

# Making North Yorkshire's Roads Safer

Overview & Impact – 2017



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(This report covers the period 1st January 2017 – 31st December 2017)



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# Foreword



**I am committed to improving road safety in North Yorkshire, not least because time and again, the public tell me it is of real concern.**

And they are right. Despite considerable progress made over recent years, North Yorkshire's 6,000 miles of roads are still among the most dangerous in the country. Despite 504 deaths and serious injuries in 2015 reducing to 464 in 2017, 76 people lost their lives since my first report was published in 2016.

Improving road safety therefore will remain a priority for both myself and the police. I also understand however that this comes with a requirement for openness and transparency, which is the purpose of this report.

Whilst we cover one year, there have been changes to North Yorkshire Police's approach over the last decade; they have increased the number and variety of safety cameras, as well as introduced neighbourhood-led schemes like Community Speed Watch.

The results are encouraging as independent research by academics at Newcastle University shows an estimated 20% reduction in casualties owing specifically to the presence of mobile safety camera vans. To put that into some context, the number of people killed in

speed related incidents in North Yorkshire in 2017 was the lowest since 2010. Not all of that is down to safety camera vans, but we do know they are life-savers, literally.

In 2017 six new, more agile vehicles were introduced by the police, taking the total number of safety cameras in North Yorkshire to 12. Due to their smaller size, the new vans are more suited to hard-to-reach locations, especially rural communities. Using state-of-the-art camera equipment, the vans can not only detect speeding drivers, but can also identify anti-social driving such as seat belt offences and drivers using mobile phones behind the wheel.

All safety camera vans are also equipped with Automatic Number Plate Recognition (ANPR) technology, which assists with the prevention and detection of cross border crime by deterring and disrupting travelling criminals.

Notwithstanding the above, I know some people remain suspicious of the safety camera vans and the police's motive in using them due to the money they generate. To address those myths head on, this report explains how safety cameras were used in 2017, the numbers of violations reported and the finances associated with the vans. The information and data included in the report shows that more was spent on running the vans than was recouped, but given their crucial role, this is a good investment.

Road safety will continue to be prioritised in the years ahead. I will also continue to engage with local people to understand their views and if they feel there is the right balance of enforcement capability

on North Yorkshire's roads. The partnership approach via 95 Alive will also continue, and I'd like to thank partners for their joint endeavours in making North Yorkshire's roads as safe as possible.



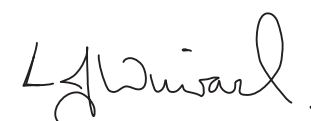
**Julia Mulligan**  
Police and Crime Commissioner  
for North Yorkshire



Chief Constable, Lisa Winward, said,



Road safety remains one of the key strategic priorities for North Yorkshire Police. The use of a flexible and versatile safety camera fleet is one of the options we utilise in order to continually improve the safety of our road network for all road users. I, along with the majority of residents in North Yorkshire, believe that road safety must remain a key priority, our families and friends should feel safe on our roads, therefore there is no doubt that the continued use of mobile safety cameras, along with other policing teams and partners, play a vital role in keeping our roads safe for all.



**Lisa Winward**  
Chief Constable



## Mobile safety cameras in North Yorkshire – key facts 2017

6

**Number:** Six vans at start of 2017, increased gradually throughout the year to twelve by December 2017, plus one motorcycle.



**Purpose:** To contribute to improving road safety, casualty reduction and anti-social road use by monitoring traffic for speed offences, using a mobile phone whilst driving, failing to wear a seatbelt, dangerous driving plus many other offences.

£

**Running cost:** £2,205,525



**Use:** Monitored 448 different sites over more than 13,885 hours.



**Impact:** Processed 80,582 road safety violations – the equivalent of 5.8 for every hour they were in operation.



**Education:** Of those violations, 43,053 led to motorists attending a speed awareness course.

£

**Costs Recovered:** £1,941,862



**District with the highest number of violations:** Hambleton, with 17,706.



**District with the fewest violations:** Scarborough, with 3,689.



**Site with the most violations:** A64 Westbound Whitwell Hill, with 4686.



**Site visited most frequently:** A19 Shipton in Beningbrough, with 178 visits during the year.



**District with the most violations per site:** Hambleton with an average 243 violations per site.

# Overview

The new vehicles introduced in 2017 are smaller and allow greater opportunity to deploy in some of the more rural communities in our County; this has led to a significant increase in the number of sites which now allows increased visibility in those areas.

In addition to the increase in the fleet, four additional locations were identified for the vehicles to deploy from. Originally all vehicles were deployed from a single location in York, however 2017 saw vehicles deploying from Harrogate, Skipton, Malton and Thirsk. This reduces travel time from station to location thus providing additional time at each site and increased visibility in order to influence traffic.

The safety camera fleet, which are fully liveried with high visibility markings, are also equipped with automatic number plate recognition cameras (ANPR), these cameras capture vehicle movements and gather intelligence on vehicles travelling across the County. The use of ANPR cameras on the safety camera vans further supports the investment in our fixed site ANPR infrastructure within North Yorkshire and the city of York, bolstering our commitment to making our communities safe from travelling and cross border criminality. This is especially important in our rural areas where a physical presence and supporting ANPR technology will not only provide reassurance to communities but support efforts in addressing rural crime.

The primary purpose of the vehicles is to reduce road traffic collisions by enforcing a range of road traffic offences such as speeding, using a mobile phone whilst driving, and failing to wear a

seat belt, these are three of the four offences known as the 'fatal four'. These offences, plus drink driving, are the 4 main causation factors of killed and serious injured collisions.

The vehicles also address concerns of many communities regarding anti-social road use by vehicles in local villages and towns.

The vans were deployed seven days a week during 2017 and spent a total of 13,885 hours monitoring traffic, capturing 80,582 speeding violations in that time. In addition a large number of mobile phone, seat belt and other offences were also captured. The vans and motorcycle are deployed by Police Staff as opposed to Police Officers, therefore ensuring our use of the vehicles does not impact on frontline policing or the number of warranted officers available.

Most drivers caught speeding are offered the opportunity to attend a speed awareness course, repeat offenders and those driving at higher speeds will receive the offer of a fixed penalty fine and penalty point on their driving licence, or a Court hearing which may result in a disqualification.

Cost recovery totaling £1,941,862 was received by North Yorkshire Police resulting from motorists attendance at driver educational courses, this was used to fund the safety camera operation with any remainder being used for local road safety initiatives.

The vans deploy to a number of differing sites, these include routes where there is a history of Killed and Seriously Injured (KSIs) collisions, areas where communities have raised concerns over speeding vehicles (validated by placement of a speed data

logger in that area) and also on routes known to be used by motorcyclists, who remain one of our most vulnerable road users. In 2017 we introduced sites at locations where intelligence suggests other high levels of anti-social road use takes place, such as using a mobile phone whilst driving, these are classed as 'distraction' sites.

## 95Alive

Formed in 2004, the 95Alive Road Safety Partnership work together to reduce the number of people killed or injured on the roads in York and North Yorkshire.

The partnership includes emergency services, local authorities and other agencies, and their initial objective was to exceed the target set the Government for the lives that the county should save on its road. Their aim was to save an additional 95 lives, however when the campaign officially ended in March 2011, 126 lives had been saved by the partnership.

Since then, the partnership has continued to work together, with the continued aim of reducing collisions and casualties even further. And not only does the partnership address road safety concerns across the county, it is also key in promoting road safety for all motorised and non-motorised road users



## Impact

The primary purpose of the safety camera vans is to reduce the number of people who are killed or seriously injured on the roads of North Yorkshire. By enforcing legal speed limits and many other road traffic offences, they also encourage more drivers to comply with the laws of the road and reduce incidents of anti-social driving.

In the year, safety camera vans recorded 80,582 road safety violations of which 43,053 resulted in offenders attending a speed awareness course – more than 3,500 per month.

Newcastle University recently carried out an evaluation of mobile road safety cameras in North Yorkshire, this involved analysis of collision data at a number of sites across North Yorkshire pre and

post safety camera deployments at those sites. Their findings estimated a 20% reduction in casualties owing to the presence of mobile safety cameras.

Furthermore the increase in the number of safety camera sites increases visibility which in turn does address driver behavior.

The technology in the safety camera vans also supports the detection of other road traffic offences, all of which cause danger to road users.

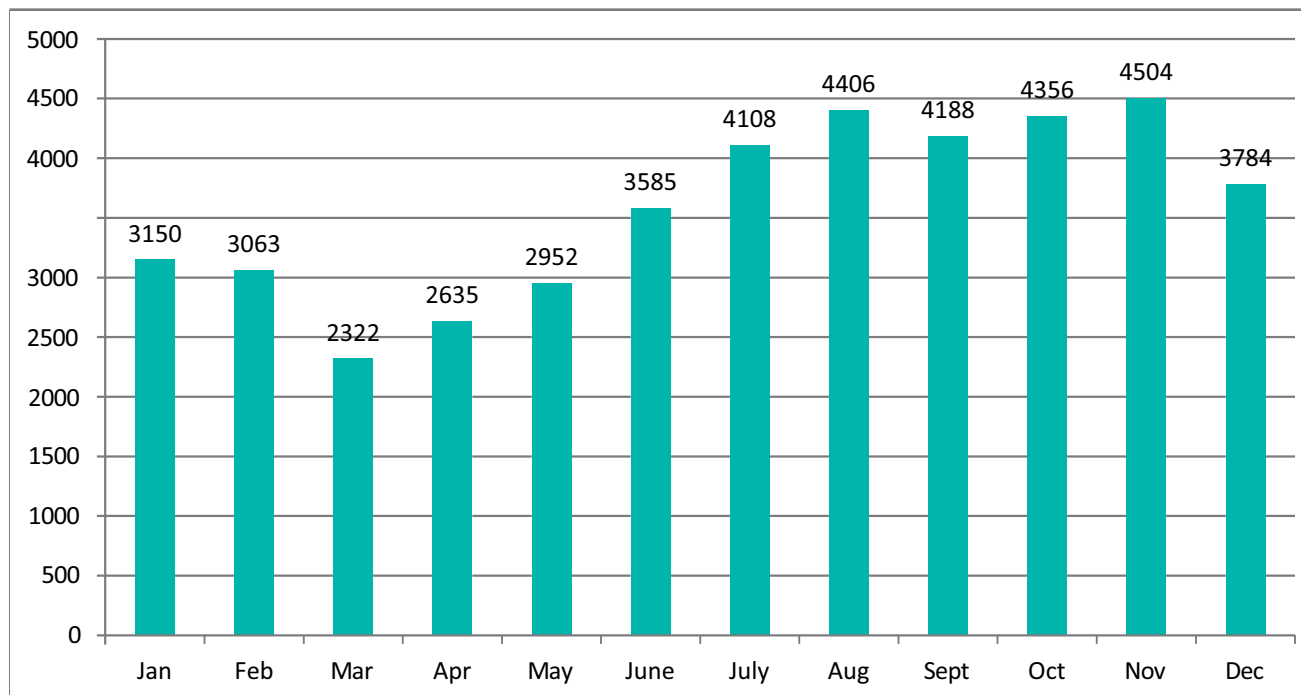
It is not only down to the visibility and enforcement; our presence at many locations is met by positive public feedback, residents reassured that anti-social road use in their area is acknowledged and being addressed.



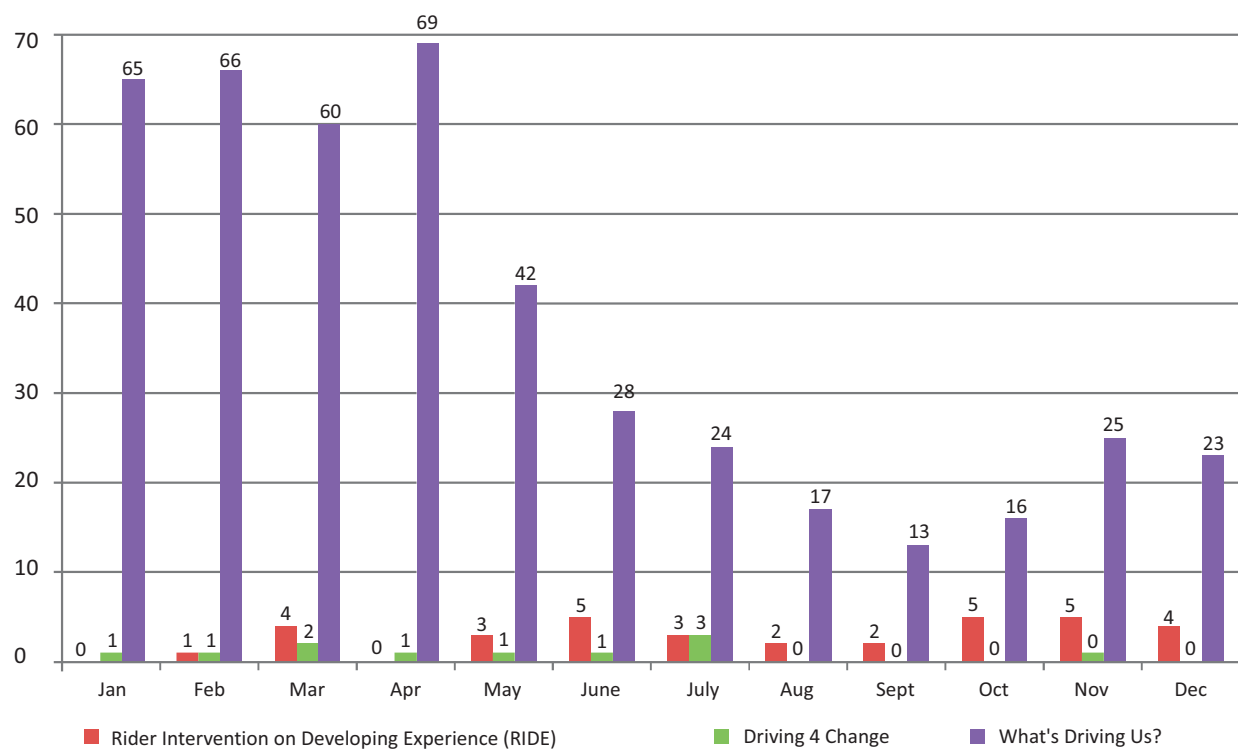
**Table 1: Number of people completing driver educational courses following referral by North Yorkshire Police in 2017**

	Speed Awareness	RIDE Rider Intervention Developing Experience	Driving 4 Change	What's Driving Us?
Jan	3150	0	1	65
Feb	3063	1	1	66
Mar	2322	4	2	60
Apr	2635	0	1	69
May	2952	3	1	42
June	3585	5	1	28
July	4108	3	3	24
Aug	4406	2	0	17
Sept	4188	2	0	13
Oct	4356	5	0	16
Nov	4504	5	1	25
Dec	3784	4	0	23
<b>Totals</b>	<b>43053</b>	<b>34</b>	<b>11</b>	<b>448</b>

**Figure 1: Number of people completing speed awareness courses following referral by North Yorkshire Police in 2017**



**Figure 2: Number of people completing other driver educational courses following referral by North Yorkshire Police in 2017. (The What's Driving Us? Course figures decrease as a result in the change in driving whilst using a mobile phone legislation in March 2017 whereby NYP no longer offer a course for such an offence)**



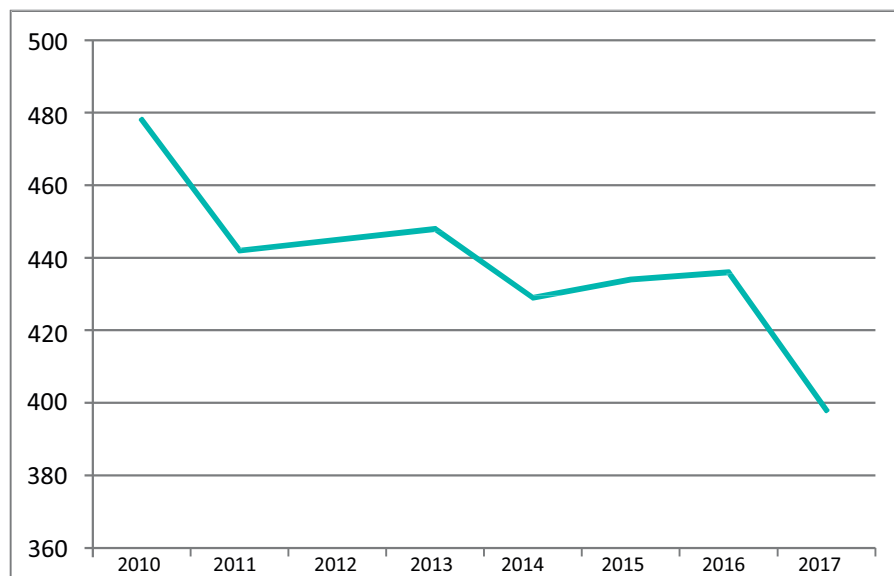


The number of people killed or seriously injured on the county's roads each year has gone down by over 20% between 2010 and 2017, as figure 2 shows.

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

During 2017, five people died in speed-related accidents. This was half the number of people who died in such accidents the previous year in 2016, and the lowest figure recorded since 2010.

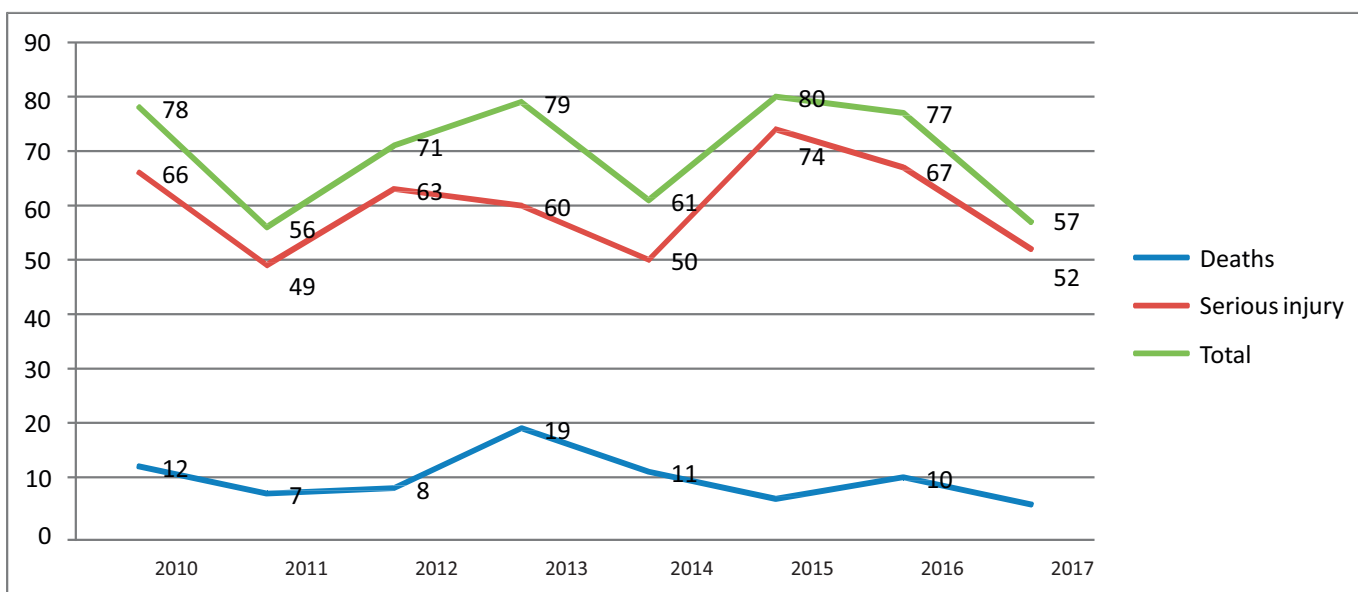
**Figure 3: Number of people killed or seriously injured on North Yorkshire's roads by year**



**Table 2: Deaths and serious injuries in speed-related accidents 2010 – 2017**

	2010	2011	2012	2013	2014	2015	2016	2017
<b>Deaths</b>	12	7	8	19	11	6	10	5
<b>Serious injury</b>	66	49	63	60	50	74	67	52
<b>Total</b>	78	56	71	79	61	80	77	57

**Figure 4: Deaths and serious injuries in speed-related accidents in North Yorkshire 2010 – 2017\***



\*The 2017 data is provisional and requires verification

# Case study: B6479

### Reduction of casualties:

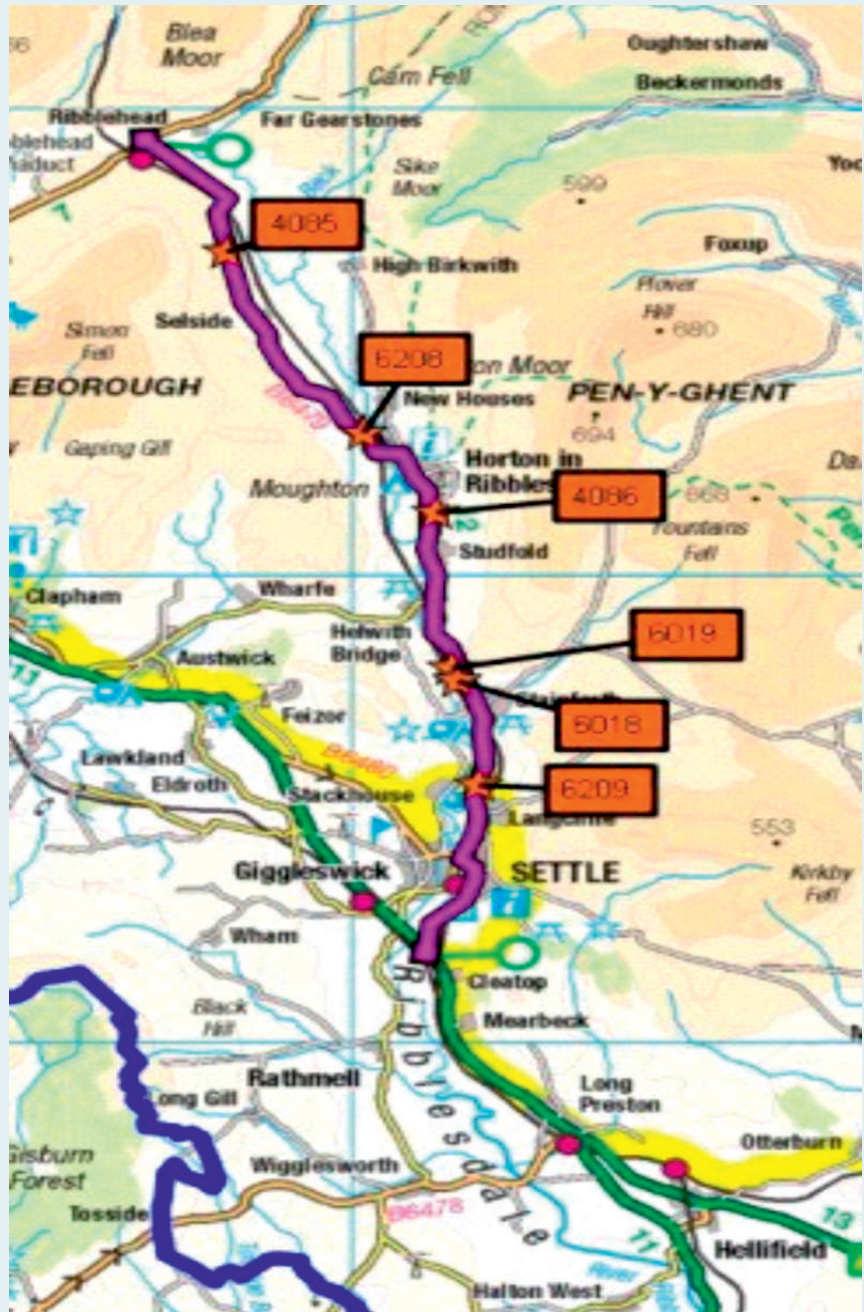
The B6479 is a rural and windy route that runs from Settle to Ribbleshead, it is an identified motorcycle route and unfortunately has a history of fatal and serious collisions. In a three year period between October 2012 and October 2015 there were four fatal and six serious collisions on that road, eight of these were speed related and eight involved motorcycles.

In October 2015 North Yorkshire identified a number of sites along the route which were deemed suitable for safety camera enforcement; these are identified on the map.

In the period from initial deployment in October 2015 to the end of 2017 there have been two serious collisions, neither of which are classed as speed related, one involved a motorcycle.

In 2017 a safety camera van deployed to this route on 340 occasions, spending 409 hours monitoring traffic, capturing 975 speeding offences along with mobile phone offences. In this period there was one serious collision which was not speed related.

Figure 5: Map of B6479



# Case study: A19 Shipton by Beningbrough

## Reduction of speed:

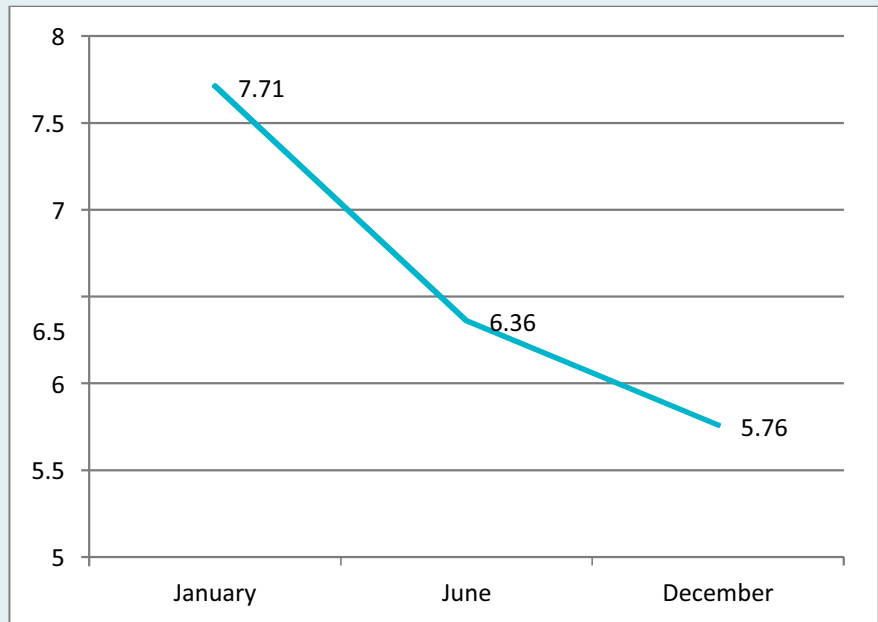
Shipton by Beningbrough is a village that lies on the A19 to the North of York. Residents raised concerns over speeding vehicles, and following the deployment of speed data loggers, it was found there was a speeding issue.

A number of safety camera locations were identified and assessed at the south, centre and north of the village.

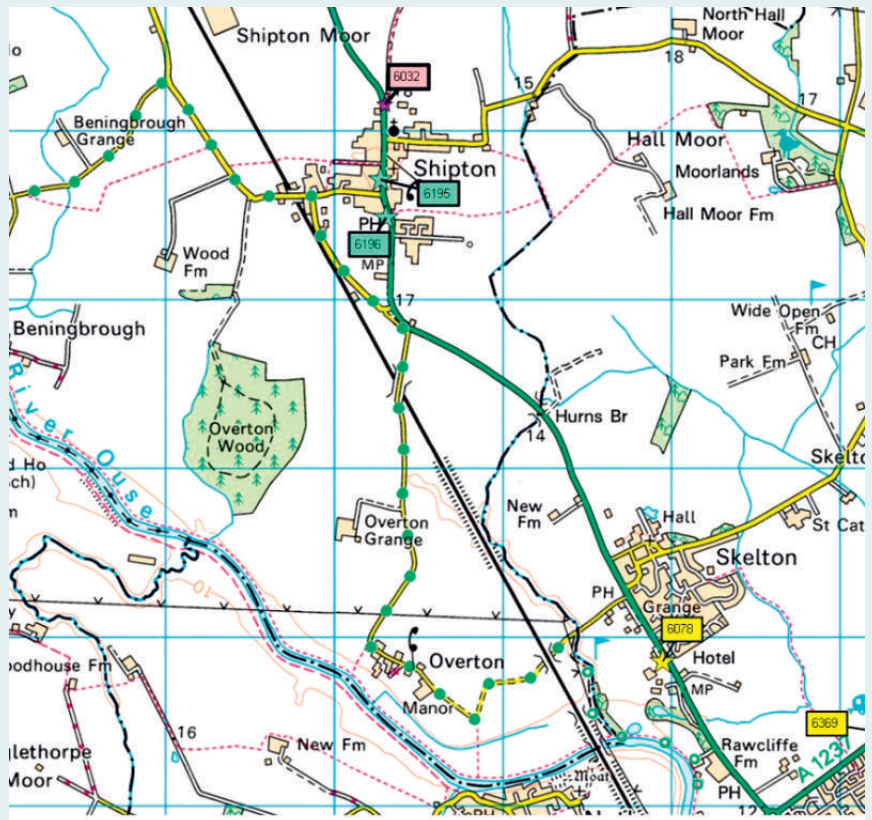
Enforcement commenced in January 2017 and this has resulted in a decline in violations captured per hour.

Feedback has been received from local residents which supports our enforcement strategy in that area. Whilst speed is reducing in Shipton by Beningbrough our presence in the area will continue to further improve road safety in that village.

**Figure 6: Average violations per hour in Shipton by Beningbrough in 2017**



**Figure 7: Map of Shipton by Beningbrough**



## Safety camera van sites

North Yorkshire has over 6,000 miles of road including motorway, dual and single carriageway, these roads navigate across cities, towns and villages through national parks and moors.

During 2017 safety camera vehicles deployed at 448 locations across the large geographical area of North Yorkshire; this is an increase of 182 locations from those deployed to in 2016.

On a number of roads where there are serious collisions a route based approach is adopted, where multiple sites are identified in order to maximise visibility and to influence driver behaviour over the length of that route. At the end of 2017 there were 58 live routes across North Yorkshire.

Routes / Sites are selected if they meet the following criteria:

### Routes on which there has been killed or seriously injured collisions.

North Yorkshire Police together with its partners in 95 Alive keep detailed records of all collisions on the county's roads. They record data which categorizes the location, severity and cause of collisions. This information once analysed allows safety cameras vehicles to be deployed effectively and at the times of greatest risk on that route. Safety camera vans visit 313 locations on routes where there has been a fatal or serious collision.

### Identified Motorcycle routes

Motorcyclists are over-represented in the number of people who are killed or seriously injured on the county's roads. This is particularly so because bikers from all over the country come to North Yorkshire to

ride favoured routes, whilst not wishing to stop this in any way it is imperative we are visible at these locations to influence the manner of riding to maximise safety. For this reason, some 57 sites popular with bikers are visited by safety camera vans.

### Community Concern Sites

When a member of the public raises a concern about the speed of traffic at a particular location, North Yorkshire Police - through the 95 Alive partnership - work with colleagues to provide a robust process for assessing and dealing with such concerns. They use data logging machines to monitor the speed of passing vehicles over a seven day period. Each site is then assessed on both the speed data captured and collision data in that area to allow a decision to be made on what action is most appropriate.

Action may include engineering, community speed watch, enforcement, education, or information campaigns or a combination of some. Targeted

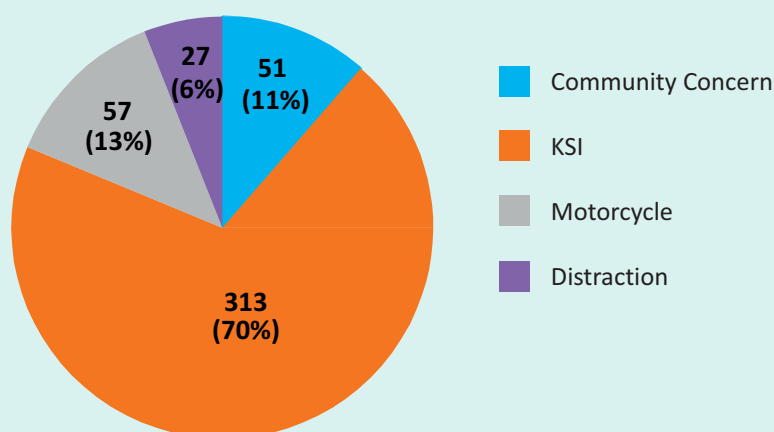
enforcement is an important part of the approach. If they find evidence of speeding, they add the site to their list of locations to be enforced if they feel that enforcement would help tackle the problem. However, some sites cannot accommodate safety camera vans and the police use other ways of enforcing the speed limits.

Sites of community concern are included on the list of locations to be visited by safety camera vans. During the year, there were 51 sites of community concern included on the list.

### Distraction sites

These are sites that have been identified through intelligence, including feeds from Operation Spartan, where other inappropriate or anti-social road use is impacting on communities. Such areas are locations where drivers regularly use mobile phones, especially near vulnerable road users such as children, other pedestrians and cyclists. Currently there are 27 distraction sites available.

Figure 8: Safety Camera sites by category in 2017

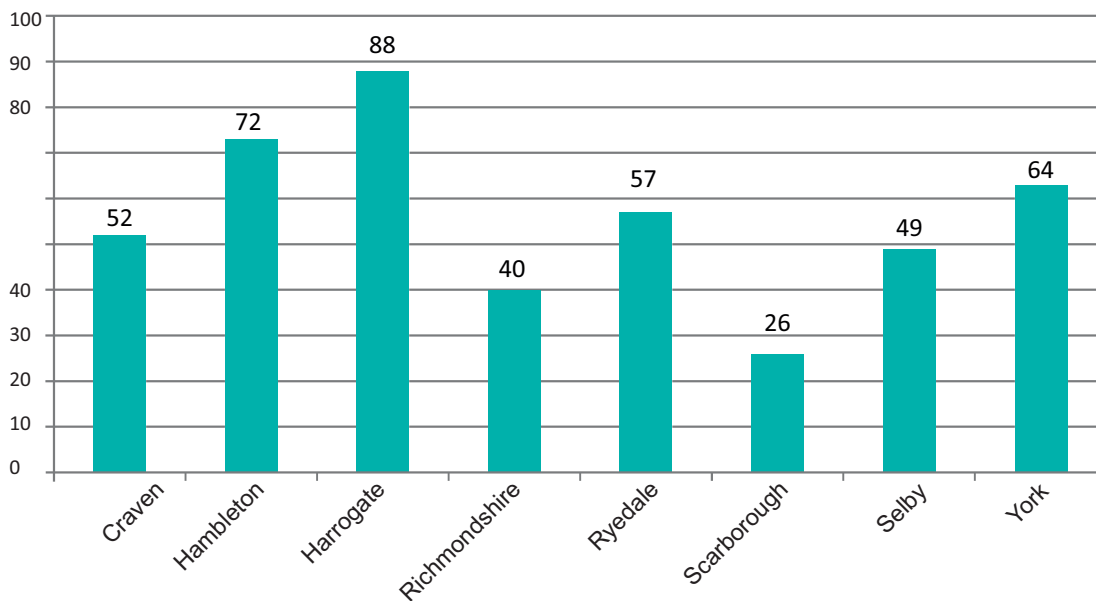




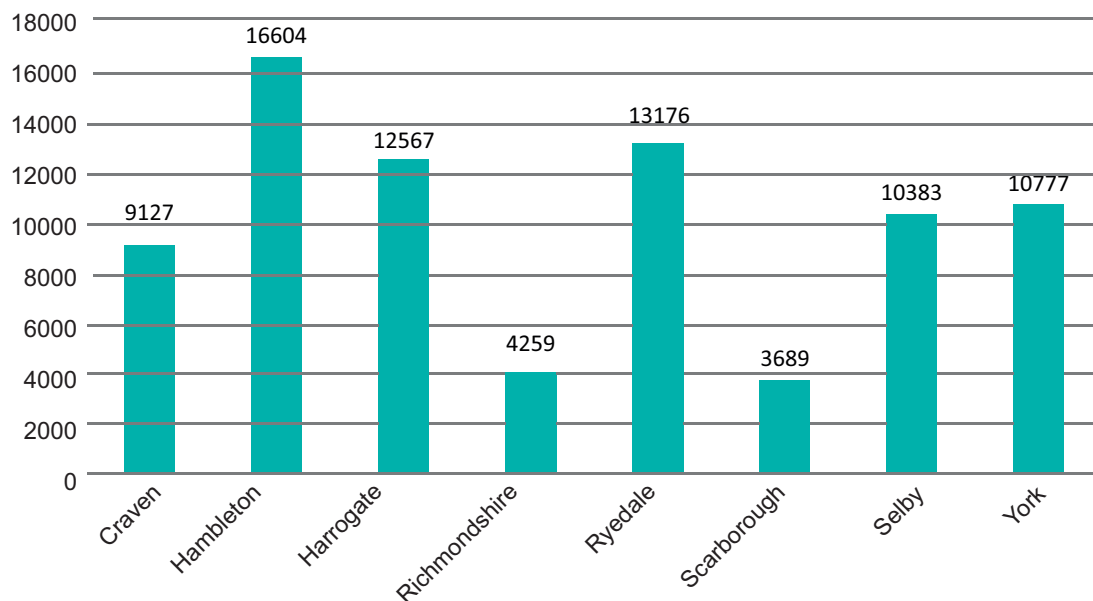
**Table 3: The five worst roads in North Yorkshire for collisions July 2014-July 2017**

Road	Fatal	Serious	Total accidents
A64 - Leeds - York - Malton - Scarborough	10	52	62
A59 – York – Harrogate - Skipton	1	58	59
A19 – Balne Moor - Selby – York – Thirsk - Crathorne	8	46	54
A61 - Thirsk - Ripon - Harrogate	2	37	39
A1(M) Wetherby - Dishforth - Barton	2	36	38

**Figure 9: Number of safety camera van sites by district 2017**



**Figure 10: Number of violations recorded by safety camera vans per district 2017**





**Table 4: Top 10 most visited sites during 2017**

Road	Type	District	Violations	Visits
A19 Shipton in Beningbrough	KSI	YORK	1102	178
A64 Westbound Whitwell Hill	KSI	RYEDALE	4686	167
A169 Pickering (North)	KSI	RYEDALE	1734	153
Rice Lane Flaxton	CC	RYEDALE	824	145
A59 Beamsley Hill	KSI	CRAVEN	1666	144
A65 Settle ByPass (north)	KSI	CRAVEN	767	133
A59 Blubberhouses at Kex Gill Farm	KSI	HARROGATE	495	132
A629 Crosshills	KSI	CRAVEN	956	127
A59 Benthill Farm, Beamsley	KSI	CRAVEN	1354	121
A59 Priors Bridge Draughton	BIKE	CRAVEN	424	116

**Table 5: Top 10 sites by most violations during 2017**

Road	Type	District	Violations
A64 Westbound Whitwell Hill	KSI	RYEDALE	4686
A168 Southbound Asenby	KSI	HARROGATE	3328
A19 Crathorne S/Bound	KSI	HAMBLETON	2692
A64 Westbound at Stutton	KSI	SELBY	2343
A19 Northbound at Borrowby	KSI	HAMBLETON	2307
A64 Eastbound Bramham Moor	KSI	SELBY	2031
A64 Eastbound Heslington York	KSI	YORK	1970
A169 Pickering (North)	KSI	RYEDALE	1734
A59 Beamsley Hill	KSI	CRAVEN	1666
A19 Southbound at Knayton	KSI	HAMBLETON	1590



## Finances

The North Yorkshire safety camera operation is funded through cost recovery resulting from drivers paying to attend a driver educational course, there are a number of such courses available dependant on the offence, all courses are offered as an alternative to prosecution and are aimed to educate and address behaviour and attitude to driving.

A speed awareness course is the main course offered, however there are also courses aimed at addressing a deliberate act whilst driving (what's driving us?), an offence resulting from a minor lack of concentration (Driving 4 change) and also aimed specifically at motorcyclists who commit traffic infringements (Rider Intervention Developing Experience - RIDE). In addition there is also an on-line seat belt course (Your belt, Your life) which is aimed at those who fail to wear a seat belt.

Courses are run by a third party supplier independent from the Police, who are accredited and follow national driver offender retraining scheme guidance and content. The courses are held at a number of locations across North Yorkshire over 7 days a week, in addition motorists from outside the County can elect to take a course in other areas across England and Wales.

The course attendee will pay a fee in advance, this fee not only covers the cost of trainers, venue and associated administration it also includes the cost recovery fee payable to the referring police force.

### Where this money went

During 2017 cost recovery totalled £1,941,862. This contributed to the operating costs of the safety camera team, this included employee costs, fleet costs, supplies and services



**Table 6: Finances**

	<b>2017-18 Actuals at Dec 2017</b>
<b>Costs</b>	
Employee costs	£1,575,297
Transport costs	£39,858
Supplies & services costs	£546,386
Financial costs	£43,985
	<b>£2,205,525</b>
<b>Income</b>	
Fees driving services	£1,673,668
Fees driving service – Local Levy	£215,694
Income from Highways Agency A1 upgrade	£52,500
	<b>£1,941,862</b>
<b>Total overall cost</b>	<b>£263,663</b>

# District summary

## Richmondshire

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

- 40 different sites
- 12 motorcycle sites, 19 KSI Sites, 1 distraction site, and 8 sites of community concern
- 4,259 violations recorded (5% of the total for the county)

## Craven

Craven is a large district on the west of the county, centred on the main town, Skipton. The A59 and A65 are two major routes that run through this district, but there are many other rural roads leading to, and through, the Yorkshire Dales, drivers and riders can find these roads challenging due to the geography of the area. The area does see a large proportion of vulnerable road users such as cyclists, horse riders and walkers. Two safety camera vans now deploy from Skipton police station.

- 52 different sites
- 14 motorcycle sites, 36 KSI sites, 1 distraction site, and 1 site of community concern
- 9,127 violations recorded (11% of the total for the county)

## Hambleton

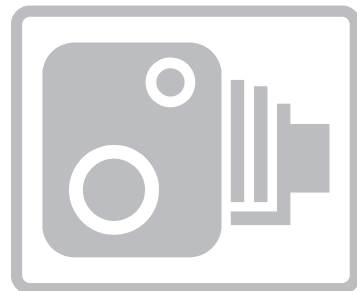
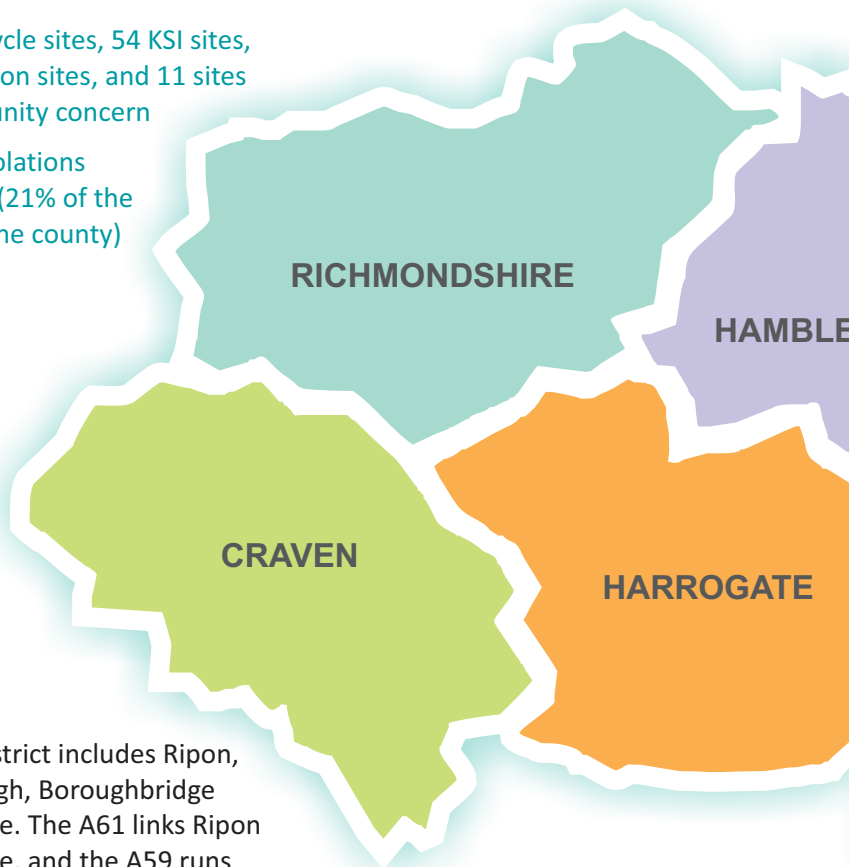
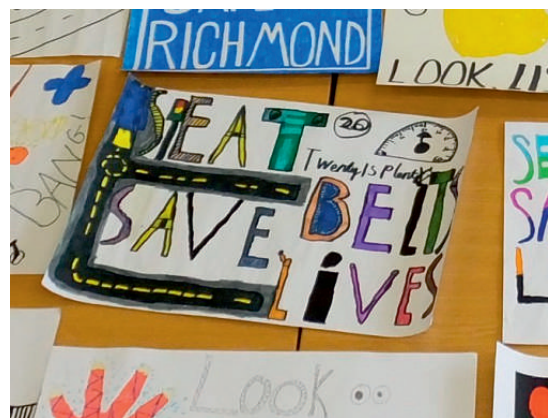
Hambleton stretches from Stokesley in the north to York with the A1(M) and A19 as the major arterial routes. There are a large number of rural roads also in this area. Two safety camera vans deploy from Thirsk police station as does the safety camera motorcycle.

- 72 different sites
- 4 motorcycle sites, 54 KSI sites, 3 distraction sites, and 11 sites of community concern
- 16,604 violations recorded (21% of the total for the county)

## Harrogate

Harrogate district includes Ripon, Knaresborough, Boroughbridge and Harrogate. The A61 links Ripon and Harrogate, and the A59 runs east-west to York and Skipton. Two safety cameras now deploy from Harrogate police stations.

- 88 different sites
- 6 motorcycle sites, 66 KSI sites, 5 distraction sites, and 11 sites of community concern
- 12,567 violations recorded (16% of the total for the county)





### Scarborough

Scarborough district includes a number of coastal towns including Whitby and Filey, making its roads popular with tourists in peak seasons. The A171 coastal road is especially busy as is the A64 leading into town.

- 26 different sites
- 3 motorcycle sites, 18 KSI sites, 1 distraction site, and 4 sites of community concern
- 3,689 violations recorded (5% of the total for the county)

### Ryedale

Pickering, Malton and Helmsley are located in Ryedale, with major routes to the coast such as the A64 and A170 running through the district. These roads are especially popular with motorcyclists. Two safety camera vans now deploy from Malton police station.

- 57 different sites
- 6 motorcycle sites, 42 KSI sites, 3 distraction sites and 6 sites of community concern.
- 13,176 violations recorded (16% of the total for the county)

### Selby

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

- 49 different sites
- 11 motorcycle sites, 35 KSI sites, 2 distraction sites, and 1 site of community concern.
- 10,383 violations recorded (13% of the total for the county)

### York

The congestion and volumes of traffic in and around the city often acts as a natural slower of speed, but there are still some major roads running through populated and residential areas. Four safety camera vans deploy from York, as does the safety camera motorcycle on occasions.

- 64 different sites
- 1 motorcycle site, 43 KSI sites, 11 distraction sites, and 9 sites of community concern.
- 10,777 violations recorded (13% of the total for the county)

## Jammers

A number of motorists have attempted to avoid being captured speeding by our safety camera operation utilising 'jamming' devices. These devices are openly sold on the internet as garage door openers or parking sensors, however they also have the capability of interfering with the speed measurement of their vehicle, if that vehicle is found to be speeding then the driver may be seen to be perverting the course of justice.

North Yorkshire Police Safety Camera Operators are specifically trained to detect the use of these types of devices.

In 2017 NYP Traffic Bureau Investigation Unit seized six vehicles due to devices found to be installed on them which had all interfered with equipment used by our safety camera officers to measure that vehicles speed.

Any vehicle that is suspected of having such a device installed on it would be visually examined to ascertain if such a device is present, if so then the vehicle will be seized and a full examination of the vehicle will be conducted to obtain and secure evidence in relation to the capabilities of that device. The device will then be removed and used in any future court proceedings.

A number of the vehicles seized in 2017 are still live cases, which are currently under investigation by a police officer from the Traffic Bureau Investigation unit, however three offenders have been prosecuted for Perverting the Course of Justice for having one of these devices installed on their vehicles and all of those defendants received a custodial sentence as well as a disqualification from driving.



## Mobile Phones

It has been an offence to drive whilst using a mobile phone since 2003, however in March 2017 the penalty for such an offence doubled to a £200 fine and 6 penalty points.

This increase in sentence is seen as a strong deterrent to those who use a mobile phone whilst driving; drivers are slower at recognising or reacting to hazards when using such a device at the wheel of a car.

The Safety Camera fleet is fitted with HD quality cameras which can actually monitor drivers who drive whilst using a phone, in 2017 they introduced a number of safety camera sites where intelligence suggests there are a

high number of motorists using a phone whilst driving; these are called distraction sites and are in areas where the risk to other vulnerable road users is increased.

In recognition of the increase in the penalty North Yorkshire no longer offer a driver education course for this offence, if caught then a conditional offer of a fixed penalty fine is made or the matter could proceed to a Court hearing.

During 2017 363 drivers were dealt with via the Traffic Bureau for using a mobile phone whilst driving or the alternative offence of not being in proper control of the vehicle.

North Yorkshire Police are working closely with road safety organisations in producing a national strategy in regards to the policing of these types of offences and are also assisting in the submission of a report which will be presented to the Home Office in relation to the outlawing of these devices within the UK.



# Community Speed Watch

The Community Speed Watch (CSW) scheme rolled out across North Yorkshire in late 2016 following a successful six month pilot.

The scheme provides additional support to local communities where they believe speeding vehicles are travelling through their town, village or street.

Once a speed complaint is received from a resident via the speed management protocol, speed data loggers are deployed to carry out speed monitoring over a seven day period, this is analysed along with collision data at that location.

If road engineering or police enforcement are not to be considered due to the speeds and collision data then community speed watch may be offered to the complainant / residents.

Under the scheme local people will monitor the speeds on the road relating to the speed complaint. They will use a handheld speed detection devices to record the speed, registration number, colour and make of passing vehicle. Anyone caught speeding through Community Speed Watch receive a letter from North Yorkshire Police to inform them of their offence, and the need to address their driving behaviour.

The main purpose of Community Speed Watch is to deter speeding, educate drivers, and encourage more care and consideration on local roads. The use of the Speed Watch scheme empowers the local community by providing them with the means to monitor the speed of traffic within their community for themselves.

By the end of 2017 there were 27 Live community speed watch sites across North Yorkshire and the City of York.

If you feel you have speeding problem in your area then please visit the North Yorkshire Police website, Road Safety, where a speed concern form can be found, this should then be completed and submitted to:

[speedconcerns@northyorkshire.pnn.police.uk](mailto:speedconcerns@northyorkshire.pnn.police.uk)



## Operation Spartan

Operation Spartan is an initiative where officers and the public are encouraged to submit intelligence regarding instances of anti-social use of vehicles or poor driving. A profile of information will be collated for the police to assess and act upon, to ensure guidance and advice can be provided to those who need it.

Following submission of a driving concern form which captures the details of the incident and requests information such as vehicle number plate, the police can carry out the relevant checks and follow up with engagement, education or enforcement if required. In addition it is also possible to submit dashcam or other video imagery of an incident.



Through a mixture of education and enforcement, Op Spartan aims to improve the attitudes of those who use our roads and increase the level of safety for all.

Some of the intelligence submitted via Operation Spartan is used in the deployment of safety cameras, especially where there are vulnerable road users or ongoing anti-social road use.

## Links

### **Newcastle University Evaluation of Mobile Road Safety Cameras in North Yorkshire: Summary of Method and Key Findings**

<https://northyorkshire.police.uk/content/uploads/2017/12/Newcastle-University-Evaluation-of-Mobile-Road-Safety-Cameras-in-North-Yorkshire.pdf>

### **College of Policing – what works well**

<http://whatworks.college.police.uk/About/News/Pages/Speed-cameras.aspx>

### **Speed Concern Form**

[https://nyp-online.victoriaforms.com/Viewer-VicForms.asp?user=anon&Form=Online%20Speed%20Concern%20Report%20\(1.0\).wdf](https://nyp-online.victoriaforms.com/Viewer-VicForms.asp?user=anon&Form=Online%20Speed%20Concern%20Report%20(1.0).wdf)

### **Safety Camera Data Log**

<https://northyorkshire.police.uk/what-we-do/road-policing/safety-cameras/>

### **Traffic Bureau website**

<https://northyorkshire.police.uk/what-we-do/road-policing/safety-cameras/>

### **Traffic Bureau Facebook page**

[www.facebook.com/NYPTrafficBureau](http://www.facebook.com/NYPTrafficBureau)

## Appendix

**Table 6: All sites visited by safety camera vans during 2017**

MC = Motorcycle route    EX - Community concern    KSI - Killed or seriously injured    DIST – Distraction

Road	Type	District	Violations	Visits
B6479 Selside	MC	CRAVEN	5	28
B6479 Horton	MC	CRAVEN	3	20
A65 Newby nr Settle	MC	CRAVEN	38	33
A65 Sour Lane Thorlby	MC	CRAVEN	38	43
A65 Whinney Mire Lane	MC	CRAVEN	9	16
A59 Priors Bridge Draughton	MC	CRAVEN	424	116
B6265 Grassington Road Rylstone	MC	CRAVEN	0	1
B6479 Stainforth	MC	CRAVEN	9	39
B6479 Stainforth North	MC	CRAVEN	12	61
B6479 Horton in Ribblesdale	MC	CRAVEN	337	82
A6068 Moss Bottom, Skipton	CC	CRAVEN	48	23
A6131 Keighley Road, Skipton	DIST	CRAVEN	0	19
A56 Colne and Broughton Road, North East of Thornton in Craven Village	KSI	CRAVEN	4	7
A65 Clapham by-pass	KSI	CRAVEN	99	43
A65 Settle by-pass	KSI	CRAVEN	711	113
A629 Westbound Crosshills	KSI	CRAVEN	8	4
A629 Skipton by-pass	KSI	CRAVEN	94	64
A59 Beamsley Hill	KSI	CRAVEN	1666	144
A65 Clapham ByPass (sewage works)	KSI	CRAVEN	236	51
A65 Settle ByPass (north)	KSI	CRAVEN	767	133
B6255 Gayle Moor, between Hawes and Ribblesdale	KSI	CRAVEN	0	4
A59 Benthill Farm, Beamsley	KSI	CRAVEN	1354	121
A65 Ingleton	KSI	CRAVEN	258	38
A59 Bolton Abbey Station	KSI	CRAVEN	31	53
A629 Skipton bypass E/B	KSI	CRAVEN	74	43
B6479 Langcliffe	KSI	CRAVEN	621	116
A629 Crosshills	KSI	CRAVEN	956	127
B6160 Wharfedale Lodge	KSI	CRAVEN	0	11
B6160 Mystified House	KSI	CRAVEN	2	17
B6160 East Lane House	KSI	CRAVEN	0	16
B6255 Redshaw Farm Hawes (North)	KSI	CRAVEN	1	14
A59 West Marton	KSI	CRAVEN	1	6
B6479 Settle (Barrel Sykes)	KSI	CRAVEN	466	36
A59 Banks Hill	KSI	CRAVEN	4	5
A65 Skipton (Overbridge White Hills Lane)	KSI	CRAVEN	332	28
B6255 Gayle Moor Hawes	MC	CRAVEN	0	2
B6265 Hebden Village	MC	CRAVEN	6	2
B6265 Stump Cross Caves	MC	CRAVEN	0	1
B6255 White Scar Caves	MC	CRAVEN	12	61
B6265 Cracoe Village	KSI	CRAVEN	9	4
B6265 Threshfield Village	KSI	CRAVEN	47	4
B6265 Threshfield West of School	KSI	CRAVEN	46	9
B6160 Kettlewell Primary School	KSI	CRAVEN	51	8
A684 Hawes (Halfway House)	KSI	CRAVEN	1	1
B6255 Hawes (Honeycott Caravan Park)	KSI	CRAVEN	33	8

A65 Main Street, Long Preston	KSI	CRAVEN	1	1
A6068 Keighley Road Cross Hills (Nr Junction Mill)	KSI	CRAVEN	1	1
A6068 Colne Road Glusburn (Glusburn School)	KSI	CRAVEN	1	2
A6068 Keighley Road Cowling (Wink Holme)	KSI	CRAVEN	22	3
A6068 Colne Road Glusburn (Glusburn Mills)	KSI	CRAVEN	14	4
B6265 Grassington Road Skipton (Little Wood)	KSI	CRAVEN	200	7
B6160 Threshfield Village	KSI	CRAVEN	75	7
A61 Nr Busby Stoop roundabout	MC	HAMBLETON	80	43
B1257 Broughton Bridge	MC	HAMBLETON	8	25
A684 West of Winton House, Ellerbeck	MC	HAMBLETON	25	26
A684 Ainderby Road, Romanby	MC	HAMBLETON	1	26
Tame Bridge, Stokesley	CC	HAMBLETON	49	16
Tame Bridge near Croft Hill, Stokesley	CC	HAMBLETON	66	15
Flawith (South)	CC	HAMBLETON	0	5
Flawith (North)	CC	HAMBLETON	2	6
Tanton Road, Stokesley	CC	HAMBLETON	7	1
B6271 Industrial Estate Roundabout, Northallerton	DIST	HAMBLETON	0	1
A19 Crathorne S/Bound	KSI	HAMBLETON	2692	72
A19 Easingwold bypass Thornhill Farm	KSI	HAMBLETON	309	81
A19 Easingwold bypass Primrose Farm	KSI	HAMBLETON	550	99
A19 Southbound Kilvington nr Thirsk	KSI	HAMBLETON	1456	61
A19 Northbound Kilvington nr Thirsk	KSI	HAMBLETON	320	32
A61 Wards end Corner at Wide Howe	KSI	HAMBLETON	8	10
A168 Southbound, Gristhwaite Farm	KSI	HAMBLETON	2	1
A168 Northbound, Thorpefield	KSI	HAMBLETON	325	39
A168 Southbound, Thorpefield	KSI	HAMBLETON	1104	50
A170 Sutton Road (North View)	KSI	HAMBLETON	0	1
A167 Standard Monument (Just after Cinnamire Farm)	KSI	HAMBLETON	90	28
A167 Northallerton Road, Dalton on Tees	KSI	HAMBLETON	117	31
A167 Alanbrooke Barracks towards Busby Stoop	KSI	HAMBLETON	22	25
A19 Northbound at Borrowby	KSI	HAMBLETON	2307	91
A19 Southbound at Knayton	KSI	HAMBLETON	1590	63
A6055 Exelby	KSI	HAMBLETON	112	43
A6055 Kirklington -Healam Ho	KSI	HAMBLETON	124	52
A6055 Burneston	KSI	HAMBLETON	119	53
Bedale bypass East	KSI	HAMBLETON	49	35
Bedale bypass West	KSI	HAMBLETON	131	44
A19 Crathorne N/Bound	KSI	HAMBLETON	562	20
A6108 Courby Hill, West Tanfield	KSI	HAMBLETON	1	18
B6271 Kiplin Hall	KSI	HAMBLETON	0	8
A168 Thornton Park	KSI	HAMBLETON	7	15
B1264 High Worsall	KSI	HAMBLETON	0	1
A172 South of Stokesley	KSI	HAMBLETON	27	8
A172 Low Farm, Busby	KSI	HAMBLETON	21	6
A172 Stokesley	KSI	HAMBLETON	6	7
A172 Near Great Ayton	KSI	HAMBLETON	6	7
A172 Stokesley by pass	KSI	HAMBLETON	13	9
A172 Swainby	KSI	HAMBLETON	15	9
A19 West Moor (North of Shipton)	KSI	HAMBLETON	25	6
A19 Near to Raskelf	KSI	HAMBLETON	22	13
A19 Near to Hutton Sessay	KSI	HAMBLETON	8	6
A19 Bagby	KSI	HAMBLETON	19	7
A19 South of Thomanby	KSI	HAMBLETON	14	9
A168 Northbound, Carr Side	KSI	HAMBLETON	127	7
A168 Southbound, Crakehills	KSI	HAMBLETON	107	5

A19 Northbound Carriageway, South of Crathorne Layby	KSI	HAMBLETON	43	1
A19 Southbound Carriageway, South of Crathorne Layby	KSI	HAMBLETON	118	2
A19 Southbound, Rounton	KSI	HAMBLETON	43	1
Thirsk Bank, Coxwold	CC	HAMBLETON	294	25
C34 Station Road, Askrigg	CC	HAMBLETON	85	8
Mill Hill Lane, Northallerton	CC	HAMBLETON	5	1
The Green at Seamer Village (Middlesbrough)	CC	HAMBLETON	102	7
C86 Station Road, Brafferton	CC	HAMBLETON	17	2
Tollerton Outside No's 1-4 Newton Road	DIST	HAMBLETON	14	1
A61 Nr Skipton on Swale	KSI	HAMBLETON	123	6
A684 Morton On Swale (outside school)	KSI	HAMBLETON	52	5
C426 Aiskew	KSI	HAMBLETON	1	1
A684 Crakehall	KSI	HAMBLETON	899	25
A61 Carlton Miniott	KSI	HAMBLETON	2	1
A61 Carlton Miniott Toad Hall	KSI	HAMBLETON	0	2
B1363 Brandsby Village	KSI	HAMBLETON	332	18
A167 Anchor Dikes, Topcliffe	KSI	HAMBLETON	448	29
A168 Northallerton	KSI	HAMBLETON	568	14
B6268 Masham Road Bedale	CC	HAMBLETON	470	79
A6136 Brompton on Swale o/s Catterick Caravans	DIST	HAMBLETON	0	4
A61 Station Road Thirsk	KSI	HAMBLETON	187	78
A61 Carlton Miniott at Eastwood Court	KSI	HAMBLETON	132	64
A684 Morton On Swale (outside Church)	KSI	HAMBLETON	21	35
A19 Shipton in Beningbrough	KSI	YORK	1102	178
A61 Long Street, Thirsk	KSI	HAMBLETON	3	12
A61 at Hutton Conyers	MC	HARROGATE	39	53
A59 Skipton Road Harrogate	MC	HARROGATE	32	54
A59 Menwith Hill Harrogate	MC	HARROGATE	213	83
A59 Skipton Road Fewston	MC	HARROGATE	33	41
Opposite Park Top Farm , Penny Pot Lane, Harrogate	CC	HARROGATE	22	13
Cemetery, Wetherby Road, Boroughbridge	DIST	HARROGATE	0	1
Clotherholme Road, Ripon	DIST	HARROGATE	0	1
Manse Lane, Knaresborough	DIST	HARROGATE	0	3
A61 Ripley Roundabouts	DIST	HARROGATE	0	5
B6265 Great Ouseburn (Northbound) after Ousebank Farm	KSI	HARROGATE	10	52
B6265 Fellbeck	KSI	HARROGATE	14	19
B6265 Blea Pit Lane, Maron-le-Moor	KSI	HARROGATE	20	42
A6108 Slenningford	KSI	HARROGATE	0	13
A61 Moor End Farm (btwn Harrogate and Leeds Border)	KSI	HARROGATE	76	31
A61 off at A1 Junc 50/A6055 Roundabout	KSI	HARROGATE	47	35
A168 The Dishforth Airfield Assemblage	KSI	HARROGATE	421	75
A168 Windmill Farm (two masts)	KSI	HARROGATE	82	46
A168 Deighton Bank opp Deighton Grange Farm	KSI	HARROGATE	63	30
A168 Kirk Deighton	KSI	HARROGATE	28	21
A168 Southbound Asenby	KSI	HARROGATE	3328	84
A6108 High Common	KSI	HARROGATE	345	50
B6165 Scotton	KSI	HARROGATE	4	34
A658 Follifoot	KSI	HARROGATE	453	87
A658 Buttersyke Bar	KSI	HARROGATE	295	80
A658 Rudding Park	KSI	HARROGATE	52	19
A658 Near Hags Road	KSI	HARROGATE	73	57
A59 Allerton Park	KSI	HARROGATE	14	40
A59 West of Moor Monkton	KSI	HARROGATE	18	22
B6265 Greenhow Hill Quarry	KSI	HARROGATE	6	45



B6265 Greenhow Prim Gap Farm	KSI	HARROGATE	189	103
A61 Ripon By Pass	KSI	HARROGATE	37	29
A61 Harrogate Road, Bishop Monkton	KSI	HARROGATE	39	38
A658 North Rigton	KSI	HARROGATE	3	25
A61 Harrogate Road, Wormald Green	KSI	HARROGATE	10	15
A6055 Melmerby	KSI	HARROGATE	152	64
A6055 Kirklington	KSI	HARROGATE	50	19
A661 Harrogate, Near to Rudfarlington Farm	KSI	HARROGATE	44	23
B6162 Otley Road, Harrogate	KSI	HARROGATE	1	11
A168 Marton Cum Grafton ( North)	KSI	HARROGATE	47	32
A168 Marton Cum Grafton ( South)	KSI	HARROGATE	10	6
A168 Allerton park gates	KSI	HARROGATE	88	19
A168 Allerton Grange Farm	KSI	HARROGATE	7	6
A168 New Inn Farm	KSI	HARROGATE	7	4
A168 Opposite Rudding Farm	KSI	HARROGATE	8	10
A61 Hutton Bank	KSI	HARROGATE	17	19
A658 Calcutt/Thistle Hill	KSI	HARROGATE	2	9
A658 The Lido	KSI	HARROGATE	23	23
B6165 Wilsill Village	KSI	HARROGATE	25	34
B6165 Burnt Yates Village	KSI	HARROGATE	4	29
A59 High Moor Farm Park	KSI	HARROGATE	7	7
B6265 Heaton House, Boroughbridge	KSI	HARROGATE	0	8
B6265 West of Brimham Rocks Junction	KSI	HARROGATE	2	17
B6451 North of A59 Junction	KSI	HARROGATE	36	14
B6451 Stainburn Forest, Norwood	KSI	HARROGATE	0	11
B6451 Rose Tree Farm, Farnley	KSI	HARROGATE	0	7
B6451 Long Stoop Farm, South of A59 Junction	KSI	HARROGATE	0	3
A6055 Longlands Farm, Miniskip	KSI	HARROGATE	0	2
B6265 Great Ouseburn (East Side)	KSI	HARROGATE	12	9
A1 (M) Southbound Carriageway, Boroughbridge (J48)	KSI	HARROGATE	341	7
A1 (M) Northbound Carriageway, Boroughbridge (J48)	KSI	HARROGATE	545	8
A1 (M) Southbound, Ingmanthorpe	KSI	HARROGATE	248	7
A1 (M) Northbound, Ingmanthorpe	KSI	HARROGATE	178	4
A59 Blubberhouses at Kex Gill Farm	KSI	HARROGATE	495	132
A6055 Minskip (Outside Willow Cottage)	MC	HARROGATE	0	1
Dishforth Road, Sharow Cricket Club	CC	HARROGATE	401	32
B6165 Scotton Village	KSI	HARROGATE	64	8
A6108 Masham	KSI	HARROGATE	8	3
A61 Knox Hill	KSI	HARROGATE	580	19
A61 Leeds Road, Harrogate	KSI	HARROGATE	978	16
A59 Kirk Hammerton	KSI	HARROGATE	7	2
A6040 The Stray, Harrogate	KSI	HARROGATE	152	5
A6055 Scriven	KSI	HARROGATE	42	4
B6265 Fellbeck Village	KSI	HARROGATE	142	30
A61 Ripon Hutton Bank (South)	KSI	HARROGATE	5	1
A6108 North Stainley	MC	HARROGATE	229	114
Jennyfield Drive, Harrogate	CC	HARROGATE	1	12
Jennyfield Drive, Near to Grantley Drive, Harrogate	CC	HARROGATE	178	25
A59 Skipton Road at Killinghall Roundabout	CC	HARROGATE	338	57
B6165 Ripley Road, Knaresborough	CC	HARROGATE	245	82
B6165 Summerbridge Village	CC	HARROGATE	18	3
Market Flat Lane, Lingerfield, Knaresborough	CC	HARROGATE	14	59
Hookstone Road	CC	HARROGATE	138	26
Jennyfield Drive, East of Crowberry Drive	CC	HARROGATE	74	15
A661 Wetherby Road, Harrogate	CC	HARROGATE	13	1

Burnt Yates Church B6165	DIST	HARROGATE	2	27
A59 York Road Knaresborough	KSI	HARROGATE	83	12
A6055 Ferrensby	KSI	HARROGATE	351	75
B6451 Dacre	KSI	HARROGATE	189	39
A684 Field Gate Farm Bainbridge	MC	RICHMOND	3	15
B6255 Redshaw Farm Hawes	MC	RICHMOND	31	52
A6108 Middleham	MC	RICHMOND	1	24
A684 between Worton and Bainbridge	MC	RICHMOND	1	31
A684 between Bainbridge and Hawes	MC	RICHMOND	42	74
A684 Sheepfold, Thornton Rust	MC	RICHMOND	3	60
B6160 Bishopdale	MC	RICHMOND	1	6
A6108 Thorpe Farm (Richmond)	MC	RICHMOND	3	6
A6108 Hag Wood (Richmond)	MC	RICHMOND	0	4
A66 Westbound Gilling West	CC	RICHMOND	190	24
Green Howards Road, Richmond	CC	RICHMOND	117	6
Darlington Road, Comp School	DIST	RICHMOND	0	2
A66 Gatherley Moor	KSI	RICHMOND	702	43
A66 West Layton	KSI	RICHMOND	101	19
A6108 Side Bank Wood	KSI	RICHMOND	0	15
A6108 Mightens Bank	KSI	RICHMOND	1	12
B6271 Bolton Road Quarry	KSI	RICHMOND	3	8
A684 Bainbridge Low Pasture	KSI	RICHMOND	25	48
A684 Worton Scar (Bush House)	KSI	RICHMOND	2	8
A6484 Worton Scar (Brough Hill)	KSI	RICHMOND	0	11
Thornbush Well	KSI	RICHMOND	8	2
A6108 Middleham	MC	RICHMOND	5	3
B6255 Widdale Beck	MC	RICHMOND	0	1
B6255 Widdale	MC	RICHMOND	0	1
Catterick Road near Aldi	CC	RICHMOND	5	1
Sleegill, Richmond	CC	RICHMOND	8	1
A6108 East Witton Road, Middleham	KSI	RICHMOND	97	9
A6108 Bellerby Village	KSI	RICHMOND	13	5
A684 Constable Burton	KSI	RICHMOND	16	7
A684 West Witton	KSI	RICHMOND	242	17
A684 West Witton (East)	KSI	RICHMOND	0	26
A684 Bainbridge	KSI	RICHMOND	9	4
A684 HAWES (Pike Hill)	KSI	RICHMOND	0	6
Leeming Lane Catterick	CC	RICHMOND	482	52
Scotton Road Catterick Garrison	CC	RICHMOND	423	55
Horne Road, Catterick	CC	RICHMOND	35	25
Roman Road, Leeming Village	CC	RICHMOND	4	1
A6108 Darlington Road Richmond	KSI	RICHMOND	191	46
A6136 Catterick Village High Street (Opp Mowbray Rd)	KSI	RICHMOND	25	19
A6136 Leyburn Road, Catterick Garrison	KSI	RICHMOND	1470	116
A169 High Horcum	MC	RYEDALE	167	42
A170 Scawton Moor	MC	RYEDALE	269	72
A170 Cotes Lane Waterloo Plantation	MC	RYEDALE	75	49
A170 Beadlam	MC	RYEDALE	1	18
A64 East Knapton, near Malton	MC	RYEDALE	21	14
A170 at Wrelton	MC	RYEDALE	17	46
York Road Malton	CC	RYEDALE	31	8
York Road, Malton	DIST	RYEDALE	0	1
Middleton Road, Pickering	DIST	RYEDALE	0	1
A64 Eastbound Malton by-pass	KSI	RYEDALE	420	49
A64 Westbound Malton by-pass	KSI	RYEDALE	499	87

A64 Westbound Whitwell Hill	KSI	RYEDALE	4686	167
A64 Eastbound Barton Hill crossroads	KSI	RYEDALE	177	50
A170 Ruston	KSI	RYEDALE	0	4
B1257 Amotherby Village	KSI	RYEDALE	80	49
B1257 Broughton, Malton	KSI	RYEDALE	0	25
B1257 Reivaulx	KSI	RYEDALE	8	33
B1257 Birch Wood	KSI	RYEDALE	1	1
A64 Sherburn High Street	KSI	RYEDALE	176	43
A169 Adjacent to Pickering Showground	KSI	RYEDALE	4	10
A64 Malton by Pass	KSI	RYEDALE	428	71
A64 Middlecave, Malton	KSI	RYEDALE	1162	109
A169 Rysea Farm, Pickering	KSI	RYEDALE	102	43
A169 Wykeham, Malton	KSI	RYEDALE	1	17
A170 Aislaby	KSI	RYEDALE	3	4
A170 Ebberston	KSI	RYEDALE	0	1
B1363 Green Hill nr Yearsley turn off	KSI	RYEDALE	7	31
B1363 Hovingham to Yearsley Junction	KSI	RYEDALE	0	10
A64 East Knapton Eastbound	KSI	RYEDALE	17	15
A64 West Heslerton Westbound	KSI	RYEDALE	6	14
A64 Seamer by pass Eastbound	KSI	RYEDALE	14	11
B1248 Wharram Percy	KSI	RYEDALE	22	24
B1248 North Yorkshire Border	KSI	RYEDALE	0	1
A64 Hutton Hill - Westbound	KSI	RYEDALE	0	8
A64 Barton Le Willows - Westbound	KSI	RYEDALE	140	13
A64 Hutton Hill - Eastbound	KSI	RYEDALE	16	6
A166 Gate Helmsley Village (Opp Brandsby Court YO41 1FT)	KSI	RYEDALE	19	7
B1248 Beverley Road, 500m off Norton-on-Derwent	KSI	RYEDALE	137	35
C61 Coneysthorpe (Castle Howard)	KSI	RYEDALE	6	2
C61 Kelbro Hill Coneysthorpe (N5408760 W00055325)	KSI	RYEDALE	4	2
C61 Bulmer Hag (Nr Welburn)	KSI	RYEDALE	0	2
A170 Sproxtun	KSI	RYEDALE	0	1
B1248 Beverley Road (Opposite Racehorse Training Ground)	KSI	RYEDALE	4	4
Middleton Road, Pickering	CC	RYEDALE	39	8
Welburn Village	CC	RYEDALE	40	5
A170 Thornton le Dale (West)	KSI	RYEDALE	422	20
A170 Middleton	KSI	RYEDALE	1	2
Rice Lane Flaxton	CC	RYEDALE	824	145
C177 Village Buttercrambe	CC	RYEDALE	420	53
C177 Buttercrambe Village (The Lodge)	CC	RYEDALE	96	23
Barr Farm, Old Malton	DIST	RYEDALE	0	3
A170 Wilton	KSI	RYEDALE	29	65
A64 Rillington	KSI	RYEDALE	30	2
A170 Nawton	KSI	RYEDALE	440	80
A169 Pickering (North)	KSI	RYEDALE	1734	153
A170 Thornton le Dale Church Hill (Outside the Rectory)	KSI	RYEDALE	14	9
A174 Lythe Village	KSI	RYEDALE	367	55
A171 Jugger Howe	MC	SCARBOROUGH	127	46
A169 Goathland	MC	SCARBOROUGH	31	30
A170 West of Snainton	MC	SCARBOROUGH	66	39
A165 Reighton By Pass Filey	CC	SCARBOROUGH	191	27
Woodland Ravine Scarborough	CC	SCARBOROUGH	211	23
Stoney Hags Road Van	CC	SCARBOROUGH	0	14
A171 Scaling Dam	KSI	SCARBOROUGH	27	21

A64 Seamer By Pass	KSI	SCARBOROUGH	33	20
A171 Mayfield Road Whitby	KSI	SCARBOROUGH	674	43
A174 Newton near Staithes	KSI	SCARBOROUGH	7	19
A171 btwn Whitby and Scaling Dam (500m North of Mulgrave)	KSI	SCARBOROUGH	0	1
A169 Lockton High Moor ( Fylingdales)	KSI	SCARBOROUGH	14	17
A171 Scaling Dam (East)	KSI	SCARBOROUGH	48	15
A171 Helwath Beck	KSI	SCARBOROUGH	58	33
A174 Ellerby	KSI	SCARBOROUGH	0	1
A171 Guisborough Road	KSI	SCARBOROUGH	0	11
B1261 East of Killerby	KSI	SCARBOROUGH	0	5
B1261 - Cayton Low Road, Eastfield	KSI	SCARBOROUGH	19	10
Stoney Hags Road. Seamer, Scarborough	DIST	SCARBOROUGH	0	4
A170 West Ayton	KSI	SCARBOROUGH	82	7
Valley Road, Scarborough	CC	SCARBOROUGH	97	21
A171 Scalby Road (outside number 541)	KSI	SCARBOROUGH	943	81
A170 Snainton Village	KSI	SCARBOROUGH	464	75
A171 Burniston High Street	KSI	SCARBOROUGH	130	35
A170 Racecourse Road, East Ayton	KSI	SCARBOROUGH	372	48
A171 Stainsacre Lane, Whitby	KSI	SCARBOROUGH	95	24
B1217 Saxton Layby	MC	SELBY	16	35
Stillingfleet Road, Stillingfleet	MC	SELBY	30	16
A19 Hollicars Riccall	MC	SELBY	101	71
A19 Green Lane Farm Riccall	MC	SELBY	51	53
B1222 Sweeming Bridge near Sherburn	MC	SELBY	4	4
B1222 Near Sherburn in Elmet	MC	SELBY	5	17
Stillingfleet Road ,Stillingfleet (Disused Mine Entrance)	MC	SELBY	2	2
A162 Sherburn in Elmet Bypass (Just South of B1222 Roundabout)	MC	SELBY	1	1
B1222 Nr Bell Lane Sherburn	MC	SELBY	8	26
York Road, Barlby	DIST	SELBY	0	3
A64 Eastbound Tadcaster by-pass	KSI	SELBY	307	38
A19 Selby Rd Whitley	KSI	SELBY	0	1
A63 Cliffe	KSI	SELBY	255	54
A19 Burn	KSI	SELBY	23	6
A162 Sherburn by-pass	KSI	SELBY	128	60
A162 Between Towton & Barkston Ash, North of Saxton Grange Farm	KSI	SELBY	4	3
A64 Eastbound Islington Tadcaster	KSI	SELBY	334	44
A64 Westbound Wharfe Bridge Tadcaster	KSI	SELBY	1228	96
A64 Westbound at Stutton	KSI	SELBY	2343	110
A64 Eastbound Bramham Moor	KSI	SELBY	2031	85
A1041 Camblesforth	KSI	SELBY	0	1
A63 Selby By Pass	KSI	SELBY	218	53
A19 Went bridge	KSI	SELBY	15	6
A19 Walden Stubbs	KSI	SELBY	124	53
B1222 Sherburn in Elmet (East)	KSI	SELBY	162	36
A63 Selby Golf Club Eastbound	KSI	SELBY	33	14
A63 Selby By Pass (1)	KSI	SELBY	112	31
A63 Selby By Pass (2)	KSI	SELBY	114	28
A63 Selby By Pass (3)	KSI	SELBY	31	7
A63 Green Lane Farm	KSI	SELBY	29	12
A63 Heminbrough	KSI	SELBY	96	19
A63 Selby Golf Club Westbound	KSI	SELBY	45	12
A1041 Bawtry Road, Barlow (Old Railway Bridge)	KSI	SELBY	3	4

B1222 Bishop Wood, Near Wistow	KSI	SELBY	0	1
B1222 Just East of Biggin Crossroads	KSI	SELBY	0	2
Skipwith Road Escrick	MC	SELBY	9	2
A19 Doncaster Road Brayton st Wilfrid's Church	MC	SELBY	8	3
A162 Barkston Ash (South)	KSI	SELBY	69	9
B1222 Sherburn in Elmet (Centre)	KSI	SELBY	2	3
A63 Monk Fryston	KSI	SELBY	56	7
A63 Hambleton	KSI	SELBY	308	14
A162 Barkston Ash (North)	KSI	SELBY	5	3
A659 York Road Tadcaster	CC	SELBY	505	12
A19 Selby Toll Bridge	DIST	SELBY	0	3
A19 Barlby Road Selby	KSI	SELBY	247	36
A19 Barlby Road Selby (Hovis Mill)	KSI	SELBY	772	67
A19 Chapel Haddlesey pumping Station	KSI	SELBY	55	44
A19 Selby-Hovis Mill	KSI	SELBY	8	3
A19 Selby Road Whitley (South)	KSI	SELBY	486	44
C90 North of Strensall (Just past Piggotts Auto Parts YO32 5XH)	CC	YORK	0	2
Monks Cross Link Road	DIST	YORK	0	8
A1237 Askham Bryan	DIST	YORK	0	2
A1237 Knapton	DIST	YORK	0	5
A1237 Rawcliffe Ings	DIST	YORK	0	2
A1237 Clifton Moor	DIST	YORK	0	7
A1237 New Earswick	DIST	YORK	0	4
Strensall Road Earswick	DIST	YORK	0	7
A19 Fulford Road	DIST	YORK	0	8
New Earswick York	DIST	YORK	0	3
Haxby Road to New Earswick	DIST	YORK	0	3
Strensall Road (outside the barracks)	DIST	YORK	0	3
A64 Eastbound Heslington York	KSI	YORK	1970	88
A64 Westbound Heslington York	KSI	YORK	1029	60
A64 Westbound Murton	KSI	YORK	261	50
A64 Westbound a Fulford	KSI	YORK	814	62
A64 Claxton	KSI	YORK	0	1
A19 Skelton	KSI	YORK	8	17
A64 Jack Daw Crag Overbridge-Westbound	KSI	YORK	24	1
A64 Jack Daw Crag Overbridge	KSI	YORK	1165	59
B1224 West of Bickerton	KSI	YORK	94	56
B1224 Hutton Thorn Bridge	KSI	YORK	1	35
B1363 Wigginton Bur Dyke	KSI	YORK	2	29
B1363 Wigginton Road, Bootham Stray	KSI	YORK	3	24
A59 New Dyke Bridge Westbound	KSI	YORK	16	45
A59 Green Hamerton	KSI	YORK	17	58
A59 New Dyke Bridge Eastbound	KSI	YORK	50	45
A1237 between Hopgrove and Monks Cross	KSI	YORK	68	47
A1237 between A64 and Acomb roundabout at Woodthorpe	KSI	YORK	25	35
A1237 Westfield	KSI	YORK	43	47
B1363 Between A1237 & Wigginton Traffic Lights	KSI	YORK	29	33
B1217 Saxton Layby	KSI	YORK	1	20
B1217 Towton Battlefield	KSI	YORK	4	24
A162 Brotherton	KSI	YORK	670	45
A162 South of A63 Roundabout	KSI	YORK	1	16
A162 Sherburn-By-Pass North (2)	KSI	YORK	127	57
A162 South of Barkston Ash	KSI	YORK	5	19



A64 Heslington Eastbound Layby	KSI	YORK	179	20
B1224 Bickerton (Gulf Garage)	KSI	YORK	64	22
B1224 Brick Yard Farm	KSI	YORK	5	32
A166 Brook Villa	KSI	YORK	5	15
A166 between Gate Helmsley and Holtby	KSI	YORK	26	20
C286 Wighill Lane, Tadcaster	KSI	YORK	0	2
A1079 Hull Road, Ivy House Farm	KSI	YORK	0	3
A1237 Askham Bryan	KSI	YORK	0	2
A1237 Knapton	KSI	YORK	0	1
A1237 Clifton Moor	KSI	YORK	0	1
A59 Boroughbridge Road (opposite shops)	MC	YORK	10	3
Main Street, Helperby North	CC	YORK	47	16
A1036 South Bank	KSI	YORK	0	1
A59 Poppleton Road (Holgate)	KSI	YORK	91	6
Shipton by Beningbrough Garage	KSI	YORK	43	7
Shipton by Beningbrough Low Field	KSI	YORK	799	24
A1036 South Bank	KSI	YORK	11	1
Strensall Road Huntington York	CC	YORK	490	110
Church Lane Wheldrake	CC	YORK	4	3
Millfield Lane Poppleton York	CC	YORK	262	86
Hopgrove Lane South	CC	YORK	207	18
Main Street, Helperby South	CC	YORK	42	27
Bull Moor Lane, Flaxton Grange, Flaxton	CC	YORK	348	22
Skipwith Rd Escrick	CC	YORK	3	1
Tadcaster Road Dringhouses York	KSI	YORK	594	44
A1036 Huntington South Moor	KSI	YORK	18	24

# Appendix 2

## Newcastle University Report

### THE EVALUATION OF MOBILE ROAD SAFETY CAMERAS IN NORTH YORKSHIRE: SUMMARY OF METHOD AND KEY FINDINGS

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School of Civil Engineering and Geosciences and School of Mathematics and Statistics,  
Newcastle University, UK.

#### 1. Introduction

Road casualty reduction is a key aim of transport policy and relies heavily on the implementation of effective road safety measures at known collision hotspots. This usually requires significant financial investment from finite available budgets. Road safety practitioners are therefore very keen to understand the impact that these measures are having, particularly for guiding future investment decisions. This is usually performed through before-and-after comparisons of casualty rates although these analyses are often prone to errors, usually from selection bias, resulting in well-documented regression-to-mean effects. Researchers at Newcastle University have developed new methods for evaluating the impact of road safety measures which are able to take common sources of error into account to provide more realistic estimates of the effectiveness of site-based road safety interventions<sup>1</sup>. Newcastle University were approached by North Yorkshire County Council and North Yorkshire Police in 2015 to apply these new methods in the county to evaluate the effectiveness of mobile road safety cameras in terms of casualty reduction.

#### 2. The Approach

Usually there will have been some change (ideally a reduction) in the number of casualties observed at a collision hotspot before and after treatment. Not all of this reduction is necessarily due to the treatment – some may be due to general trends in casualty numbers and some may be due to selection bias (i.e. regression-to-mean effects). The remainder, we assume, is due to the actual treatment itself and it is this number that should be used for evaluation purposes. Ignoring these non-treatment effects may over-estimate the effectiveness of the treatment. The method essentially builds a statistical model to combine what we have actually observed in the before and after period in terms of casualty numbers at the treated sites, with what we would expect to observe based on a set of 'control' sites (i.e. sites that are as near a mirror image of our treatment sites as possible, but without the high casualty counts that have led our treatment sites to be identified as hotspots). Using appropriate statistical techniques and a general estimate of casualty trends based on historical data, this enables us to estimate how many casualties would not have happened anyway, and therefore how much of the reduction is actually attributable to the treatment (in this example mobile road safety cameras). These techniques are now available through the RAPTOR software developed by the team at Newcastle University<sup>2</sup>.

### 3. The Collision Data

The research team were provided with casualty data for 22 sites in North Yorkshire for 2011-2014 to cover the periods immediately before and after the introduction of mobile safety cameras. No casualty data were available for a set of control sites from the same area. Therefore data from a set of pre-existing control sites in the Northumbria police force area were used in the analysis. Statistical tests confirmed that these Northumbria control sites were an acceptable set of control sites for the treatment sites in North Yorkshire. In total there were 46 casualties at the 22 sites in North Yorkshire in the before period and 33 casualties in the after period, and these formed the basis of the evaluation of the mobile safety cameras.

### 4. Key Results and Findings

Casualties			Estimated breakdown of raw reduction in casualties		
Before	After	Raw reduction	RTM effect	Trend effect	Safety camera effect
46	33	13	4.5	0.5	8

Table 1: Raw casualty figures with raw reduction between the before and after period (left-hand-side); estimated breakdown of raw reduction into components of RTM, trend and treatment effect (right-hand-side). Results here have been aggregated across the 22 treated sites.

Table 1 shows key findings as identified by the research team at Newcastle University. The results show that an observed reduction of 13 casualties between the before and after periods. However, our analysis suggests that we would have expected a reduction to approximately 41 casualties anyway, even without any mobile safety camera scheme. Of this reduction of five casualties from 46 to 41, we estimate RTM and trend contributions to be around 4.5 and 0.5 casualties respectively. Thus, the remaining reduction from 41 casualties to 33 casualties we attribute to the mobile safety cameras themselves, giving an estimated treatment effect of 8 casualties. In terms of percentage reductions, we estimate a 20% reduction in casualties owing to the mobile safety cameras.

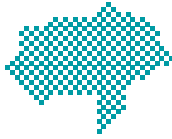
Contact details: For more information regarding the analysis and the RAPTOR software used in this study please contact either of the authors at Neil.Thorpe@ncl.ac.uk or Lee.Fawcett@ncl.ac.uk

### References:

- 1 Fawcett, L. and Thorpe, N. (2013) Mobile safety cameras: estimating casualty reductions and the demand for secondary healthcare. *Journal of Applied Statistics*, DOI: 10.1080/02664763.2013.817547  
<http://www.tandfonline.com/doi/abs/10.1080/02664763.2013.817547>
- 2 Fawcett, L., Thorpe, N., Matthews, J. and Kremer, K. (2017). A novel Bayesian hierarchical model for road safety hotspot prediction. *Accident Analysis & Prevention*, 99, pp.262-271.  
<http://www.sciencedirect.com/science/article/pii/S0001457516304341>

# Contacts

Police and Crime  
Commissioner  
North Yorkshire



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   [northyorkspcc](#)



## Useful police contacts

**Traffic bureau** - 01904 618968  
[trafficbureau@northyorkshire.pnn.police.uk](mailto:trafficbureau@northyorkshire.pnn.police.uk)

## Call 101 - for all non-emergencies

Dial 101 for general enquiries (for example to contact an officer or police station) or to report an incident that does not require immediate attention. When calling North Yorkshire Police from outside the force area, use 01904 618691.

## Call 999 - in an emergency

You should only dial 999 if:

- There is danger to life
- There is the use, or immediate threat of use, of violence
- There is serious injury to a person and / or serious damage to property
- A crime is, or is likely to be serious, and in progress
- An offender has just been disturbed at the scene
- An offender has been detained and poses, or is likely to pose, a risk to other people
- A road traffic collision involves, or is likely to involve, serious personal injury
- A road is blocked after a road traffic collision, or there is a dangerous or excessive build up of traffic.