
Moray, Scotland	42	51	21.4%	—
Stirling, Scotland	65	40	-38.5%	↑
Shetland Islands, Scotland	5	5	0.0%	—

Table 6 - Class 5 Highway Authorities road traffic KSI casualty comparison
Source - Data Intelligence, North Yorkshire County Council

Road Safety Education and Community Engagement – North Yorkshire

Background

The County Council's Road Safety and Travel Awareness Team is now jointly funded by the County Council as part of its Highways service and by Public Health North Yorkshire with further contributions from the Police and Crime Commissioner through the 95 Alive Road Safety Partnership. Both these additional funding sources are for the delivery of specific programmes of work some of which are undertaken jointly with or on behalf of the City of York as well as North Yorkshire. The NYCC team works in conjunction with Public Health and with wider community based teams, including through Early Years Centres. Public Health duties include the reduction and prevention of premature deaths and injuries and the promotion of mental and physical health and an active lifestyle, all of which are inextricably linked with safe, active and sustainable travel. This is in addition to the team being central to the 95 Alive York and North Yorkshire Road Safety Partnership, working with the City of York and District Councils, the Police and Fire and Rescue services and Highways England.

The team provides expertise and advice to promote sustainable travel. In particular, experienced local officers contribute to the planning process by providing advice and suggestions within planning applications at the design stage – when it is easiest and most cost effective to ensure that realistic and appropriate walking, cycling and public transport facilities are incorporated where they make sense and where they will be safe to use. This supports a healthy lifestyle and helps to reduce environmental pollution and traffic congestion.

The team also manages the School crossing Patrol Service with between 60 and 70 patrols at key sites throughout the county. Each site has to meet the requirements of the National School Crossing Patrol Guidelines compiled by Road Safety GB. The sites are re-checked each year. As well as simply helping children and families to cross the road at busy times, the presence of a School Crossing Patrol who can be relied upon to be there every morning and afternoon enables many parents to have the confidence to allow their child to walk to and from school once they consider them capable to do so. Thus the service also contributes significantly to parents feeling able to make active travel choices, which helps children to get into the habit of making routine shorter journeys on foot. Evidence shows that if these habits are learned early, they are much more likely to continue through life.

All programmes delivered by the council team are either ones that have previously been evaluated and shown to be effective or are evaluated in house to assess how well they work and achieve their aims. Evaluation is critical but it is also important that it is proportionate and appropriate according to the size of the programme and the priority of issue(s) it seeks to address. Various methods are used including surveys, social media monitoring and consulting with user groups e.g. local cycle clubs, meetings with motorcyclists and through schools and teachers. For example the motorcyclist/cyclist awareness campaign and resources were designed by a regional group of local authorities, including the city and county councils and tested by them. They have been shown to convey their messages well and are now widely used throughout Yorkshire and Humberside.



Image 1 – Cyclist and motorcyclist awareness campaign – car stickers and posters on key routes

Children - Primary Schools

Primary schools are a high priority as they enable us to influence children’s behaviour and to provide lifelong learning whilst their attitudes are still forming. Within the Road Safety & Travel Awareness team we have a member of staff who is lead our curriculum advisor who keeps the school resources up to date and relevant. We also respond to individual enquiries from schools and teachers who want to include road user education in their lessons and projects.

The Road Safety Team encourages schools to participate in various national events including Walk to School Week, Bike Week and produce information worksheets – both paper and online - for schools to use around the time of the Tour de Yorkshire, this promoting cycling and cyclist safety when cycling was very much in the public eye.

Image 2 - Students taking part in the Tour De Yorkshire Schools baton relay, June 2016



The county council is the nationally registered provider of Bikeability national standards training for North Yorkshire. This training takes place both in the playground and out on selected local roads with trained and registered local instructors employed by the council. Bikeability is offered to every primary school for 10-11 year old pupils and is currently funded by a government grant with the remaining costs topped up by the council. We train over 4,000 children during each school year. This course is most children’s first formal road user education and is something of a rite of passage – few parents allow their children to cycle on the roads until they have attended this course. It is an important milestone that enables them to choose to cycle to secondary school and to ride their bicycles for fun and fitness.

In May members of the Road Safety team attended the Primary Head Teachers Conference in Harrogate to promote Road Safety in the Primary Curriculum. We also promote the Modeshift STARS national schools awards scheme, which credits the steps that a school takes to encourage their pupils to be more active and to walk and cycle to school. This meets some of the aims that are looked for within Ofsted Inspections. Modeshift Stars is available free of charge to every school through government funding and our membership of the scheme.



Image 3 – Member of the Team attending the Children’s Voices Conference in November

Children - Secondary School

We focus on pupils in “Transition” between Junior and Secondary school who are often travelling unsupervised alone or with their friends for the first time. We also focus on teenagers who are coming up to learning to drive. Our ‘Drive Alive’ event that addresses young drivers, potential drivers and passengers risks and responsibilities was delivered at 6 secondary schools around the county with students taking part in interactive sessions with North Yorkshire Police, North Yorkshire Fire & Rescue, and members of the Road Safety team including a session on drink/drug driving. The feedback from teachers and pupils following the Drive Alive day is always very positive. We also work with our 95 Alive partners to provide less intensive “Lear and Live” pre-driver education at other secondary schools and colleges.

We are now working with North Yorkshire Sport to deliver additional Bikeability training in secondary schools for those children who want to take the more advanced Level 3 training. The health impacts of the high and increasing levels of obesity and lack of physical activity amongst school children is a major concern. Cycling to school or cycling as a sport is a low cost and readily available way to get children and young people to be more active. Whilst parents understandably worry about the safety of their children cycling on the roads, good training undoubtedly helps and the health benefits from cycling have been shown to far outweigh the potential risk of injury.

Young Drivers

The Enhanced Pass Plus (EPP) programme that we developed continues to be promoted to young, novice drivers on a shared cost basis. Local driving instructors have been recruited and specially trained by us to deliver this course after their pupils have passed their test. The programme includes a number of practical driving lessons to experience motorways, city driving, a longer distance journey and other more advanced challenges whilst accompanied by an experienced driving instructor.

The Road Safety Officer leads a further (compulsory) workshop session in which the new drivers analyse crashes, explore attitudes, perceptions and risky behaviours in themselves and their passengers and peer groups and learn how to recognise and deal with potentially risky situations. Feedback from new drivers attending this course is very positive. The course has been independently evaluated and compared to a control group and was found to be effective.

Working with Driving Instructors

Local Driving Instructors have attended professional training days to qualify them to deliver the EPP programme and our Older Driver refresher sessions. They have also been given information about the new Instructor Standards by the councils Driver Training Officer who is a member of the Road Safety Team.

As a result of their keen interest, a further professional training programme has been devised which is now provided on a regular basis on a fee paying, self-funded basis.

We greatly value working with driving instructors who are the key to the development of safer new drivers – each instructor we work with can reach up to 40 new drivers each year during an average of around 25 lessons per pupil.

Motorcyclists

Motorcycling is very popular in the attractive and challenging countryside of our county. Unfortunately motorcyclists continue to be injured and killed when things go wrong. They are inevitably more vulnerable to injury in the event of a crash and we continue to work with them to reduce their risk of a collision through information about the popular routes and encouraging them to take assessments with the police and further training.

Our “Bikers Guide to North Yorkshire” is updated every year. The guide recommends appropriate safer riding techniques and behaviour to reduce risk of injury and to be considerate to the communities who live along popular biking routes. It also gives up to date advice about choosing protective clothing and helmets. Bikers come looking for it each year and it is also available online and through social media.

We liaise closely with North Yorkshire Police Roads Policing Officers to coordinate our work with them and thus maximise their enforcement activities and to promote Bikesafe, the well-respected police led rider assessment programme.

With support funding from the police through the 95 Alive Road Safety Partnership, we continue to deliver the “*Biker Down*” initiative into the county. Biker Down is specialist “first on the scene” first aid training that helps bikers know what to do in the event they find themselves at the scene of a crash. A successful and oversubscribed series of trial courses were held at Fire Stations using Fire Service first aid instructors. This was so well received that further courses are planned for spring 2017.

We continue to deploy the Shiny side up signs on 2 high risk routes, the A170 and B1222.

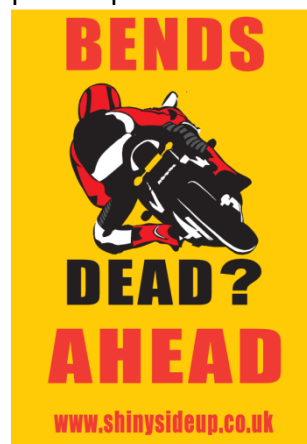


Image 4 – Example of Shiny Side up sign

Cyclists

Safety 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

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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 5 – Screen image from the updated Cycle Yorkshire website

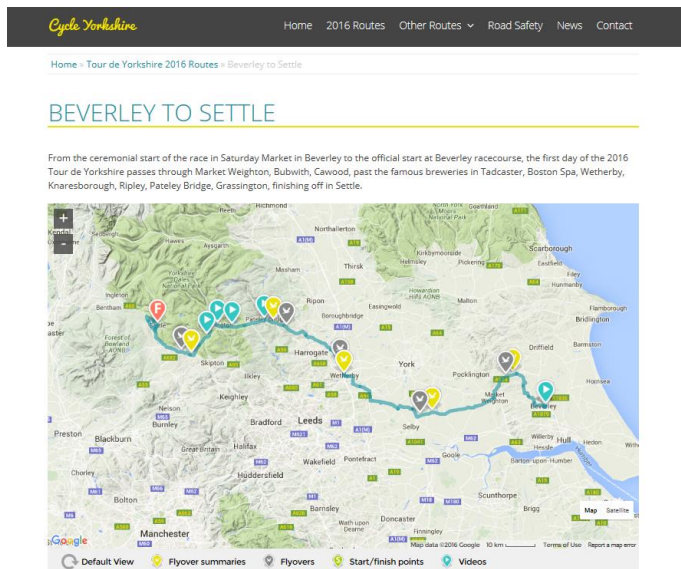


Image 6 - New Riding the Routes Advice Leaflet



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, including through the Great Yorkshire Show with support from Welcome to Yorkshire.

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

In 2016 the Team increased the number of face to face engagement events with cyclists, to further reinforce the safety messages and direct distribution of campaign materials.

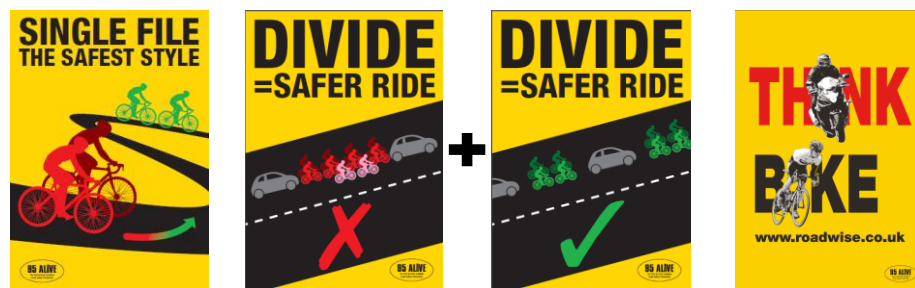


Image 7 – Roadside poster designs popular cycling routes

Older Drivers

Through Public Health funding we provided “*refresher drives* “ for 170 older drivers (aged 50+) to provide them with personalised driving tips, techniques and advice from a specially trained local driving instructor

aimed to keep them driving safely for as long as they safely can and wish to do so. These drives used a local instructor who knows the area well and can advise on easier routes to maintain drivers self-confidence on their driving and to reassure relatives whose understandable concern and desire to protect their older family members can lead them to discourage them from driving before this is appropriate. It is rare that an older driver needs to stop driving – almost invariably they can adapt their driving technique to accommodate the effects of aging. We particularly focus on the more elderly drivers” (70+) who are most at risk from injury in the event of a collision – however the collision is caused.

Presentations have been made to community groups and organisations such as the University of the Third Age and to carers support groups. The talks focus on keeping drivers up to date on changes to the Highway Code, traffic law, driving styles and road layouts and discussed the effects on driving from ageing – both physical (e.g. eyesight, arthritis) and cognitive (e.g. reaction times, judging speed and distance) and how to adapt to these changes. The potential interaction of different medicines is also covered.

Driving at work

A number of initiatives have been held across the county to address the high proportion of crashes that involve people driving as part of their work. They included Safe Driving for Work presentations through employers; training for vehicle safety checks; trailer; minibuses and HGV training advice; practical driver training and driving risk management training and information. Putting these techniques and management into practice can reduce the number of collisions their drivers are involved in, preventing injuries and saving businesses staff sickness and vehicle repair costs and time.

The eco driving techniques we teach have been shown to reduce crashes and damage as well as saving both fuel and money whilst also benefitting the environment.

Community Engagement/ Local Partnership Working

Numerous public engagement events were held across the county throughout the year involving partners from NYCC Road Safety, NY Fire and Rescue Service, NY Police, District Councils and the local Institute of Advanced Motorists, including the Whitby Regatta, Great Yorkshire Show, local and county shows and at popular meeting places for motorcyclists and for cyclists.

Every District is part of a local Road Safety partnership group, which always includes our local area road safety officers. The local groups help to deliver the county wide strategy and also address and respond to local issues and concerns, including the local investigation and decision making about speed concern reports from their residents and communities.

Speed Management

Concerns about traffic and vehicle speeds are often raised through parish and district councils and directly with the county council. The speed and density of traffic is a real concern for many people. Based on our experience of providing a Speed Management Protocol to investigate and address these concerns through locally based road safety groups, we have now developed a refreshed version of this protocol for which the police provide a central contact point and administrative support. The investigations and decision making are still made by the local road safety group where officers know the area and communities.

It is often the case that the traffic speeds and volume data collected by the Fire Service shows that the majority of vehicles are not exceeding the posted speed limit or, if they do, by only 2 or 3 mph which is

below the threshold for which routine police enforcement operations might be deployed. In these cases local publicity can help and some communities have taken up the offer of a temporary Vehicle Activated Sign being installed for 3 x 6 week periods in a year, by contributing to the cost of installing and removing the sign.

North Yorkshire Police continue to roll out their Community Speed Watch scheme on a district by district basis. Where there is little or lower level speeding but communities are concerned by traffic, this scheme offers local volunteers the opportunity to record and report traffic vehicle speeds in locations that have been assessed through the Speed Management Protocol. This may lead to letters being sent to those who exceed the speed limit to warn them that this has been noted and to ask them to comply with the posted limit. In some cases of persistent or higher speed offending, police enforcement may be undertaken at that site. This provides for local action by the community where a Speed Concern has been investigated but there are not the kind or level of issues that could be viably enforced or engineered.

Cluster sites

There are 160 cluster sites identified in North Yorkshire compared with a total of 170 in the previous year. From all North Yorkshire collisions 2016, 10% occurred at cluster sites. A weighting index is applied based on the severity of collision i.e. slight, serious or fatal using weightings of 1, 2 and 3 respectively. It is then sorted by the collision severity factor, then by the casualty severity factor and lastly by total child casualty numbers in order to rank every site by priority.

Reported Road Collisions Involving Alcohol

Reducing the number of collisions involving alcohol is both a national and a 95 Alive York and North Yorkshire Road Safety Partnership objective. Due to the strong links to enforcement, this data is analysed for York and North Yorkshire combined. Enforcement operations, supporting information and publicity campaigns are delivered throughout the whole North Yorkshire Police area, which covers both local authority areas.

In 2016, the number of casualties injured in collisions involving impairment due to alcohol accounted for 5% of all casualties in the county. This is the same as the 5% average usually seen nationally.

In York and North Yorkshire 15% of fatalities and 6% of the serious casualties were injured in a collision involving alcohol impairment.

In Table 7 below, when comparing the districts within North Yorkshire, Harrogate district has the highest number of alcohol related collisions and casualties. Harrogate is also the largest population centre in the County Council area, therefore numbers for these types of incidents are likely to be higher and is similar to the pattern for York. Richmondshire has the highest proportion of casualties from alcohol related collisions.

Due to the significant reduction in the number of collisions involving alcohol in Scarborough in 2016, a number of further aspects were reviewed to see whether a particular campaign or trend could be identified as being influential in this reduction. Although the number of alcohol impaired collisions is much lower than the baseline, the number of impairment collisions has been falling in Scarborough since 2013 and this fall appears to be predominantly related to a reduction in drunk pedestrians.

There have been engineering improvements in Scarborough Town Centre over the last two years and it appears that the area around St Nicholas Street has not had a drink impaired collision since 2014. However there has also

Facts about collisions involving alcohol

- ◆ In 2016, a total of 96 collisions involved a driver or pedestrian impaired by alcohol.
- ◆ Five deaths occurred in collisions involving a driver or pedestrian impaired by alcohol.
- ◆ Of the 5 fatal collisions where alcohol was involved: 3 were caused by car drivers, 1 was caused by a moped rider and 1 was caused by a pedestrian. Of these 5 collisions, 1 impaired driver and the impaired pedestrian were at fault and also died, in the other 3 cases the impaired driver / rider was not the person who died.
- ◆ The fatalities were recorded in Harrogate (2), Richmond (1), Ryedale (1), and York (1).
- ◆ In 2 of the fatal crashes involving alcohol, seatbelts were also not worn by the offending drivers.
- ◆ There were a total of 26 serious collisions involving an alcohol impaired driver or pedestrian.
- ◆ The largest proportion, (50%) of all alcohol related collisions occurred between 8pm and 3pm; however the collisions begin to rise from 3pm onwards.
- ◆ The alcohol impaired pedestrian who died was a young person, the 5 seriously injured pedestrians involved in impairment collisions were 4 adults and 1 older person.
- ◆ Of the 80 impaired drivers involved in collisions, 17 were young people, 46 were adults, 15 were older people and 2 were of an unknown age.
- ◆ Of the 16 impaired pedestrians, 2 were young people, 10 were adults, 3 were older people and 1 was elderly.

Areas	Collisions [all severities]	Casualties					All casualties total	% of all casualties	Baseline (avg 11-15)	2016 vs baseline	Statistically significant change
		Fatal	Serious	Slight	Total	Total					
Craven	15	0	1	16	17	237	7%	9	88.9%	—	
Hambleton	10	0	4	9	13	344	4%	21	-37.5%	—	
Harrogate	19	2	5	17	24	625	4%	28	-14.9%	—	
Richmondshire	11	1	1	13	15	200	8%	13	15.4%	—	
Ryedale	6	1	3	4	8	312	3%	13	-40.3%	—	
Scarborough	4	0	0	4	4	288	1%	14	-70.6%	↑	
Selby	8	0	5	6	11	244	5%	14	-21.4%	—	
York	23	1	8	17	26	548	5%	29	-11.6%	—	
York and North Yorkshire	96	5	27	86	118	2798	4%	141	-16.5%	—	

Table 7 - Reported alcohol related collisions and casualties in York and North Yorkshire
Source - Data Intelligence, North Yorkshire County Council

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been no reported personal injury drink related collisions in Whitby for the last 2 years either. In 2016 drink drive arrests countywide increased by 10.5%, whereas in Scarborough district there was a 45.8% increase in arrests. <https://northyorkshire.police.uk/news/north-yorkshire-police-arrest-137-drink-drug-driving-christmas-campaign/>.

Reported Road Collisions Involving Speed

Reducing the number of collisions involving speed is a 95 Alive York and North Yorkshire Road Safety Partnership objective. This is analysed for York and North Yorkshire combined because enforcement operations, supporting information and publicity campaigns are delivered throughout the whole North Yorkshire Police force area, both city and county.

Of all casualties, 12% were injured in a collision that involved excessive or inappropriate speed. Which is slightly higher than the 11% seen nationally in 2016. There were a smaller proportion of fatalities and serious (KSI) casualties nationally; 33% of fatalities in York and North Yorkshire were in a collision involving speed, compared to 24% nationally. And 17% of serious casualties in York and North Yorkshire were injured in a collision involving speed, the same as the 15% nationally.

In the table below, Harrogate district and York City have the highest number of collisions and Harrogate district has the highest number of casualties involving speed as a causation factor. Craven has the highest proportion of casualties from speed related collisions. The highest number of speed related fatalities in 2015 was in the Harrogate district.

NB – this page looks at collisions and casualties with the excessive or inappropriate speed causation factor.

Facts about collisions involving speed

- ◆ In 2016, a total of 232 collisions involved a speed related causation factor.
- ◆ Ten deaths occurred in collisions involving a vehicle with an excessive or inappropriate speed causation factor (4 car drivers died - 1 of which was not at fault, 3 pedestrians died - all of which were not at fault), 2 motorcycle riders died and 1 passenger in a not at fault vehicle died .
- ◆ The fatalities were recorded in Harrogate (3), York (2), Hambleton (2), Selby (1) and Ryedale (1).
- ◆ Of the at fault car drivers, 3 were not wearing seatbelts, 2 were uninjured so seatbelt details were not traced and 2 were wearing seatbelts.
- ◆ A total of 67 road users were seriously injured in collisions involving speed.
- ◆ In the North Yorkshire Police area, 12% of the speed related collisions occurred at the morning rush hours of 0700-0859 and 25% occurred at the evening rush hours of 1600-1859.
- ◆ 68% of the speed causation factors are linked to cars; 12% to motorcyclists, 6% to moped riders, 3% to van drivers and 2% to pedal cyclists.
- ◆ 43% of the driver's linked to a speed causation factor were aged 25-49 and 35% were aged 16-24, thus 79% of driver's linked to speed were aged 16-49 years i.e. mainly working age adults.

Areas	Collisions	Casualties					All casualties total	% of all casualties
	(all severities)	Fatal	Serious	Slight	Total			
Craven	27	0	10	31	41	237	17%	
Hambleton	33	2	16	36	54	344	16%	
Harrogate	42	3	13	47	63	625	10%	
Richmondshire	22	1	6	15	22	200	11%	
Ryedale	21	1	7	23	31	312	10%	
Scarborough	25	0	5	28	33	288	11%	
Selby	20	1	7	26	34	244	14%	
York	42	2	15	41	58	548	11%	
York and North Yorkshire	232	10	79	247	336	2798	12%	

Table 8 - Reported speed related road traffic collisions and casualties

Source - Data Intelligence, North Yorkshire County Council

Pedal Cyclist Casualties in North Yorkshire

This analysis is of cyclist casualties in the county of North Yorkshire only. It is an acknowledged fact nationally that the number of pedal cyclist collisions is under reported. There have been suggestions that only 1 in 6 seriously injured pedal cyclists are reported and only 1 in 12 slightly injured casualties.

The number of cyclists injured on the county's roads has decreased from 205 in 2015 to 188 in 2016. The child pedal cyclist casualties have decreased by 63% between 2015 and 2016, which represents the whole decrease seen in cyclist casualties in 2016. The number of adult pedal cyclist casualties stayed the same at 178.

Although the general trend in cyclist casualties has been upwards since 2004, there has been a reduction from 2015 to 2016. It is too early to know if this is the start of a new trend. The recent surge in cycling popularity may explain the medium term upward trend in cyclist casualties, which should therefore be viewed in a context of an increasing number of cycling trips.

Facts about cyclist casualties

- ◆ Pedal cyclist casualties (all severities) decreased by 13% to 188 in 2016.
- ◆ The total recorded is now 9% above the 2011 to 2015 baseline average.
- ◆ This year's result shows a decrease amongst child cyclists which are down to 10 (from 27 in 2015). Whereas adult cyclist casualties stayed the same at 178 in 2015 and 2016.
- ◆ The majority of cyclist collisions occurred on week days and there are defined peaks at morning and evening rush hours and at lunchtime.
- ◆ There was 1 cyclist fatality in 2016 compared to 4 the previous year; the 2016 fatality was in the rural area as were the 4 fatalities in 2015.
- ◆ The number of serious injuries has increased to 59 from 53 the previous year.

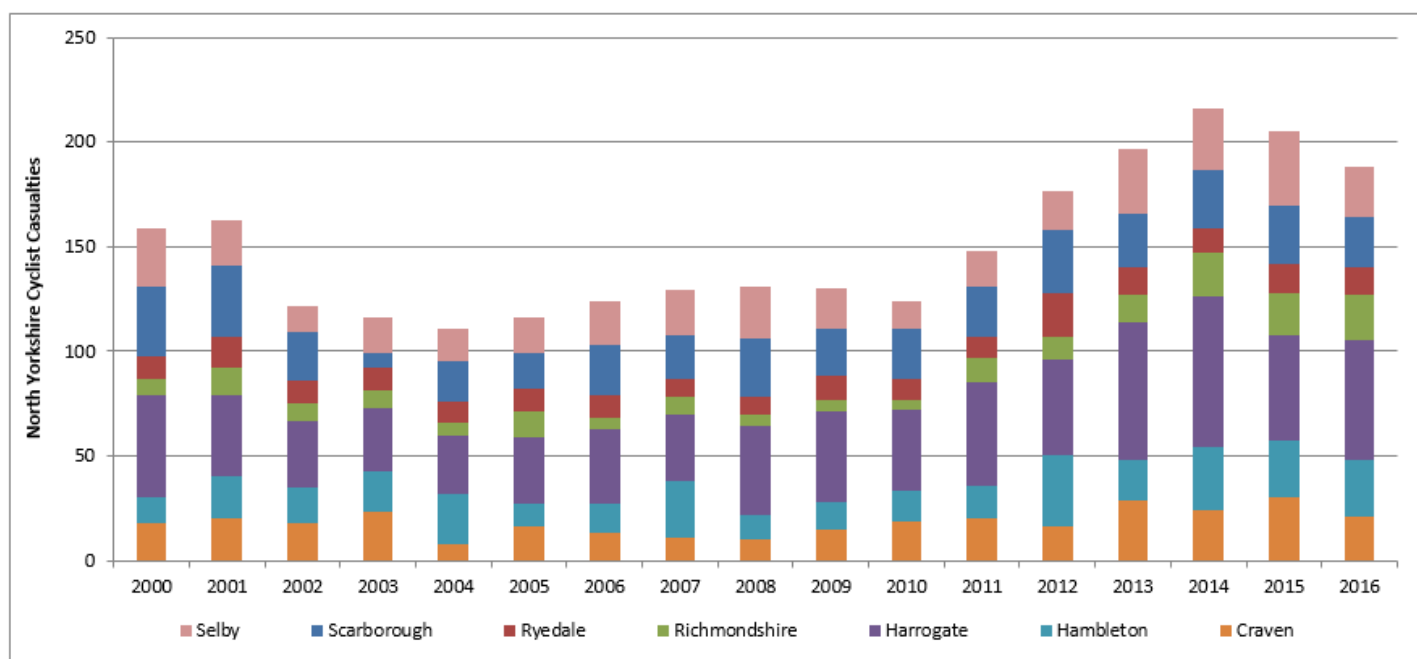


Figure 4 - Pedal cyclist casualties by district : 2000-2016
Source - Data Intelligence, North Yorkshire County Council

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All cyclist casualties in North Yorkshire	Baseline (Avg 11-15)	2013	2014	2015	2016	2016 vs baseline	Statistically significant change
Male	152	169	168	168	158	3.8%	—
Female	36	28	48	37	30	-17.6%	—
Helmet Worn	N/A	90	127	136	120	N/A	N/A
Helmet Not Worn	N/A	67	58	53	50	N/A	N/A
Age 0 to 10	8	9	5	11	0	-100.0%	↑
Age 11 to 15	13	5	10	16	10	-21.9%	—
Age 16 to 24	25	35	28	27	18	-28.0%	—
Age 25 to 49	78	83	91	86	95	21.2%	—
Age 50+	64	65	82	65	65	1.6%	—
All Cyclist Casualties	189	197	216	205	188	-0.3%	—

Table 9 – Pedal cyclist casualties in North Yorkshire

Source – Data Intelligence, North Yorkshire County Council

Table 9 above shows how the cyclist casualty distribution has altered over the last four years in comparison to the baseline average between 2011 and 2015.

- ◆ Improvements have been achieved amongst children and young people cyclists during 2016; in the 0-10 year old cyclist group there was a significant change with no casualties during 2016.
- ◆ Adults aged 25-49 account for the largest number of cyclist casualties, which was 51% of all the casualties in 2016. The over 50s made up a further 35% of all the cyclist casualties.
- ◆ The 25-49 year old age group has seen the largest percentage increase in cyclist casualties since the 2011-15 baseline, an increase in percentage terms of 21% but numerically this is from 78 to 95 casualties. This is not a statistically significant increase
- ◆ In North Yorkshire 84% of cyclist casualties are male.
- ◆ Approximately 29% of cyclist casualties were not wearing a cycling helmet at the time of their collision, a slight increase from 26% in the previous year.

Table 10 provides the figures for the most recent nine years and the comparison between the current year and the baseline for each district and the county as a whole.

All cyclist casualties	Craven	Hambleton	Harrogate	Richmond shire	Ryedale	Scarborough	Selby	North Yorkshire
Baseline (Avg 11-15)	22	23	54	12	13	26	22	172
2008	10	12	42	6	8	28	25	131
2009	15	13	43	6	11	23	19	130
2010	19	14	39	5	10	24	13	124
2011	20	16	49	12	10	24	17	148
2012	16	34	46	11	21	30	19	177
2013	29	19	66	13	13	26	31	197
2014	24	30	72	21	12	28	29	216
2015	30	27	51	20	14	28	35	205
2016	21	27	57	22	13	24	24	188
2016 vs baseline	-3%	19%	5%	77%	-2%	-9%	10%	9%

Table 10 – Pedal cyclist casualties by district: 2008-2016

Source – Data Intelligence, North Yorkshire County Council

Ageing Population Casualty Statistics for North Yorkshire

This analysis is of the ageing population of North Yorkshire involved in road traffic collisions. When looking at ageing population information, we separate out two age groups, namely the 50-74 year olds termed the “older” aged group and the 75+ age group termed the “elderly” age group.

The number of older and elderly casualties injured on the county’s roads in 2016 was 4.8% higher than the baseline average, showing a similar too expected number of casualties. In the older group 50-74 there was an increase of 19 casualties since the previous year, this group is 5.4% more than the baseline average. In the elderly aged group 75+ the number injured decreased by 12 since the previous year and is 2.3% more than the baseline average.

Over the last 3 years the number of older and elderly casualties injured in North Yorkshire has stayed almost identical, though there has been an increase in the population numbers for these age groups; though is now 4% above the baseline average of 721.

Increases have been seen amongst both the older and elderly age groupings in 2016 and this forms a part of a static trend for these age groups.

Figure 5 shows how the ageing population casualty distribution has altered since 2000 by district.

Facts about the ageing population

- ◆ The majority of older or elderly fatalities were car occupants, with 3 in 2016 a reduction of 1 since 2015.
- ◆ The total of 755 ageing population casualties recorded in 2016 is now 4% above the 2011 to 15 baseline average.
- ◆ The total population in North Yorkshire has grown by 2,566 in the last year, the number of people aged 50+ has increased by 2% which is 4,950 people. This means that 46% of the total population, some 276,350 people, are now aged 50 years or older.
- ◆ Of the people aged 50+ who were injured in North Yorkshire in 2016, 55% live within the county, 14% were from West Yorkshire, 6% from Teesside, 4% from Durham and 3% from East Yorkshire.
- ◆ There are on average 16 fatalities, 147 seriously injured and 558 slightly injured people aged 50+ each year in North Yorkshire.
- ◆ The fatalities for older people in 2016 were 6 car occupants, and 2 motorcyclists.
- ◆ The fatalities for elderly people in 2016 were 3 car occupants, 2 pedestrians and a pedal cyclist.
- ◆ In 2016, 60% of all older casualties were car occupants, 15% PTW, 10% pedal cyclists, 7% pedestrians, 6% goods vehicle occupants, and 2% travelling in other vehicle types.
- ◆ Collisions involving older people are evenly spread throughout the week, though with slightly more on a Thursday.

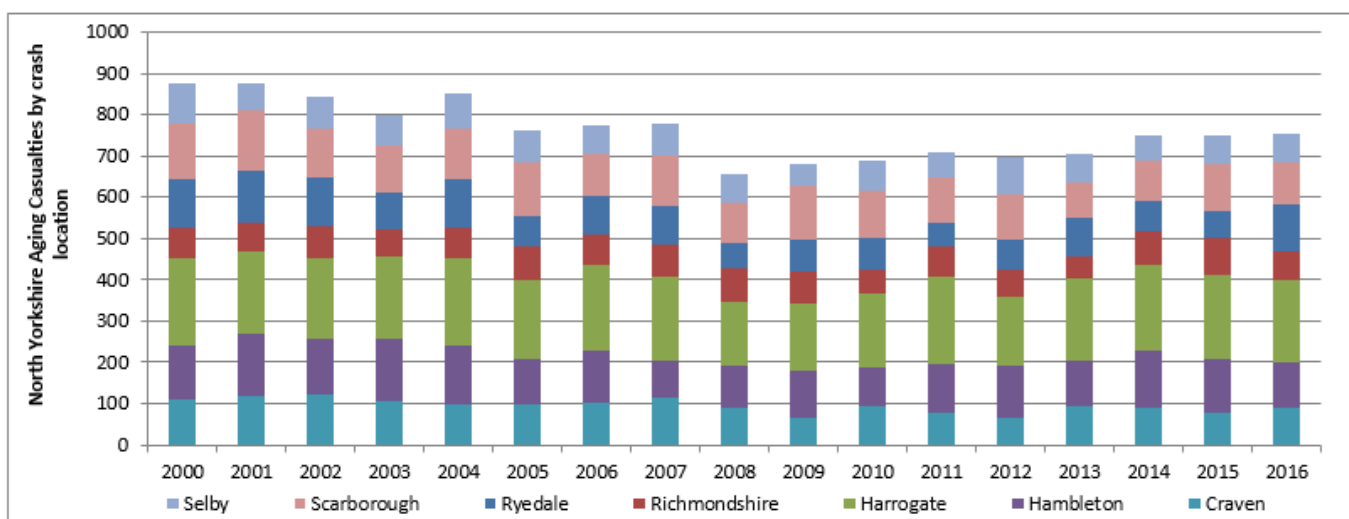


Figure 5 – Ageing casualties by district : 2000–2016
Source – Data Intelligence, North Yorkshire County Council

Facts about the ageing population

- ◆ The peak of 50+ people collisions is between 8am and 6pm, with 9% of the collisions being between 5 and 6pm.
- ◆ Crashes involving those aged 75+ peak between 2-3pm (just after lunchtime)
- ◆ The pattern for collisions involving Elderly people is a bit different though, as the majority of the collisions are on a Monday and Tuesday and the collisions happen between 8am and 5pm.

Ageing population North Yorkshire	Baseline (Avg 11-15)	2013	2014	2015	2016	2016 vs baseline	Statistically significant change
Male	405	394	434	409	451	11.5%	—
Female	316	310	314	339	304	-3.8%	—
Driver / Rider	491	485	510	504	526	7.2%	—
Vehicle Passenger	170	165	171	177	163	-3.9%	—
Pedestrian	60	54	67	67	66	9.3%	—
Older 50-74	574	559	598	586	605	5.4%	—
Elderly 75+	147	145	150	162	150	2.3%	—
Age 50 to 59	306	281	349	320	338	10.5%	—
Age 60 to 69	200	195	183	205	192	-4.1%	—
Age 70 to 79	131	139	135	136	138	5.7%	—
Age 80 to 89	76	80	74	78	76	-0.5%	—
Age 90+	7	9	7	9	11	48.6%	—
All Older & Elderly Casualties	721	704	748	748	755	4.8%	—

Table 11 below provides the figures for the most recent seven years and the comparison between the current year and the baseline for each district and the county as a whole.

Table 11 – Ageing population casualties in North Yorkshire since 2013

Source – Data Intelligence, North Yorkshire County Council

All aging population casualties	Craven	Hambleton	Harrogate	Richmonds hire	Ryedale	Scarborough	Selby	Total
Baseline (Avg 11-15)	81	124	198	73	74	103	69	721
2010	94	93	179	59	76	116	70	687
2011	78	116	213	74	59	106	62	708
2012	66	124	167	66	74	110	89	696
2013	93	112	197	56	94	84	68	704
2014	91	136	209	81	75	97	59	748
2015	76	133	203	88	66	116	66	748
2016	92	109	200	67	115	100	72	755
baseline	-6%	7%	3%	21%	-10%	13%	-4%	4%

Table 12 – Ageing population casualties by district: 2010-2016

Source – Data Intelligence, North Yorkshire County Council

Summary of Conclusions

This report summarises the collisions in North Yorkshire during 2016 in which someone was injured and provides a report for each of the seven districts and key areas of activity and preventive work by the council and through the 95 Alive Partnership.

- ◆ The number of people killed in North Yorkshire is at the lowest number since modern records began (28).
- ◆ The number of people killed in York and North Yorkshire is at the joint lowest number since modern records began (33).
- ◆ Ten deaths occurred in collisions involving a vehicle with an excessive or inappropriate speed causation factor.
- ◆ Five deaths occurred in collisions involving a driver or pedestrian impaired by alcohol.
- ◆ The overall number of people seriously injured was similar to last year but with more powered two wheelers and pedal cyclists seriously hurt and fewer car / taxi occupant, pedestrians, other vehicle types and goods vehicles.
- ◆ The total number of casualties and the total number of collisions both fell by 2% and 1% respectively.
- ◆ There were 3 less cyclists killed (1 compared to 4 in 2015) but fewer seriously injured increased by 6 (-11%), though overall there were 17 fewer cyclist casualties (-8%) despite the growing popularity of cycling in the county.
- ◆ There are on average 16 fatalities, 147 seriously injured and 558 slightly injured people aged 50+ each year in North Yorkshire.

Report by District

- | | |
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| 1. Richmondshire (Area 1) | Page 37 |
| 2. Hambleton (Area 2) | Page 43 |
| 3. Scarborough (Area 3) | Page 53 |
| 4. Ryedale (Area 4) | Page 63 |
| 5. Craven (Area 5) | Page 71 |
| 6. Harrogate (Area 6) | Page 82 |
| 7. Selby (Area 7) | Page 94 |

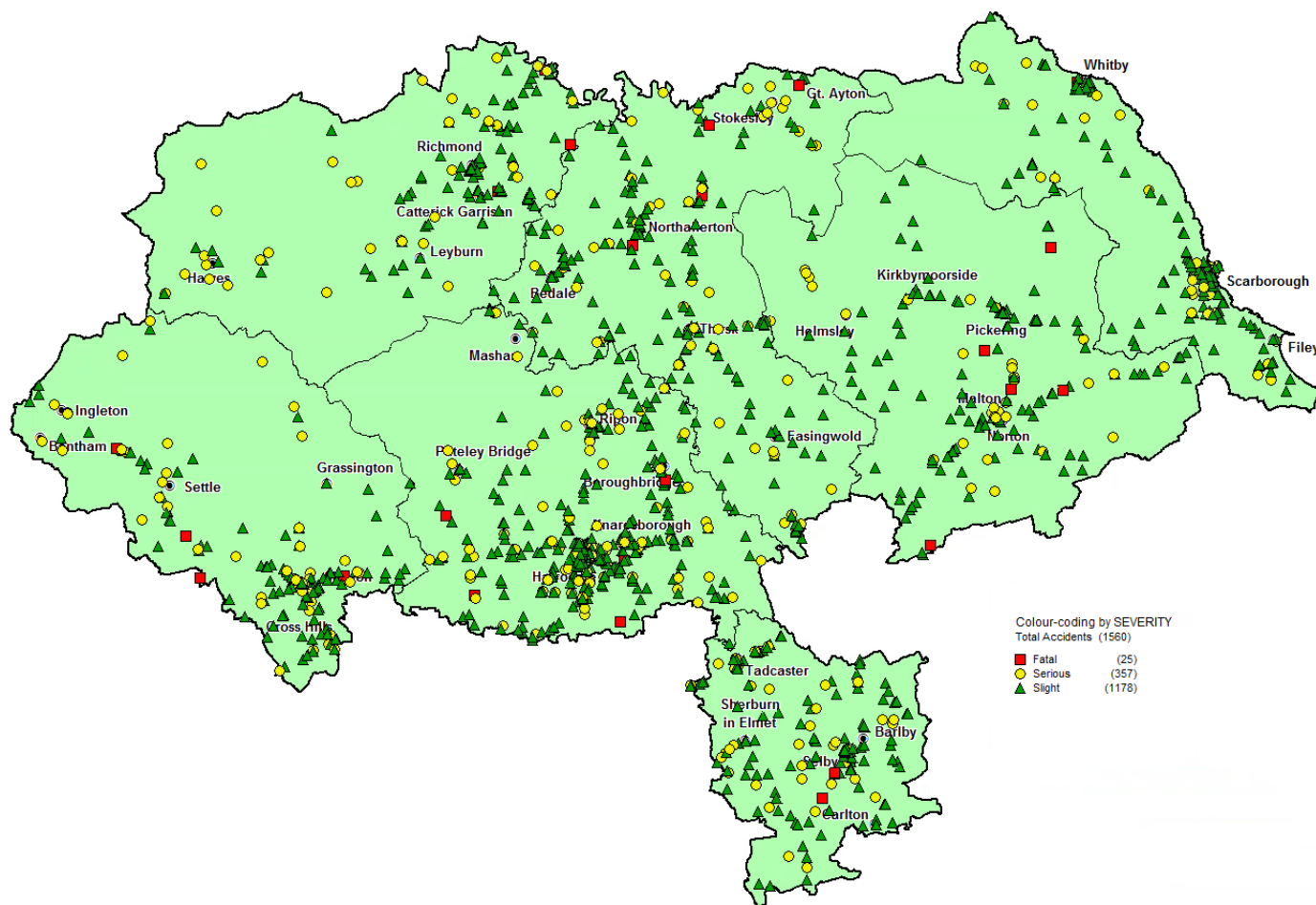


Figure 6 – Collisions shown geographically, North Yorkshire 2016

Source – Data Intelligence, North Yorkshire County Council

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.

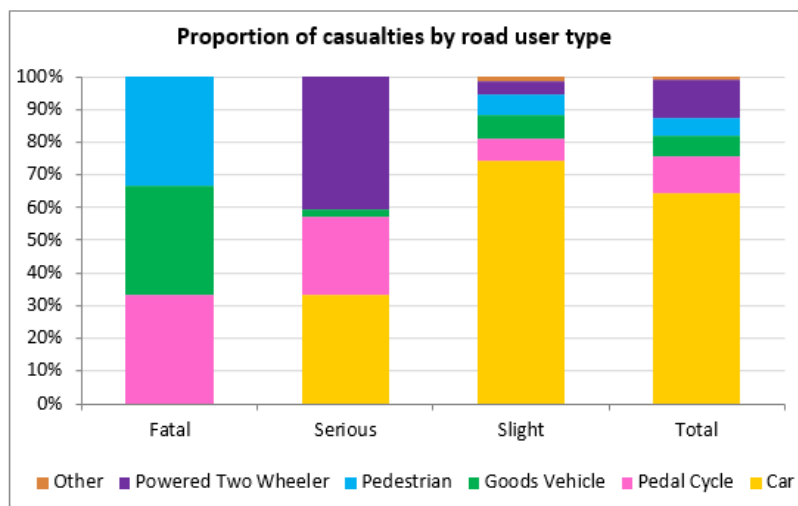


Figure 7 - Proportion of all casualties by road user type in 2016 - Richmondshire
Source - Data Intelligence, North Yorkshire County Council

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.

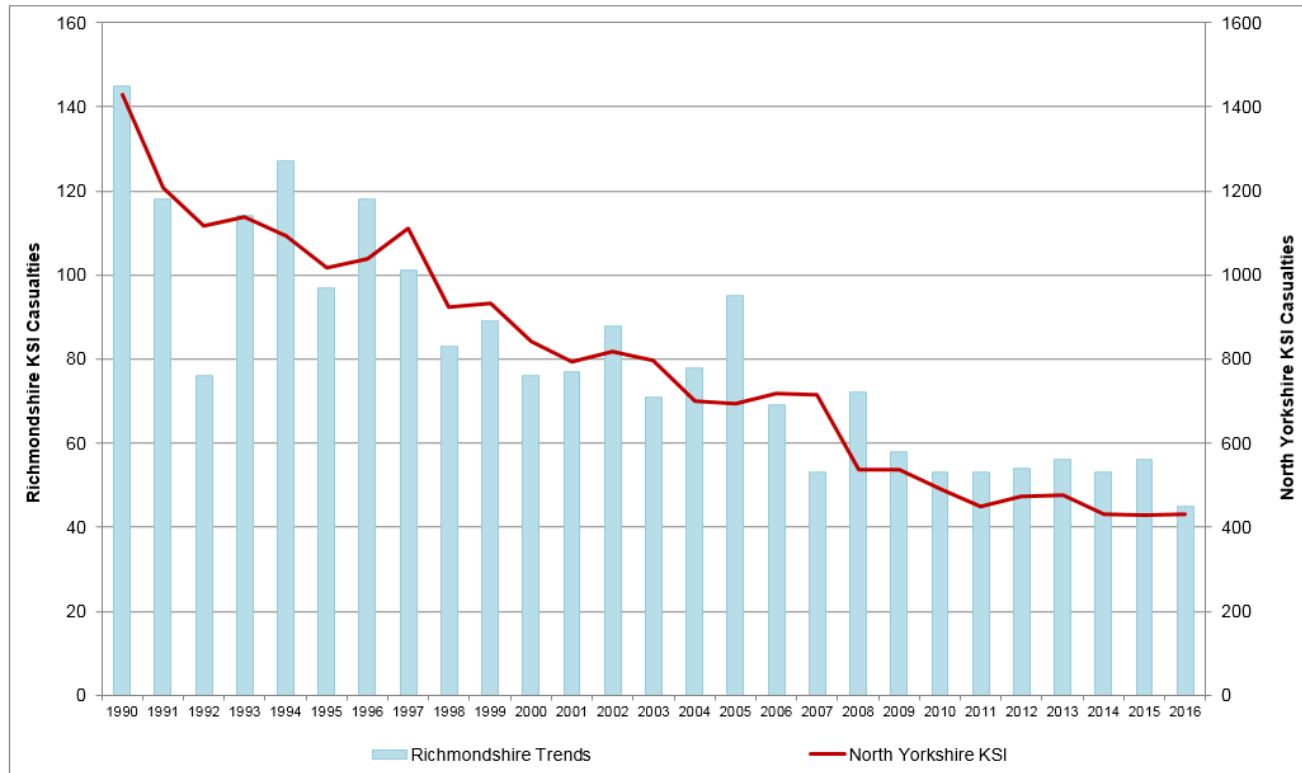


Figure 8 - Reported road traffic KSI casualty trends since 1990 - Richmondshire
Source - Data Intelligence, North Yorkshire County Council

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.

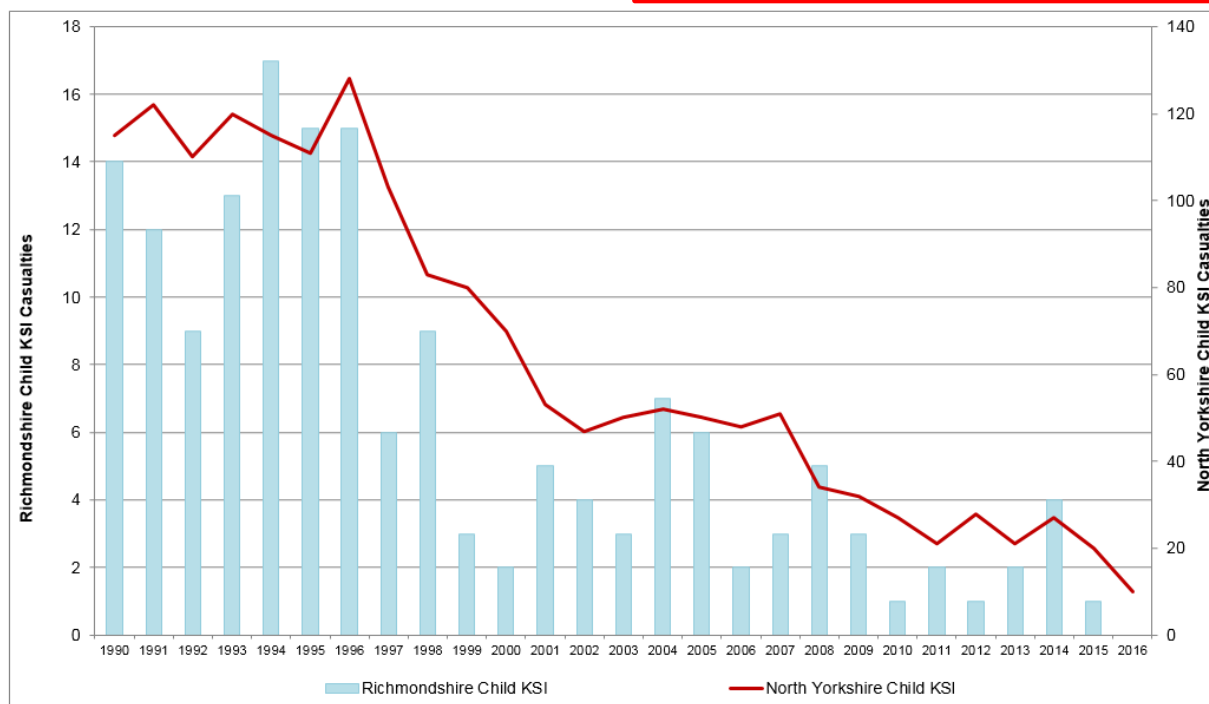


Figure 9 - Reported road traffic KSI child casualty trends since 1990 - Richmondshire
Source - Data Intelligence, North Yorkshire County Council

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.

Hambleton District (Area 2)

Hambleton district in brief

- ◆ Four adults were **killed** on Hambleton's roads during 2016 compared to nine adults, in 2015. The 4 fatalities were 3 car occupants, and 1 pedestrian.
- ◆ The number of people **killed or seriously injured (KSI)** was 83 in 2015 and decreased to 69 in 2016. In terms of road user groups, the number of KSI casualties has increased among cyclists (+8), and decreased in all other categories. Amongst car occupants (-12), goods vehicle occupants (-4), pedestrians (-3), the other vehicle type category stayed the same. None of these changes are significant in statistical terms.
- ◆ The total number of **casualties** in road collisions reported to the police in 2016 was 344, a 13% reduction since 2015 (396). There were no increases seen overall in any vehicle category in Hambleton. Decreases were seen in car occupant casualties (-22), other vehicle types (-15), pedestrians (-9%), PTW (-3), goods vehicles (-3). The number of pedal cyclist casualties stayed the same between the two years at 27 casualties.
- ◆ **2 children** were seriously injured in 2016, which is lower than 2015 and lower than the baseline average of 3, but is not a statistically significant decrease. The children injured were both car occupants injured in different collisions.
- ◆ The number of **cyclist** casualties has stayed the same at 27 in 2016 and none were children.
- ◆ **Pedestrian** casualties decreased by 39% from 23 in 2015 to 14 in 2016. This decrease was also seen in the number of killed or seriously injured pedestrian casualties, although the decrease is not statistically significant. There was 1 pedestrian fatality in Hambleton in 2016, which is the first pedestrian fatality in this district since 2013.
- ◆ The number of **powered two wheeler (PTW)** casualties has decreased by 9% from 35 in 2015 to 32 in 2016.
- ◆ A total of 224 **road collisions** that resulted in someone being injured were reported to the police in 2016, 11% less than in 2014 (252). This is an average of 19 collisions per month or 5 per week in Hambleton.

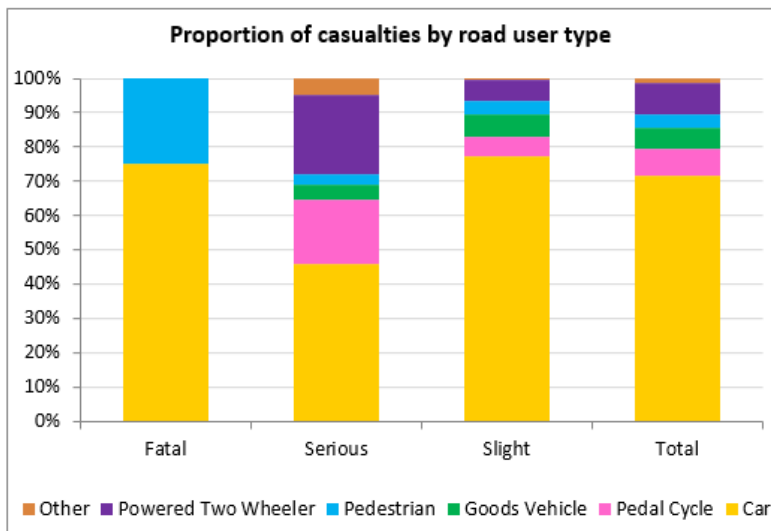


Figure 10 - Proportion of all casualties by road user type in 2016 - Hambleton
Source - Data Intelligence, North Yorkshire County Council

All Casualties - Hambleton

The number of road casualties reported to the Police in Hambleton has reduced in 2016 to the second lowest point seen since modern records began in 1990.

The trend observed from the number of casualties injured in Hambleton is overall downwards but there does appear to be a high year followed by a couple of lower years. If this trend continues 2017 will be another lower year for casualties in Hambleton district.

The total number of did not increases in any vehicle category in Hambleton. Decreases were seen in car occupant casualties (-22), other vehicle types (-15), pedestrians (-9%), PTW (-3) and goods vehicles (-3). The number of pedal cyclist casualties stayed the same between the two years at 27 casualties.

The number of casualties on Highways England roads within the district fell by 33% in 2016, from 85 to 57.

The district saw an overall decrease in road casualties of 10% from the baseline, which is better than the 2.5% reduction in the number of casualties recorded in North Yorkshire overall.

Facts about all casualties in 2016

- ◆ There were 224 collisions leading to casualties in 2016, down 28; resulting in a 13% number of casualties compared to 2015.
- ◆ Car occupants make up the largest proportion of road casualties (72%); followed by PTW (9%), pedal cyclists (8%); goods vehicles (6%), pedestrians (4%) and other vehicle types are 1% of the total.
- ◆ The number of casualties recorded in 2016, is 10% below the 2011-15 district average.
- ◆ The number of children injured (14) which represent 4% of all casualties in 2016; is a lower proportion than the 7% in 2015.
- ◆ Cyclist casualties stayed the same at 27 in 2016 which is now 8% above the 2011-15 average (25).
- ◆ There was an average of 19 collisions per month or 5 per week in which someone was hurt.

Hambleton	Baseline (Avg 11-15)	2013	2014	2015	2016	2016 vs baseline	Statistically significant change
Fatal	8	5	7	9	4	-48.7%	—
Serious	70	57	60	74	65	-7.7%	—
Slight	306	271	329	313	275	-10.0%	—
Total	384	333	396	396	344	-10.4%	—
KSI	78	62	67	83	69	-11.8%	—
Child KSI	3	0	0	7	2	-28.6%	—
Young Person KSI	16	16	10	15	17	9.0%	—
Adult Person KSI	31	25	27	33	24	-22.1%	—
Older Person KSI	22	19	26	16	19	-14.4%	—
Elderly Person KSI	7	2	4	12	7	2.9%	—
Pedestrian KSI	5	4	2	6	3	-44.4%	—
Cyclist KSI	9	7	12	4	12	30.4%	—
PTW KSI	16	15	16	18	15	-3.8%	—
All Child Casualties	29	18	33	36	16	-45.6%	—
All Cyclist Casualties	25	19	30	27	27	7.1%	—

Table 14 - Reported road traffic casualties and severity since 2013 - Hambleton
Source - Data Intelligence, North Yorkshire County Council

Killed or Seriously Injured (KSI) Casualties - Hambleton

In 2015, with a total 69 KSI casualties, Hambleton has recorded a total that is 11.5% below the 2011-15 average (78).

The year saw an increase in the number of pedal cyclist KSI casualties which has risen by 8 since the previous year. With a total of 12 KSI cyclist collisions, this amount is 4 above the baseline average of 9.

The number of KSI (2) amongst children (0-15 years old) has decreased from 7 in 2015.

The decrease in KSI in 2016 against 2015 is encouraging; however, as shown in the graph below, KSI figures have followed a long term reducing trend.

Facts about KSI casualties in 2016

- ◆ The number of people killed or seriously injured decreased by 17% to 69 in 2016, from 83 in 2015.
- ◆ The three most vulnerable road user groups (Pedestrian, Cyclist and PTW riders) between them account for 43% of all KSI casualties.
- ◆ The decrease in KSI casualties in 2016 is mainly associated with a decrease in car occupants (-12), goods vehicles (-4), pedestrian and PTW (-3 each) and other vehicle types stayed the same with 3 each year. An increase was seen in the pedal cyclists group (+8).
- ◆ The three other vehicle type KSI casualties recorded in 2016 were 2 horse rider's injured in separate collisions and a mobility scooter rider.



Figure 11 - Reported road traffic KSI casualty trends since 1990 - Hambleton
Source - Data Intelligence, North Yorkshire County Council

Child Casualties – Hambleton

In 2016 there were 16 children injured within the Hambleton district. This is the lowest number since modern records began in 1990 but is not a statistically significant change beyond normal fluctuations compared to the 2011-15 baseline average of 29.

The total number of child KSI casualties (2) recorded in 2016 is 5 above the previous year. Both the collision resulting in seriously injured children in the district were linked to “travelling too fast for conditions”.

This year’s overall child casualty numbers show a decrease of 45% against the 2011-15 baseline average, with a 56% decrease since the previous year i.e. from 36 to 16.

The decrease in child casualties is mainly associated with a decrease in child car occupant casualties from 23 to 15, though child pedal cyclists also decreased from 7 to 0 and child pedestrian casualties from 6 to 1. No child casualty groups saw an increase in 2016.

Facts about child casualties in 2016

- ◆ 4 of the 16 children injured were secondary school age, 10 was 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”. Second most common is “driver travelling too fast for conditions”.
- ◆ In the collision involving a child pedestrian casualty, another vehicle was at fault.
- ◆ Of the 16 collisions, 12 were the fault of the vehicle that was carrying the child casualties.
- ◆ The majority of collisions involving children occurred on a Saturday (3/12) or a Sunday (3/12), 6 were on a weekday and none of the collisions were on a school journey and none were during the school holidays.

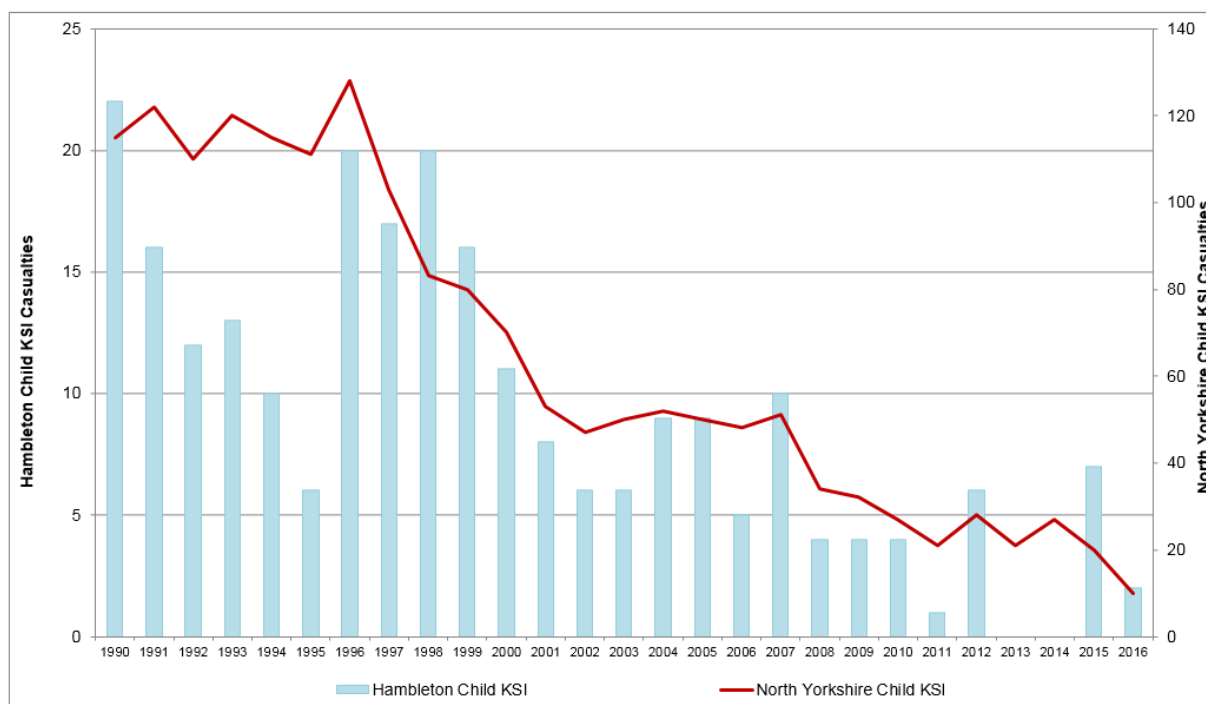


Figure 12 - Reported road traffic KSI child casualty trends since 1990 - Hambleton
Source - Data Intelligence, North Yorkshire County Council

Road Safety Education and Community Engagement - Hambleton

Children – Pre & Primary School Education

Road safety talks were delivered to 4 pre-schools in the District. These pre-schools are attached to larger primary schools and this early intervention is part of a planned programme of continued road safety education throughout the child's school life.

The Curriculum Resource pack continues to be used in both Primary and Secondary Schools. This resource is continually updated by our specialist road safety curriculum adviser who is also available to help teachers to develop this throughout the curriculum and to encompass local issues and features.

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 Hambleton via school assemblies and radio and poster campaigns. Pedestrian Safety sessions were delivered to several schools across the district using Spike the Hedgehog as an engagement tool.

Image 13 – Spike the hedgehog engaging with children at Huby Primary School



Children - Secondary School Education

The Drive Alive event that addresses young/potential drivers and passengers risks and responsibilities was delivered to Northallerton College. Throughout the day students received presentations from North Yorkshire Police, North Yorkshire Fire & Rescue, a NYCC First Aid trainer and members of the Road Safety team. The event was opened with a talk from the victim of a hit and run accident and finished with a closing presentation from bereaved parents who lost their teenage son in a car accident some years ago. Separate young driver/passenger presentations were delivered to students at Bedale and Easingwold schools.

Image 14 - Driving Simulator in use at Northallerton College



All year 7 pupils at Northallerton School received a presentation on In-car safety. The annual road safety discussion morning was held with a group of disaffected teenagers from Stokesley School, the focus being pedestrian safety and passenger power. The Road Safety Officer attended Stokesley Schools safety “focus day” and presented to the students on in-car safety.

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. This initiative is supported by the Performance Reward Grant funding and partly by the young drivers themselves. 4 evening workshops were held during the period at which 23 young drivers attended from across Hambleton and Richmondshire. Approved Driving Instructors have been trained up to help promote the initiative.

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 Hambleton and Richmondshire such as Penny Garth Café in Hawes, Manor Café at Bellerby and Helmsley Market Place for bikers using the B1257 have proved 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 continue to use online videos highlighting the hazards along two of the local high risk routes (the B1222 and B1257). 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.

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

Image 15 - Motorcyclists at RAF Leeming after successful completion of a BikeSafe course



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

The Biker Down initiative was trialled across the County including courses at Northallerton and Richmond Fire Stations. Each session is 3 hours and covers scene management, first aid and conspicuity. Feedback from all attendees was very positive and more courses will be held this coming winter/spring.

Cyclists

Some 660 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. Cycle awareness sessions have been delivered at Mowbray special school and it is hoped that a group of the more able students will do the full two day course later in the summer from which a course may be developed especially for special schools elsewhere in the County. 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. RAF Linton on Ouse are to host an NYCC cycle awareness session for MOD families focussing on bike control, hazard perception and junction work.

Image 16 – A Bikeability Training at Mowbray School



Older People

Four older driver presentations were delivered in Stokesley, Bedale, Thirsk and Northallerton. The talks focussed on keeping drivers up to date on changes to the Highway Code, traffic law, driving styles and road layouts.

The road safety team have organised a number of “refresher drives” to drivers over 50 to provide them with driving tips, techniques and advice. 55 drivers across Hambleton attended in total.

Image 17 - Hambleton Area Road Safety Officer at Easingwold market place Engagement Event



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 Officer contributed to a number of events and initiatives with the MOD. RAF Leeming held its annual Road Safety week which consisted of driving assessments, presentations and banners and poster displays throughout the base. Similar events were held at RAF Linton on Ouse and Alanbrooke Barracks.

Road Safety evenings were held with Cubs and brownie packs across the area. Winter driving and winter and summer drink drive campaigns were held across all the market towns. 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 an area at the NY Show and was accompanied by NY Police, NYF&RS and Yorkshire Ambulance Service and a number of public engagements were held involving partners with the addition of the IAM. In particular the Road Safety officer worked closely with NYF&RS during the Fire Brigades national RS week where events were held each day of the week.

The Road Safety Officer delivered a series of radio messages together on the importance of appropriate speed, avoiding distractions and correct seatbelt use. Anti-drink/drive talks were given to offenders by the Probation service with information and resources provided by the Road Safety Officer.

Image 18 - Display Unit in use at RAF Linton-on-Ouse

Speed Management

There have been 51 speed management requests in the Hambleton District, of which 25 surveys were carried out which resulted in 5 police enforcements and 3 matrix deployments. 20 resulted in no further action and 23 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, 14 are located within Hambleton and details of these are contained on the next page. Of these, 5 are urban (40 mph or lower speed roads) and 9 are rural (over 40 mph limit roads). Of all Hambleton collisions 2014-2016, 9% occurred at cluster site. 9% of all collisions in Hambleton in 2016 occurred at cluster sites.



Reported Road Casualties in North Yorkshire: Annual Report 2016

Road Safety Engineering Activities – Hambleton

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			
5	A170 Sutton Bank - Sutton-Under-Whitestonecliffe	Ham	rural	13	22	3	3	4	10	6	Site will continue to be monitored.
57	A1(M) 225m north of Leeming Railway Bridge - Leeming Bar	Ham	rural	6	14	2	1	1	4	2	Highways England has been notified about this site's inclusion in the North Yorkshire annual report. This site will be being monitored as part of opening of A1 Leeming to Barton major project.
59	A19 / C5 Jct - Knayton	Ham	rural	6	12	2	1	1	4	0	Highways England has been notified about this site's inclusion in the North Yorkshire annual report.
66	A170 Sutton Rd / Moor Lane jct - Bagby	Ham	rural	6	9	1	3	1	5	0	Site of recent scheme to improve signage. No further action, to be monitored.
77	A19 Jct W/ A172 Stokesley Rd nr Tontine	Ham	rural	6	7	2	0	2	4	0	Highways England has been notified about this site's inclusion in the North Yorkshire annual report
89	A684 / Featherbed Lane Jct - Ellerbeck	Ham	rural	5	11	1	1	2	4	0	To be investigated.
91	A684 Warlaby Crossrd, Northallerton	Ham	rural	5	10	1	2	1	4	0	Signage improvements carried out in 2016/17, no further action unless significant funding becomes available. To be monitored.
96	A19 / Hutton Rae Lane Jct - Nr Hutton Sessay	Ham	rural	5	8	3	1	1	5	0	Signage improvements carried out in 2016/17. To be monitored.
104	A167 Boroughbridge Lane outside County Hall - Northallerton	Ham	urban	5	6	2	2	1	5	0	No pattern to address, to be monitored.
109	A19 / Nr to Jct to A168 - South Kilvington	Ham	rural	5	6	3	0	1	4	0	Highways England has been notified about this site's inclusion in the North Yorkshire annual report.
123	A684 Stokesley Rd / Northallerton Rd, Rndbt - Northallerton	Ham	urban	5	5	1	1	3	5	0	To monitor following North Northallerton Development.
144	A168 Thirsk Rd/Mill Hill Ln/ Racecourse Ln, Jncts - Northallerton	Ham	urban	4	5	2	1	1	4	0	Recent scheme to be monitored.
150	B1333 High St / Romanby Rd, Jct - Northallerton	Ham	urban	4	4	0	3	1	4	1	Recent signal timing changes made, to be monitored.
155	High Street/Friarage St/A684 Brompton Rd, Rndbt - Northallerton	Ham	urban	4	4	2	1	1	4	0	No further action, to be monitored.

Scarborough District (Area 3)

Scarborough district in brief

- ◆ One child was **killed** on Scarborough's roads during 2016 compared to three adults killed, in 2015. The child fatality was a pedestrian.
- ◆ The number of people **killed or seriously injured (KSI)** was 41 in 2016, a decreased from 42 in 2015. In terms of road user groups, the number of KSI casualties decreased, mostly amongst car occupants (-11) and other road users by (-1), however they increased amongst PTW (+5) goods vehicles (+2), and pedestrians (+2).
- ◆ The number of **total casualties** in road collisions reported to the police in 2016 was 288, down 17% on 2015 (348); this decrease was seen amongst car occupants (-59), pedal cyclists (-4), other vehicle types (-3) and PTW (-2). Whereas increases were seen in the number of goods vehicles (+5) and pedestrians (+3).
- ◆ The reported number of **child KSI casualties** (aged 0-15) in the district in 2016, 2, is one lower than the number in 2015, 1. This year both of the killed or seriously injured children were pedestrians; last year all 3 of the children seriously injured were pedestrians. This decrease represents normal random fluctuations that are not significant in statistical terms.
- ◆ The total number of **cyclist** casualties has reduced to 24 in 2016 from 28 in 2015; though the number of KSI cyclists stayed the same at 5 in both 2016 and 2015.
- ◆ **Pedestrian** casualties rose by 7% from 42 in 2015 to 45 in 2016; KSI pedestrian casualties also rose from 9 in 2015 to 11 in 2016.
- ◆ The number of **powered two wheeler (PTW)** casualties has decreased by 5% to 37 in 2016 from 39 in 2015. Though an increase was seen amongst PTW KSI (15) which is 50% more than the total (10) recorded the previous year
- ◆ A total of 216 **road collisions** that resulted in someone being injured were reported to the police in 2016, 8% less than in 2015 (247). This total works out at an average of 18 collisions per month or 5 per week.

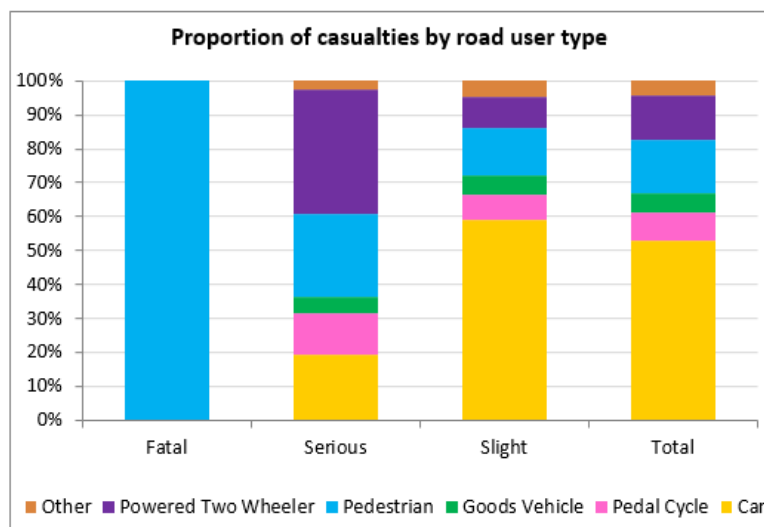


Figure 13 - Proportion of all casualties by road user type in 2016 - Scarborough
Source - Data Intelligence, North Yorkshire County Council

All Casualties - Scarborough

The overall trend in road casualties reported to the Police in Scarborough continues the overall downward trend, though 2016 is still higher than the lowest point which was reached in 2013.

In 2016, the district has recorded 60 less casualties compared to the previous year. The decrease is mainly seen in the lower number of car occupant young person casualties (from 60 in 2015 to 37 in 2016) and older person car occupant casualties (from 61 in 2015 to 37 in 2015). This is the opposite of the rises seen last year in Scarborough.

During 2016, Scarborough district saw a significant reduction in the number of casualties from alcohol related collisions, reducing by 71% from the 2011-2015 baseline average. This reduction appears to be mostly due to a reduction in the number of alcohol impaired pedestrian casualties. Further information on this reduction can be viewed on page 29 of the full report – Reported road collisions involving alcohol.

The district performance (-10%) is better than the reduction in the total number of casualties recorded in North Yorkshire as a whole (down by 2.5% compared to the baseline average).

Facts about all casualties in 2016

- ◆ There were 288 casualties in 2016, 60 less than in 2015 (a 17% increase).
- ◆ Car occupants make up the largest proportion of road casualties (53%); followed by pedestrians (16%), PTW (13%), pedal cycle (8%), goods vehicles (3%) and other (5%).
- ◆ The number of casualties recorded in 2016, is 10% below the 2011-15 average.
- ◆ The total number of children injured 24 which represent 8% of all casualties in 2016; was 21 below 2015.
- ◆ Cyclist casualties have reduced by 2 in the district, although the 2016 total (24) is 12% below the 2011-15 average (27).

Scarborough	Baseline (Avg 11-15)	2013	2014	2015	2016	2016 vs baseline	Statistically significant change
Fatal	3.20	8	2	3	1	-68.8%	—
Serious	52.20	51	40	42	41	-21.5%	—
Slight	263.20	234	249	303	246	-6.5%	—
Total	318.60	293	291	348	288	-9.6%	—
KSI	55.40	59	42	45	42	-24.2%	—
Child KSI	4.60	5	5	3	2	-56.5%	—
Young Person KSI	13.40	15	14	12	5	-62.7%	—
Adult Person KSI	17.60	23	10	12	18	2.3%	—
Older Person KSI	14.60	13	7	12	12	-17.8%	—
Elderly Person KSI	5.20	3	6	6	5	-3.8%	—
Pedestrian KSI	9.60	9	7	9	11	14.6%	—
Cyclist KSI	5.00	4	8	5	5	0.0%	—
PTW KSI	15.20	15	16	10	15	-1.3%	—
All Child Casualties	30.80	21	28	45	24	-22.1%	—
All Cyclist Casualties	27.20	26	28	28	24	-11.8%	—

Table 15 - Reported road traffic casualties and severity since 2013 - Scarborough

Source - Data Intelligence, North Yorkshire County Council

Killed or Seriously Injured (KSI) Casualties - Scarborough

In 2016, with a total 42 KSI casualties in Scarborough the total was 24% below the 2011-15 average (55).

The year saw a decrease in the overall number of KSI casualties due to a decrease of 11 in the car occupant group. However the PTW (+5), goods vehicles (+2) and pedestrians (-2) increased.

The number of KSI (2) amongst children (0-15 years old) has reduced by 1 from the previous year. In 2016 all child KSIs were pedestrians the same as in 2014 and 2015.

The decrease in KSI in 2016 returns this number to the lowest on record for Scarborough, but does not show a statistically significant change between the years.

Facts about KSI casualties in 2016

- ◆ The number of people killed or seriously injured fell 24% to 42 in 2016 from the baseline.
- ◆ The three most vulnerable road user groups (Pedestrian, Cyclist and PTW riders), between them, account for 74% of all KSI casualties.
- ◆ The decrease in KSI casualties in 2016 is mainly associated with a decrease in car occupants (down by 11).
- ◆ The district performed slightly worse for the PTW (+5), goods vehicles (+2) and pedestrians (+2).
- ◆ Cyclist KSI casualties have stayed the same at 5 in 2016, however none of these casualties were young people in 2016 compared to 3 in 2015.
- ◆ The other type KSI casualty that was recorded in 2016 was an elderly mobility scooter rider.

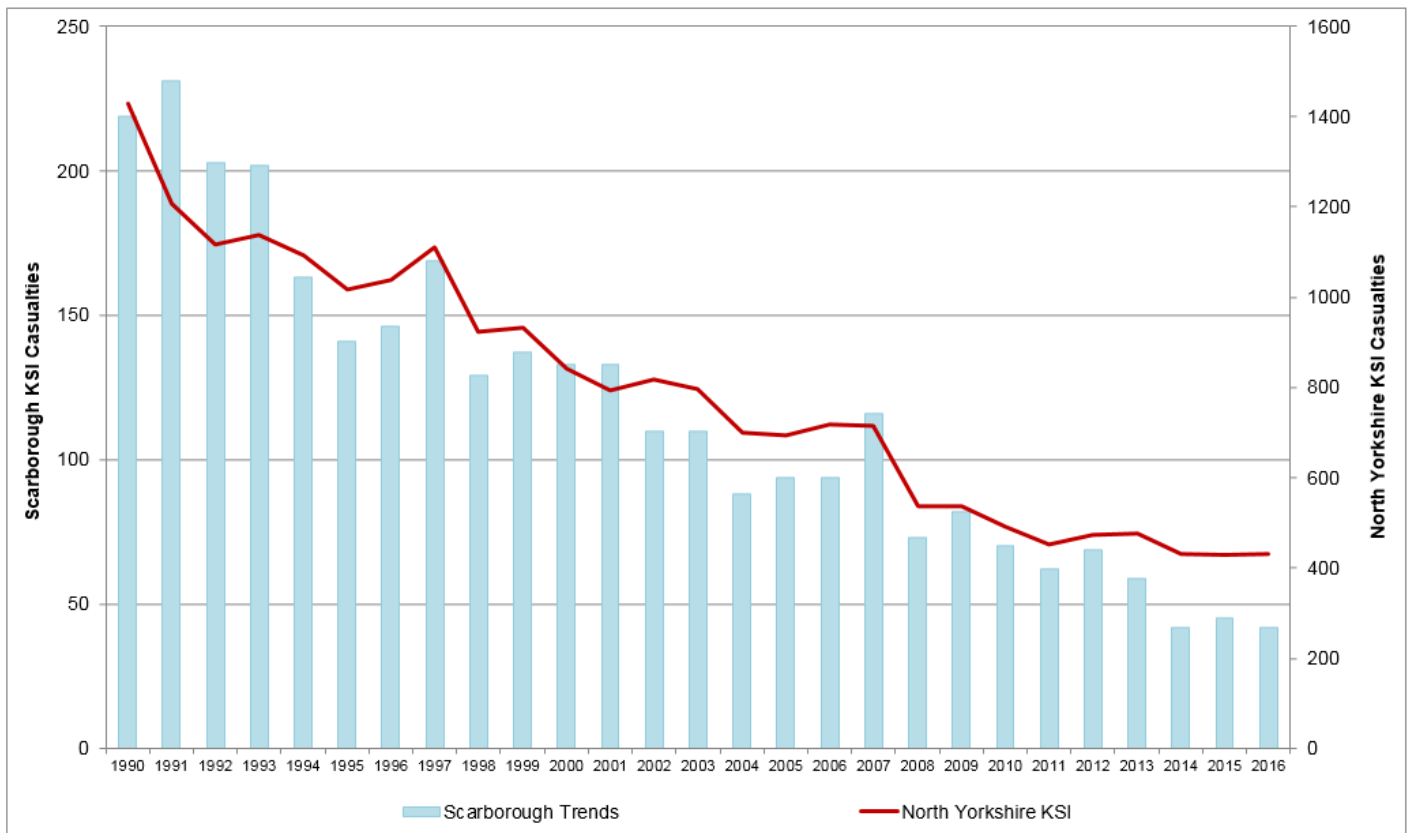


Figure 14 - Reported road traffic KSI casualty trends since 1990 - Scarborough
Source - Data Intelligence, North Yorkshire County Council

Child Casualties - Scarborough

The number of children injured in the district decreased from 45 in 2015 to 24 in 2016 (-21). This returns the district to the second lowest year on record for the number of children injured in road traffic collisions.

The number of KSI (2) amongst children (0-15 years old) has reduced by 1 from the previous year. In 2016 all child KSIs were pedestrians the same as in 2014 and 2015.

This year's overall child casualty numbers show a decrease of 22% against the 2011-15 baseline average, but with an 88% decrease against the previous year.

The decrease in child casualties is mainly associated with an decrease in the number of pedal cyclist casualties from 8 to 0 and pedestrian casualties from 18 to 11, though child other vehicle type casualties also increased from 4 to 0 and child car occupants decreased from 15 to 11.

Facts about child casualties in 2016

- ◆ 12 of the children injured were primary school aged, 11 were secondary aged and 1 was 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 pedestrian crossed a road masked by a stationary or parked vehicle.
- ◆ The 11 pedestrian child casualties were recorded as 1 driver at fault and 10 pedestrians at fault.
- ◆ In the child car occupant collisions 6 of the 11 children injured, were occupants in the car that was at fault, in 1 case both vehicles were at fault and in 4 cases, the child was in a not at fault vehicle.
- ◆ The majority of collisions involving children occurred on a weekday (18 of 23) and a significant proportion of these were during the afternoon school run time (9 of 23), 6 of these 9 children were secondary aged pedestrians.

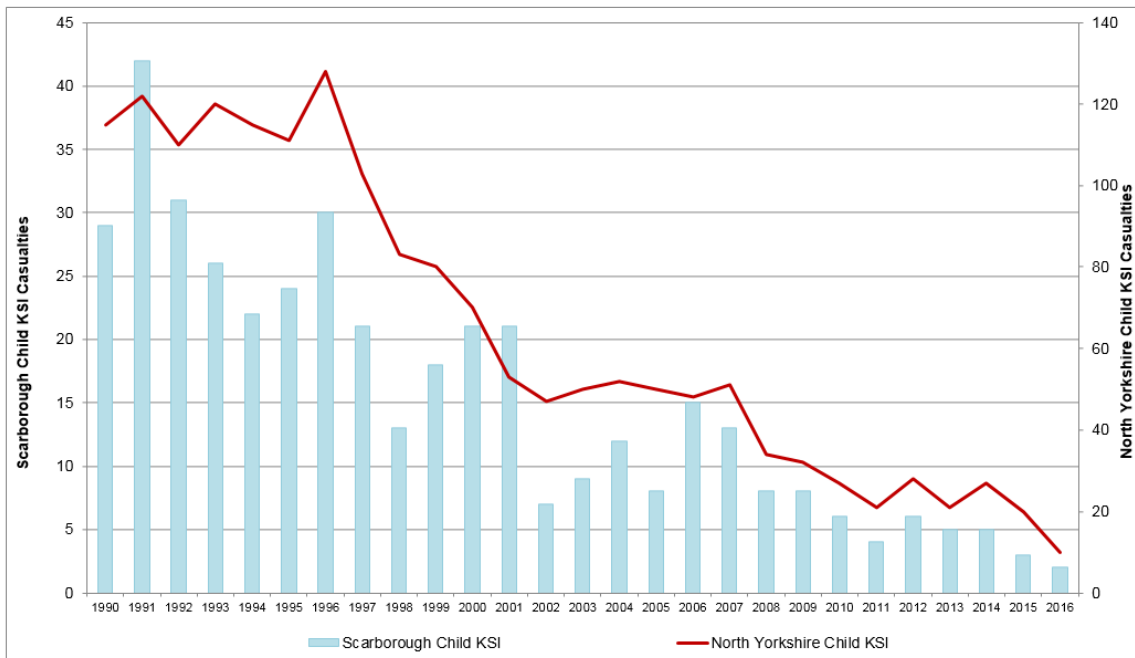


Figure 15 - Reported road traffic KSI child casualty trends since 1990 - Scarborough
Source - Data Intelligence, North Yorkshire County Council

Road Safety Education and Community Engagement – Scarborough

Children - Primary Schools

The Road Safety team joined the Scarborough's Community Impact team to deliver workshops showing children of Friarage School how to be respectful of each other, their community and also themselves. The Workshops highlighted and tackled anti – social issues that were raised by the pupils of Friarage School and the local residents.

There are great concerns about school gate parking causing obstructions to other road users and pedestrians, especially the pupils. People commuting in this area felt forced to take risks when trying to cross the road. It was reported also that children were not looking when crossing the road and older children were taking risks with the traffic.

Road Safety's intervention addressed these issues through delivering two bespoke workshops that were fitting for their age group and environment.

Key Stage 1– These children were encouraged to participate in pedestrian training. Issues were raised about crossing the road and the subjects discussed were 'Bright be Seen', safer places to cross and how to do the 'Green Cross Code'. The children were encouraged to use safer practices and left with an understanding on how to be safe near and on the roads.

Key Stage 2. This workshop delivered by Road Safety team concentrated on travelling to and from school. As the Year 6s are in their transition year, they may suddenly find themselves independently travelling to their new senior school. This workshop is aimed to find coping strategies for their journey and how to be empowered and prepared to cope with issues that may happen on their travels.

Bikeability

Bikeability is still being successfully delivered to year 5s and 6s in 45 primary schools Along the East Coast. A total of 914 pupils this year participated in this programme. This course not only teaches children how to cycle on the road safely, but it improves many other skills too: observation, co-ordination, healthier life style choices, confidence building and independent travel. The Children had the opportunity to learn safer road practices on their local roads and were able to use these skills while cycling under supervision and alongside other road users.

Bikeability Balance

'Bikeability Balance' has completed its second successful year. The course was delivered to 70 reception children in Scarborough, Whitby and Ryedale area. All the children regardless of the level of development were able to participate in this activity. The children learnt how to balance on a 2 wheeler bike, which in affect help improve their co-ordination, observation skills and building up their confidence. Once the children had grasped the balance bike, their next step is to master a bicycle with - no stabilizers.

Image 19 - Bikeability Balance at East Ayton Primary School



Crucial Crew

Crucial Crew has celebrated its 25th year of delivering safety messages to the year 6 children of Scarborough and Ryedale districts. The Road Safety team are proud to be part of this event and continue to deliver an 'in-car safety talk' with a demonstration showing the importance of why all car occupancies must wear their seatbelt and how they can help reduce risk and distractions while the car is in motion. This workshop is aimed to make children feel empowered to speak out if they did not feel safe on a journey. 1500 children attended Crucial Crew this year.

Further Education

Drive Alive was delivered to Caedmon Community College, Pindar School and Askham Bryan, Scarborough Campus. 95 Alive partnership and guest speakers addressed different issues that could affect young drivers and their peers as they move into adulthood. These thought provoking presentations are designed to make young people think about their choices they make while traveling in vehicles and their personal responsibilities to their co-travellers and other road users too.

Actions Have Consequences is a new presentation that is being piloted in Scarborough. Two sessions have already been delivered to Yorkshire Coast College and the Police Cadets. Though an emotional experience, this one hour presentation with live speakers and a short film, was well received. The speakers reflected on their own reactions and feelings while dealing with road traffic collisions and how it still affects them even today. The audience are encouraged to ask those questions no one ever likes to ask or hear. A heart felt presentation that young people get to see the human side of our emergency service workers.

Image 20 - Partners at Actions Have Consequences event



Young Drivers

This year, two successful 'Enhanced Pass Plus' courses were delivered to Scarborough, Whitby and Ryedale newly qualified drivers. Road safety are aware that new drivers lack of experience once they are find themselves driving solo. The EPP course teaches new drivers how to recognise hazards and learn how to avoid potential dangers. The course delivers both practical and theory sessions to provide new drivers with coping strategies to handle peer pressure, how to avoid unnecessary stress and a better understanding of the continuous changes in road conditions. New drivers completing this course feel more confident on the road and able to manage their driving better once completed this course.

Cyclists

The Road Safety team were fortunate to participate in welcoming the Tour De Yorkshire competitors over the finish line on day one of the tour. As cycling is becoming a popular activity for all of the family, Road Safety are delivering initiatives to increase awareness of cyclists. At local events both Road Safety and Fire and Rescue, encourage people to get on their bikes and give advice on safer cycling and promote safer cycling initiatives. The 'Cycle Yorkshire, Ride the Routes' is an app with useful information for riders around North Yorkshire.



Left: Image 21 - Tour de Yorkshire at Marine Drive

Right: Image 22 - Whitby Cycle Festival



Motorcyclists

Road Safety and Fire and Rescue attended two of the big motorcyclists events held on Oliver's Mount in Scarborough. The team engaged with the bikers giving advice and listening to their concerns. The Biker's received an information pack with our 'Bikers Guide to North Yorkshire' which offers safety techniques around local roads. Bikers are also offered the opportunity to attend a "Biker Down" course in their area. This course gives practical First Aid training and advice on what to do at a scene of an accident.

The Road Safety Officer and Community Safety Officer also engage regularly with Motorcyclists at the Whistle Stop Café in Whitby and on the Marine Drive in Scarborough.

Image 23 - Motorcycle Park at Oliver's Mount Races



Community Engagement/ Local Partnership Working

Alongside other agencies, Road safety joined in a number of public events in Scarborough and Whitby. Advice on a variety road safety subjects were delivered to the public at these local events.

- Whitby Regatta, Safer Cycling.
- Scarborough's town centre, Christmas Drink Drive campaign was launched
- Summer Don't Drink and Drive campaigns were delivered at local shows. Egton and Burniston in both Scarborough and Whitby.
- Local cycle events held in the district also hosted the Road safety team giving information and advice about safer cycling.
- Family days at GCHQ, Totally Socially, Scarborough Castle, Eastside Community Centre, Whitby and 'In the Know', Eastfield welcomed the Road Safety team.

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 of 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,

Two Older driver's presentations were delivered in Scarborough. The Road Safety Officer and Community Safety Officer attended other events to reach 50+ drivers. Five coffee mornings, including the Alzheimer's society meetings at Scarborough, Whitby and Filey as well as community run events were attended to offer support and guidance to older driver. Some attendees took advantage of the free refresher course to have their driving assessed.



Image 24 – Older Driver Engagement at South Cliff Community Cafe

Speed Management

During 2016/2017 the group received and processed 23 speed concern concerns. This resulted in 3 requests for Police speed enforcement and 3 local education programmes. 17 assessments did not require any further action.

Cluster sites

There are 160 cluster sites identified in North Yorkshire compared with a total of 170 the previous year. Of these 160 sites, 26 are located within Scarborough District and details of these are contained on the next page. Of these, 24 are urban (40 mph or lower speed roads) and 2 are rural (over 40 mph limit roads). Of all Scarborough collisions 2014-2016, 19% occurred at cluster sites; 23% of all collisions in Scarborough in 2016 occurred at cluster sites.

Reported Road Casualties in North Yorkshire: Annual Report 2016

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 2014-2016	Total Child Cas	Comments
						2014	2015	2016			
11	B1261 Scarborough Rd/Stoney Hags Rd, Jnct - Seamer	Ycm	urban	9	21	1	1	6	8	1	Traffic team designing signals to replace mini roundabout. Developer contribution/funded.
25	B1364 Castle Rd/B1364 North Marine Rd/St Thomas St, Rndbt - Scarborough	Ycm	urban	8	10	1	1	3	5	2	No pattern to collisions, to be monitored.
29	A165 Valley Bridge Prd/Somerset Tce/Westwood, Area - Scarborough	Ycm	urban	8	8	2	2	4	8	1	No pattern to collisions, to be monitored.
35	A1039 King Hill Muston/A165, Jnct - Muston	Ycm	urban	7	12	2	2	3	7	2	To be investigated.
49	A165 Filey Rd / Queen Margaret's Rd, Xrds - Scarborough	Ycm	urban	7	8	3	2	2	7	1	No pattern to collisions, to be monitored.
50	A165 Northway/B1364 Victoria Rd, Jnct - Scarborough	Ycm	urban	7	8	2	3	1	6	0	Proposed pedestrian refuge for Northway being investigated.
53	A64 Westborough / Scarborough Station, Area - Scarborough	Ycm	urban	7	7	1	2	3	6	1	Traffic team considering refurbishment improvements.
61	A171/B1266 High St, Jnct - Scaling	Ycm	rural	6	11	3	2	0	5	2	Site will continue to be monitored.
83	A165 Columbus Ravine/Dean Rd, Rndbt - Scarborough	Ycm	urban	6	6	2	1	3	6	0	Major changes being considered to address cyclist collisions.
84	A165 Northway/Trafalgar St West, Jnct - Scarborough	Ycm	urban	6	6	2	1	2	5	0	Proposed pedestrian refuge to be ordered.
85	A171 Scalby Rd/ Woodlands Ravine, Jnct - Scarborough	Ycm	urban	6	6	1	2	1	4	0	Site affected by Local Enterprise Partnership funded junction improvement proposed by Scarborough Borough Council.
87	A171 Prospect Hill/A174 Prospect Hill, Jnct - Whitby	Ycm	urban	5	17	2	0	3	5	2	Changes recently introduced at Mayfield signals. To be monitored.
100	A64 Falsgrave Rd/Belgrave Cres/Londesborough Rd, Jnct - Scarborough	Ycm	urban	5	7	1	3	0	4	0	No pattern to collisions, to be monitored.
106	A170 Stepney Rd/Stepney Dr, Area Around Rndbt - Scarborough	Ycm	urban	5	6	2	1	1	4	0	Site affected by Local Enterprise Partnership funded junction improvement proposed by Scarborough Borough Council. Site may also be altered through developer funding to improve pedestrian facilities. To be monitored.
111	Westway/Overdale/Eastway/Moor Rd, Rndbt - Scarborough	Ycm	urban	5	5	0	3	1	4	2	Removal of the pedestrian guardrail at site under investigation. Developer funding may improve this site for pedestrians and cyclists, subject to whether the link bridge is completed 01/01/2018.

Reported Road Casualties in North Yorkshire: Annual Report 2016

Contact – bi.operations@northyorks.gov.uk

Reported Road Casualties in North Yorkshire: Annual Report 2016

2016/17 NYCC Rank	Location	District	Site Type	Collision Sev. Factor	Cas Sev. Factor	Collisions			Total Collisions 2014-2016	Total Child Cas	Comments
113	Bridge End / Bridge St - Whitby	Ycm	urban	5	5	0	2	2	4	1	No pattern to collisions, to be monitored.
114	B1261 Cayton Low Rd/Manhan Hill, Jnct - Crossgates	Ycm	urban	5	5	1	1	2	4	1	To be investigated.
120	Falconers Rd/Huntriss Row, Jnct - Scarborough	Ycm	urban	5	5	3	1	0	4	0	No pattern to collisions, to be monitored.
121	A165 Filey Rd / Fulford Rd, Jnct - Scarborough	Ycm	urban	5	5	0	1	3	4	0	To be investigated.
124	Cross Ln/ Colescliffe Rd, Jnct - Newby	Ycm	urban	5	5	0	2	2	4	0	To be investigated.
133	B1261 Cayton Low Rd / Holme Hill, Jnct - Eastfield	Ycm	urban	4	7	0	2	2	4	1	To be investigated, review of possibility of signals at this location to be undertaken.
134	A165 Filey Rd/Mountside/Belvedere, Xrds - Scarborough	Ycm	urban	4	6	0	3	1	4	2	To be investigated.
136	A165 / B1261 near The Plough Public House - Leubberston	Ycm	rural	4	6	2	1	1	4	1	To be investigated.
142	A64 Falsgrave Rd /Commercial St, Jnct - Scarborough	Ycm	urban	4	5	1	2	1	4	0	To be investigated.
157	A64 Falsgrave Rd /New Park Rd, Jnct - Scarborough	Ycm	urban	4	4	3	0	1	4	0	To be investigated.
158	B1364 Castle Rd/Dean Rd/North St/Bedford St, Jnct - Scarborough	Ycm	urban	4	4	1	1	2	4	0	To be investigated.

Ryedale District (Area 4)

Ryedale district in brief

- ◆ Eight people, all of whom were adults, were **killed** on Ryedale’s roads during 2016 compared to six adults, in 2015. There were 7 car occupants and a motorcycle rider.
- ◆ The number of people **Killed or Seriously Injured (KSI)** has increased to 48 in 2016 from 41 in 2015. In terms of road user groups, the number of KSI has increased in all vehicle type groups apart from “other vehicle types” (-2). The biggest increase was in the number of car/ occupants (+6), followed by pedestrians (+2), and pedal cycle (+1).
- ◆ The number of **total casualties** in road collisions reported to the police in 2016 was 312, up by 44% on 2015 (217). This increase is predominantly in the car road user group which saw an increase of 107 and PTW which saw an increase of 1 casualty in 2018. Decreases were seen in the number of pedestrian casualties from 18 to 12, other vehicle types from 8 to 3, pedal cyclists from 14 to 13 and goods vehicles from 9 to 8.
- ◆ The reported number of **child KSI casualties** (aged 0-15) has risen to 3 in 2016 from 0 in 2015. Continuing a pattern seen since 2011 in the number of KSI child casualties in the district.
- ◆ The number of **cyclist** casualties (13) has decreased by 7% from the 2011-15 baseline average of (14). Child cyclist casualties (3) have increased by 2 since the previous year.
- ◆ **Pedestrian** casualties reduced to 12 in 2016 from 18 in 2015 which is 20% less than the 2011-15 baseline average of 15.
- ◆ The number of **powered two wheeler (PTW)** casualties has increased by 3% since last year (from 33 to 34). Overall the number of PTW casualties in the district is 2% above the baseline average.
- ◆ A total of 181 **road collisions** that resulted in someone being injured were reported to the police in 2016, 17% more than in 2015 (149). This total works out at an average of 15 collisions per month or 4 per week.

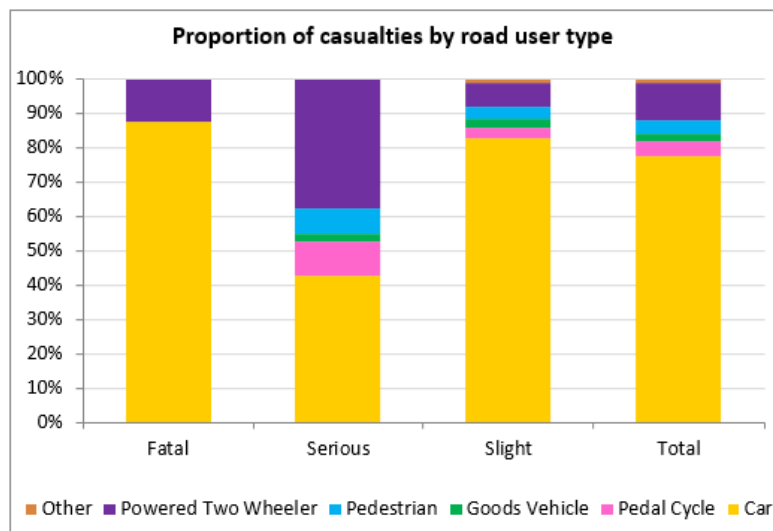


Figure 16 - Proportion of all casualties by road user type in 2016 - Ryedale
Source - Data Intelligence, North Yorkshire County Council

All Casualties - Ryedale

The trend in road casualties reported to the Police in Ryedale continues on its overall downward trend but the large increase in casualties is unusual and returns the district to levels seen in 2007, the increase in collisions has not been as pronounced.

In 2016, the district has recorded 95 more casualties compared to the previous year. The increase is predominantly in the car road user group which saw an increase of 107 and PTW which saw an increase of 1 casualty in 2016. Decreases were seen in the number of pedestrian casualties from 18 to 12, other vehicle types from 8 to 3, pedal cyclists from 14 to 13 and goods vehicles from 9 to 8.

The district performance (+37%) is much worse than the reduction seen for the county overall in the total number of casualties recorded in North Yorkshire as a whole (-2.5%) compared to the baseline. The increase in slight casualties is a statistically significant one so requires more detailed monitoring through 2017.

Facts about all casualties in 2016

- ◆ There were 312 casualties in 2016, 95 more than in 2015 (a 37% increase).
- ◆ Car occupants make up the largest proportion of road casualties (78%); followed by powered two wheeler riders (11%), pedal cyclists (11%), pedal cyclists (4%), pedestrians (4%), goods vehicles (3%) and other vehicles (1%)
- ◆ The number of casualties recorded in 2016, is 37% above the 2011-15 average.
- ◆ The number of children injured (19) which represent 6% of all casualties in 2016; was 4 higher than 2015.
- ◆ Cyclist casualties decreased, and the 2016 total (13) is now 1 lower than in 2015 and is also 7% below the 2011-15 average (15).

Ryedale	Baseline (Avg 11-15)	2013	2014	2015	2016	2016 vs baseline	Statistically significant change
Fatal	6	11	5	6	8	37.9%	—
Serious	50	61	45	35	40	-19.4%	—
Slight	172	192	179	176	264	53.5%	↓
Total	227	264	229	217	312	37.2%	↓
KSI	55	72	50	41	48	-13.4%	—
Child KSI	1	0	3	0	3	114.3%	—
Young Person KSI	12	15	12	8	11	-8.3%	—
Adult Person KSI	23	30	21	17	13	-44.4%	—
Older Person KSI	14	19	12	12	17	21.4%	—
Elderly Person KSI	5	8	2	4	4	-13.0%	—
Pedestrian KSI	4	4	6	1	3	-16.7%	—
Cyclist KSI	4	2	3	3	4	11.1%	—
PTW KSI	19	27	18	16	16	-17.5%	—
All Child Casualties	18	17	18	15	19	5.6%	—
All Cyclist Casualties	14	13	12	14	13	-7.1%	—

Table 16 - Reported road traffic casualties and severity since 2013 - Ryedale

Source - Data Intelligence, North Yorkshire County Council

Killed or Seriously Injured (KSI) Casualties - Ryedale

In 2016, with a total 48 KSI casualties, Ryedale's casualty numbers are 13% below the 2011-15 average (55). This is 7 above the number of KSI casualties in the Ryedale district in 2015.

The year saw a decrease to the number of other KSI casualties which have fallen by 2 over the previous year. These groups saw an increase in 2016. Car occupant KSIs were up by 6, pedestrians by 2 and pedal cyclists by 1; the goods vehicle and PTW stayed the same.

The number of KSI (3) amongst children (0-15 years old) was 3 up on the previous year.

The increase in KSI in 2016 against 2015 is concerning, however the overall trend does remain downwards and this rise is not a statistically significant one.

Facts about KSI casualties in 2016

- ◆ The number of people killed or seriously injured increased by 17% to 48 in 2016.
- ◆ The three most vulnerable road user groups (Pedestrian, Cyclist and PTW riders), between them account for 48% of all KSI casualties. This is similar to other districts.
- ◆ The increase in KSI casualties in 2016 is associated with an increase in car occupants, pedestrians and pedal cyclist casualties (up by 6, 2 and 1 respectively).
- ◆ The district saw slight decreases in the number of other vehicle KSI casualties (from 2 to 0).
- ◆ PTW and goods vehicle KSI casualties stayed the same at 16 and 1 respectively 2016.
- ◆ The largest age group for KSI casualties was 50-74 years of age 17 of 47 casualties.

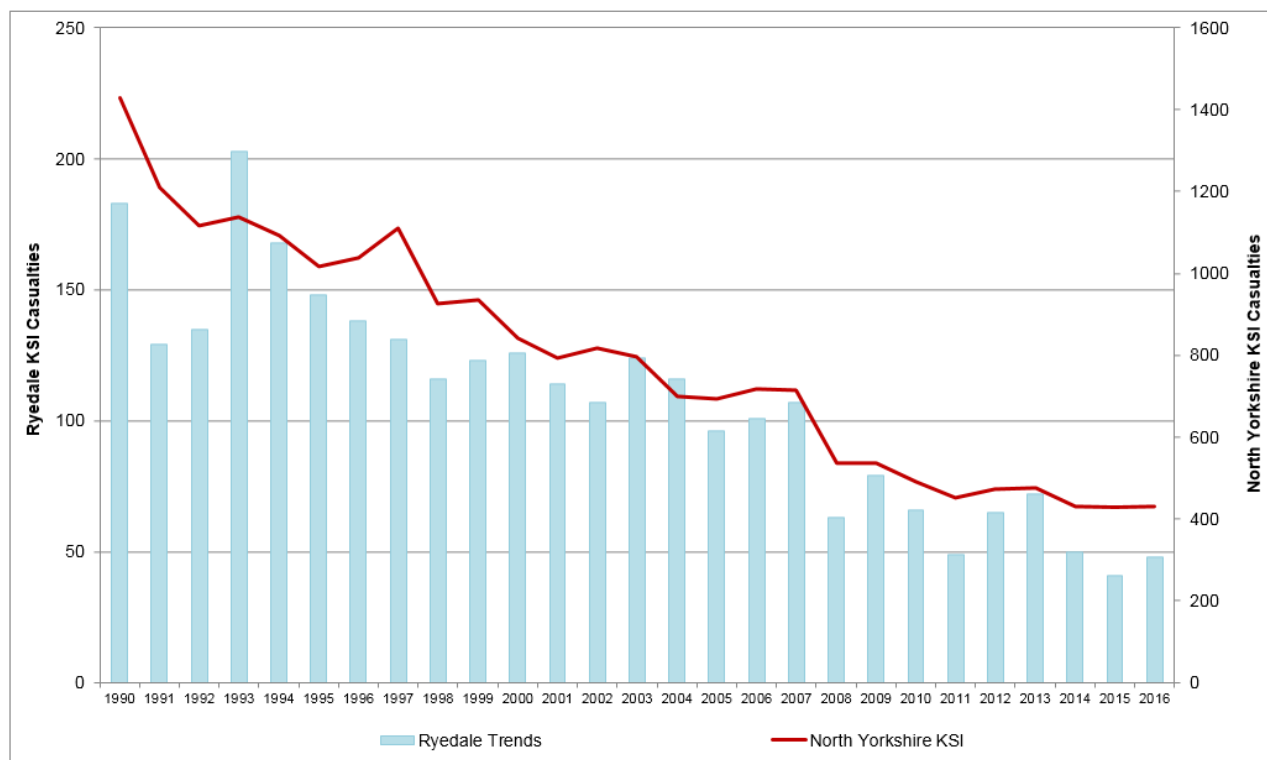


Figure 17 - Reported road traffic KSI casualty trends since 1990 - Ryedale
Source - Data Intelligence, North Yorkshire County Council

Child Casualties - Ryedale

The total number of child casualties (19) recorded in 2016 is 4 below the previous year (15), Child KSI casualties has increased from 0 in 2015 to 3 in 2016. The number of children killed or seriously injured in Ryedale have fluctuated like this since 2011.

This year's overall child casualty numbers show a reduction of 6% increase the 2011-15 baseline average (18).

Reviewing the 19 child casualties injured in 2016, 11 were car passengers, 4 were pedal cyclists, 3 were pedestrians and one was a pillion passenger on a motorcycle. The number of car passengers had increased by 2 on the previous year and the number of pedal cyclist and PTW has increased by 1.

Facts about child casualties in 2016

- ◆ Nine of the children injured were secondary school age, eight were primary aged and 2 were pre-school aged.
- ◆ The three most common causation factors in collisions involving children is vehicle failed to look properly, vehicle failed to judge others path or pedestrian crossed a road masked by a parked car.
- ◆ All 4 child cyclist casualties were not wearing cycle helmets.
- ◆ The three pedestrian child casualties were 3 pedestrians at fault.
- ◆ The majority of collisions involving children occurred on a weekday (10/14) but of those only 3 may have been at school run times. The times of collisions are quite evenly spread throughout the day.

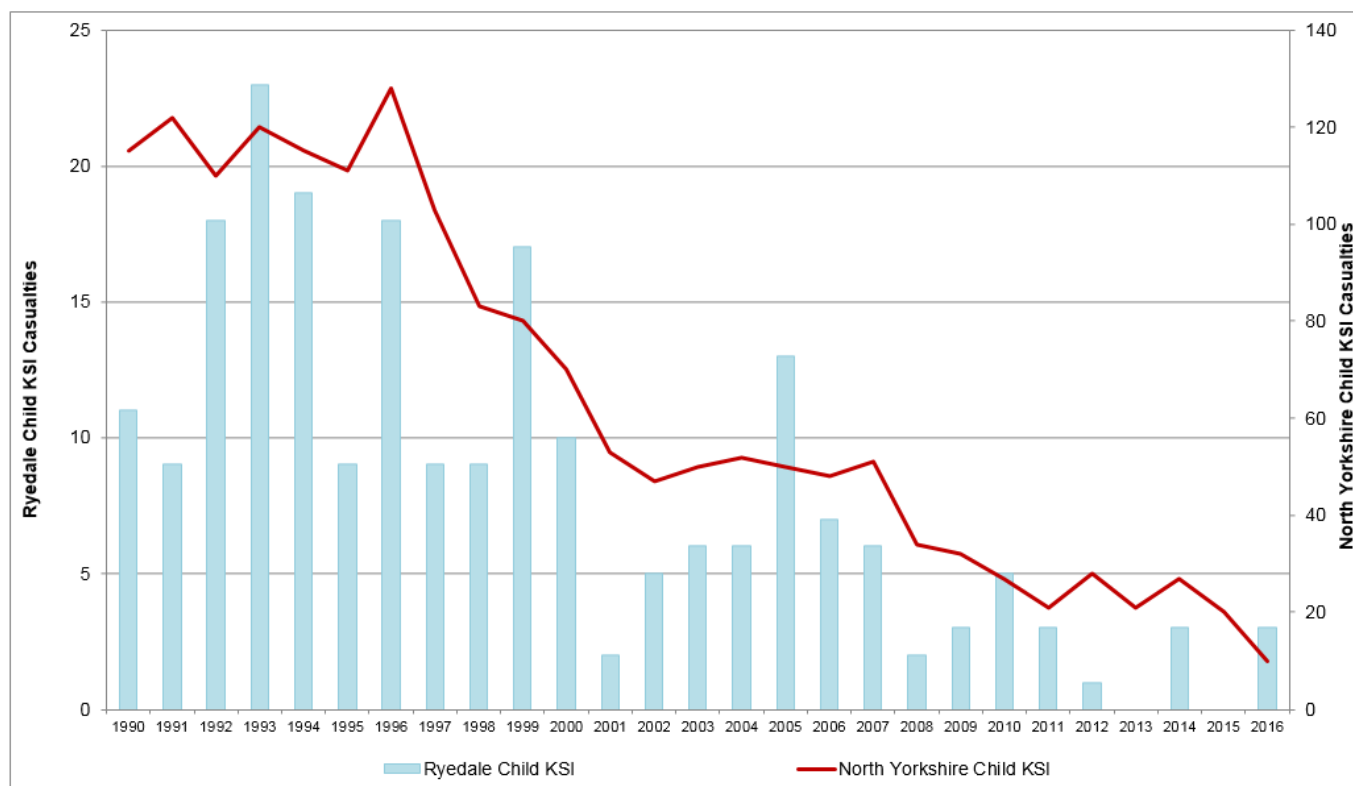


Figure 18 - Reported road traffic KSI child casualty trends since 1990 - Ryedale
Source - Data Intelligence, North Yorkshire County Council

Road Safety Education and Community Engagement – Ryedale

Children - Primary School

Junior Road Safety Officers

Junior Road Safety Officers are year five pupils in schools who relay key Road Safety messages to the whole school community. The pupils take part in fun learning activities which they can share with others. During their time in office, they are supported by the North Yorkshire County Council Road Safety and Travel Awareness Team and the school there are many ways the pupils can get involved, including school assemblies and competitions

The aims of the scheme are:

- To reduce the numbers of children injured on the roads
- To promote a sense of responsibility and positive citizenship among children
- To enhance the importance of safety among pupils, parents and school staff
- To develop innovative ways of putting safety messages across

Schools in the Ryedale area are keen to participate in the Junior Road Safety scheme each year.

Crucial Crew Ryedale Scarborough and Whitby

Over 1600 Year 6 pupils from Scarborough Whitby and Ryedale schools attend the Crucial Crew multi-agency safety education event at the TA Army Barracks Scarborough. The children learn road safety facts by taking part in active scenarios and workshop sessions, with follow up lesson information provided to their teacher.

Transition

Transition from primary to secondary school is one of the biggest steps a pupil will take in their school life and how they choose to travel to their new school needs careful consideration and planning and an opportunity to develop positive travel habits. Resources including the 'Way to Go ' and ' Move on Up' magazines have been made available to Primary Schools to use with Year 6 pupils to prepare them for the journey to secondary school and raise awareness of road safety issues.

Bikeability

Some 484 Year 5 and 6 primary school pupils over 35 courses have benefitted from participation in the Bikeability cycle training programme over the last year. We have a dedicated team instructors working in the area, led by a Road Safety Assistant. A small number of schools across the county including Rillington Primary School also took part in Bikeability Balance which is Balance Bike training for Foundation aged pupils. We also delivered a bespoke Bikeability course for some local residents in Malton, enabling them to travel around the town safely and live more independently within our community.

Children - Secondary School

The 'Drive Alive' event that addresses young drivers, potential drivers and passengers risks and responsibilities was delivered at Lady Lumley's and Malton Sixth Form. Throughout the day students receive sessions from North Yorkshire Police, North Yorkshire Fire & Rescue, and members of the Road Safety team including a session on drink/drug driving. David and Janet Warin end the day by sharing their experiences of losing their son Daniel in a Road Traffic accident 3 weeks after passing his driving test. The feedback from pupils following the Drive Alive day is always very positive.

Image 25 - Drive Alive session at Lady Lumley's



Young Drivers

The "Enhanced Pass Plus" programme has been 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 and Travel Awareness Officer leads a further (compulsory) workshop session in which the young or new drivers analyse crashes, explore attitudes, perceptions and risky behaviours in themselves and their passengers and peer groups and learn how to recognise and minimise potentially risky situations. The New Driver Discussion groups are regularly held at Selby Highways Office this year. This initiative is supported by "Performance Reward Grant" funding and is partly paid for by the young drivers themselves.

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 took place at Seaway's Café and Helmsley Market Place a successful means of disseminating campaign messages directly to motorcyclists. The local Fire and Rescue Team together with NYCC Road Safety Officer visited Seaway's Café and Helmsley in September and again in May to talk to motorcyclists and hand out our Motorbike packs.

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 and also a safer riding tips DVD.

Reported Road Casualties in North Yorkshire: Annual Report 2016

Advice for motorcyclists is available 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.

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

Biker Down courses for a rider dealing with what to do if they arrive first on the scene of an accident were held at Selby Fire Station.



Image 26 - Engagement with Motorcyclists at Helmsley Market Place

Cyclists

The Tour de Yorkshire spent a lot of time in Ryedale this year. The team had a stand in partnership with North Yorkshire Fire and Rescue in the centre of Pickering on the day. They gave out Cycling Road Safety information.

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.

Image 27 – Attendance at the Tour De Yorkshire, Kirbymoorside



Older People

Over the summer months Safer Ryedale held 7 Older Driver Events and 27 older drivers in Ryedale participated in the refresher drive scheme.

Community Engagement/ Local Partnership Working

The Road Safety team contributed to a number of events and initiatives working in partnership with Safer Ryedale and the Police Rural and Neighbourhood teams. This year the focus has centred on cyclist, motorcyclist and older driver safety.

In July/August the Road Safety team attended the Ryedale Show, and Thornton Dale Show which attracted approximately 25,000 visitors. These shows offers a valuable opportunity to engage with people, especially those from the most rural and isolated communities.

During the run up to the Christmas holidays, The road safety worked with the local partnership holding Don't Drink and Drive events across Ryedale. This year the engagement events included a focus on alcohol unit awareness. In particular it is common for people to underestimate the number of units of alcohol they have consumed and the time taken for alcohol to be processed and removed from the body. In June 2015/2016 the Team also supported the Police drug and drink drive enforcement campaign with a series of road shows in town centres across the district.

Image 28 - Drink/Drug Drive event at Malton ASDA



Speed Management

There were 27 speed management requests in the Ryedale district in the last year, of which 21 resulted in no further action, 4 were referred to the police for enforcement, 1 has been sent for review by the highways engineers, 1 referred to the community speed watch scheme and 1 matrix sign deployed.

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, 7 are located within Ryedale and details of these are contained on the next page. Of these, 2 are urban (40 mph or lower speed roads) and 5 are rural (over 40 mph limit roads). Of all Ryedale collisions 2014-2016, 10% occurred at cluster sites. 10% of all collisions in Ryedale in 2016 occurred at cluster sites.

Reported Road Casualties in North Yorkshire: Annual Report 2016

Road Safety Engineering Activities – Ryedale

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			
1	A169 Saltergate Bank by Horcum Woods Nr Hole of Horcum	Rye	rural	18	28	5	4	6	15	1	Vehicle activated signs for bend to be installed in 2017/18.
23	B1248 Yorkersgate/B1257 Wheelgate, Jnct - Malton	Rye	urban	8	11	2	1	2	5	0	No pattern to collisions, to be monitored.
26	Church St/Norton Rd/Welham Rd, Jnct - Norton	Rye	urban	8	10	3	3	2	8	1	Priority arrangement changed at this Junction in 2017, to be monitored.
31	A169 at Howebridge Farm - Nr Malton	Rye	rural	7	16	1	0	5	6	2	Signing scheme introduced September 2017, to be monitored.
42	A64 Trousdale FI / Centenary Way jnct to Low Hutton	Rye	rural	7	10	3	2	0	5	1	Highways England has been notified about this site's inclusion in the North Yorkshire annual report.
76	A169/A64, Rndbt North End - Malton	Rye	rural	6	7	2	2	1	5	0	Highways England has been notified about this site's inclusion in the North Yorkshire annual report. A new roundabout was installed in 2015/16 at this location.
102	A64/Chestnut Av, Jnct - Crambeck	Rye	rural	5	7	1	2	2	5	0	Highways England has been notified about this site's inclusion in the North Yorkshire annual report.

Craven District (Area 5)

Craven district in brief

- ◆ Four people, all of whom were adults, were **killed** on Craven's roads during 2016 compared to 4 adults in 2015 and a baseline average of 5 per year for 2011-15. The four men who died in 2016 were all powered two wheeler (PTW) riders.
- ◆ The number of people **killed or seriously injured (KSI)** was 56 in 2016, an increase from 54 in 2015, but still a slight increase on the baseline average of 49. In terms of road user groups, the number of KSIs has decreased in all road user groups except for PTW group (+11) and goods vehicles (+2). The greatest increase was seen in the car occupant group which rose by 4, with cyclist and pedestrian groups both increasing by 3 and the other group increasing by 1.
- ◆ The total number of **all casualties** in road collisions reported to the police in Craven during 2016 was 237, a 10% increase on 2015 (216) and a 6% increase from the baseline. This increase is reflected in all but two vehicle type group, car occupants increased by 13, pedestrians by 10, PTW by 7 and goods vehicles by 3. The pedal cyclists saw a decrease of 9 and the other vehicle types saw a decrease of 3.
- ◆ There were no **child KSI casualties** (aged 0-15) in the district in 2016 which is 3 less than the previous year and 2 below the baseline average.
- ◆ The number of **cyclist** casualties has reduced by 30% to 21 in 2016 from 30 in 2015, which is also below the baseline average of 24.
- ◆ **Pedestrian** casualties increased by 77% to 23 in 2016 from 13 in 2015. This increase is the most pronounced amongst pedestrians slightly injured, which rose from 8 to 21.
- ◆ The number of **powered two wheeler (PTW)** casualties has increased from 13 in 2015, by 21% to 23 in 2016. The increase is most pronounced amongst PTW KSI (25) which is 9 more than the total (16) recorded the previous year.
- ◆ A total of 180 **road collisions** that resulted in someone being injured were reported to the police in 2016, 19 more than in 2015. This total works out at an average of 15 collisions per month or 4 per week.

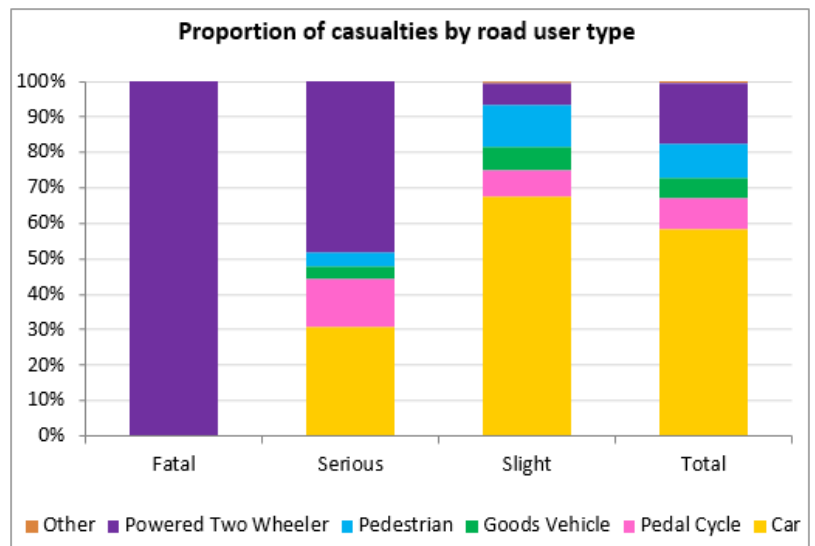


Figure 19 - Proportion of all casualties by road user type in 2016 - Craven
Source - Data Intelligence, North Yorkshire County Council

Reported Road Casualties in North Yorkshire: Annual Report 2016

All Casualties – Craven

The number of road casualties reported to the Police in Craven has seen a downward trend since 1990. However this trend appears to have changed from 2014 to become flat rather than continuing to reduce. In 2014 there were 220 total casualties, 216 in 2015 and 237 in 2016. However, no statistically significant changes were seen in the Craven district during these years.

In 2016, the district recorded 21 more casualties compared to the previous year. The increase is amongst car occupants (13), pedestrians (10), PTW (7), and goods vehicles (3) though the pedal cycle and other groups both decreased (by 9 and 3 respectively).

The districts overall performance of a 6.5% increase is worse than the reduction in overall casualties recorded in North Yorkshire (down by 2.5% over the baseline).

Facts about all casualties in 2016

- ◆ There were 237 casualties in 2015, 21 more than in 2016 (a 10% increase).
- ◆ Car occupants make up the largest proportion of road casualties (58%); followed by powered two wheeler riders (17%), pedestrians (10%) pedal cyclists (9%), goods vehicles (6%) and others (0%).
- ◆ The number of casualties recorded in 2016, is 6% above the 2011-15 baseline average.
- ◆ The number of children injured (12) which represents 5% of all casualties in 2016, was 2 more than in 2015.
- ◆ PTW casualties increased and the 2016 total (40) is now 14% above the 2011-15 average (35).
- ◆ There was an average of 15 collisions per month or 4 per week in which someone was hurt.

Craven	Baseline (Avg 11-15)	2013	2014	2015	2016	2016 vs baseline	Statistically significant change
Fatal	5	7	9	4	4	-25.9%	—
Serious	43	41	49	50	52	20.4%	—
Slight	174	201	162	162	181	4.0%	—
Total	223	251	220	216	237	6.5%	—
KSI	49	50	58	54	56	15.2%	—
Child KSI	2	2	0	3	0	-100.0%	—
Young Person KSI	9	7	9	16	8	-11.1%	—
Adult Person KSI	22	21	30	22	27	25.0%	—
Older Person KSI	12	17	14	7	18	52.5%	—
Elderly Person KSI	5	3	5	6	3	-34.8%	—
Pedestrian KSI	4	3	5	5	2	-54.5%	—
Cyclist KSI	8	9	11	10	7	-16.7%	—
PTW KSI	18	19	22	18	29	57.6%	—
All Child Casualties	14	13	8	10	12	-15.5%	—
All Cyclist Casualties	24	29	24	30	21	-11.8%	—

Table 17 - Reported road traffic casualties and severity since 2013 - Craven

Source - Data Intelligence, North Yorkshire County Council

Killed or Seriously Injured (KSI) Casualties - Craven

In 2016, the total of 56 KSI casualties in Craven was higher than 2016 (54), 15% above the 2011-15 yearly average (49).

The year saw an increase in the number of PTW riders hurt (from 18 to 29), and an increase of 2 casualties was seen in the goods vehicle groups. Decreases of 4,3,3,1 was seen in the car occupants, pedal cyclists, pedestrians and the other group.

The number of KSI (0) amongst children (0-15 years old) decreased in 2016 compared to the previous year (3).

The increase in KSI's in 2016 against 2015 is showing a flat trend; however, as shown in the graph below, KSI figures have gradually been decreasing since 1990 within Craven, so it is hoped this trend will move back to being downwards in 2017.

Facts about KSI casualties in 2016

- ◆ The number of people killed or seriously injured rose by 4% from 54 to 56 in 2016.
- ◆ The increase in KSI casualties in 2016 is mainly associated with an increase in PTW and goods vehicle (up by 11 and 2 respectively).
- ◆ The number of KSI car occupant, pedestrian, pedal cyclist and other vehicle type casualties decreased in 2016 (by 4, 3, 3 and 1 respectively).
- ◆ PTW KSI casualties are at the highest point since 2006.

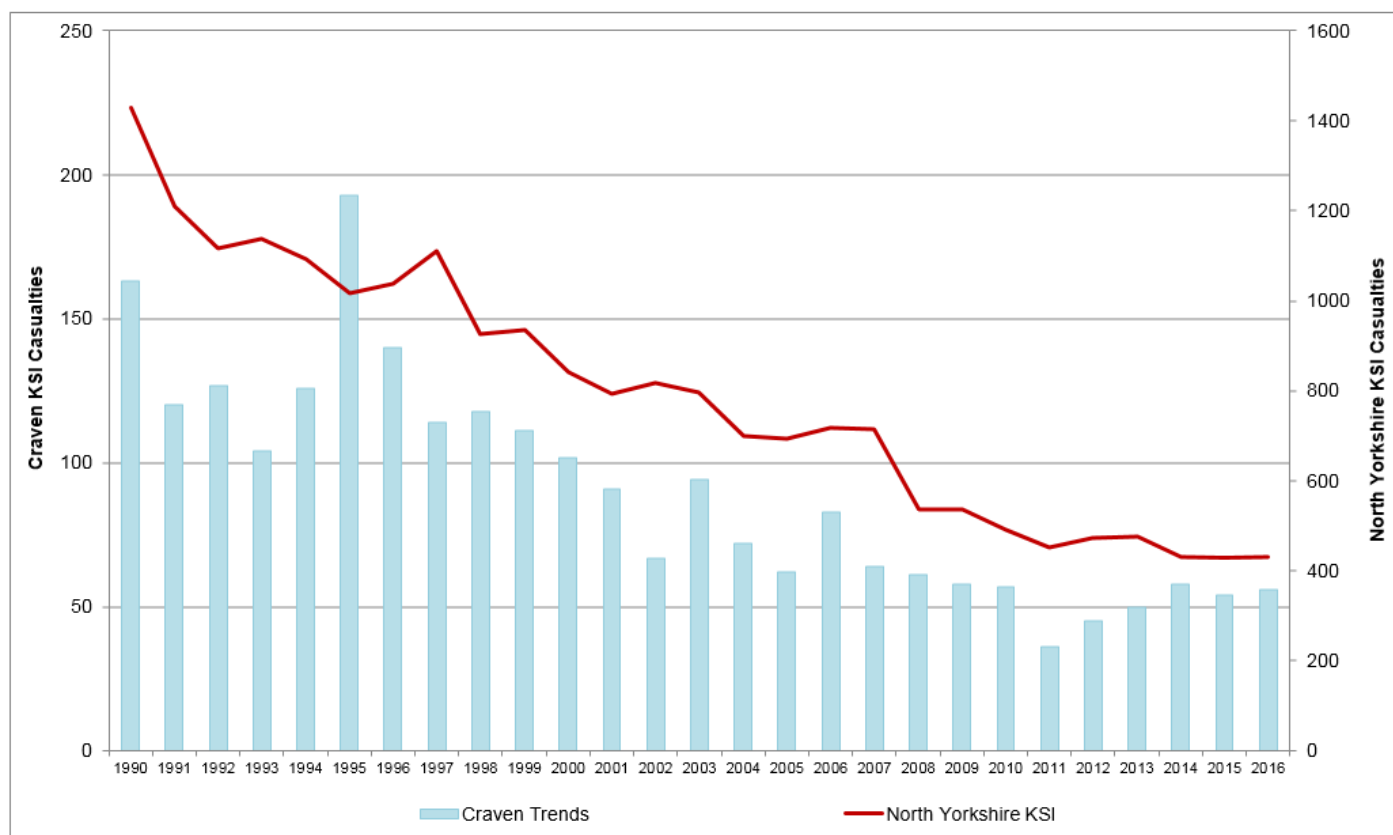


Figure 20 - Reported road traffic KSI casualty trends since 1990 - Craven
Source - Data Intelligence, North Yorkshire County Council

Child Casualties - Craven

The number of children injured increased in 2016 from 10 to 12 compared to the previous year and increased from 8 in 2014. Though is still below the 2011 to 2015 baseline average.

No children were killed or seriously injured in Craven during 2016: all 12 casualties were slightly hurt. However, in 2015 3 children were seriously injured and 7 slightly injured.

This year's overall child casualty numbers show a decrease of 15% against the 2011-15 baseline average and a 10% increase from the previous year. It is important to treat these percentages with some caution as the numbers are very small so changes expressed in percentage terms look large.

The increase in child casualties is mainly associated with the pedestrian casualties up from 2 to 6 and goods vehicles increased from 0 to 1. Reductions were seen in the number of child car occupant, pedal cyclist and other casualties, which all reduced by 1 casualty.

Facts about child casualties in 2016

- ◆ 7 of the children injured were secondary age and 5 were primary age.
- ◆ The child pedestrian collisions involved a child crossing the road failing to look properly.
- ◆ All of the children injured in cars were in collisions where their vehicle was not at fault and none of these collisions happened under similar circumstances.
- ◆ 9 of the 11 collisions involving children occurred on a weekday, 4 of which were at school starting or ending times.
- ◆ 2 collisions happened on a Sunday, and 1 of the collisions occurred during the summer school holidays.
- ◆ The highest ranked causation factors for child collisions in Craven are, pedestrian failed to look properly and pedestrian careless / reckless / in a hurry.

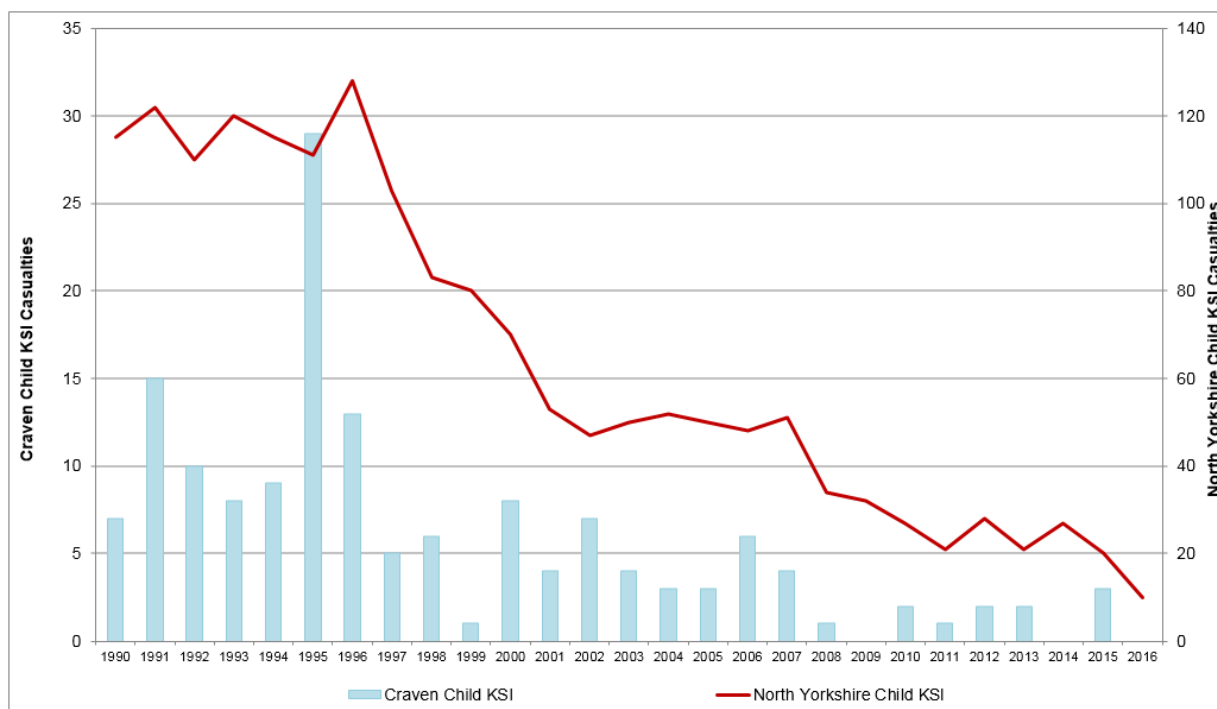


Figure 21 - Reported road traffic KSI child casualty trends since 1990 - Craven
Source - Data Intelligence, North Yorkshire County Council

Road Safety Education and Community Engagement – Craven

Children - Primary School

Some 594 Year 5 and 6 primary school pupils at 31 schools were trained to cycle on the road in the Bikeability cycle training programme over the last year.

This year the new Bikeability Plus training programme was delivered to 54 students at 3 schools in Craven. This scheme extends the existing programme to younger children, teaching basic skills on push and glide bikes.



Image 29 - Reception children at St Stephen's School, Skipton, try out the new Bikeability Plus course

Over 600 Year 6 students from 40 schools attend the Harrogate and Craven Crucial Crew multi-agency safety education event. The children learned road safety facts by taking part in active scenarios and workshop sessions with follow up lesson information provided to their teachers.

The Road Safety and Travel Awareness Officer has supported several local schools and communities concerned about school gate parking issues and provided advice together with our School Gate Parking Resource Pack.

Children - Secondary School

The “Learn and Live” multi-agency new drivers’ presentation was held at 4 secondary schools and colleges across the county, including Craven College, Skipton Girls High School, Settle College and Ermysted’s Grammar. We will be supporting the 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 safer cycling resources in Year 7 to encourage pupils to cycle to school and to do so safely. Young Drivers

We worked with the local Road Safety Group to encourage safe behaviours and good driving amongst young drivers and to provide positive role models amongst them. Several car shows were attended by the partnership, events which naturally attach large numbers of young drivers.

Working with Driving Instructors

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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

Face to face engagement events at popular motorcyclist destinations such as Kirkby Lonsdale, Settle Market Place and Ribbleshead Viaduct have proved a successful means of disseminating campaign messages directly to motorcyclists and an efficient method of targeting large numbers and listening to their concerns and suggestions.

Information packs have been distributed including the updated “Bikers Guide to North Yorkshire”. The route list also includes the A59 from Skipton to east of the A1 and the A65 from Skipton to Ingleton. It recommends further training, appropriate safer riding techniques and behaviours to reduce risk of injury. It is also available online through our website www.roadwise.co.uk .

Image 30 - Motorcycle campaign engagement at Devil’s Bridge, Kirkby Lonsdale

This year after a successful pilot programme, “Biker Down”, first aid and crash scene management courses were delivered across the county. These were courses were fully booked up very quickly and give participants the opportunity to learn life-saving skills, particularly useful in our large rural county. They will be run again next year with Public Health and Police & Crime Commissioner funding and using Fire & Rescue Service First Aid Instructors working with our local Road Safety Officers.



Image 31 - Safe helmet removal session on Biker Down course

Cyclists

We promote safer cycling initiatives throughout the county, especially on the Tour de France, Tour de Yorkshire and other popular routes.

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 liaise with organisers of sportives and charity rides, sharing information on cyclist casualties and advice on best riding practice.

Image 32 – New Riding the Routes Advice Leaflet



Temporary roadside information boards have been deployed along route high priority routes, including Beamsley Lane, where there is a history of conflicts and cyclist casualties.

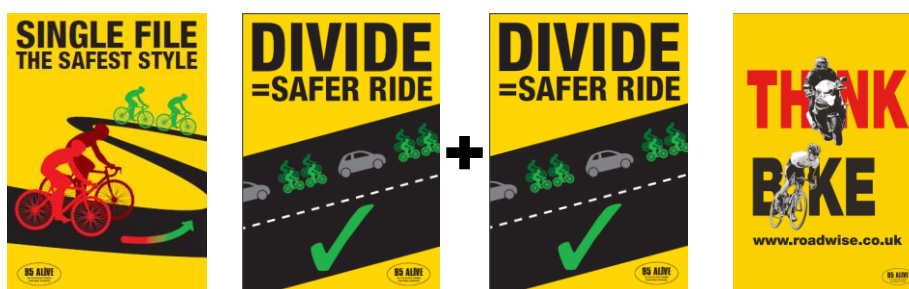


Image 33 - Roadside poster designs currently being trialled on popular cycling routes

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.

Community Engagement/ Local Partnership Working

The Road Safety team contributed to a number of events and initiatives working in partnership with Craven Community Safety Team and the Police Rural and Neighbourhood teams. This year the focus has centred on cyclist, motorcyclist and older driver safety.

During the run up to the Christmas holidays, the Craven Road Safety Task Group held “Don’t Drink and Drive” events in Skipton, Grassington and Settle. This year the engagement events have include a focus on alcohol awareness, in particular it is common for people to underestimate the number of units of alcohol they have consumed and the time taken for alcohol to be processed and removed from the body. In June and July the Team also supported the Police drug and drink drive enforcement campaign with a series of road shows in town centres around the district.



Images 34 and 35 - Don't drink or drug drive banners deployed on the 95 Alive Exhibition Trailer

Speed Management

In 2016, 26 speed concern enquires were assessed. This resulted in 2 requests for speed matrix sign deployment, no requests for engineering measures and 2 requests for Police speed enforcement. The remaining 22 assessments required no further action. At 1 location, participation in the Community Speed Watch scheme was offered.

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, 17 are located within Craven and details of these are contained on the next page. Of these, 4 are urban (40 mph or lower speed roads) and 13 are rural (over 40 mph limit roads). Of all Craven collisions in 2014-2016, 15% of collisions occurred at cluster sites. 17% of all collisions in Craven in 2016 occurred at cluster sites.

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Road Safety Engineering Activities – Craven

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			
3	A65/A59/A629, Rndbt - Skipton	Cra	rural	14	19	0	5	6	11	0	To be investigated.
9	B6265 Dibbles Bridge - Hebden	Cra	rural	11	11	2	2	1	5	0	Introduction of railings on parapet to prevent entry to river implemented at this site in 2015/16, site to be monitored.
21	A65/A6131 The Bailey, Jnct - Skipton	Cra	rural	8	12	0	5	2	7	0	Recommendations being considered following recent fatal collision investigation
33	A59 Kex Gill Rd by Keg Gill Farm - Blubberhouses	Cra	rural	7	14	3	1	0	4	1	Scheme being considered.
47	A65 145M south of B6480, bend - Clapham	Cra	rural	7	9	2	1	1	4	1	To be investigated.
69	A65 Cleatop 220m South of the Courtyard - Settle	Cra	rural	6	8	1	1	2	4	0	To be investigated.
71	A65/ Sour Ln eastern, Jnct - Thorlby	Cra	rural	6	7	0	0	4	4	1	To be investigated.
95	A65 Nr Woomber Bridge - Gargrave	Cra	rural	5	8	1	0	3	4	1	To be investigated.
101	A629/B6172 Station Rd, Rndbt - Kildwick	Cra	urban	5	7	0	3	1	4	0	To be investigated.
108	A59 /B6160 Bolton Rd, Rndbt - Bolton Bridge	Cra	rural	5	6	2	1	1	4	0	Chevron signs recently installed, to be monitored.
110	A59 / Heslaker Lane, jnct - Skipton	Cra	rural	5	6	2	1	1	4	0	To be investigated.
116	A6068 Main St/Ashville Terrace, Area - Cross Hills	Cra	urban	5	5	1	2	2	5	0	No action necessary after investigation, to be monitored.
128	A65/ Holm Ln By Harden Bridge, Jnct/bend - Austwick	Cra	rural	5	5	2	0	2	4	0	To be investigated.
131	A629 Skipton Rd/Cononley Ln, Jnct - Farnhill	Cra	rural	4	10	0	3	1	4	0	Site will continue to be monitored.
146	A629/A6131 Snaygill Rndbt - Low Bradley	Cra	rural	4	5	0	3	1	4	0	To be investigated.
148	A6069 Broughton Rd/Carleton New Rd by Railway Station - Area, Skipton	Cra	urban	4	4	3	0	1	4	2	To be investigated.
151	A6069 Swadford St/ Keighley Rd/ Caroline Square, Jnct - Skipton	Cra	urban	4	4	1	2	1	4	0	No action necessary after investigation, to be monitored.

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.

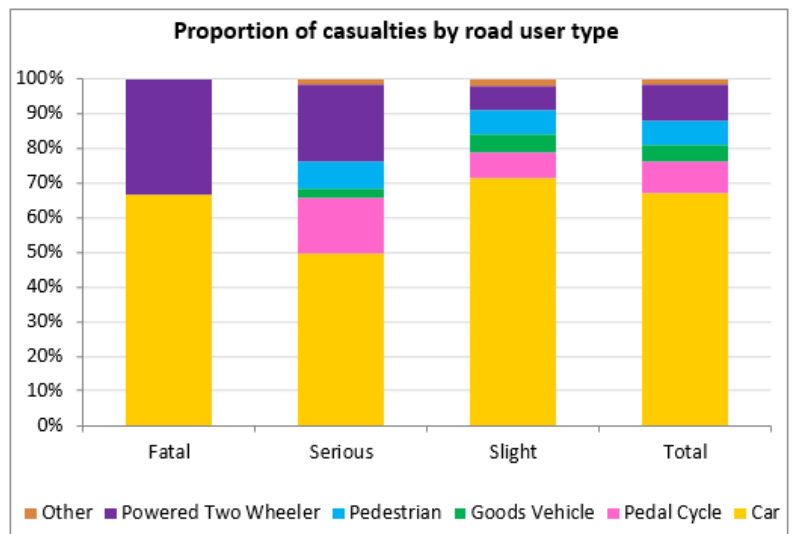


Figure 22 - Proportion of all casualties by road user type in 2016 - Harrogate
Source - Data Intelligence, North Yorkshire County Council

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.

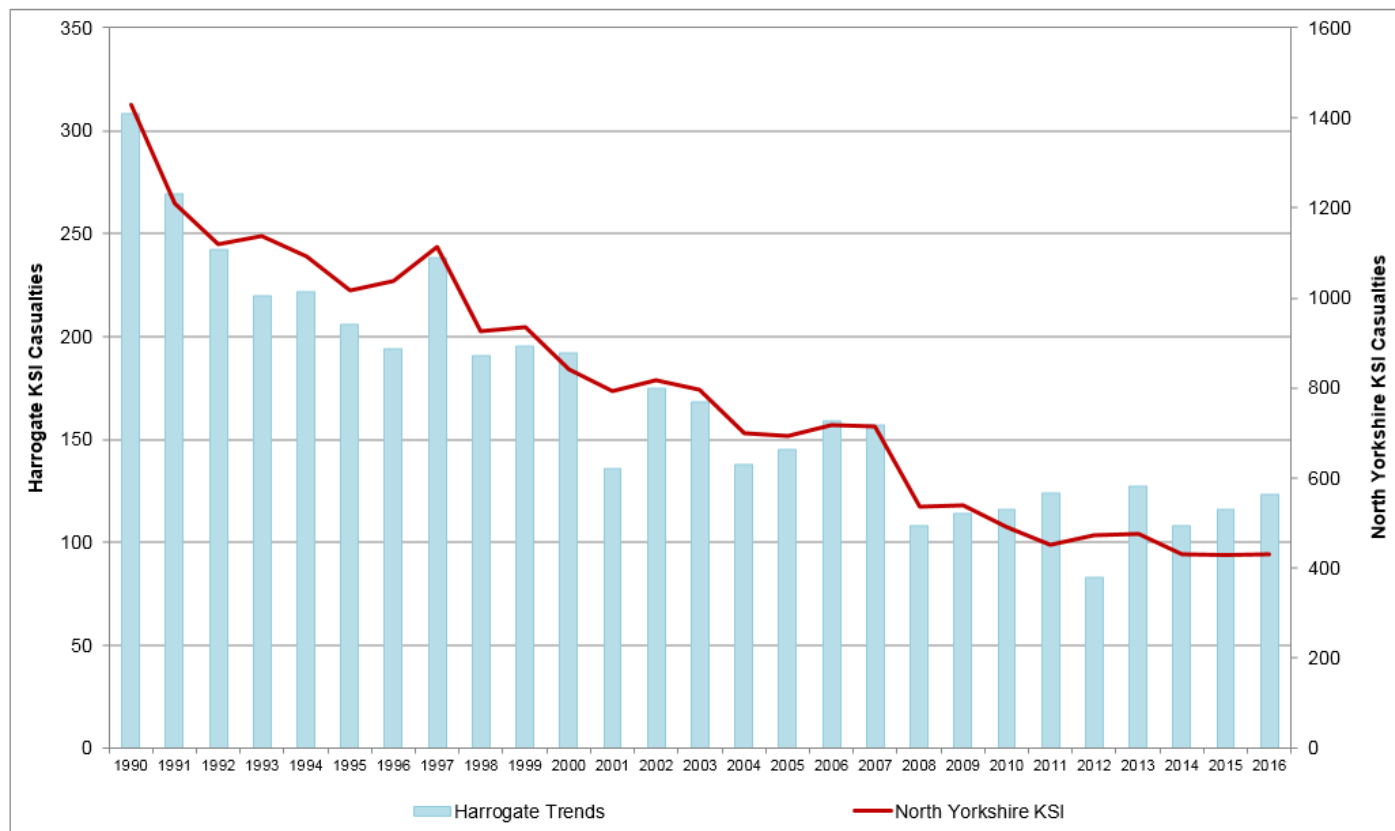


Figure 23 - Reported road traffic KSI casualty trends since 1990 - Harrogate
Source - Data Intelligence, North Yorkshire County Council

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.

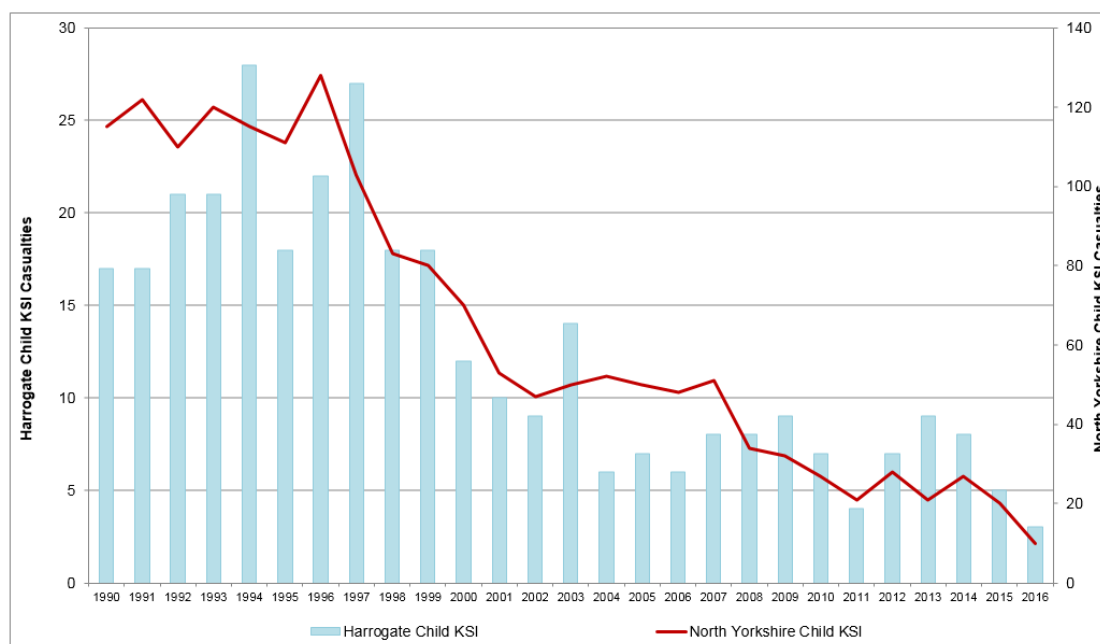


Figure 24 - Reported road traffic KSI child casualty trends since 1990 - Harrogate
Source - Data Intelligence, North Yorkshire County Council

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

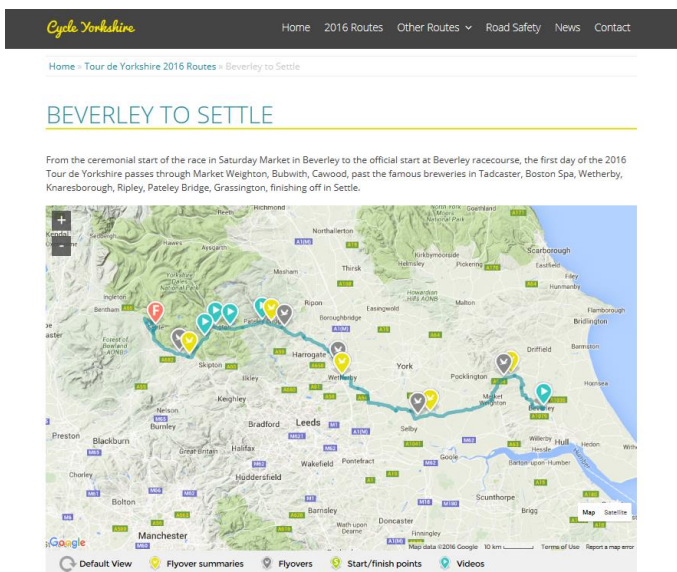


Image 38 - New Riding the Routes Advice Leaflet



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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

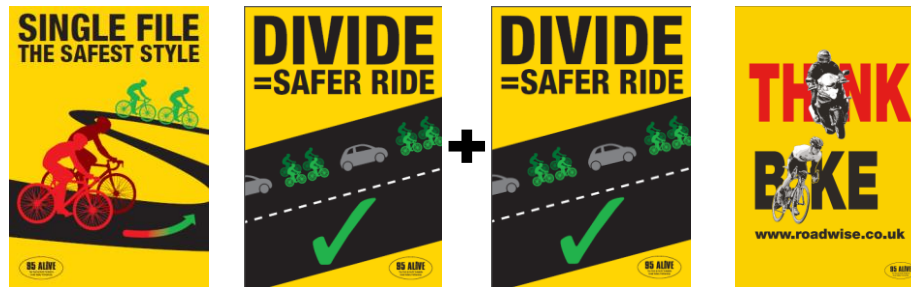


Image 39 - Roadside information posters

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.

Reported Road Casualties in North Yorkshire: Annual Report 2016

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.

Reported Road Casualties in North Yorkshire: Annual Report 2016

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.

Reported Road Casualties in North Yorkshire: Annual Report 2016

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.

Reported Road Casualties in North Yorkshire: Annual Report 2016

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.

Selby district (Area 7)

Selby district in brief

- ◆ Two adult were **killed** on Selby's roads during 2016, this is the second lowest number of people killed on Selby's roads since modern records began in 1990. In 2015 1 adult was killed on Selby's roads. The 2 people killed in 2016 were a pedestrian and a PTW rider.
- ◆ The number of people **killed or seriously injured (KSI)** was 48 in 2016 and had increased from 36 in 2015. In terms of road user groups, the number of KSI has increased amongst car occupants (+10), goods vehicles (+1), pedestrians (+1), P2W (+1) and other category stayed the same at 0. There was a decrease in the number of pedal cyclists (-1).
- ◆ The number of **total casualties** in road collisions reported to the police in 2016 was 244, down 2% on 2015 (250). This decrease is mainly due to the pedal cyclist group which saw a decrease in casualties in 2016 (from 35 to 24). The goods vehicle group also saw an overall decrease from 18 to 9 and the other groups reduced from 3 to 2. The car occupant saw increases from 144 to 158 and PTW groups from 36 to 37.
- ◆ The reported number of **child KSI casualties** (aged 0-15) in the district in 2016 (0) is below the previous year (1) and the lowest year since modern records began.
- ◆ The number of **cyclist** casualties has decreased by 31% from 35 in 2015 to 24 in 2016. Child cyclist casualties (3) have decreased by 2 from the previous year (5).
- ◆ **Pedestrian** casualties stayed the same in 2016 as in 2015 at 14. There was an increase in pedestrian KSI (3) which is 1 more than the total (2) recorded the previous year.
- ◆ The number of **powered two wheeler (PTW)** casualties has increased by 3% to 37 in 2016 from 36 in 2015. The PTW KSI (15) is 7% more than the total (14) recorded the previous year.
- ◆ A total of 180 **road collisions** that resulted in someone being injured were reported to the police in 2016, 6% less than in 2015 (191). This total works out at an average of 15 collisions per month or 4 per week.

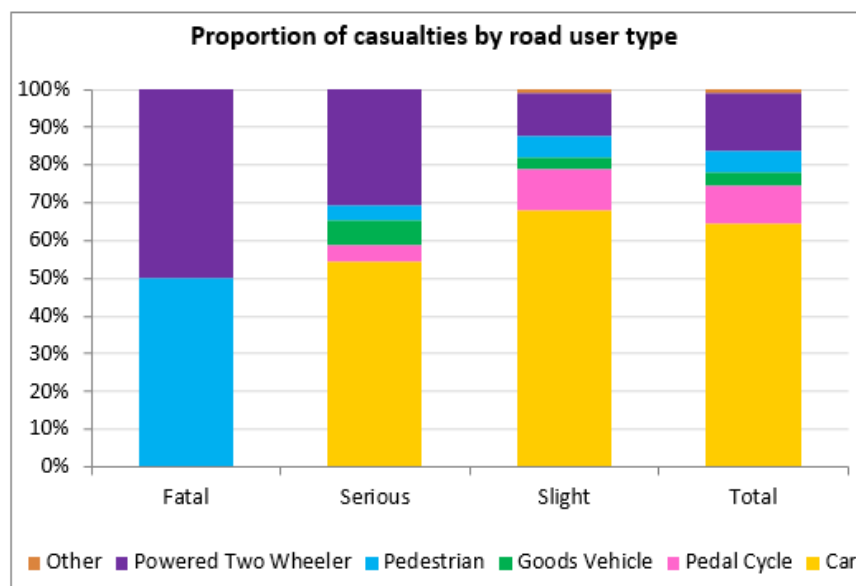


Figure 25 - Proportion of all casualties by road user type in 2016 - Selby
Source - Data Intelligence, North Yorkshire County Council

Reported Road Casualties in North Yorkshire: Annual Report 2016

All Casualties - Selby

The trend in road casualties reported to the Police in Selby continues downwards and is still below the overall downward trend line.

In 2016, the district has recorded 18 fewer casualties compared to the previous year. The decrease is shown in the reduction of pedal cycle casualties (-11), good vehicle (-9) and other vehicle types (-1). The number of car occupants and PTW each increased in 2016 (by 14 and 1 respectively).

The decrease in all casualties injured in the Selby district is better than the countywide picture (-9% in Selby, -2.5% in North Yorkshire compared to baseline).

Facts about all casualties in 2016

- ◆ There were 244 casualties in 2016, 6 less than in 2015 (a 2% decrease).
- ◆ Car occupants make up the largest proportion of road casualties (65%); followed by PTW (15%), pedal cyclists (10%), goods vehicle (7%), pedestrians (6%), goods vehicles (4%) and others (1%).
- ◆ The number of casualties recorded in 2016, is 9% below the 2011-15 baseline average.
- ◆ The number of children injured (16) which represent 7% of all casualties in 2016; was the same as in 2015.
- ◆ Cyclist casualties decreased in 2016, the 2016 total (24) is now 8% below the 2011-15 average (22).

Selby	Baseline (Avg 11-15)	2013	2014	2015	2016	2016 vs baseline	Statistically significant change
Fatal	5	6	6	1	2	-60.0%	—
Serious	44	44	47	35	46	5.0%	—
Slight	221	220	211	214	196	-11.2%	—
Total	269	270	264	250	244	-9.4%	—
KSI	49	50	53	36	48	-1.6%	—
Child KSI	4	3	7	1	0	-100.0%	—
Young Person KSI	11	14	14	7	13	16.1%	—
Adult Person KSI	18	14	18	14	20	12.4%	—
Older Person KSI	14	15	14	14	11	-19.1%	—
Elderly Person KSI	2	4	0	0	4	122.2%	—
Pedestrian KSI	4	4	7	2	3	-28.6%	—
Cyclist KSI	4	6	8	3	2	-54.5%	—
PTW KSI	17	16	20	14	15	-13.8%	—
All Child Casualties	23	22	30	16	16	-29.8%	—
All Cyclist Casualties	26	31	29	35	24	-8.4%	—

Table 19 - Reported road traffic casualties and severity since 2013 - Selby

Source - Data Intelligence, North Yorkshire County Council

Killed or Seriously Injured (KSI) Casualties - Selby

In 2016, with a total 48 KSI casualties, numbers have risen slightly and are 2% above the 2011-15 baseline average (52).

The year saw a decrease in the number of pedal cycle KSI casualties, which has fallen by 1 since the previous year. Other vehicle types stayed the same at 0. The number of car occupants increased by 10, the number of goods vehicle, pedestrian and p2w casualties all increased by 1.

The number of KSI (0) amongst children (0-15 years old) has reduced in 2016 compared to the previous year (1).

The increase in KSI in 2016 against 2015 is disappointing; however 2015 had been the lowest year for KSIs in the Selby district since modern records began and 2016 is still the second best year and the change is within statistical norms.

Facts about KSI casualties in 2015

- ◆ The number of people killed or seriously injured fell by 31% to 36 in 2015.
- ◆ The three most vulnerable road user groups (pedestrian, cyclist and PTW riders), between them, account for 53% of all KSI casualties.
- ◆ The decrease in KSI casualties in 2015 is associated with decreases in the number of PTW (-6), pedal cyclist (-5), pedestrian (-5), car occupants (-2) and other (-1).
- ◆ The district performed slightly worse for the goods vehicles (+2).
- ◆ Cyclist KSI casualties fluctuate from year to year but appear to hold an overall downward trend in Selby – which differs from most other districts. This will be closely monitored following the Tour de Yorkshire running through the district in 2015.

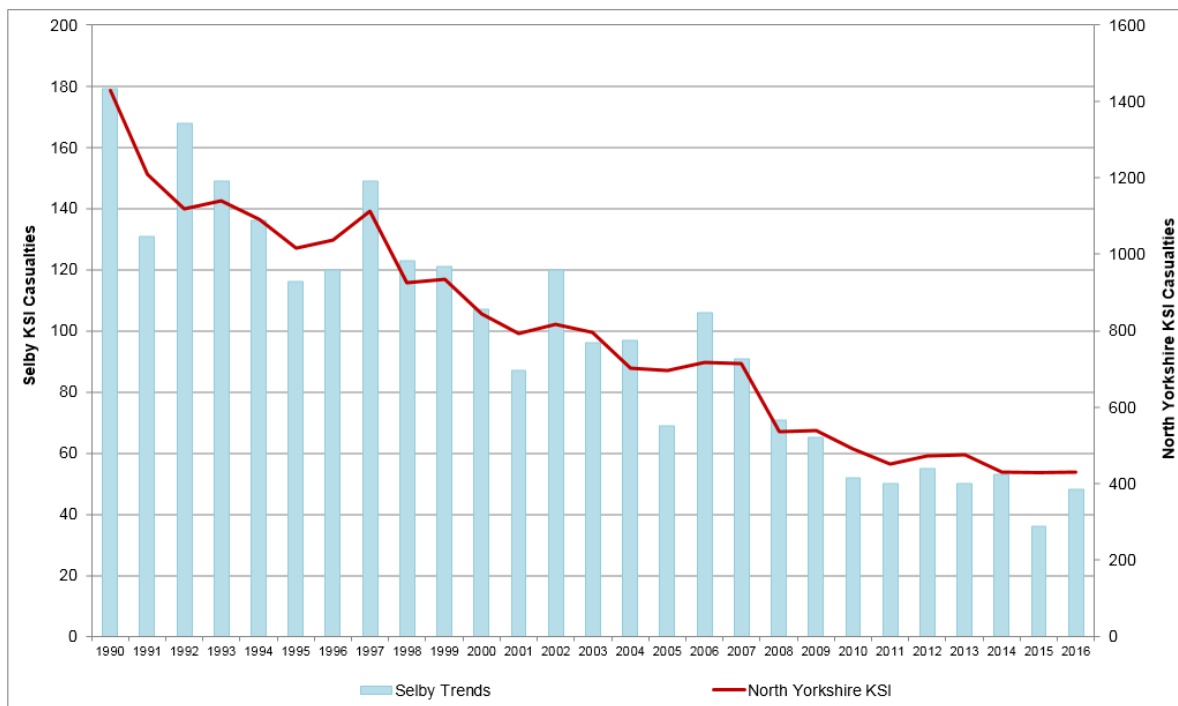


Figure 26 - Reported road traffic KSI casualty trends since 1990 - Selby
Source - Data Intelligence, North Yorkshire County Council

Child Casualties – Selby

The number of child casualties stayed the same as in the previous year (16), continuing the overall downward trend despite some variations from year to year.

The number of KSI (0) amongst children (0-15 years old) has decreased in 2016 compared to the previous year (1) and is at its lowest number since records began.

This year's overall child casualty numbers show a decrease of 30% against the 2011-15 baseline average, and no change since the previous year.

Though there was no change in the overall number of child casualties, individual vehicle type groups did change. An increase was seen in number of child car occupants from 3 to 8 in 2016. Decreases were seen in the number child pedal cyclists (-2), child pedestrians (-2) and child goods vehicle passengers (-1).

Facts about Child casualties in 2016

- ◆ 7 of the 16 children injured in the Selby district were secondary age, 2 were primary age and 6 were pre-school age.
- ◆ The most frequent causation factor in collisions involving children is vehicle failed to judge other person path or speed, vehicle driver failed to look properly, jointly followed by pedestrian failed to look properly and vehicle following too close.
- ◆ Of the 3 child pedal cyclists injured, 2 were wearing a cycle helmet and 1 was not wearing a helmet. In 2 of the cases the cyclist was at fault and in 1 case a car was at fault.
- ◆ Of the 5 pedestrian child collisions, 3 occurred when a child pedestrian stepped out without looking, 1 when a car was reversing and 1 when a cyclist was overtaking a car that had stopped to let the child pedestrian cross the road.
- ◆ The majority of collisions involving children occurred on a weekday (12 of 14). 4 of these collisions occurred on a Friday and 6 of these collisions occurred on an evening after school travel times, 4 of the collisions appear to have occurred during school travel times.

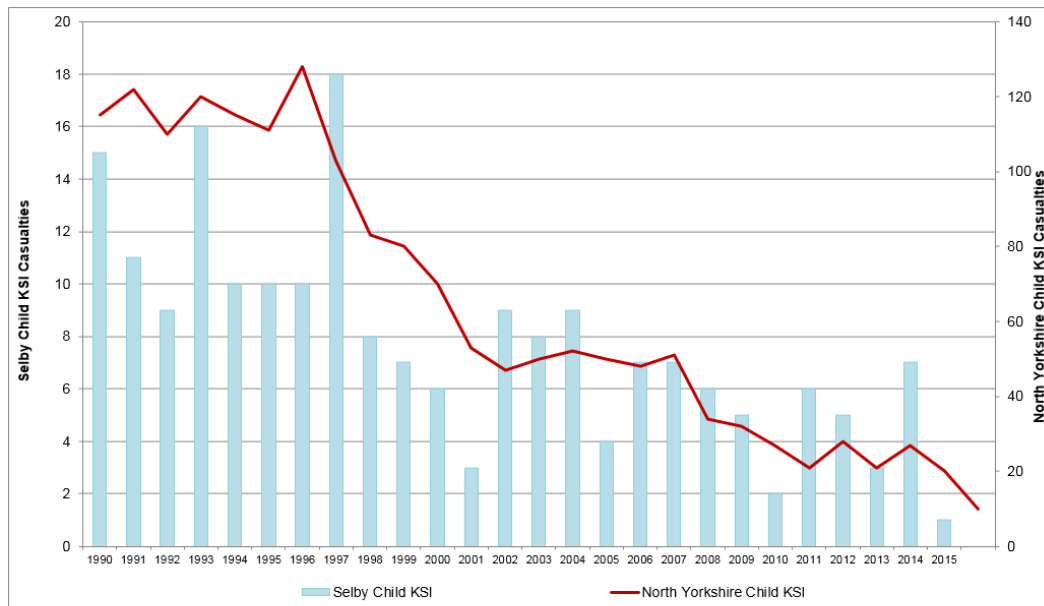


Figure 27 - Reported road traffic KSI child casualty trends since 1990 - Selby
Source - Data Intelligence, North Yorkshire County Council

Road Safety Education and Community Engagement - Selby

Children - Primary School

Junior Road Safety Officers are Year 5 pupils in schools who relay key Road Safety messages to their whole school community. The pupils take part in fun learning activities which they can share with others. During their time in office, they are supported by the County Council Road Safety and Travel Awareness Team and their school

There are many ways the pupils can get involved, including:

- ◆ School assemblies
- ◆ Notice boards
- ◆ Competitions

Schools in the Selby area are keen to participate in the Junior Road Safety scheme each year. This year over 25 schools were involved. Each school submits a diary as a record of their year's activities in July.

The aims of the scheme are:

- ◆ To reduce the numbers of children injured on the roads
- ◆ To promote a sense of responsibility and positive citizenship among children
- ◆ To enhance the importance of safety among pupils, parents and school staff
- ◆ To develop innovative ways of putting safety messages across

Image 41 – Prize winning Junior Road Safety Officers (JRSO) at Carlton Primary with their “Best diary keeping” awards



In May the team attended the Primary Head Teachers Conference at the Pavilions to promote Road Safety in the Primary Curriculum.

This year the emphasis was on getting more schools around the county to engage pupils in thinking about their school journey on transition to secondary school. We gave out Transition resources to schools to use.

Image 43 - The Team at the Primary Heads Conference

Also, the team delivered a workshop to Teachers in June attending The Primary Network meeting for PSHE teachers.

The team attended the Children's Voice conferences in Harrogate and Scarborough to promote the resources and



schemes designed for schools on Road Safety and Active Travel themes.

The Road safety and Travel Awareness Officer has supported several local schools and communities concerned about school gate parking issues and provided advice together with our School Gate Parking Resource Pack.

The team attended the STEM (Science Technology and Maths) fairs at Barlby High School and Selby High School STEM fair to deliver a Safer Cycling Workshop science based to around 75 pupils on each day.

The Team attended the York and Selby Crucial Crew Event at Askham Bryan College which was attended by over 1300 children



Image 44 – Display at the Children’s Voices Conference

Image 45 – York and Selby Crucial Crew event



Bikeability

Bikeability is a new improved version of cycle training designed to provide the skills and confidence to ride their bikes on today’s roads for pupils in Year 5&6. The training is led by qualified National Standard Instructors. The training takes place over an intensive 2 full days.

- ◆ Day 1 will include Level 1 off road training and the start of Level 2 training covering on road skills and independent cycling.
- ◆ Day 2 will continue with level 2 training.

Some 476 Year 5 and 6 primary school pupils over 43 courses have benefitted from participation in the Bikeability cycle training programme over the last year. We have a dedicated team instructors working in the area led by a hardworking and efficient Road Safety Assistant.

A small number of schools across the county including Barlby Community Primary School also took part in Bikeability Balance which is Balance Bike training for Foundation aged pupils.

Image 46 – Bikeability training in Selby



Image 47 – Bikeability balance training



Children – Secondary School

The 'Drive Alive' event that addresses young drivers, potential drivers and passengers risks and responsibilities was delivered at Selby College and Sherburn High School. Throughout the day students receive sessions from North Yorkshire Police, North Yorkshire Fire & Rescue, and members of the Road Safety team including a session on drink/drug driving. David and Janet Warin end the day by sharing their experiences of losing their son Daniel in a Road Traffic accident 3 weeks after passing his driving test. The feedback from pupils following the Drive Alive day is always very positive.

'It opened my eyes to show anyone can be affected by collisions on the roads and it affects a lot of people when a collision takes place.' Student at Selby College

'I really enjoyed it and found it moving and insightful. It was really the best session and a real privilege.' Student at Selby College

'It was a really great day yesterday – do thank all of your presenters. We've had great feedback from all students and staff.'

'I look forward to seeing you next year!' Headteacher at Sherburn High School

Transition

Transition from primary to secondary school is one of the biggest steps a pupil will take in their school life and how they choose to travel to their new school needs careful consideration and planning and offers an opportunity to develop positive travel habits. Resources including the 'Way to Go' and 'Move on Up' magazines have been made available to Primary Schools to use with Year 6 pupils to prepare them for the journey to secondary school and raise awareness of road safety issues.

Young People

The "Enhanced Pass Plus" programme has been 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 and Travel Awareness Officer leads a further (compulsory) workshop session in which the young or new drivers analyse crashes, explore attitudes, perceptions and risky behaviours in themselves and their passengers and peer groups and learn how to recognise and minimise potentially risky situations. The New Driver Discussion groups are held at Selby Fire Station this year. This initiative is supported by Public Health and Police & Crime Commissioner funding and is partly paid for by the young drivers themselves.

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 took place at Squires Café as successful means of disseminating campaign messages directly to motorcyclists. We are grateful to the café proprietors for their unstinting support for this work.

The local Fire and Rescue Team together with NYCC Road Safety Officer visited Squires Café again in June as part of the CFOA Road Safety week to talk to motorcyclists and hand out our Motorbike packs.

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 and also a safer riding tips DVD.

Advice for motorcyclists is available 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.

Image 48 – Motorcyclist engagement at Squires Café

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

Biker Down courses for riders dealing with first aid and what to do if they are first on the scene of a motorcycle crash were held at Selby Fire Station.



Cyclists

The Tour de Yorkshire passed through the Selby area this year. The team distributed a Tour de Yorkshire activity booklet to all the schools on and near to the route. Members of the team also held a bike activity day at St Joseph's Primary School in Tadcaster.

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.



Image 49 and 50 - Tour de Yorkshire attendance in Tadcaster & Tour De Yorkshire Schools Baton Relay

Children across Yorkshire took part in the Tour de Yorkshire Schools Baton Relay Event.

The baton handover took place on the Route 65 cycle path from York to Selby.

Image 51 - The City of York School Naburn hand over the baton to Riccall Primary School and Barlby High Secondary school pupils to continue its journey across Selby.



Older People

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 12 drivers across the Selby district.

Community Engagement/ Local Partnership Working

Winter driving and winter and summer drink drive campaigns were held across Selby and Tadcaster.

Also several Seatbelt surveys have been completed in various locations across the Selby area including: Brayton, Barlby, Sherburn, Barkston Ash and Towton.

Image 52- Road Safety Officer at community engagement event



Speed Management

There have been 19 speed management requests in the Selby district in the last year, of which 10 resulted in no further action, 2 were sent for review by the highways engineers, 2 were sent to the Community Speed Watch Scheme and 1 forwarded for enforcement.

The police Community Speed Watch scheme is now being rolled out on a district by district basis to be offered to communities where a speeding concern has been investigated and there is insufficient grounds for other interventions such as engineering or enforcement. It is often the case that although traffic is a cause for some concern to local residents, the evidence shows that many vehicles are not exceeding the speed limit. Community Speed Watch enables concerned communities to help themselves to address these lower level but real concerns with an organised and police supported 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, 23 are located within Selby and details of these are contained on the next page. Of these, 12 are urban (40 mph or lower speed roads) and 11 are rural (over 40 mph limit roads).

Of all Selby collisions 2014-2016, 20% occurred at cluster sites. 21% of all collisions in Selby in 2016 occurred at cluster sites. A weighting index is applied based on the severity of collision i.e. slight, serious or fatal using weightings of 1, 2 and 3 respectively, it is then sorted by the collision severity factor, then by the casualty severity factor and lastly by total child casualty numbers in order to give every site a unique risk based ranking.

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Road Safety Engineering Activities – Selby

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			
14	A64/A162 Flyover WBC offslip, Tadcaster	Sel	rural	9	12	2	1	4	7	0	Highways England are aiming to deliver an improvement scheme this financial year to change the junction layout by removing the long "slip" access onto the A162.
17	A64/Bramham Interchange West by A1 - Tadcaster	Sel	rural	9	10	1	3	3	7	0	Highways England has been notified about this site's inclusion in the North Yorkshire annual report.
28	A63 NB Rndbt W. A1(M) at Jnct 42 - Lumby	Sel	rural	8	9	2	2	1	5	0	Highways England has been notified about this site's inclusion in the North Yorkshire annual report.
34	B1222, by New Inn Bridge - Newthorpe	Sel	rural	7	13	3	0	1	4	0	No pattern to collisions, to be monitored.
36	A64 / Catterton Ln Jnct, Nr A659 Jnct - Tadcaster	Sel	rural	7	12	1	0	3	4	2	Highways England has been notified about this site's inclusion in the North Yorkshire annual report.
39	C306 Toulston Lane/Rudgate, jnct, Tadcaster	Sel	urban	7	12	1	2	1	4	0	A scheme to remove trees and bushes within the visibility splay was carried out Nov 2017. To be monitored.
67	A19 Gowthorpe/A19 Brook St/A1238 Gowthorpe/Scott Rd, Jnct - Selby	Sel	urban	6	8	2	3	1	6	1	Road markings recently changed/refreshed, to be monitored.
70	A19 Barby Rd / Thomas St / George St, Jnct/Area - Selby	Sel	urban	6	7	1	2	1	4	1	No pattern to collisions, to be monitored.
78	A1041 Park St/A19 Gowthorpe - Jnct/Area - Selby	Sel	urban	6	6	2	1	3	6	2	No pattern to collisions, to be monitored.
80	A19 Gowthorpe/James St, Jnct - Selby	Sel	urban	6	6	2	1	1	4	1	No pattern to collisions, to be monitored.
82	A19 Doncaster Rd/A63, Rndbt - Brayton	Sel	rural	6	6	1	4	1	6	1	No pattern to collisions, to be monitored.
94	B1222, Low Grange, Jnct By Becks Farm - Newthorpe	Sel	rural	5	9	1	2	1	4	0	No pattern to collisions, to be monitored.
98	A1041 Bawtry Rd/Canal Rd, Jnct - Selby	Sel	urban	5	7	1	2	2	5	2	A new roundabout is proposed at this junction as part of a package of highway improvements associated with a residential development in the locality.
99	A19 Selby Rd/Balne Moor Rd, Jnct - Whitley	Sel	urban	5	7	0	0	5	5	0	Signage /visibility improvement scheme to be developed in 2018/19.
103	Flaxley Rd/Scott Rd, Jnct - Selby	Sel	urban	5	6	0	2	3	5	4	Investigating options to address pattern.

Reported Road Casualties in North Yorkshire: Annual Report 2016

Contact – bi.operations@northyorks.gov.uk

Reported Road Casualties in North Yorkshire: Annual Report 2016

2016/17 NYCC Rank	Location	District	Site Type	Collision Sev. Factor	Cas Sev. Factor	Collisions			Total Collisions 2014-2016	Total Child Cas	Comments
112	A19 Brook Street, Londesborough Street - Selby	Sel	urban	5	5	0	4	0	4	1	No pattern to collisions, to be monitored.
118	Portholme Rd/Portholme Cres, Jnct - Selby	Sel	urban	5	5	2	3	0	5	0	White lining amendments introduced March 2017 to separate traffic exiting and entering the junction.
127	A64/A162 Flyover EBC offslip, Tadcaster	Sel	rural	5	5	2	0	2	4	0	No pattern to collisions, to be monitored.
137	A1041/Oakneywood Drive, Jnct - Selby	Sel	urban	4	6	2	1	1	4	0	A new roundabout is proposed at this junction as part of a package of highway improvements associated with a commercial development in the locality.
139	A63 / East Common Ln, Jnct - Selby	Sel	rural	4	5	0	3	1	4	1	To be investigated.
147	A64/Bramham Rndbt Sbc Exit Sliproad - Tadcaster	Sel	rural	4	5	3	0	1	4	0	Highways England has been notified about this site's inclusion in the North Yorkshire annual report.
149	A659 Bridge St/A659 Kirkgate, Jnct - Tadcaster	Sel	urban	4	4	1	2	1	4	1	To be investigated.
159	A1/B1222, by Pointers Farm, Jnct - Newthorpe	Sel	rural	4	4	0	3	1	4	0	Resurfacing scheme with hazard marker posts programmed for 2017/18.

Conclusions

This report covers the collisions in North Yorkshire during 2016 in which someone was injured and provides a detailed report for each of the seven districts and key areas of activity and preventive work by the Council and through the 95 Alive Road Safety Partnership.

Main points of note are:

- ◆ The number of people killed on the roads of North Yorkshire is at the lowest number since modern records began in 1990 (28)
- ◆ The overall number of people seriously injured was about the same but with more motorcyclists and pedal cyclists seriously hurt and fewer car occupants, pedestrians, other vehicle types and good vehicles.
- ◆ The total number of casualties, 2250, fell 2% and the total number of collisions 1560, fell by 1% for the county. These are the lowest numbers seen for total collision and total casualties in North Yorkshire since modern records began.
- ◆ There were 3 less cyclists killed (1 compared to 4 in 2015), more seriously injured. (+11%) and overall fewer cyclist casualties (-14%) despite the growing popularity of cycling in the county.
- ◆ The rate of reduction amongst killed and seriously injured casualties is more gradual than was seen between 2007 and 2011 but the overall trend is still downwards.

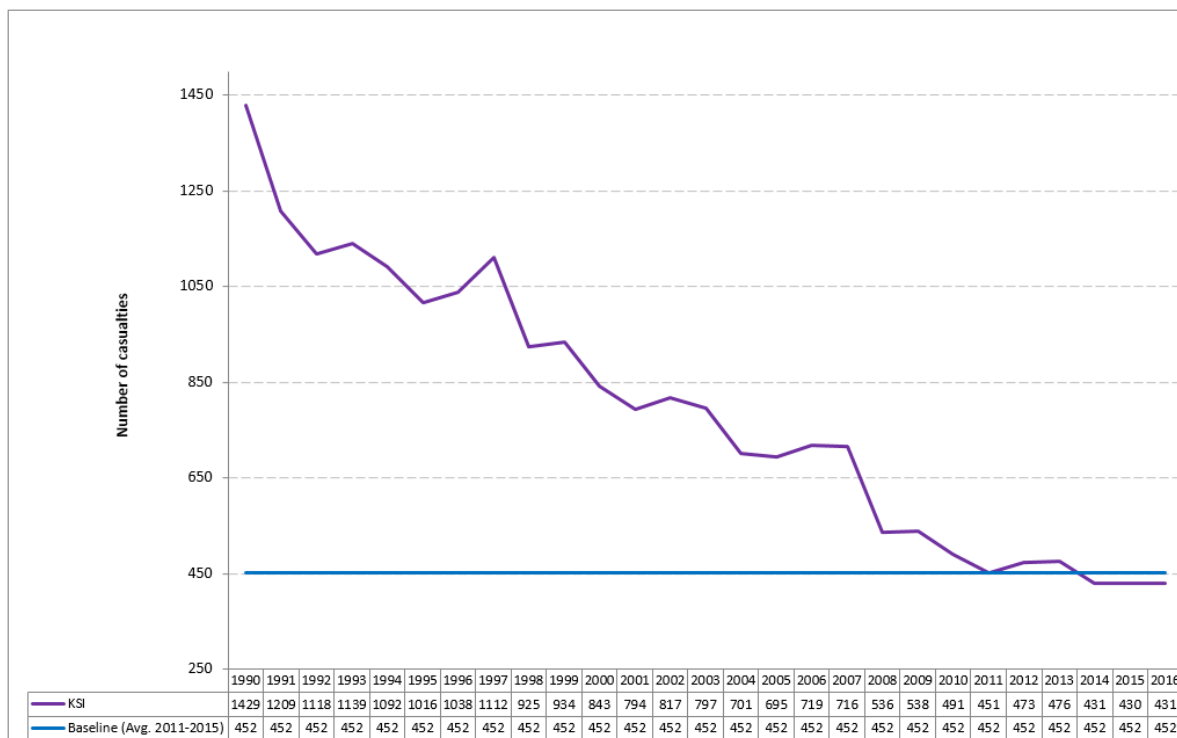


Figure 28 - KSI casualties by severity in North Yorkshire, trend: 1990-2016
Source - Data Intelligence, North Yorkshire County Council

North Yorkshire County Council and the 95 Alive York and North Yorkshire Road Safety Partnership have adopted the internationally recognised “Safe Systems” approach to road safety. This means that we use the “five pillar” strategic approach for managing road safety and creating a safe system of Road Safety Management to achieve:

- ◆ Safer Roads and Infrastructure
- ◆ Safer Vehicles
- ◆ Safer Speeds
- ◆ Safer Road Users
- ◆ Post-Crash Response

These are long term aims but we already follow these principles within our work. Investment is planned to reduce and prevent collisions and casualties on our roads and is evidence led – using the data collected by the police we undertake analyses and focus our funding where the greatest gains can be made. This is a mix of work to reduce or prevent the most serious crashes and at other times to address the most frequent or numerous of incidents to reduce the overall numbers. We prioritise maintenance and have obtained additional government funding to help achieve this – maintaining our existing road network as well as we can makes it safer for all road users.

Highway safety engineering schemes and works will be implemented where they offer a means to improve safety on specific sites or routes. We will also seek to achieve safety measures and improvements when new developments are planned.

The number of cyclists injured has reduced again this year with one fatality and we will continue our efforts to prevent these incidents by working with cycling groups and local communities, the 95 Alive Partnership and with Welcome to Yorkshire, whose support for cycling and cyclist safety is very welcome.

We will continue to promote and support the incorporation of road user education within core curriculum subjects and provide the lesson plans and teacher support to enable schools to provide this to their pupils. The adoption of road user learning outcomes will ensure that every child learns what they need to know to use the roads safely at each stage of education.

References and Acknowledgements

Safer Roads, Healthier Places, Road Safety Strategy 2016-2020. (Publication in October 2016)

Department for Transport (2016). <https://www.gov.uk/government/organisations/department-for-transport>

Department for Transport (2016), Annual Road Traffic Estimates.
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/611304/annual-road-traffic-estimates-2016.pdf

Road Safety Analysis (2015). Signpost 2013 <http://www.roadsafetyanalysis.org/2013/11/national-signposts-2013/>

Transport of Scotland (2015). <http://www.transportscotland.gov.uk/>

Public Health Indicators - <http://www.phoutcomes.info/>

North Yorkshire Joint Alcohol strategy 2014-2019 -
<http://www.nypartnerships.org.uk/CHttpHandler.ashx?id=30195&p=0>

Data North Yorkshire - <https://www.datanorthyorkshire.org/>

International Transport Forum – Why does road safety improve when economic times are hard - <http://www.itf-oecd.org/sites/default/files/docs/15irtadeconomicictimes.pdf>

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Item 9 will not be considered before 11.30am

1. Public Questions or Statements

Members of the public may ask questions or make statements at this meeting if they have given notice to Ruth Gladstone of Democratic Services (*contact details at the foot of page 1 of this agenda*) by midday on Monday 12 March 2018. Each speaker should limit themselves to 3 minutes on any item. Members of the public who have given notice will be invited to speak:-

- at this point in the meeting if their questions/statements relate to matters which are not otherwise on the Agenda (subject to an overall time limit of 30 minutes);
- when the relevant Agenda item is being considered if they wish to speak on a matter which is on the Agenda for this meeting.

If you are exercising your right to speak at this meeting, but do not wish to be recorded, please inform the Chairman who will instruct those taking a recording to cease while you speak.

North Yorkshire County Council
County Area Committee for the Harrogate District

15 March 2018

Receipt of Petition “Save Nidd Gorge and the Nidderdale Greenway”

1.0 Purpose of the Report

- 1.1 To advise of the receipt of a petition and the consideration which has already been given to that petition; to invite the petition organiser to speak to present the petition to the Area Committee; and to ask the Area Committee to consider how it wishes to respond to the petition.

2.0 The Petition

- 2.1 A petition containing 2,314 signatures was received on 15 December 2017. The wording of the petition is set out below:-

“To: Carl Les – Leader of North Yorkshire County Council and David Bowe – Corporate Director of Business and Environmental Services

‘Save Nidd Gorge and The Nidderdale Greenway’

Listen to the Harrogate Area County Councillors and remove the inner relief road package (E) from the public consultation process.

Where is this important?

On December 7th the Harrogate Area County Councillors decided – by 13 votes to 2 – to remove the inner relief road option (package E) from the forthcoming public consultation into traffic congestion in Harrogate.

The Harrogate Area Committee took this informed decision following widespread concerns about:

- 1) The environmental harm a relief road would do to Nidd Gorge and The Nidderdale Greenway.
- 2) The unacceptable increase in traffic through the community of Bilton.
- 3) The ineffectiveness of relief roads as a solution for congestion relief.

The councillors are our democratically elected representatives. Their overwhelming opposition to the inner relief road must be respected by the Business and Environmental Services Executive and the North Yorkshire County Council Executive.

The democratic will of the committee must be upheld by North Yorkshire County Council.”

- 2.2 The organiser of the petition is Mr Chris Kitson (Chair of Nidd Gorge Community Action).

3.0 The County Council's Arrangements for Responding to Petitions

3.1 The County Council has adopted arrangements for receiving and responding to petitions, under which:-

- The receipt of petitions is published on the County Council's website.
- If a petition contains signatures from 1% (1,586) or more of the population of Harrogate District, but less than 5% (30,130) of the County's population:-
 - The petition is scheduled for debate at a meeting of this Area Committee.
 - The petition organiser is offered the opportunity to speak for five minutes to present his/her petition at the Area Committee's meeting.
 - At the Area Committee meeting, after the petition organiser has presented his/her petition, the petition will be discussed by County Councillors for a maximum of 15 minutes and a decision made on how to respond to the petition.
 - The arrangements list the following as possible responses which Area Committees can consider when receiving petitions:-
 - (a) to take the action the petition requests;
 - (b) not to take the action requested for reasons put forward in the debate;
 - (c) to commission further investigation into the matter, for example by a relevant committee; or
 - (d) where the issue is one on which the county council executive are required to make the final decision, the county council will decide whether to make recommendations to inform that decision.
- The response to the petition must be communicated in writing to the petition organiser and also be published on the County Council's website.

3.3 Mr Chris Kitson has indicated that he wishes to take the opportunity to speak for 5 minutes to present this petition to the Area Committee.

4.0 Information Regarding the Petition

4.1 The petition asks the Leader of the County Council and the Business and Environmental Services (BES) Corporate Director "to listen to the Harrogate Area County Councillors and remove the inner relief road option package E from the public consultation process". (The Area Committee's Minutes record its recommendation as "That only package B be taken forward, subject to the consultants firstly working-up a package of specific actions that will be put to the public as part of the consultation".)

Note:-

- *Package B was demand management and behavioural change.*
- *Package E was relief road, highway operational improvement and sustainable transport, with urban realm improvements.*

- 4.2 A decision on Harrogate Relief Road Review, including the Area Committee's recommendation, was taken by the BES Corporate Director, in consultation with the BES Executive Members, on 15 December 2017.
- 4.3 The BES Corporate Director invited Mr Chris Kitson to present this petition, on 15 December 2017, to himself and the BES Executive Members before a decision was made concerning the Harrogate Relief Road Review. Mr Rod Beardshall of Nidd Gorge Community Action, on behalf of Mr Chris Kitson, spoke to present the petition to the BES Corporate Director and Executive Members on 15 December 2017.
- 4.4 The decision made on 15 December, by the BES Corporate Director, following consultation with the BES Executive Members, was as follows:-
- to further develop the sustainable transport elements of both Packages B and E to identify the potential locations and impacts of the different measures;
 - to further develop the alignments of the Inner Relief Road to help identify the potential benefits and impacts (including on the Nidd Gorge and Nidderdale Greenway);
 - to prepare an initial economic analysis (BCR) for the Inner Relief Road;
 - to undertake pre-consultation engagement with local businesses and representative groups through an Harrogate Congestion Engagement Group;
 - to take a further report to the Area Committee prior to deciding on the future consultation options.

The above decision differs to the action recommended by the Area Committee and requested by the petition.

- 4.5 The report considered by the BES Corporate Director and Executive Members on 15 December set out the difficulties which would arise if the Area Committee's recommendation was to be approved. The report is on the County Council's website via the following link:-

<http://democracy.northyorks.gov.uk/committees.aspx?commid=92&meetid=3583>

- 4.6 The report included the officer advice that discounting Package E at that early stage had the potential to compromise the business case for future Government funding for Package B. That was particularly relevant because the evidence based Options Assessment Report had identified both Package B and Package E as 'better performing packages of interventions' requiring further consideration. In addition, regardless of any decision about whether to consult the public on Package E and a relief road option, it was likely that the County Council would need to undertake further development work on Package E in order to demonstrate to the DfT, in a Strategic Outline Business Case, that the final proposed option was the best option.

5.0 Summary

- 5.1 A petition was received on 15 December 2017 which is required to be considered at a meeting of this Area Committee. The petition organiser, Mr Chris Kitson, is entitled to speak for up to five minutes to present the petition to the Area Committee.
- 5.2 This petition has already been presented, discussed and taken into account when a decision was made, on 15 December, in respect of the action requested by the petition.

- 5.3 Other information also taken into account when the decision was made on 15 December was that discounting Package E at that early stage had the potential to compromise the business case for future Government funding for Package B. That was particularly relevant because the evidence based Options Assessment Report had identified both Package B and Package E as ‘better performing packages of interventions’ requiring further consideration. In addition, regardless of any decision about whether to consult the public on Package E and a relief road option, it was likely that the County Council would need to undertake further development work on Package E in order to demonstrate to the DfT, in a Strategic Outline Business Case, that the final proposed option was the best option.
- 5.4 The Area Committee is asked to respond to this petition. The County Council’s petitions arrangements set out a range of responses for Area Committees to consider when responding to petitions. These are listed at (a) to (d) on the second page of this report.

6.0 Recommendations

- 6.1 That the Area Committee, having heard the presentation of the petition from the petition organiser, consider how it wishes to respond to the petition.

Barry Khan
Assistant Chief Executive (Legal and Democratic Services)
County Hall, Northallerton

Background Document: North Yorkshire County Council’s petitions information and advice, a copy of which is on the County Council’s website

North Yorkshire County Council

County Area Committee for the Harrogate District

15 March 2018

Harrogate Congestion Study – Update Report

Report of the Corporate Director - Business and Environmental Services

1.0 Purpose Of Report

- 1.1 To provide details of the approach to, and timescales for, the latest phase of the Harrogate Congestion Study.

2.0 Background

- 2.1 Members will be aware that previous reports to this committee set out the process of, and progress on, a review of the need for and potential alignment of a Harrogate Relief Road and the potential for other measures to provide congestion relief in Harrogate and Knaresborough.
- 2.2 Minutes of the last meeting of this committee, have been circulated, and set out the details of the last meeting and the resolution taken and recommended to the Business and Environmental Services (BES) Executive Members meeting held on 15 December 2017.
- 2.3 On the basis of the resolution of the Area Committee the subsequent meeting of the BES Executive Members meeting considered three options that were available to progress with the Harrogate Relief Road Review. These were:
1. To consult as originally proposed on both package B and package E whilst noting the views and recommendations of the Area Committee.
 2. To agree in principle with the recommendations of the Area Committee and request that officers investigate the costs and timescales of any necessary further work to develop package B. To also assess the potential implications of discounting package E on the future transport business case and the potential for it to attract the necessary funding, in view of the early stage of scheme development.
 3. To undertake further development work on the sustainable transport elements of both package B and package E with a view to a future decision on consultation based on a greater level of assessment of the options.
- 2.4 The decision record for the meeting states that the decision taken by the Corporate Director for BES, in consultation with the BES Executive Members was:
1. to further develop the sustainable transport elements of both packages B and E to identify the potential locations and impacts of the different measures;
 2. to further develop the alignments of the inner relief road to help identify the potential benefits and impacts (including on the Nidd Gorge and Nidderdale Greenway);
 3. to prepare an initial economic analysis benefit cost ratio (BCR) for the inner relief road;
 4. to undertake pre-consultation engagement with local businesses and representative groups through a Harrogate Congestion Engagement Group; and

5. to take a further report to the Area Committee prior to deciding on the future consultation options.

3.0 Recent Progress - Additional Analysis

- 3.1 In order to more accurately reflect the scope of works of the project, it is intended that from now on it will be known as the Harrogate Congestion Study, which is a title that more accurately reflects the broad range of analysis that is being undertaken.
- 3.2 Following the BES Executive Members meeting in December 2017, officers have been working with the County Council's framework consultants, WSP, to determine an approach to delivery of this additional phase of works.
- 3.3 An outline programme of work is currently being finalised, which will give sufficient consideration and analysis of each package to allow a greater level of understanding of their ability to effect congestion reduction.
- 3.4 In order to facilitate this analysis, and the further, more detailed development of the sustainable transport measures, small technical 'task and finish' groups of County Council officers and WSP staff will work up a series of possible specific interventions, consistent with packages B and E. These will be costed and wherever possible, assessed quantitatively, to provide an understanding of the traffic relief that might be delivered.
- 3.5 Alongside to the additional work on sustainable transport measures, WSP have been asked to undertake further assessment work on potential alignments of inner relief road options.
- 3.6 This element of the commission will consider in greater detail the possible alignments for the inner relief road. It will allow a more detailed estimate of costs to be developed, and consequently, alongside more detailed traffic modelling, it will permit the calculation of a benefit to cost ratio (BCR), in accordance with point 3 of the Corporate Director - BES, decision contained in section 2.4 of this report.
- 3.7 BCR's are one of the key metrics employed by the Department for Transport (DfT) in determining whether to award funding for major schemes. Due to the potentially high cost of a relief road option, there would be a requirement to submit a detailed major schemes business case to the DfT for funding consideration.
- 3.8 Should the BCR for the inner relief road be under 2.0, the generally accepted ratio for successful applications for funding of capital projects, a report will be brought to the County Council Executive on whether to proceed with any further development of the scheme. Otherwise further development work on both options B and E will continue as per the decision of the Corporate Director - BES in December 2017 and a report will be brought to the meeting of the County Area Committee for the Harrogate District scheduled for November 2018.

4.0 Programme

- 4.1 As a consequence of the additional work being undertaken on option development at this stage, the programme as previously circulated, has changed. The detail of the revised programme is set out below.

Project		17/18 Q4	18/19 Q1	18/19 Q2	18/19 Q3
Project management					
Option development	Further option development				
	Development of cost estimates and quantitative risk assessment				
	Initial indicative BCR (relief roads)				
	PROJECT PAUSE/GATEWAY				
	Interpeak model construction (required for more robust testing of options)				
	Testing				
Stakeholder engagement	Congestion Study Engagement Group				
Deliverables	Updated options assessment report				
Reporting	Area Committee				
Decision point	Corporate Director BES and Executive Members				

- 4.2 The project steering group, which includes Elected Member representatives from this Area Committee, will continue to meet at appropriate intervals, to consider the progress and outputs from the study.
- 4.3 In addition, a Congestion Study Engagement testing Group is in the process of being established, and will meet three times within this phase of the study. The aim of the group will be to perform an advisory function, and to check and challenge the development approach proposed by the project working group (NYCC/HBC officers and WSP), and to make suggestions and bring business views and local insight to the process.
- 4.4 At the completion of this phase of the study, a report will be brought to this Committee in November 2018, setting out the results of the analysis, and the potential next steps.
- 4.5 The detailed work being undertaken as part of this phase of the study goes beyond what the DfT would normally require at this stage of scheme development. However, several elements of the scheme development would have been required at a later stage, as part of the production of a major schemes business case for the DfT. Therefore, whilst this element of the programme has extended beyond the originally envisaged timescale, the overall programme remains broadly in line with expectations.

5.0 Finance Implications

- 5.1 The scheme development work is being funded from existing approved budgets. At present there are no identified additional funding requirements. However should a

preferred option(s) be taken forward to the Strategic Outline Business Case development stage and then be provisionally approved for funding from DfT or another funding body, then an appropriate local contribution will need to be identified.

- 5.2 Additional upfront costs will be incurred a consequence of this additional level of detailed analysis that is now being developed. However, some of this would normally be required at a later stage in the development of the scheme business case, and therefore, a significant proportion of the costs can be considered to be a 'pulling-forward', or re-profiling of expenditure that would come at a later stage.

6.0 Equalities Implications

- 6.1 Consideration has been given to the potential for any adverse equalities impacts arising from the recommendations of this report. It is the view of officers that the recommendations included in this report do not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010 (Appendix A). However, it is worth noting that any preferred option(s) would require a full Equalities Impact Assessment to be carried out.

7.0 Legal Implications

- 7.1 At present no legal implications have been identified. As the Congestion Study continues, detailed discussions will take place with the County Council's legal department in respect of the legal implications of ensuring that the public consultation exercise and subsequent implementation of any identified options is properly carried out.

8.0 Recommendations

- 8.1 It is recommended that Members of the County Area Committee for the Harrogate District:
- i) note the contents of the report.

DAVID BOWE
Corporate Director – Business and Environmental Services

Authors of Report: Rebecca Gibson

Background Documents: None.

Initial equality impact assessment screening form (As of October 2015 this form replaces 'Record of decision not to carry out an EIA')			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	Business and Environmental Services		
Service area	Highways and Transportation		
Proposal being screened	Harrogate Congestion Study		
Officer(s) carrying out screening	Rebecca Gibson		
What are you proposing to do?	To further develop options for relieving traffic congestion in Harrogate and Knaresborough.		
Why are you proposing this? What are the desired outcomes?	To give further detail of possible options to relieve congestion and allow improved information to be developed prior to seeking authorisation to undertake public consultation.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No.		
Is there likely to be an adverse impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics? As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? If for any characteristic it is considered that there is likely to be a significant adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt.			
Protected characteristic	Yes	No	Don't know/No info available
Age		✓	
Disability		✓	
Sex (Gender)		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
NYCC additional characteristic			
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	

Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	No		
Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	None		
Decision (Please tick one option)	EIA not relevant or proportionate:	<input checked="" type="checkbox"/>	Continue to full EIA:
Reason for decision	The work being proposed is primarily to further develop two possible options - there is no reason for the work programme to cause any negative impact on anybody from within the protected characteristic groups.		
Signed (Assistant Director or equivalent)	<i>Barrie Mason</i>		
Date	02.03.18		

North Yorkshire County Council

County Area Committee for the Harrogate District

15 March 2018

Area Committee Programme of Work

1.0 Purpose of the Report

- 1.1 To invite the Committee to review the existing work items not yet considered and decide whether any should be removed.

2.0 Meeting Dates, Times and Venues

- 2.1 Ordinary meetings of the Area Committee are currently scheduled for:-

Meeting date, commencing at 9.30am	Venue
Thursday 14 June 2018	Cairn Hotel, Ripon Road, Harrogate
Thursday 30 August 2018 (subject to the outcome of the review of Area Committees)	Cairn Hotel, Ripon Road, Harrogate
Thursday 8 November 2018 (subject to the outcome of the review of Area Committees)	Ripon Spa Hotel, Ripon

3.0 Business for Future Meetings

- 3.1 Business scheduled for forthcoming meetings of the Area Committee is set out on the following page.
- 3.2 The Area Committee, at its last meeting, decided to re-schedule a report concerning Residential Parking Zones (to include information on parking in the Saints area of Harrogate) to today's meeting. At today's meeting, Members are asked to note that it has not been possible to bring such a report to today's meeting because associated work will not be concluded by March 2018. A report will therefore be submitted to the Area Committee's next meeting and the Work Programme on the next page has been amended to reflect that. The Area Highways Manager is proposing to liaise with local Members who have a particular interest in this matter and can, if Members wish, provide an oral report at today's meeting concerning the status of the work.

Business	Meeting on 14 June 2018	To go to some other future meeting
Kex Gill – Update on scheme, report on engagement and views on suggested preferred route	√	
North Yorkshire Police – Annual update	√	
North Yorkshire Fire and Rescue Service - Annual update	√	
North Yorkshire Community Safety Partnership – Annual report (contact: Odette Robson, NYCC)	√	
Issues to be raised orally by Members	√	
Nidderdale AONB JAC Minutes (if available)	√	
Work Programme	√	
Residential Parking Zones, to include information on parking in the Saints area of Harrogate	√	
Air Quality Action Plan for Harrogate Borough Council – Reports to be submitted to future meetings as the Action Plan progresses		√
Harrogate/Knaresborough Congestion – Outcome of public consultation – Report of the Corporate Director BES		Nov 2018

4	Recommendation
4.1	The Committee is asked to review the existing work items not yet considered and decide whether any should be removed.

Barry Khan
Assistant Chief Executive (Legal and Democratic Services)

County Hall
Northallerton

Background documents: Minutes of previous Area Committee meetings, copies of which are available for inspection in Legal and Democratic Services, County Hall, Northallerton.