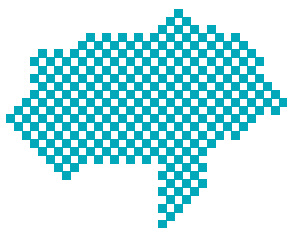


Police and Crime
Commissioner
North Yorkshire



Saving lives, preventing injury

The use of safety camera vans in North Yorkshire
2014/15



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(This report covers the period 1 April 2014 to 30 March 2015.
All 2015 statistics are provisional)

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Foreword



When it comes to crime, North Yorkshire is the safest place to live in England.

Our police do a good job and, generally speaking, most of us feel safe from crime as we go about our daily lives.

However, the picture is less rosy when it comes to road safety.

The number of people killed or seriously injured on the county's roads each year has gone down significantly over the past 25 years – from more than 1,600 in 1990/91 to under 600 in 2014/15.

However, North Yorkshire still has one of the highest accident rates in the country. Last year, 44 people died on our roads. There is proven evidence that nine of those deaths were the result of speeding. However, speed was a probable factor in many more of the deaths and serious injuries that took place.

But, while speeding is dangerous, it can harm our communities in other ways too – with many people telling me their neighbourhoods are blighted by the noise and intrusion of speeding traffic.

Little wonder, therefore, that residents say road safety is such a big issue and want more to be done.

However, improving road safety is not an easy job. In North Yorkshire a range of agencies including local authorities, the fire service, the Highways Agency and the police

come together in 95 Alive – a partnership whose role is to reduce the number of people killed or seriously injured on the county's roads through education and training, road improvements and enforcement of road traffic laws.

In the past, road improvements and traffic management schemes have played a large part in promoting road safety. Be it better signage, non-slip surfaces or new road layouts – where they have been possible, these engineering solutions have all largely been done and account for much of the steep fall we have seen in casualty numbers.

However, if we are to reduce deaths and injuries still further, we have to tackle the altogether thornier issue of driver behaviour and education – in particular, speeding.

It was with this in mind that North Yorkshire police began piloting safety camera vans in July 2011 – deploying a single vehicle at key accident sites. I agreed to expand the fleet to three from April 2013 and was sufficiently convinced by their benefits to double their number to six from April 2015.

This report explains how safety camera vans were used in North Yorkshire in 2014/15 and what contribution they made to enforcing the laws of the road and reducing speed-related death and serious injury. In common with eight in ten residents, I believe that road safety is a major concern for the county and that increased enforcement will have a positive effect. For that reason, I believe safety camera vans play a vital role in keeping our roads safer.

Julia Mulligan

Safety camera vans in North Yorkshire – key facts 2014/15

Number: Three (one was out of action for three months after being in a collision).

Purpose: To reduce speed-related collisions by monitoring all vehicles for offences such as speeding, no seatbelt, crossing white lines, using mobile phones and dangerous driving.

Running cost: £886,000

Use: Monitored 130 different sites over more than 3,823 hours.

Impact: Processed 40,377 road safety violations – the equivalent of 11 for every hour they were in operation. Of those violations, 34,419 led to motorists attending a speed awareness course.

***Money generated:** £1,049,000 – enough to run the vans with a surplus of £163,000 strictly ring-fenced for road safety initiatives.

District with the highest number of violations: Hambleton, with 8,666.

District with the fewest violations: Craven, with 3,472.

Site with the most violations: A19 southbound at Kilvington near Thirsk.

Site visited most frequently: A59 Blubberhouses with 145 visits during the year.

District with the most violations per site: York with an average 1,035 violations per site. (Mainly due to sites located on the A64)

* This figure includes income arising from violations detected by all speed cameras, including the safety camera vans, other fixed site cameras and the A1 cameras. Due to the nature of the income and the way it is reported to us, it is not possible to split the income between these different sources. It also includes income from the Highways Agency (£92,000) in relation to costs incurred as a result of processing violations detected from the average speed cameras on the A1.

Overview

North Yorkshire introduced its first safety camera van in July 2011 and expanded its fleet to three in April 2013. It operated three safety camera vans throughout 2014/15 (except for a three-month period when one was damaged in a collision) and their primary purpose was to reduce speed-related collisions by enforcing a range of safety-related offences in a highly visible way.

They also addressed the concerns many communities had about anti-social road behaviour by enforcing traffic laws in local villages and towns.

Most drivers caught speeding were offered the option of attending a speed awareness course costing £85. However, repeat offenders or those driving at speeds considerably higher than the legal limit received a fixed penalty fine, penalty points on their licence or even disqualification if convicted at court.

The vans were deployed seven days a week and during 2014/15 they spent a total of 3,823 hours monitoring traffic, recording 40,377 violations. The vans were operated by police staff rather than officers mainly because speeding offences do not need to be recorded by warranted officers. As a result, deployment of the vans did not affect frontline policing or the number of warranted officers available on the ground.

During the year, the vans generated £1,049,000 for North Yorkshire Police through money from speed awareness courses attended by motorists caught speeding or committing other types of road safety violations. This income was used to fund the vans themselves with the surplus (£163,000) strictly ring-fenced for use on other road safety initiatives.

The vans carried out visits at 130 sites across the county. The monitoring points included places where there had been a speed-related collision in which someone had been killed or seriously injured in the past. They also included sites on routes used by high numbers of motorcycles, known accident sites and sites where the speed of vehicles was a concern for local residents.

The vans were not the only means of enforcing speeding and other road safety laws. Instead they were part of an infrastructure that also included the force's safer neighbourhood teams' police community support officers and special constables using laser and radar devices. Roads policing teams were also used and average speed cameras were in place between Barton and Leeming on the A1. During the year, North Yorkshire Police worked closely with Highways England on road safety initiatives. They were also active members of the 95 Alive strategic road safety partnership and continually worked to educate motorists, cyclists and pedestrians about road safety.

95 Alive

95 Alive road safety partnership brings together local authorities, emergency services and other agencies that work throughout North Yorkshire to reduce the number of people killed or injured on the roads.

It was formed in 2004 and its initial objective was to exceed by 95 the target set by the Government for the number of lives that the county should save on its roads. When the campaign officially ended on 31 March 2011, it had saved 126 lives and the partnership continued working together to reduce casualties and collisions even further.

As well as promoting better driving, the partnership supports, for example, City of York Council to run Bikeability cyclist training to children in Years 5 and 6. It also invests in the **WalkWise** pre-school childrens' road safety programme in Harrogate, Selby and Scarborough and helps to fund a number of other programmes to help young drivers, older drivers, motorcyclists and cyclists to stay safe on our roads.

- Police and Crime Commissioner Julia Mulligan (centre) helps launch **WalkWise**, an initiative to cut deaths and serious injuries among young children.



Impact

The primary purpose of the safety camera vans is to reduce the number of people who are killed or seriously injured in speed-related collisions. By enforcing legal speed limits, 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 40,377 road safety violations of which 34,419 resulted in offenders attending a speed awareness course – more than 2,800 per month. A further 5,328 received fixed penalty fines and points on their licence.

This compares to 2013/14 when they recorded 47,397 road safety violations which led to 41,275 people attending courses – 3,440 per month - and 5,500 fixed penalties.

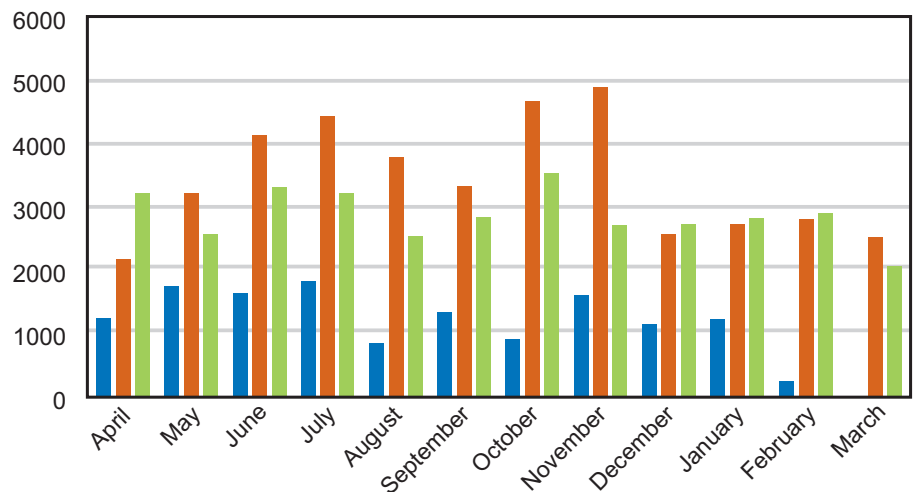
During the pilot scheme, only one safety camera van was in operation. In the year April 2012 to March 2013, the sole van operating in the county recorded 15,634 road safety violations which led to 11,703 people attending speed awareness courses – 975 per month.

Table 1: Number of people completing speed awareness courses by month and year 2012/13-2014/15

	2012/13	2013/14	2014 /15
Vans in operation	1	3	3
Apr	1,089	2,086	3,164
May	1,654	3,253	2,554
Jun	1,576	4,095	3,344
Jul	1,747	4,441	3,216
Aug	870	3,881	2,604
Sep	1,292	3,369	2,901
Oct	946	4,648	3,534
Nov	1,462	4,941	2,693
Dec	1,067	2,513	2,711
Jan	1,121	2,712	2,806
Feb	265	2,805	2,907
Mar	*	2,531	1,985
TOTAL	13,089	41,275	34,419

*No enforcement during this month due to preparations for the launch of the Safety Camera Team

Figure 1: Number of people completing speed awareness courses by month 2012/13 – 2014/15

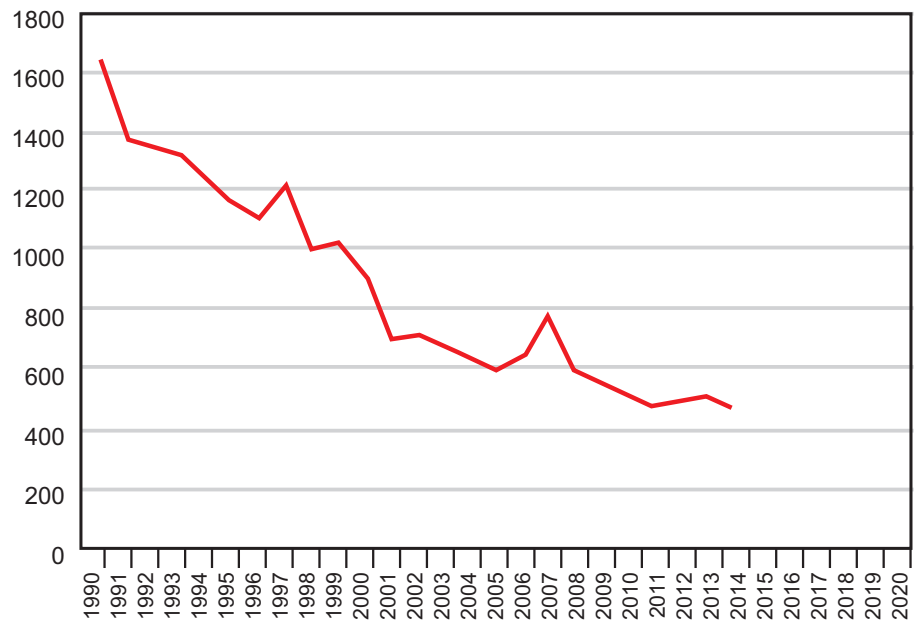


The number of people killed or seriously injured on the county's roads each year has gone down from more than 1,600 in 1990/91 to under 600 in 2014/15 as figure 2 shows.

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 2014/15, nine people died in speed-related accidents. This was less than half the number of people who died in such accidents during 2013/14 when the figure was 19.

Figure 2: Number of people killed or seriously injured on North Yorkshire's roads by year

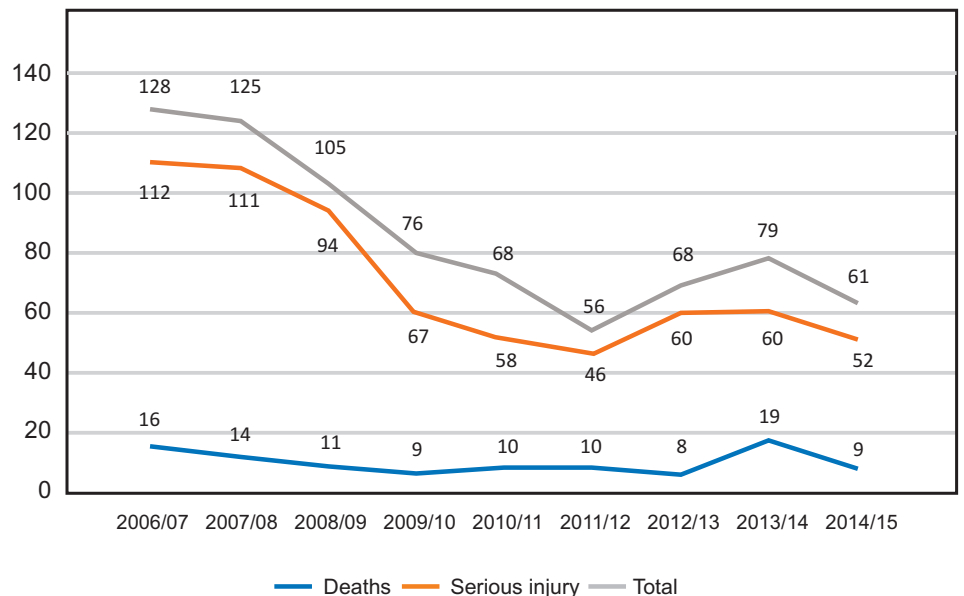


Source: Road Safety and Travel Awareness, North Yorkshire County Council

Table 2: Deaths and serious injuries in speed-related accidents 2006/07-2014/15

	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15
Deaths	16	14	11	9	10	10	8	19	9
Serious injury	112	111	94	67	58	46	60	60	52
Total	128	125	105	76	68	56	68	79	61

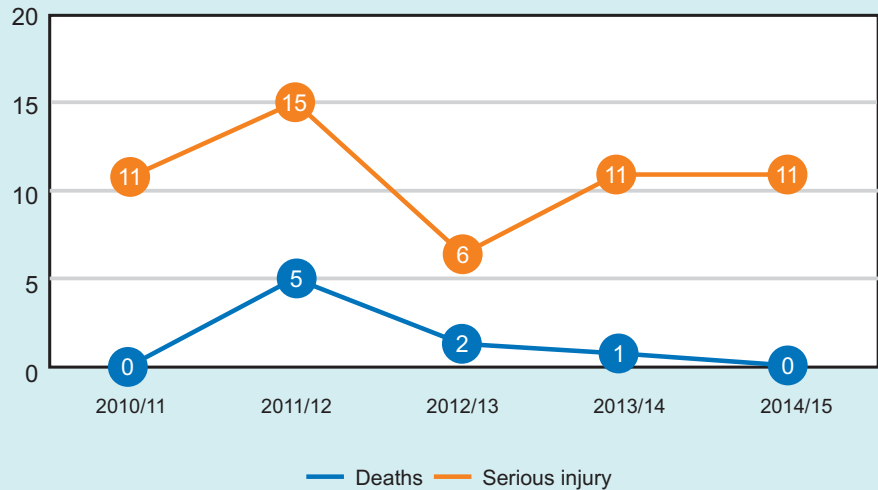
Figure 3: Deaths and serious injuries in speed-related accidents in North Yorkshire 2006/07 – 2014/15



Case study: A61

According to analyses by North Yorkshire Police, motorists on the A61 between Thirsk and Harrogate were at more risk of collision than drivers on any other road in the county, based on the number and severity of speed-related collisions in the three years beginning July 2012. The winding, rural nature of the road means that it is more difficult to site safety camera vans along its route than it is for other roads. However, in 2014/15, there were 1,861 visits by safety camera vans to eight sites along the route.

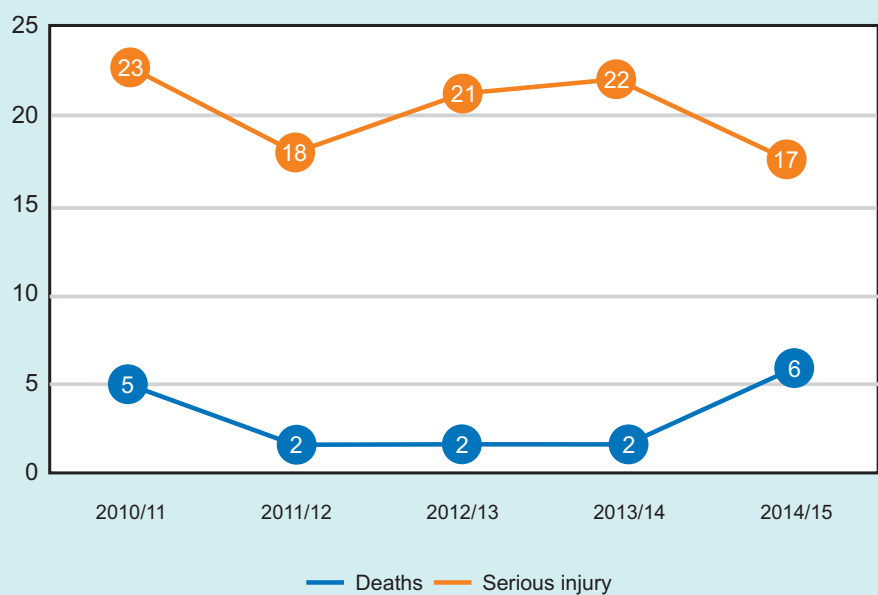
Figure 4: All deaths and serious injuries on the A61 2010/11 - 2014/15



Case study: A64

The A64 is the second longest road in North Yorkshire and links Scarborough with York and, subsequently, Leeds. From Leeds to York, it is a dual carriageway. However, east of York it becomes a single carriageway for most of its route to Scarborough. As with other routes that have a high number of speed-related collisions, the safety camera vans are deployed at a various locations along the road. So while the road may have specific points where crashes have happened, the vans are positioned so they have maximum influence over behaviour along the full length of the road, reducing 'camera surfing' in which motorists slow down at known camera sites only to speed up as they pass them.

Figure 5: All deaths and serious injuries on the A64 2010/2011 – 2014/15



Safety camera van sites

North Yorkshire has more than 6,000 miles of road. During 2014/15, safety camera vans operated in 130 locations (full list is in the Appendix) with sites chosen if they met the following criteria:

- **Places where there have been speed-related accidents in which someone has been killed or seriously injured**

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 – information which helps them deploy safety camera vans with maximum efficiency. Safety camera vans visited 18 sites where someone had been killed or seriously injured due to speeding.

- **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 – many of which are also the source of concern for local residents. For this reason, some 66 routes popular with bikers were regularly visited by safety camera vans.

- **Sites of community concern**

When a member of the public raises a concern about the speed of traffic at a particular site, 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. The appropriate district Road Safety Task Group then assesses each site

and decides what action is most likely to help. Action may include enforcement, education or information campaigns or a combination of the three. 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 for a year. After that

they are reviewed again. During the year, there were 29 sites of community concern included on the list.

The Department of Transport (DoT) assesses and ranks the danger of the country's roads according to how many collisions there have been and their severity. Five points are given to a fatal or serious collision and one point to a slight injury collision. During the year, North Yorkshire Police used the DOT's point ranking system to rank the county's roads and their risk of collision, using data for the three years beginning July 2012.

Figure 6: Safety camera van sites by category 2014/15

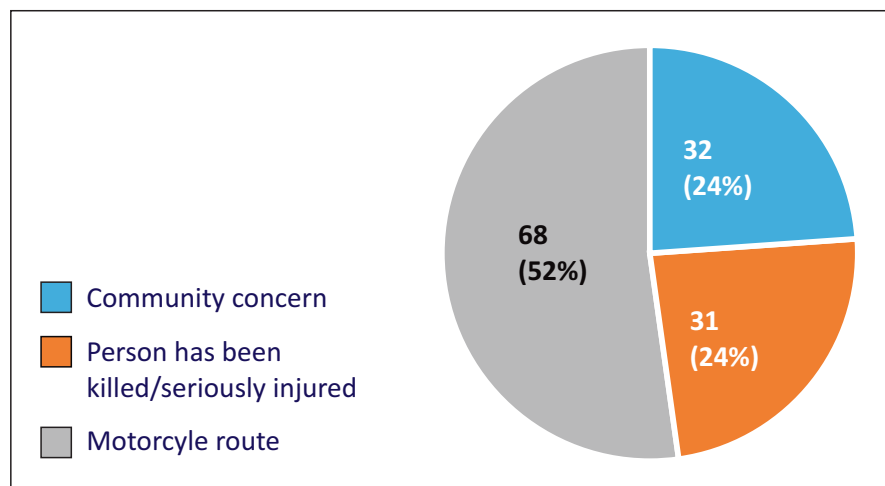


Figure 7: Number of visits to safety camera van sites by category 2014/15

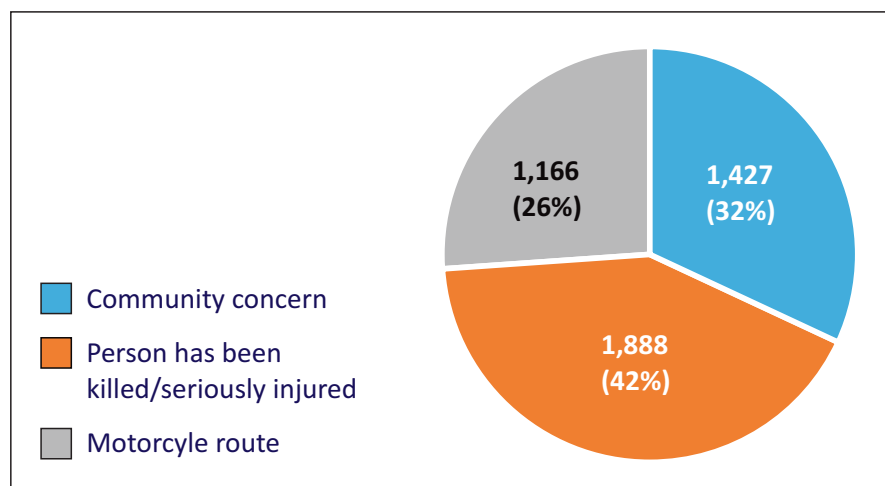


Table 3: The five worst roads in North Yorkshire for collisions in 2014/15, ranked according to the DOT's points ranking system

Road	Fatal	Serious	Slight	Total accidents	Total points
A 61 – Thirsk- Ripon-Harrogate	2	6	12	20	52
A59 – York – Harrogate - Skipton	1	4	23	28	48
B6265 – Green Hammerton-Ripon-Skipton	1	5	13	19	43
A19 – Balne Moor- Selby-York-Thirsk-Crathorne	1	3	12	16	32
A64-Leeds-York-Malton-Scarborough	1	3	12	16	32

Figure 8: Number of safety camera van sites by district 2014/15

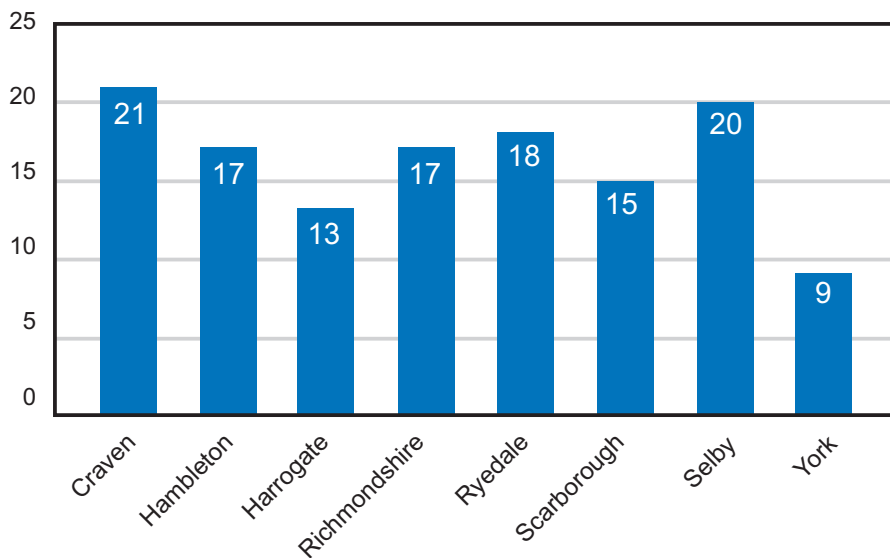


Figure 9: Number of violations recorded by safety camera vans per district 2014/15

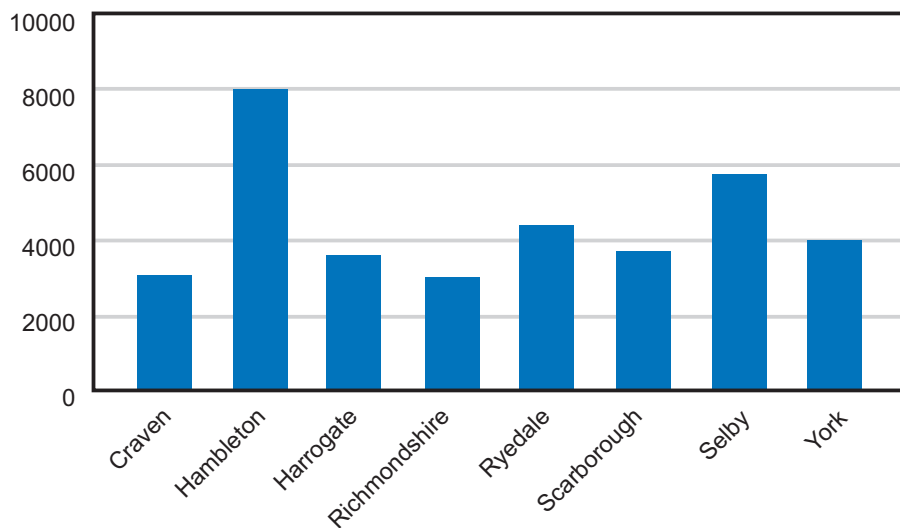


Table 4: Top 10 most visited sites during 2014/15

Road	Type	District	Violations	Visits
A59 Blubberhouses at Kex Gill Farm	Person killed or seriously injured	Harrogate	1,919	145
A64 Westbound Whitwell Hill	Community concern	Ryedale	2,539	123
A59 Beamsley Hill	Community concern	Craven	1,596	117
A66 Gatherley Moor	Person killed or seriously injured	Richmond	2,008	109
A162 Sherburn by-pass (summer-only site)	Person killed or seriously injured and motorcycle route	Selby	389	82
B1427 Queen Margarets Road Scarborough	Community concern	Scarborough	1,228	79
Strensall Road Huntington York	Community concern	York	420	79
Scotton Road Catterick Garrison	Person killed or seriously injured	Richmond	738	77
A167 Great Smeaton	Person killed or seriously injured	Hambleton	468	74
A64 Eastbound Malton by-pass	Community concern	Ryedale	601	74

Table 5: Top 10 sites by most violations during 2014/15

Road	Type	District	Violations
A19 Southbound Kilvington near Thirsk	Motorcycle and community concern	Hambleton	2,734
A64 Westbound Whitwell Hill	Community concern	Ryedale	2,539
A66 Gatherley Moor	Person killed or seriously injured	Richmond	2,008
A59 Blubberhouses at Kex Gill Farm	Person Killed or seriously injured	Harrogate	1,919
A64 Eastbound Heslington York	Person killed or seriously injured	York	1,795
A64 Westbound Wharfe Bridge Tadcaster	Person killed or seriously injured	Selby	1,744
A19 Crathorne	Community concern	Hambleton	1,629
A59 Beamsley Hill	Community concern	Craven	1,596
B1427 Queen Margarets Road Scarborough	Community concern	Scarborough	1,228
A64 Westbound Heslington York	Person killed or seriously injured	York	1,149

Finances

North Yorkshire's Traffic Bureau, who manage the safety camera vans, generated £1,049,000 in 2014/15. The money was used to finance the vans themselves (£886,000) and the £163,000 surplus was strictly ring-fenced for other road safety initiatives. None of the funding generated by safety camera vans went into the general policing budget.

The money generated by the safety camera vans came almost entirely from the fees drivers paid to attend one of the education courses. During 2014/15, non speed-related offences were mostly dealt with by a fixed penalty notice, with proceeds going to the Government rather than to the local force.

Money from speed awareness courses fell into two categories:

A central levy - £35 paid to North Yorkshire Police for every driver caught speeding in the county who completes a speed awareness course.

A local levy - £10.42 paid to North Yorkshire Police for each driver who attends a speed awareness course in the county (regardless of where they were caught speeding), with the money paid by the supplier of the courses.

In 2014/15, £873,000 was from central levies and £84,000 was from local levies. The remaining balance of £92,000 came from monies received from the Highways Agency to cover costs related to the processing of additional violations as a result of the A1 upgrade.

During the year, nine motorcyclists attended a Rider Intervention Developing Experience course from which North Yorkshire Police received £15 each – a total of £135 in the year. These courses are

specifically for motorcyclists who have committed a single offence that is not speeding – such as overtaking on a double white line. North Yorkshire Police typically prosecutes motorcyclists for dangerous riding or other serious offences or where more than one offence was committed at the same time.

Where the money went

During 2014/15, money generated by the safety camera vans met the operational cost of operating the safety camera van team. In April 2014, these costs included:

- 1 manager
- 2 team leaders
- 9 enforcement officers
- 6 administration officers
- 1 data analyst
- 1 police constable

From November 2014, the team was renamed the Traffic Bureau and was expanded to take on the work of the former central ticket office. Its expansion was also in preparation for the deployment of a further three safety camera vans in April 2015.

By the end of March 2015, the Bureau had the following posts:

- 1 manager
- 4 team leaders
- 18 enforcement officers
- 12 administration officers
- 1 data analyst
- 2 traffic management officers
- 2 investigators
- 1 police constable

The cost of all these staff was met with funds from educational courses.

	2014-15 Actuals
Costs	
Employee costs	£665,000
Transport costs	£18,000
Supplies & services costs	£171,000
Financial costs	£32,000
	£886,000
Income	
Fees driving services	(£873,000)
Fees driving service additional course fees	(£84,000)
Income from Highways Agency A1 upgrade	(£92,000)
	(£1,049,000)
Total overall surplus 2014-15	(£163,000)

Surplus

The surplus of £163,265 was not used for general policing, nor will any future surpluses. All monies generated by the safety camera vans are reinvested in road safety.

In the year covered by this annual report, the Police and Crime Commissioner and Deputy Chief Constable committed to funding various road safety initiatives via the 95 Alive Partnership. Not all the money has been earmarked for specific projects yet, but some of those that have been agreed include:

- Support for Bikesafe
- Cycling app for mobile phones
- Traffic Data loggers
- Don't drink and drive campaign material

District summary

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 drivers can find these roads challenging due to the geography of the area.

- 21 different sites
- 3,472 violations recorded (8.6 per cent of the total for the county)
- includes one site where someone has been killed or seriously injured - A65, Settle Crossing, Long Preston.

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.

- 17 different sites
- A66 is the only major route
- 3,830 violations (9.5 per cent of the total)
- includes three sites where people have been killed or seriously injured – two on the A66 (Gatherley Moor and West Layton) and one in Catterick Garrison.

Hambleton

Hambleton stretches from Stokesley in the north to York with the A19 and A1 as the major arterial routes.

- 17 different sites
- five A roads - A19, A61, A167, A684, A173 (excluding A1 and A1M)
- 8,666 violations (21 per cent of the total for the county)
- includes one site where someone has been killed or seriously injured - A167, Great Smeaton.

Ryedale

Pickering, Malton and Helmsley are located in Ryedale, with major routes to the coast running through the district. These roads are especially popular with motorcyclists.

- 18 different sites, seven of which are motorcycle routes
- A170 and A64 are the major routes
- 5,114 violations (12 per cent of the total for the county)
- includes one site where someone has been killed or seriously injured (B1257, Newgate Bank).

Harrogate

Harrogate district includes Ripon, Knaresborough, Boroughbridge and Harrogate. The A61 links Ripon and Harrogate, and the A59 runs east-west between York and Skipton. The district has fewer camera locations, as the area is more built-up than other districts and congestion in towns slows traffic. Camera locations are based on collisions and community concerns rather than urban development.

- 13 different sites
- A59 and A61 are the major A roads
- 4,073 violations (ten per cent of the total for the county)
- includes two most dangerous sites where someone has been killed or seriously injured (A59, Blubberhouses at Kex Gill Farm and A61, South Stainley).

Scarborough

Scarborough district includes a number of coastal towns, making its roads popular with tourists in peak seasons. The A171 coastal road is especially busy.

- 15 different sites
- A171, A64 and parts of the A170 are major routes
- 4,236 violations in total (10.5 per cent of the total)
- includes two sites where someone has been killed or seriously injured (Seamer Road and Seamer by-pass, both on the A64).

Selby

Selby contains the main routes to other counties, particular 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.

- 20 different sites
- A64, A162 and A19 are the major, busy routes
- 6,334 violations (16 per cent of the total for the county)
- includes six sites where people have been killed or seriously injured: five on the A64 (Westbound Wharfe Bridge Tadcaster; Eastbound Islington Tadcaster; Eastbound Tadcaster by-pass; Westbound Tadcaster by-pass; Westbound Street Houses Bilborough) and one on the A162 (Sherburn by-pass).

York

York has the fewest camera sites in the county. The congestion and volumes of traffic act as a natural slower of speed, but there are still some major roads running through populated and residential areas. Some 14 out of the 19 sites are community concern locations.

- nine different sites
- A64 , but B1222 and B1228 are smaller routes of particular concern
- 4,653 violations (15 per cent of the total for the county).



Since April 2015

A further three safety camera vans were added to North Yorkshire's fleet in April 2015 as well as a liveried police motorcycle equipped with a safety camera.

Four of the fleet now have Automatic Number Plate Recognition systems which mean they can gather intelligence on criminals travelling into and around the county.

Since April 2015, the force has also tactically changed the way it positions safety camera vans. Whereas previously they were located at sites where accidents had taken place, they are now positioned at additional locations where they can influence drivers' behaviour along a greater stretch of roads.

Also from April 2015, the force introduced Road Traffic Offence Reports to replace Fixed Penalty Notices. This was to ensure traffic offences are dealt with more consistently and efficiently.

From May 2015, the force introduced three new national standard educational courses for motorists – an online course for those who have committed seatbelt offences and two classroom-based courses for those who have committed offences linked with using mobile phones (What's driving us?) or minor errors of judgement (Driving for Change).

The introduction of Road Traffic Offences Reports has created a process for consistent decision-making and resulted in more motorcyclists who have committed an offence being referred to a RIDE scheme as an educational alternative to prosecution. This is particularly important as 70 per

cent of motorcycle collisions are down to rider error; such as taking the wrong line through bends or inappropriate overtaking.

Operation Aegis

In July 2015, North Yorkshire Police and the 95 Alive Road Safety Partnership launched a major road safety operation to reduce the number of people killed or seriously injured on North Yorkshire's roads. Operation AEGIS aims to prevent collisions which result in serious or fatal injury through a mixture of education and enforcement. As well as safety camera vehicles, the operation includes high visibility patrols, unmarked patrols, unmarked motorcycles with speed detection and video recording equipment. This enforcement was accompanied by a comprehensive programme of public information campaigns and temporary road sign information posters undertaken by the county council to increase the impact and profile of the enforcement operations and to reassure the local communities that targeted enforcement was being undertaken in their area.

More safety camera vans

In March 2016 it was agreed that the number of safety camera vehicles would increase to 12. More on this decision can be seen on the Commissioner's website. The decision to expand the number of safety camera vehicles is based on:

- Tackling rural and cross-border crime

- Continuing to improve road safety
- Addressing concerns expressed by local communities, and particularly their desire for a more agile and responsive service
- Increasing the visibility of the police in the community
- Bringing North Yorkshire's road safety equipment provision into line with other similar forces.

Whilst based on a number of reasons, expanding the number of safety camera vehicles goes hand in hand with the announcement of the new Rural Crime Task Force. Given road safety is consistently a key area of concern for North Yorkshire communities, but particularly in rural areas, the increase in vehicles is specifically designed to support rural people and respond to their needs.

Not only do extra vehicles expand resources addressing unsafe driving, the new vehicles will carry Automatic Number Plate Recognition technology, so they can be used to tackle wider issues of anti-social road use, and cross-border criminality, which is a significant issue in many rural communities. Having a larger fleet will also raise police visibility (which can be a deterrent to criminals), provide community reassurance, and allow the police to increase the number of hours on operational duty.

The six new vehicles will be smaller than the current vans, which makes them especially suitable for deployment in rural locations. At present, the existing fleet cannot be used on many country roads,

because they require a certain amount of hard-standing to be stationed safely. This is less of a requirement for the new smaller vehicles, so they can be used in a wider range of locations, including on roads that are currently inaccessible for the existing camera safety fleet. As a result, more communities than before will be able to benefit from the positive impact that camera safety vehicles provide.

Community Speed Watch

North Yorkshire Police announced the roll out of a new Community Speed Watch scheme from March 2016. Under the scheme, local people monitor the speed on local roads where residents are concerned about speeding. They will use a handheld speed detection devices to record the speed, registration number, colour and make of passing vehicles. Anyone caught speeding through Community Speed Watch (that is, doing 35mph or more in a 30mph zone or 46mph or more in a 40mph zone for example) receives 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. It is not an enforcement scheme.

Community Speed Watch is targeted at locations that have been investigated and found to have low or no speeding and low or no casualties (as well as sites of exceptional need). 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.

Appendix

Table 6: All sites visited by safety camera vans during 2014/15

MC = Motorcycle route

EX - Community concern

KSI - Killed or seriously injured

Road	Type	District	Violations	Visits
B6255 Gayle Moor Hawes	MC	Craven	2	6
B6479 Selside	MC	Craven	10	14
B6479 Horton	MC	Craven	2	14
A65 Clapham by-pass	EX	Craven	159	44
A65 Settle by-pass	EX	Craven	310	51
A629 Westbound Crosshills	EX	Craven	212	50
A629 Skipton by-pass	EX	Craven	149	48
A59 Beamsley Hill	EX	Craven	1,596	117
A65 Newby nr Settle	MC	Craven	29	6
A65 Draughton	MC	Craven	199	49
A65 Sour Lane Thorlby	MC	Craven	9	6
B6265 Hebden Village	MC	Craven	1	1
B6265 Stump Cross Caves	MC	Craven	6	10
B6265 Sandy Beck Rylstone nr Skipton	MC	Craven	0	2
A59 Priors Bridge Draughton	MC	Craven	130	23
A59 Sulphur Wells	MC	Craven	1	1
A65 Settle Crossing Long Preston	KSI	Craven	11	40
A65 Clapham ByPass (sewage works)	KSI	Craven	174	40
A65 Settle ByPass (north)	KSI	Craven	467	61
B6255 Gayle Moor, between Hawes and Ribbleshead	MC	Craven	3	7
B6255 between Ingleton and Chapel-Le-Dale	MC	Craven	2	8
A19 Crathorne	EX	Hambleton	1,629	73
A61 Station Road Thirsk	EX	Hambleton	296	62
A61 Carlton Miniott at Eastwood Court	EX	Hambleton	78	24
B1264 Low Worsall	MC	Hambleton	14	9
A173 Great Ayton	EX	Hambleton	287	39
B6268 Masham Road Bedale	EX	Hambleton	184	36
A167 Kibber Hill Topcliffe	EX	Hambleton	75	17
B1257 Fangdale Beck nr Helmsley	MC	Hambleton	0	4
A19 Easingwold bypass Thornhill Farm	MC	Hambleton	270	41
A19 Easingwold bypass Primrose Farm	MC	Hambleton	863	69
A19 Southbound Kilvington nr Thirsk	MC	Hambleton	2,734	71
A19 Northbound Kilvington nr Thirsk	MC	Hambleton	806	41
A61 Nr Skipton on Swale	MC	Hambleton	411	30
A61 Nr Busby Stoop roundabout	MC	Hambleton	51	12
A167 Great Smeaton	KSI	Hambleton	468	74
A684 Morton On Swale (outside school)	EX	Hambleton	385	38
A684 Morton On Swale (outside Church)	EX	Hambleton	115	32

A6108 North Stainley	MC	Harrogate	36	5
A59 High Street Starbeck Harrogate	EX	Harrogate	277	35
A6108 Mile House Farm nrMasham	MC	Harrogate	4	5
A61 Baldersby	MC	Harrogate	18	1
A61 between Baldersby and the A1	MC	Harrogate	19	13
A61 at Hutton Conyers	MC	Harrogate	46	24
A59 Forest Lane Head	MC	Harrogate	268	18
A59 Skipton Road Harrogate	MC	Harrogate	36	12
A59 Menwith Hill Harrogate	MC	Harrogate	337	57
A59 Skipton Road Fewston	MC	Harrogate	16	10
A61 South Stainley	KSI	Harrogate	0	29
A59 Blubberhouses at Kex Gill Farm	KSI	Harrogate	1,919	145
B6265 Kirby Hill Boroughbridge	EX	Harrogate	1,097	73
A6108 Darlington Road Richmond	EX	Richmondshire	124	36
A684 Field Gate Farm Bainbridge	MC	Richmondshire	9	8
A684 Garsdale Head	MC	Richmondshire	0	3
B6255 Redshaw Farm Hawes	MC	Richmondshire	13	14
A66 Westbound Gilling West	EX	Richmondshire	297	47
A6108 Middleham	MC	Richmondshire	2	1
Gatherley Road Brompton on Swale	EX	Richmondshire	59	24
A6108 East Witton	MC	Richmondshire	0	3
A6108 River Cover East Witton	MC	Richmondshire	0	3
Scotton Road Catterick Garrison	EX	Richmondshire	738	77
A66 Gatherley Moor	KSI	Richmondshire	2,008	109
A66 West Layton	CC	Richmondshire	567	52
A6108 between East Witton and Cover Bridge	MC	Richmondshire	4	4
Low Lane, Wensley	MC	Richmondshire	0	2
A684 Holl Gate, West Witton to Wensley	MC	Richmondshire	3	4
A684 between Worton and Bainbridge	MC	Richmondshire	0	3
A684 between Bainbridge and Hawes	MC	Richmondshire	6	4
B1249 Staxton Wold Scarborough	EX	Ryedale	39	21
A169 High Horcum	MC	Ryedale	130	14
A64 Eastbound Malton by-pass	EX	Ryedale	601	74
A64 Westbound Malton by-pass	EX	Ryedale	383	68
B1257 Newgate Bank	KSI	Ryedale	33	50
B1249 Foxholes	EX	Ryedale	5	1
A64 Westbound Whitwell Hill	EX	Ryedale	2,539	123
A64 Eastbound Barton Hill crossroads	EX	Ryedale	333	58
A170 Scawton Moor	MC	Ryedale	437	54

B1257 Todhill Beck nrStokesley	MC	Ryedale	1	4
B1257 Tup Hag Wood nr Helmsley	MC	Ryedale	0	1
A170 High Street Wass Moor	MC	Ryedale	1	4
A170 Cotes Lane Sproxton	MC	Ryedale	4	4
A170 Cotes Lane Waterloo Plantation	MC	Ryedale	71	16
A170 Beadlam	MC	Ryedale	11	10
York Road Malton	EX	Ryedale	44	4
A64 East Knapton, near Malton	MC	Ryedale	106	37
A64 Rillington	EX	Ryedale	376	40
B1427 Queen Margarets Road Scarborough	EX	Scarborough	1,228	79
A171 Jugger Howe	MC	Scarborough	278	53
B1460 Castle Road Whitby	EX	Scarborough	285	39
A171 Scaling Dam	MC	Scarborough	179	57
A169 Goathland	MC	Scarborough	25	15
A170 Snainton	EX	Scarborough	324	58
A64 Seamer By Pass	KSI	Scarborough	356	71
A165 Reighton By Pass Filey	EX	Scarborough	286	56
A64 Seamer Road Scarborough	KSI	Scarborough	499	34
A171 Mayfield Road Whitby	EX	Scarborough	603	62
A174 Sandsend	EX	Scarborough	51	27
A170 Ruston	MC	Scarborough	23	16
A171 Guisborough Road	MC	Scarborough	1	13
A171 Guisborough Road Ugthorpe	MC	Scarborough	9	5
Osgodby Lane Scarborough	EX	Scarborough	89	16
A64 Eastbound Tadcaster by-pass	KSI	Selby	803	47
A64 Westbound Tadcaster by-pass	KSI	Selby	391	47
A63 Milford Hotel Newthorpe	MC	Selby	74	38
B1217 Saxton by-pass	MC	Selby	42	24
Skipwith Road Escrick	EX	Selby	316	64
Brayton Lane Brayton Selby	EX	Selby	40	15
A1246 Great North Road Fairburn	MC	Selby	11	9
Stillingfleet Mine Escrick Road	MC	Selby	203	52
A63 Cliffe	EX	Selby	70	18
A19 Burn	EX	Selby	326	51
A19 Hollicars Riccall	MC	Selby	154	39
A19 Green Lane Farm Riccall	MC	Selby	165	39
A19 Chapel Haddlesey nr Selby	MC	Selby	17	4
B1222 Bishopdyke Road Cawood	MC	Selby	2	1
B1222 Sweeming Bridge nr Sherburn	MC	Selby	0	1

B1222 Nr Bell Lane Sherburn	MC	Selby	11	14
A162 Sherburn by-pass	EX	Selby	389	82
A64 Eastbound Islington Tadcaster	EX	Selby	1,001	63
A64 Westbound Street Houses Bilborough	KSI	Selby	575	61
A64 Westbound Wharfe Bridge Tadcaster	KSI	Selby	1,744	73
B1228 Dunnington Lodge Elvington	EX	York	128	60
Tadcaster Road Dringhouses York	EX	York	731	52
Strensall Road Huntington York	EX	York	420	79
Church Lane Wheldrake	EX	York	77	34
A1237 Monks Cross York	MC	York	127	22
Millfield Lane Poppleton York	EX	York	200	60
Greenshaw Drive Haxby	EX	York	25	26
A64 Eastbound Heslington York	KSI	York	1,795	70
A64 Westbound Heslington York	KSI	York	1,149	56



Contacts

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Useful police contacts

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.