

SAFETY CAMERA VAN (SCV) SURVEY MAY 2014

APPENDIX 6

Just under 2,500 survey results were received from residents, police staff and officers, local councillors and those classified as 'Other'. 85% of responses received were from local residents or councillors.

Respondent	Actual	%
Resident	1890	77
Police Employee	263	11
Parish / Town Councillor	162	7
District / Borough / City / County Councillor	18	<1
Other	115	4
TOTAL	2448	100

Figure 1: Profile of respondents

The home address of respondents was broadly in line with the population distribution across York and North Yorkshire, but with higher representation from Harrogate and Hambleton, and a lower proportion from Scarborough in comparison to overall resident population.

Age	<17	17-25	26-34	35-50	51-65	66+	TOTAL
Craven	0	2	7	49	51	30	139
Hambleton	0	8	29	108	143	120	408
Harrogate	0	9	25	132	168	138	472
Richmondshire	0	1	11	52	65	44	173
Ryedale	0	3	17	45	71	71	207
Scarborough	0	12	25	69	92	48	246
Selby	2	3	13	78	81	41	218
York	0	12	33	98	111	76	330
Other		9	28	102	66	48	253
TOTAL	2	59	188	733	848	616	2446

Figure 2: Age profile of respondents by district

The age profile of respondents was noticeably skewed towards the older population, and those aged 35 years old and over were particularly well-represented in Harrogate and Hambleton, as a proportion of total respondents.

In response to the question ‘How concerned are you about road safety in North Yorkshire?’, just under 80% stated that they were concerned with the others neutral, not particularly concerned or not at all concerned. Over half of that majority grouping responded that they were very concerned – this equating to 43% of the total (1052 people).

The chart below indicates that the age of the respondents was a factor in the level of concern about road safety. This illustrates the proportion of all people by age (blue) and highlights greater concern from those aged 51-65 years old (red) and most of all by those aged 66 years and above.

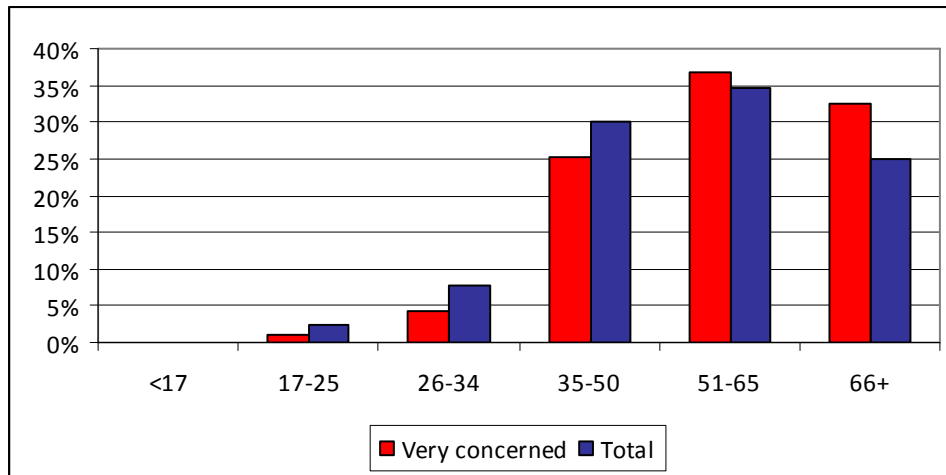


Figure 3: Proportion of respondents ‘very concerned’ by age

The proportion of replies from each district is shown below and indicates a widespread concern about road safety across York and North Yorkshire, with the highest levels of concern being seen within the more rural areas – those areas with the highest proportion of single-carriageway roads with 60mph limits, and also with older population profiles.

Level	Neutral	Not	Not particularly	Slightly	Very
Craven	6%	1%	6%	40%	47%
Hambleton	5%	2%	10%	37%	46%
Harrogate	7%	4%	13%	38%	38%
Richmondshire	3%	2%	13%	36%	47%
Ryedale	5%	2%	9%	33%	51%
Scarborough	4%	3%	12%	37%	44%
Selby	3%	2%	12%	33%	50%
York	7%	4%	14%	40%	36%

Figure 4: Proportion of respondents by concern level by district

The capacity in which a person responded to the survey was also an impacting factor on the level of concern shown about road safety. Percentages shown relate to the proportion of each respondent type by concern level. Councillors have shown the highest levels of concern in respect of road safety, although it remains an issue for all groups.

Respondent and concern	Neutral	Not	Not Particularly	Slightly	Very	Actual
Resident	6%	3%	12%	37%	42%	1890
Police Employee	4%	0%	13%	47%	35%	263
Parish / Town Councillor	2%	2%	6%	26%	63%	162
Dist. / Bor. / City / County Councillor	0%	0%	17%	11%	72%	18
Other	8%	11%	9%	30%	43%	115

Figure 5: Proportion of respondents by concern level by role

When asked about the focus of activity to tackle road safety, respondents were asked to rank seven factors in order of priority. The answers received are shown below and indicate that tackling 1) speeding in areas of road traffic collisions and 2) anti-social driving behaviour, were the identified priorities across York and North Yorkshire.

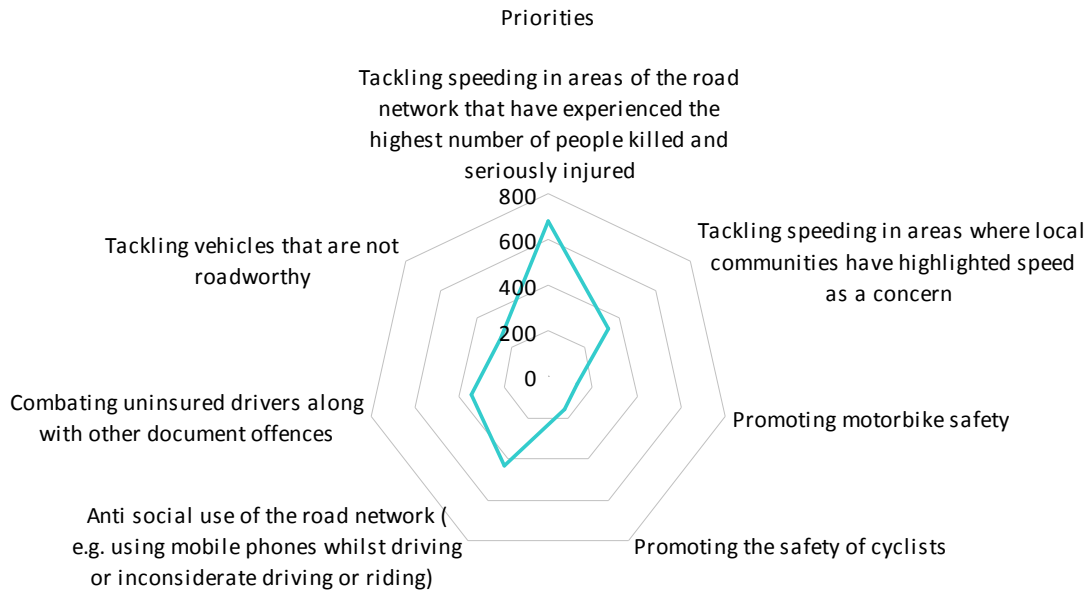


Figure 6: Ranked preferred response to improving road safety

NOT PROTECTIVELY MARKED

The option identified by respondents as the preferred method of addressing road safety is as shown below as a proportion of replies for each district. Greater enforcement against speeding and the anti-social use of the roads gained the highest proportion of responses for every location. Education to prevent the need for enforcement as above, and also tackling the criminal use of the roads, variously came second or third in responses.

	Enforcement	Education	Criminal Use	Engagement	Other
Craven	46%	24%	18%	5%	7%
Hambleton	43%	23%	22%	6%	6%
Harrogate	39%	26%	24%	5%	6%
Richmondshire	46%	24%	22%	3%	5%
Ryedale	44%	21%	26%	3%	6%
Scarborough	32%	27%	29%	3%	9%
Selby	39%	24%	25%	6%	6%
York	37%	17%	28%	6%	12%
TOTAL	39%	24%	25%	5%	7%

Figure 7: Proportion of respondents by district by safety measure

The type of preferred method also varies by the age of the respondent. Those aged 17-25 years old were more in favour of better education for road users as a preventative measure, those in the 26 to 50 band had an even split of views and respondents aged 51 and above were more likely to favour increased enforcement activity.

In terms of enforcement activity, the overall responses showed that an increase in capability should be implemented – across a number of options.

	More SCV	↑ varied capability	About right	No SCV	Reduced enforcement
Craven	33%	29%	23%	7%	6%
Hambleton	32%	23%	26%	8%	11%
Harrogate	32%	22%	22%	11%	13%
Richmondshire	29%	27%	23%	10%	11%
Ryedale	30%	25%	23%	13%	9%
Scarborough	20%	21%	23%	19%	15%
Selby	29%	27%	22%	14%	7%
York	26%	21%	23%	13%	13%
TOTAL	28%	23%	23%	17%	12%

Figure 8: Proportion of respondents by district by SCV capacity

An increase in Safety Camera vans was the preferred option for all districts with the exception of Scarborough. This reflects the earlier responses where more respondents expressed concern about criminal use of the roads than wanting more traffic offence enforcement.

	More SCV	↑ varied capability	About right	No SCV	Reduced enforcement
Resident	28%	23%	22%	13%	13%
Police Employee	31%	18%	29%	13%	9%
Par/Tn Councillor	34%	32%	25%	4%	4%
Dist. / Bor. / City / County Councillor	33%	33%	11%	17%	6%
Other	20%	23%	16%	28%	14%
TOTAL	28%	23%	23%	17%	12%

Figure 9: Proportion of respondents by role by SCV capacity

There are no notable differences by the role of the respondent in their preferred approach to Safety Camera Vans and other enforcement options, with the use of a wider range of enforcement opportunities the second favourite response of residents and councillors – behind increasing Safety Camera Vans.

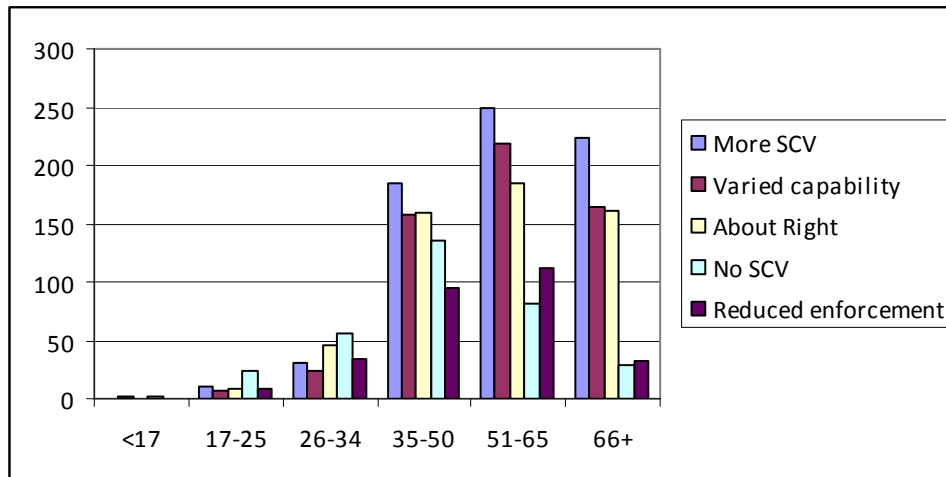


Figure 10: Proportion of respondents by age group by SCV capacity

Support for increasing the number of Safety Camera Vans is most evident in the age groups of 35 years old and above. Those aged 24 and below are less supportive of this approach, although the numbers in these groups are much lower.

When asked about a Community Speed Watch scheme, there was a slight tendency overall for respondents to answer that they would be more likely than less likely to participate. Almost half (47%) would be Very Likely or Likely to take part. The more urban areas of Scarborough and York have the lowest levels of likely participation, with this offset by positive responses from the rest of the county.

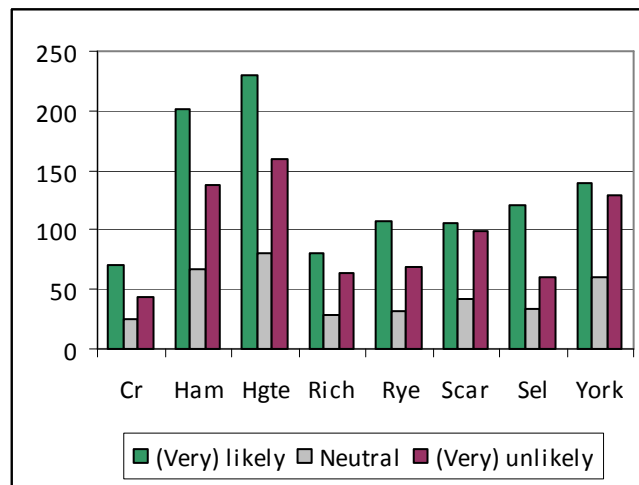


Figure 11: Likelihood on participation in Community Speed Watch by district

The same data displayed by age group shows that those in the age groups 51 years old and above are the most likely to indicate participation. This is most likely a reflection of the free time that people have to give to community projects.

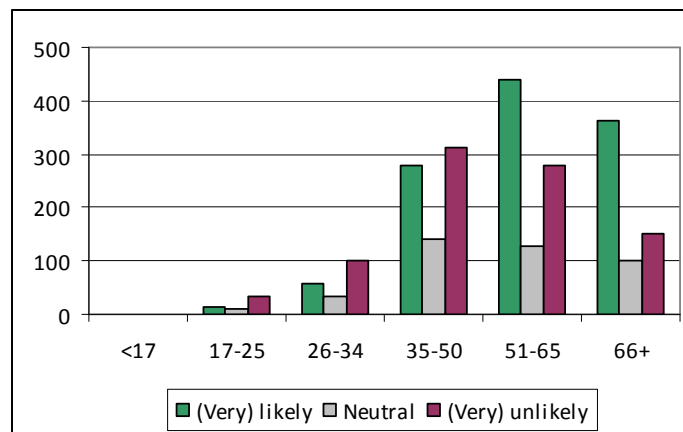


Figure 12: Likelihood of participation in Community Speed Watch by age