

A379 Holcombe, Dawlish: Investigation into appropriateness of existing 40mph speed limit

Report of the Head of Highways, Capital Development and Waste

Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.

Recommendation: It is recommended that:

- (a) the contents of the report detailing the investigations undertaken are noted;**
- (b) no further action is required outside of the usual casualty and severity reduction process.**

1. Background

In response to concerns expressed by local residents, an investigation into the appropriateness of the existing 40mph speed limit has been undertaken. This has involved a survey of the existing signing, an assessment of enforceability of the limit by the Police, a speed survey taken within the 40mph limit and compilation of a collision study of the A379 between Teignmouth and Dawlish which is attached as Appendix I.

2. Results of Investigation

Investigation of the legality of the speed limit and its enforceability has confirmed that both the Speed Limit Order and the associated signing constitute an enforceable speed limit. One minor signing amendment on a side road, affecting just that road, has been identified and the limit will be signed off for enforcement by the Traffic Management Team when the amendment has been completed.

A Speed Survey undertaken adjacent to The Smugglers Inn in June and July 2014 has indicated that speeds are generally compliant with the posted 40mph Speed Limit. Over a 24 hour period the speed at which 85% of drivers were found to travel at or below was found to be 43.2 mph with the average speed at 37.2 mph over the same period.

The length of the 40mph section of the A379 at Holcombe is approximately 1,750 metres in length. The road has footpath provision along all of its length and has a rural environment mixed with some development, usually accessed from side roads of which there are 8 along this section. As revealed in the Collision Study, the majority of injuries recorded within the 40mph limit are associated with road junctions or accessing properties from the road.

The data study does not point to inappropriate speed as a major factor in the majority of the injury collisions identified. The study concludes that collisions on this route have not decreased in line with observed trends over recent years with motorcycles, inexperienced drivers and poor manoeuvres from local mid age range drivers sited as prominent in the data. Educational programmes aimed at local drivers may be effective in reducing collisions along this route and contact has been made with the Police to discuss options.

Fatality in June 2014

A Fatal accident occurred close to The Smugglers Inn on 4 June 2014. It is understood that a prosecution may result from ongoing Police investigations. However, excessive speed is not thought to have been a contributory factor in the collision.

Speed Limit Policy

Devon County Council's Speed Limit Policy is that the default speed limit within communities should be 30mph and that the National Speed Limit should apply between communities.

40mph speed limits can be considered outside of 30mph speed limits where there is a significant speed related collision history. The 40mph limit at Holcombe has been in place for several decades and recorded vehicle speeds are currently compliant with the limit.

Given the width and general alignment of the road, a reduction of the limit to 30mph would be unlikely to be well observed and might create difficulties for road users in anticipating approach speeds and add to the enforcement burden of the Police. There is also potential that a reduced speed limit might introduce inappropriate overtaking manoeuvres leading to an increase in collisions.

3. Financial Considerations

Education programmes funded through the Casualty and Severity Reduction Process will have a minor financial implication and are often delivered with the help of partner organisations.

4. Environmental Impact Considerations

There are no environmental impacts arising from the recommendation.

5. Equality Considerations

There are no equality considerations impacts arising from the recommendation.

6. Legal Considerations

There are no specific legal considerations arising from the recommendation.

7. Risk Management Considerations

This recommendation has been assessed and all necessary safeguards or action have been taken to safeguard the Council's position.

No risks have been identified.

8. Reasons for Recommendations

The recommendation complies with the County Council's Speed Limit Policy.

David Whitton
Head of Highways, Capital Development and Waste

Electoral Division: Dawlish

Local Government Act 1972: List of Background Papers

Contact for enquiries: Mike Jones

Room No: ABG Lucombe House

Tel No: (01392) 382178

Background Paper	Date	File Ref.
None		

mj160315teh
sc/cr/ a379 holcombe Dawlish investigation 40mph speed limit
03 170315

A379 Teignmouth to Dawlish

The report has been created to analyse the trends in collisions along this A road route as it has been identified as being within the worst 10% of A road routes in Devon (based on route analysis collision performance).

A379 Teignmouth To Dawlish V1.1.Docx
Compiled 22nd September 2014 by:
Marie Woltman, Safer Travel Officer (Intelligence)

Report Owner:
Jeremy Phillips, Safer and Sustainable Team Manager

Road Safety Website: www.devon.gov.uk/roadsafety
Collision Data Information: www.devon.gov.uk/collision-stats
Collision Data Enquiries: collisiondata@devon.gov.uk



Methodology & Limitations of Data Used

Scope of Data

The collision data used in this report was provided by Devon & Cornwall Police. It includes collisions recorded by the Police that occurred on a highway, involved one or more vehicles and human death or personal injury. It only includes collisions that were notified to the Police within 30 days of occurrence. While every reasonable effort is made to ensure that the information provided is correct, no guarantees for the accuracy of information are made.

Time Periods Used

The data in this report covers the latest available ("validated") five years of injury collisions reported to/recorded by the Police - between **01/01/2009 and 31/12/2013**. The collision history section (page 5) is an exception to this as it covers ten years of data – 2004 to 2013.

2014 data is currently unvalidated; it has not yet been fully collected, verified or signed off with the Department of Transport. This process is usually complete and data formally released around April-May the following year.

Selection of Site/Route Data

Data labelled 'Site' refers to the collisions along the length of the entire route. The collision selection included those that were coded as an A road collision that were located within an A road polygon, as shown on page 7. The A road route extents usually terminate where the road character changes (e.g. from urban to rural environment) or at a significant junction.

Selection of Control Data

The control data used in this report relates to injury collisions that have occurred on an **urban** A road within the Devon County Council area. The time period is matched to the site/route data timescales used.

The following collisions were **included**:

- Collisions plotted within an urban settlement (urban settlements are defined as settlements with a population size of more than 7000 residents).
- Collisions plotted within a DCC A road route polygon. (Highways Agency roads were excluded).
- Collisions with A entered as the road class.

The control data size was around 900 injury collisions.

Statistical Tests

The two statistical tests we use in relation to collisions are:

1. The **Poisson** test is used regularly in Devon's road safety statistics. This statistical test helps to determine whether a recent increase in collision numbers is outside of the expected patterns of random variation. A Poisson significance of less than 5% interprets as an acceptable confidence level that the number of collisions exceeded projected random variation therefore further investigation may be required.
2. The **Chi Squared** test can be used to determine whether the number of collisions of a particular type is 'significantly' higher than a control group.


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16	Other Information
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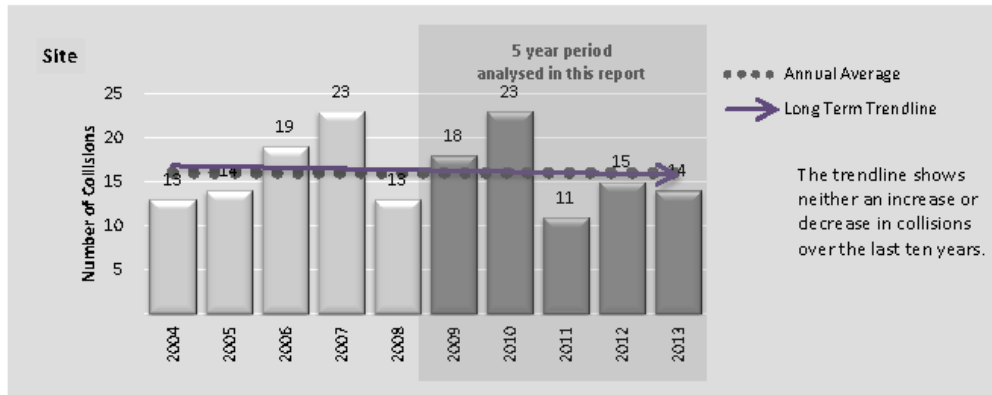
Site/Route Information

The route section being analysed is an 8.2km stretch of road that connects Dawlish with Teignmouth and on a wider route scale it connects these towns with Exeter, Torquay and Newton Abbot. It runs north east to south west close to the coast. According to DfT traffic flow sources, the annual average daily traffic for this route was around 11,880 vehicles a day in 2012.



 <p> + Crown copyright. All rights reserved Devon County Council Licence No. 100019783 2014 </p>	A379 Teignmouth to Dawlish Route	SCALE	1 : 200000
		DATE	22/09/2014
		DRAWING No.	
		DRAWN BY	MW

Background Data: Collision History



Statistical Tests

ROSPA suggest the Poisson test is used to determine whether a recent increase could be outside of the expected patterns of random variation.

Table Legend

- A year with a red circle indicates a year with an increase of collisions above the annual average.
- 🚩 A red flag indicates a Poisson significance of less than 5%. This level interprets as an acceptable confidence level that the number of collisions exceeded projected random variation.

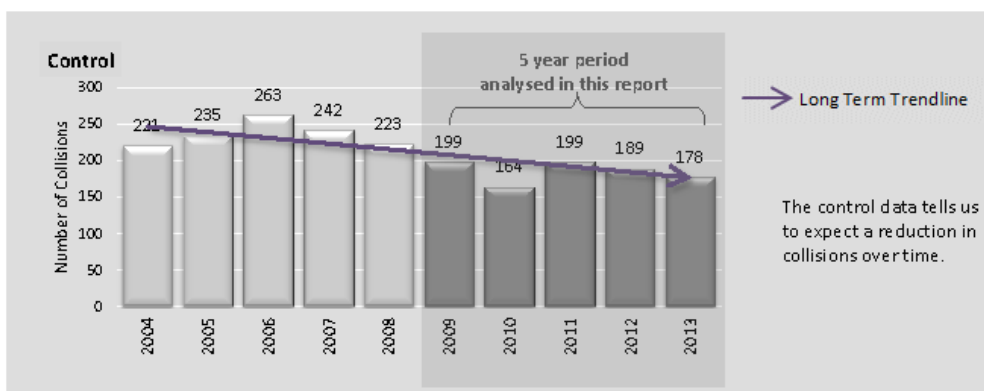
Therefore year with a ● and a 🚩 suggests a year of concern and will be highlighted red in the table.

There has not been a recent increase in collisions above the annual average (16). The *provisional* 2014 outturn shows that up to 20th of August there have been 11 collisions (of those 1 was fatal that occurred in June, and 1 was of serious injury severity which occurred in February).

Annual average:

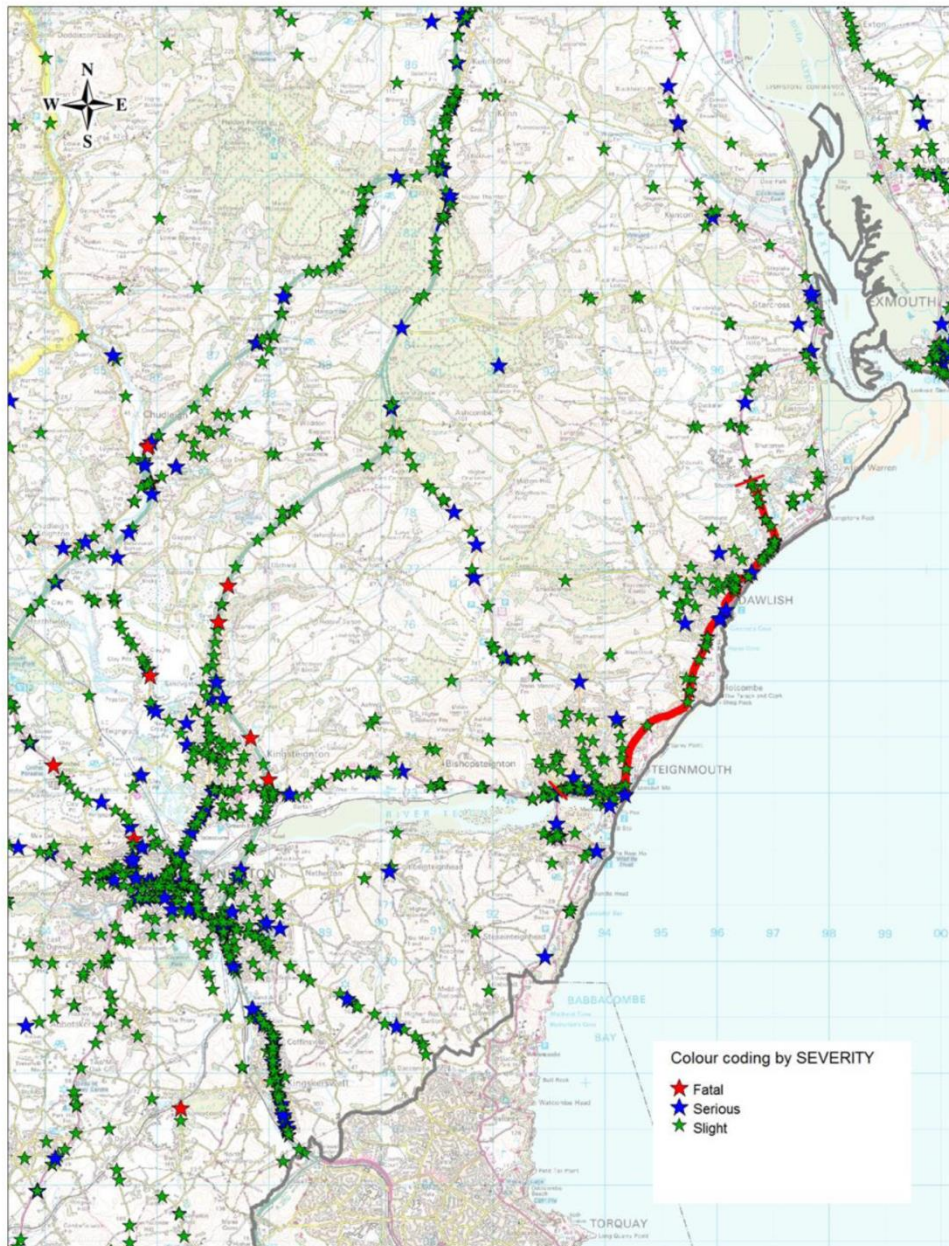
16

Year	Number of Collisions	Poission Significance
2004	13	19.3%
2005	14	27.5%
2006	● 19	25.8%
2007	● 23	5.8%
2008	13	19.3%
2009	● 18	34.1%
2010	● 23	5.8%
2011	11	7.7%
2012	15	36.8%
2013	14	27.5%



Area Overview

Collision Maps Are Viewable Via Our [Collision Data Webpages](#)



Devon
County Council

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A379 Teignmouth to Dawlish

This data covers injury collisions reported to/recorded by the Police
Accidents between dates 01/01/2009 and 31/12/2013

SCALE	1 : 90000
DATE	22/09/2014
DRAWING NO.	
DRAWN BY	MW

Extents of Route

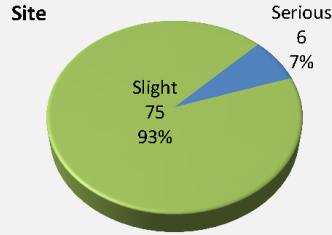
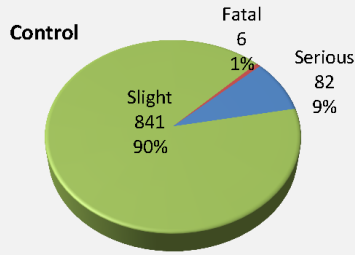
Collision Maps Are Viewable Via Our [Collision Data Webpages](#)



<p>Devon County Council</p> <p><small>* Crown copyright. All rights reserved Devon County Council Licence No. 100019783 2014</small></p>	<p>A379 Teignmouth to Dawlish Route</p> <p><small>This data covers injury collisions reported to/recorded by the Police between dates 01/01/2009 and 31/12/2013</small></p>	<table border="1"> <tr> <td>SCALE</td> <td>1 : 28000</td> </tr> <tr> <td>DATE</td> <td>23/09/2014</td> </tr> <tr> <td>DRAWING No.</td> <td></td> </tr> <tr> <td>DRAWN BY</td> <td>MW</td> </tr> </table>	SCALE	1 : 28000	DATE	23/09/2014	DRAWING No.		DRAWN BY	MW
	SCALE	1 : 28000								
DATE	23/09/2014									
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Collision Data Patterns

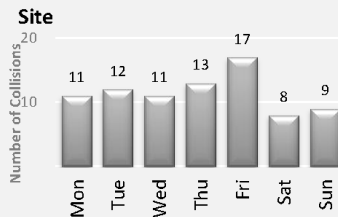
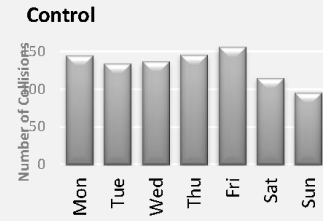
Severity Ratio



The severity percentage norms for urban A roads are 1% fatal, 9% serious and 90% slight.

At **site** the severity percentages do not vary significantly from the norm. The urban norm does show that 1% of collisions are fatal and although there have been no fatal collisions along the route in the last 5 years (2009-13) there has been 1 fatal collision in 2014.

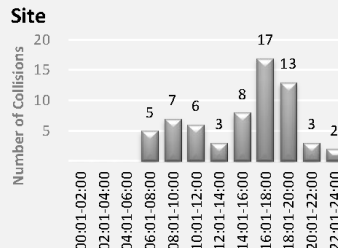
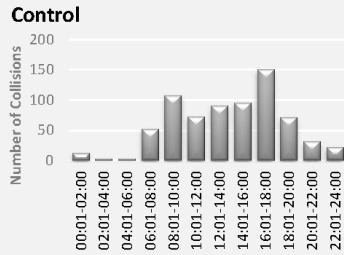
Days



The **control** data shows that there are more collisions during the week - Friday being slightly higher than other days.

The **site** data tells us Friday is also a peak day for collisions.

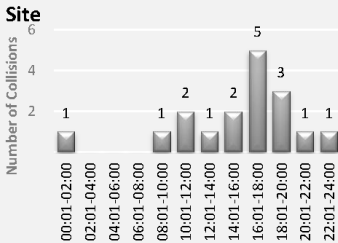
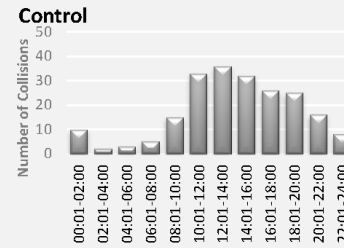
Week Days



For weekdays, the **control** data shows the afternoon commuter time as the peak time of the day.

The **site** data shows the pm commuter time is also a peak time. There is a slight peak in the 6-8pm time band which isn't prominent in the norm data.

Weekends



For weekends, **control** data shows most collisions occur during late morning and the afternoon time.

The **site** data shows a slight peak during the 4-6pm time of the day during weekends.

Day & Time

	00:01-02:00	02:01-04:00	04:01-06:00	06:01-08:00	08:01-10:00	10:01-12:00	12:01-14:00	14:01-16:00	16:01-18:00	18:01-20:00	20:01-22:00	22:01-24:00
Mon	1	0	2	11	28	17	21	14	30	11	6	4
Tue	3	2	0	13	20	8	16	23	28	18	2	3
Wed	1	0	1	11	27	19	13	24	17	17	3	4
Thu	3	0	0	8	17	16	16	21	37	12	10	7
Fri	5	1	0	10	16	14	21	25	32	16	11	6
Sat	4	0	0	3	9	17	21	18	11	16	12	6
Sun	6	2	3	2	6	16	16	14	16	10	4	3

	00:01-02:00	02:01-04:00	04:01-06:00	06:01-08:00	08:01-10:00	10:01-12:00	12:01-14:00	14:01-16:00	16:01-18:00	18:01-20:00	20:01-22:00	22:01-24:00
Mon	0	0	0	0	1	0	1	1	6	2	0	0
Tue	0	0	0	2	0	4	0	0	2	4	0	0
Wed	0	0	0	1	2	1	1	2	1	2	1	0
Thu	0	0	0	1	3	0	0	1	3	2	1	2
Fri	0	0	0	1	1	1	1	4	6	3	1	0
Sat	0	0	0	0	1	1	0	1	1	3	1	0
Sun	1	0	0	0	0	1	1	1	4	0	0	1

The peak day / time combinations within the **control** data are the weekday pm commuter time (Thursday in particular) and the am commuter time during the earlier days of the week.

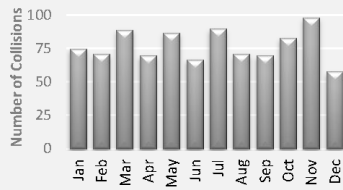
The **site** data shows a few day/time combinations; Friday 2-4pm and 4-6pm were neighbouring combinations. Monday wasn't a particular peak day however the 4-6pm time is highlighted here.

Collision Data Patterns

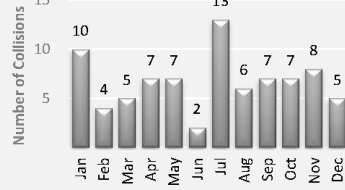
The **control** data shows a random amount of collisions throughout different times of the year. November is the highest month, December the lowest.

At **site** July, followed by January were peak months.

Control



Site



Months

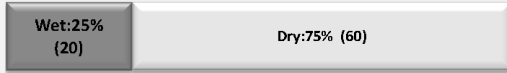
Only wet and dry road surface collisions are compared here (snow, frost and flood collisions are excluded) to gauge if there is a problem with vehicles losing control in wet road conditions.

The **control** data norm is 27%, and at **site** the percentage is close to the norm at 25%

Control



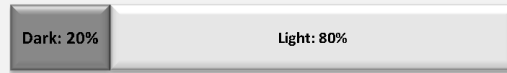
Site



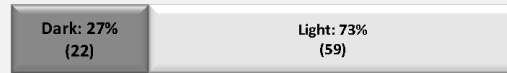
Road Surface

The **control** data norm for urban A road collisions occurring during darkness is 20%, and at **site** the percentage is 27%; this difference was not statistically significant.

Control



Site



Light/Dark

The **control** data tells us to expect 26% of the collisions to have no other vehicles involved. Note that two thirds of the single vehicle collisions on urban A roads are pedestrian related.

At **site** there was a very slightly lower percentage of single vehicle collisions (21%) compared to the control data.

Control



Site



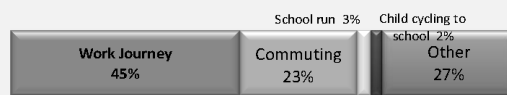
Single Vehicles

This data is not often completed and is therefore to be treated with caution.

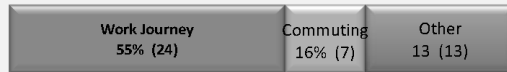
The **control** data suggests to expect roughly 45% of the journeys of the drivers/riders to be work related and approximately 23% to be commuting to/from work.

At **site** percentages are not significantly different to the norm.

Control



Site



Journey Purpose

Contributory Factors to the Collisions

There are 78 different contributory factors than can be allocated to a collision. More than one factor can be assigned to each collision. The selection of possible factors can be seen on the last page of the [DfT example Stats19 form](#). Contributory Factors are largely subjective and depend on the skill and experience of the investigating officer. The Contributory Factors reflect the Reporting Officer's opinion at the time of reporting and are not necessarily the result of extensive investigation. Furthermore, it is recognised that subsequent enquiries could lead to the reporting officer changing their opinion.

Individual Factors

Based on 5 year data, the highest ranking contributory factors were:

Control		
Rank	Count	Description
1st	442	Driver/rider failed to look properly
2nd	212	Driver/rider failed to judge other persons path/speed
3rd	158	Driver/rider Careless/Reckless/In a hurry
4th	135	Poor turn or manoeuvre
5th	102	Following too close
6th	97	Pedestrian failed to look properly
7th	92	Sudden braking
8th	80	Loss of control
9th	78	Travelling too fast for conditions
10th	65	Inexperienced or learner driver/rider

Site		
Rank	Count	Description
1st	42	Driver/rider failed to look properly
2nd	19	Poor turn or manoeuvre
3rd	18	Driver/rider failed to judge other persons path/speed
4th	12	Following too close
5th	10	Inexperienced or learner driver/rider
6th	8	Sudden braking
7th	=6	Pedestrian failed to look properly
7th	=6	Driver/rider Careless/Reckless/In a hurry
7th	=6	Travelling too fast for conditions
10th	=5	Stationary or parked vehicle
10th	=5	Slippery road (due to weather)
10th	=5	Loss of control

The control data tells us that 'Driver/rider failed to look properly' is the most likely contributory factor for urban A road collisions. The count for 'failed to look properly' is double the second highest ranking factor which is 'failed to judge other persons path/speed'.

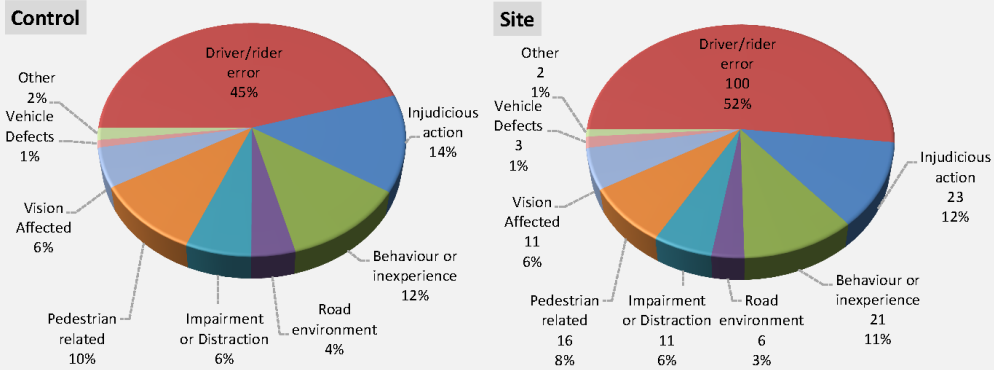
Of the collisions at site 'Driver/rider failed to look properly' is also clearly the most assigned factor to the collisions.

'Poor turn or manoeuvre' (which ranks 4th in the norm data) is ranked 2nd at site and has a similar count to 'driver/rider failed to judge other persons path/speed' which ranked a close third. Of the 19 collisions that 'poor turn/manoeuvre' was linked to, 12 of them related to car drivers aged 40 or over. 4 were linked to car drivers aged 50-54.

'Inexperienced/learner driver/rider' ranked 5th (with a count of 10) which was a much higher position than the norm (it ranked 10th in the norm data). Of the 10 collisions this factor was linked to, 7 of them were referring to motorcycle users.

Factor Groups

The 78 contributory factors are divided up into 9 different types/groups of factors which are illustrated below.

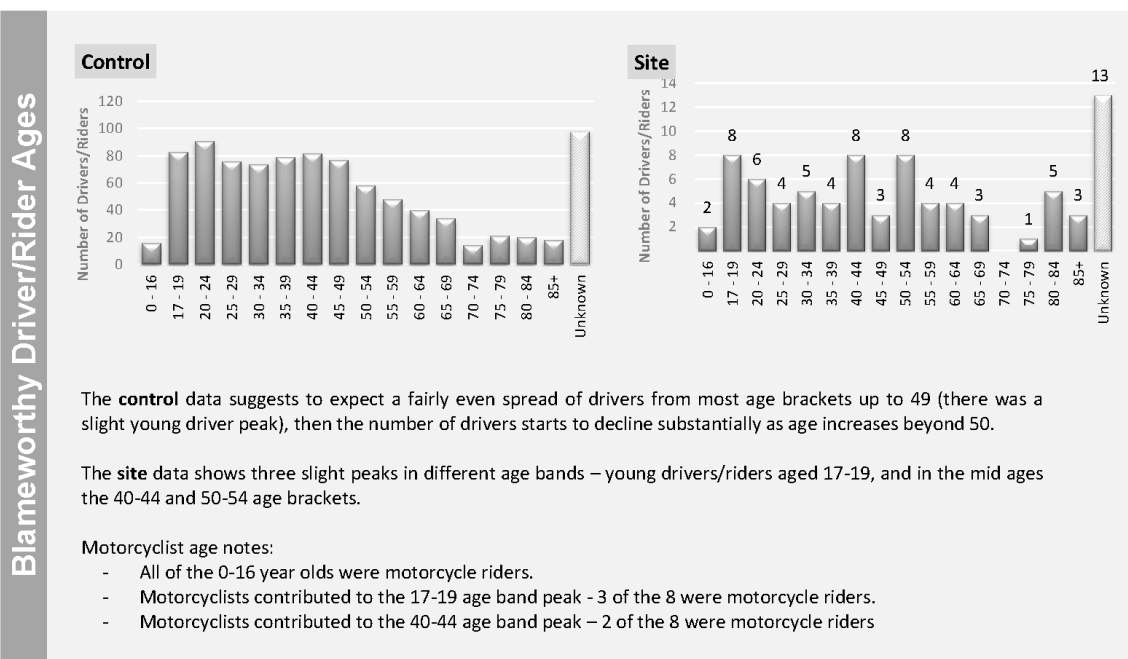
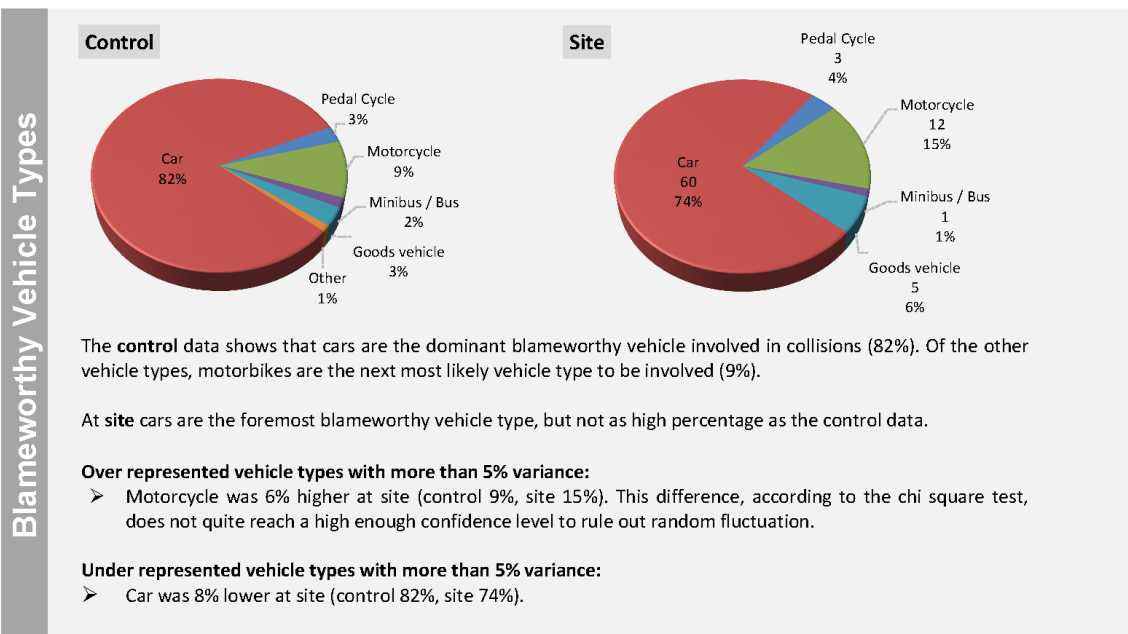


The control data indicates that 'Driver/rider error' represents the largest percentage (45%) of the contributory factor groups for rural A road collisions.

'Driver/rider error' as an overall category was slightly higher percentage at site compared to the norm. All other groups do not vary significantly from the norm.

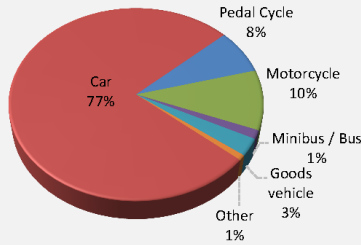
Blameworthy Vehicles Involved

The Police tend to record vehicle record number one as the blameworthy party in the collision. This is not always the case and it is of the opinion of the officer at the time of them recording the collision information. This data includes collisions where only one vehicle was involved.

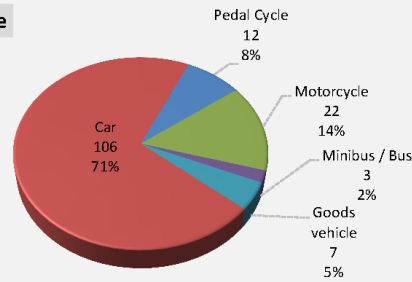


All Vehicles Involved

Control



Site



The **control** data shows that cars are the dominant vehicle type involved in collisions (77%) followed by motorbikes (10%) then cyclists (8%). Note that the blameworthy vehicle data in the previous page shows the cyclist percentage is much lower (3%) so this difference in percentage with all vehicles (8%) indicates the cyclists are not usually the blameworthy parties in urban A road collisions.

At **site** cars are the foremost vehicle type involved in the collisions (70%).

Over represented vehicle types with more than 5% variance:

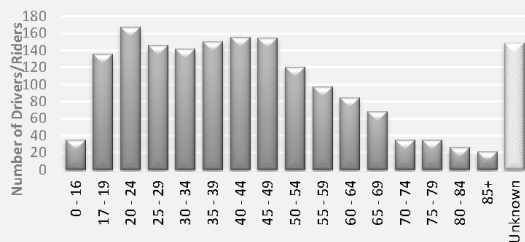
- Motorcycle was 4% higher (control 10%, site 5%). This difference was borderline statistically significant.

Under represented vehicle types with more than 5% variance:

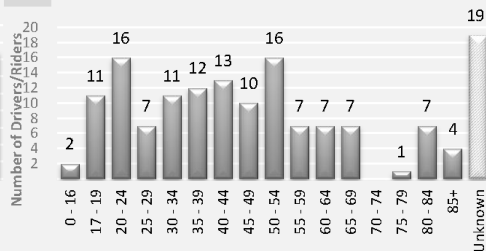
- Car was 6% lower (control 77%, site 71%)

Vehicle Types

Control



Site



Again, a similar pattern to the blameworthy driver age statistics for the **control** data – an even spread of drivers from the age bands up to 49 with a slight young driver (17-24) peak, and thereafter a decline in driver numbers as age increases.

The **site** data shows a young driver peak, but compared to the blameworthy data, the peak is slightly displaced into the 20-24 age band. The 50-54 age band is highlighted again as a slight peak above other age bands.

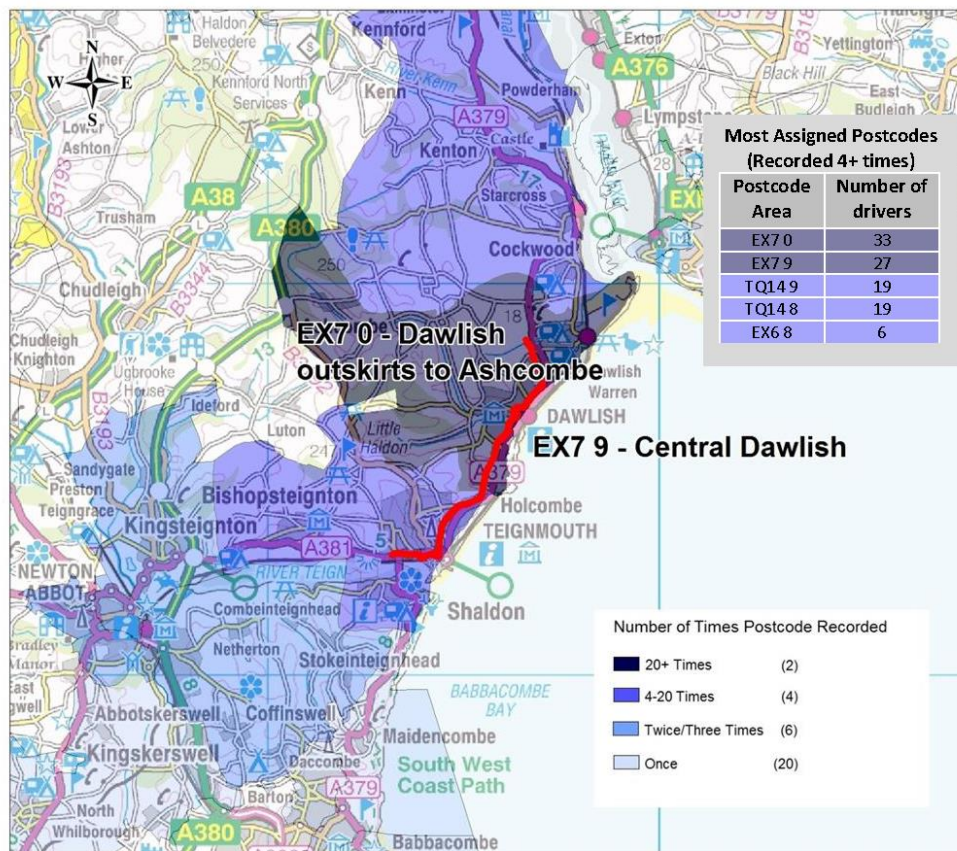
Motorcyclist age notes:

- Half of the motorcyclists involved were aged between 17 and 24.
- Motorcyclists contributed to the 17-19 age band peak - 4 of the 11 were motorcycle riders.
- Motorcyclists contributed to the 20-24 age band peak - 6 of the 16 were motorcycle riders.

Driver/Rider Ages

All Vehicles Involved - Postcodes

Where postcodes were recorded, we are able to analyse whether the drivers involved were local to the area being investigated.
Total number of driver postcodes recorded: 139



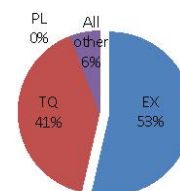
<p>Devon County Council</p> <p><small>* Crown copyright. All rights reserved Devon County Council Licence No. 100019783 2014</small></p>	<p>A379 Teignmouth to Dawlish</p> <p>This data covers injury collisions reported to/recorded by the Police between dates 01/01/2009 and 31/12/2013</p>	<p>SCALE: 1 : 130000</p> <p>DATE: 22/09/2014</p> <p>DRAWING No.:</p> <p>DRAWN BY: MW</p>
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The blue shaded areas indicate drivers/riders involved in the collisions (also see above upper table). The darker blue shaded areas show a higher concentration of driver/riders from that postcode.

The drivers from the EX7 0 and EX7 9 postcode areas (Dawlish) are shaded darkest blue, indicating the most dominant postcodes recorded. These drivers/riders represent nearly half of the driver/riders involved in the collisions.

TQ14 8 and TQ14 9 were the third and fourth highest recorded postcode areas, and represent around a quarter of the drivers/riders. These postcode areas refer to Teignmouth residents.

94% of the drivers/riders involved have either TQ or EX postcodes.
The remaining 6% were driver/riders not local to Devon (not EX, TQ or PL residents).



Pedestrian Casualties

Thirteen out of the eighty (16%) collisions along the route were pedestrian related. The percentage of pedestrian casualties is similar to the urban norm for Devon (control 17%, the route was 16%).

The collisions that involved a pedestrian were:

<u>Police Ref.</u>	<u>Date</u>	<u>Time</u>	<u>Sev.</u>	<u>Location</u>
09JG3N015	07/08/2009	1710	Slight	HIGHER BROOK STREET, TEIGNMOUTH, DEVON
10JG3M010	12/07/2010	1559	Slight	TEIGNMOUTH - BISHOPTEIGNTON ROAD AND MILL LANE
09JG3M009	12/07/2009	2220	Slight	GRANGE COURT, AT THE JUNCTION OF BITTON PARK ROAD, TEIGNMOUTH, DEVON, TEIGNBRIDGE
10JG3M008	12/05/2010	0836	Serious	TEIGNMOUTH - BRITTON PARK ROAD
12JG3M004	15/03/2012	0830	Slight	TEIGNMOUTH - BITTON PARK ROAD J/W WESTBROOK AVENUE O/S CHINESE TAKEAWAY
10JG2A011	21/06/2010	0846	Slight	A379 - TEIGNMOUTH ROAD IN JUNCTION WITH SOUTH DOWNS ROAD, DAWLISH - DEVON
13JG2H013	30/07/2013	1820	Slight	DAWLISH - PIERMONT PLACE O/S HARRISONS AMUSEMENTS
13JG2H005	17/03/2013	1605	Slight	DAWLISH - A379 PIERMONT PLACE / STRAND
13JG2H002	10/01/2013	2120	Slight	DAWLISH - PIERMONT PLACE / A379
13JG2H010	06/07/2013	1455	Slight	DAWLISH - PIERMONT PLACE
10JG2H010	18/06/2010	1655	Slight	DAWLISH - EXETER ROAD
10JG2B001	13/01/2010	0939	Slight	DAWLISH - EXETER ROAD
11JG2B007	22/11/2011	1157	Slight	A379 EXETER ROAD DAWLISH

See Appendix A for more information on the collisions.

Annual Collision Site Identification Processes

Route analysis takes into account road lengths and traffic flow (using DFT 2012 AADT's). We have sectioned up the Devon A road network into 138 route length sections. Highways Agency roads are excluded. Each route is scored on six different aspects:

- | | |
|---|---|
| (1) Annual average number of injury collisions | (4) Annual average number of KSI injury collisions |
| (2) Rate of collisions per km per year | (5) Rate of KSI collisions per km per year |
| (3) Collisions per billion vehicle kilometre rate | (6) KSI collisions per billion vehicle kilometre rate |

Each aspect score feeds into an overall score which is then ranked.

In 2014, 2009-2013 route data analysis was conducted. This route is currently ranked 12th worst performing route out of 138 A road routes in Devon which places it into the worst performing 10% of A road routes.

Route Analysis

We use many different parameters to identify cluster sites. The current parameters are based on 5 years of collisions:

- In RURAL* areas 8 injury collisions in a 75m radius, or 4 KSI's in a 500m radius.
- In RURAL* areas specifically on A roads = 15 in a 500m radius. B roads = 10 in 500m, C roads 6 in 75m radius.
- In URBAN areas 9 injury collisions in a 50m radius, or 5 KSI's in a 200m radius

*This location is classed as an urban area (urban areas are defined as a settlement area with more than 7000 population).

In 2014, 2009-2013 collision data was analysed using the above relevant parameters. There have been no cluster sites identified/put forward for further investigation within this route. Historically the Bittern Park Road area has been identified as a cluster site. The result of the investigation was some light touch changes and at the same time the Traffic Management Team undertook some lining/crossing works in the vicinity of Tesco's. Bitten Park Road showed no collisions in 2013, yet many in the preceding years.

Cluster

Annually at end of January, this process analyses the last 5 years calendar data which at this point of the year will include the previous calendar year which will yet have to be reconciled with DfT. It is therefore acknowledged that the analysis may not be accurate and so a 'health warning' must accompany the analysis to the Asset Management Team who will be doing the further investigation into the identified/verified sites.

- In RURAL* areas 7 collisions within a 500m radius and 33%> of collisions occurred in wet/damp road conditions.
- In URBAN areas 12 collisions within a 50 m radius and 33%> wet/damp road conditions.

*This location is classed as an urban area (urban areas are defined as a settlements with more than 7000 population).

In 2014, 2009-2013 collision data was analysed using the above relevant parameters. There have been no wet/dry cluster sites identified/put forward for further investigation within this site.

Wet/Dry Clusters

More information on route and cluster analysis can be found within Chapter 8 of our Year End Report:

<http://www.devon.gov.uk/safer-travel-year-end-report>

Note that this version is the 2012 report, the 2013 version is underway and will be complete / published around August.

Other Information

Average five year per billion vehicle km rates

National urban A roads	541	(2009-2013)
Devon urban A roads	374	(2009-2013)
Site/Route	449	(2009-2013)

The route 8.2km long and the average 2012 AADT was 11,880. The per billion vehicle KM rate suggests this route is performing better than the national average, however worse than the Devon average for urban roads. Please note the control data and national data are based on averages along much longer road lengths than the route.

Estimated economic cost of collisions

The DfT released the following data regarding the cost of preventing collisions (see [extract](#) / table RAS60002).

Accident Type	Built-up roads ³	Non Built-up roads ⁴	All Roads
Fatal	1,914,229	1,920,372	1,917,766
Serious	218,109	220,524	219,043
Slight	22,773	24,559	23,336
All injury accidents	62,250	109,415	72,739

³ Roads with speed limits of 40pmh or less, excluding motorways and A(M) roads

⁴ Roads with speed limits greater than 40mph, excluding motorways and A(M) roads

If we use these 2012 costs to forecast the economic cost of collisions in **2013**:
 Site/Route (14 collisions in 2013) 14 x £62,250 = £ 0.9 million

Conclusions

Data Led Conclusions

- The number of collisions each year is neither increasing or decreasing for this route, whilst the norm data shows that collisions generally are decreasing in urban areas across Devon.
- There severity percentages do not vary significantly from the norm. The urban norm does show that 1% of collisions are fatal and although there have been no fatal collisions along the route in the last 5 years (2009-13) there has been 1 fatal collision in 2014.
- There is a weekday afternoon commuter (4-6pm) peak in collisions which is a trend seen across all urban collisions in Devon. There was a secondary peak during 6-8pm which isn't observed in the norm data.
- For the weekend collisions there was a slight peak in the 4-6pm time band, the norm tends to be earlier in the day for weekends; a broader late/morning to afternoon time peak for most urban areas of Devon.
- There were a few day/ time peak combinations; Friday 2-4pm and 4-6pm were neighbouring peak combinations. Monday wasn't a particular high day for collisions compared to other days however the 4-6pm time was highlighted as a peak time/day combination.
- July was a peak month, as was January.
- The wet, dark and single vehicle percentages were not significantly different from the norm.
- 'Driver/rider failed to look properly' was by far the most assigned contributory factor. 'Poor turn/manoeuvre' was the 2nd highest, which was a higher ranking than the norm. 'Inexperienced or learner driver/rider' also ranked higher for the collisions (5th for the route, the norm was 10th).
- The contributory factor groups data showed 'driver/rider error' as an overall category was slightly higher percentage from the norm.
- The number of blameworthy motorcycles involved in collisions is over represented (control 9%, the route was 15%). This difference, according to the chi square test, does not quite reach a high enough confidence level to rule out random fluctuation. This over-representation of blameworthy motorcycles involved is also mirrored in the all vehicle parties involved data, and is borderline statically significant.
- The blameworthy driver/rider age profile shows three slight peaks in different age bands – 17-19, 40-44 and 50-54 age brackets. The data for all parties involved shows a young driver peak but slightly displaced into the 20-24 age band. Again the 50-54 age band is highlighted as a slight peak above other bands.
- The postcode data shows that 94% of the drivers/riders involved had either an EX or TQ postcodes. Nearly half of the driver/riders (60 of 139) were from Dawlish, a quarter (38 of 139) were from Teignmouth.
- 16% of the collisions involved a pedestrian casualty. This was a similar percentage to the norm (17%).
- The route ranks 12th out of 138 A road routes in Devon. The collision rate for the route (449 per billion vehicle km) is better than the national average, however worse than the Devon average for urban A roads.
- There have been no clusters identified using the latest available 5 year data (2009-13).

In summary collision numbers are not falling along this route when the urban norm does shows a definite decrease in collision numbers over the last ten years. The road users that appeared to be prominent in the data trends were local motorcycle riders (most likely involved in collisions due to inexperience) and local mid aged car drivers who appear to be performing poor manoeuvres more so than expected. So educational programmes aimed at local residents may well be suited to reducing collisions and casualties along the route.

Areas for Further Investigation

1	Motorcycle riders (in particular younger, inexperienced riders).
2	Car drivers aged 40+ (in particular 50-55 bracket).

Appendices

Collisions between dates 01/01/2009 and 31/12/2013 - (60) months

Selected using Manual Selection; Refined using Accidents within selected Polygons -Worst 10% A Roads (2013 Route Analysis) ("12. A379 Teignmouth to Dawlish inc urban areas")

Notes: Ordered by collision location going from west to east

Police Ref.	Date	Time	Day	Veh No / Type	Manoeuvre	Direction	Casualty Info
Severity	Rd cond	Weather					
Road No. Speed	Darkness / Light						
Grid Ref.	Location Description						

LAYOUT

ACCOUNT OF COLLISION

Selected Polygon:12. A379 Teignmouth to Dawlish inc urban areas

10JG3M010 12/07/2010 1559 hrs Monday Veh 1 Car Going ahead W - E Casualty: Slight Ped
Slight Dry Fine without high winds
A 379 30 mph Daylight:street lights present
E 293,196 TEIGNMOUTH - BISHOPTEIGNTON ROAD
N 73,083 AND MILL LANE
 PED RAN OUT IN ROAD IN FRONT OF V1, V1 MADE CONTACT WITH PED

10JG3M012 12/08/2010 0813 hrs Thursday Veh 2 Car Going ahead NE - W Casualty:
Slight Dry Fine without high winds Veh 1 M/C <50cc Going ahead NE - W Casualty: Slight Dri
A 379 30 mph Daylight:street lights present
E 293,283 BITTON PARK ROAD/FIRST AVENUE -
N 73,104 TEIGNMOUTH
 VEH2 TRAV ALONG BITTON PARK ROAD IN DIRECTION OF NEWTON ABBOT, TRAFFIC ALMOST AT A STANDSTILL AS A VEHICLE WAS TURNING RIGHT INTO FIRST AVENUE, VEH1 WAS FILTERING THROUGH TRAFFIC AND WENT INTO REAR OF VEH2.

10JG3M014 31/12/2010 1850 hrs Friday Veh 2 Car Stopping E - W Casualty: Slight FSP
Slight Dry Fine without high winds Veh 1 Car Going ahead E - W Casualty:
A 379 30 mph Darkness: street lights present and lit
E 293,315 TEIGNMOUTH - BITTON PARK ROAD
N 73,106
 VEH2 SLOWED BEHIND TRAFFIC, VEH1 DID NOT STOP IN TIME AND COLLIDED INTO THE REAR OF VEH2.

12JG3M006 24/05/2012 2248 hrs Thursday Veh 1 Car Turning left W - N Casualty:
Slight Dry Fine without high winds Veh 2 Pedal cycle Going ahead W - E Casualty: Slight Dri
A 379 30 mph Darkness: street lights present and lit
E 293,355 TEIGNMOUTH - A379 BITTON PARK
N 73,107 ROAD JCT WESTBROOK AVENUE
 VEH1 PULLED IN FRONT OF CYCLIST, AS VEH TURNED INTO WESTBROOK AVENUE. CYCLIST WAS NOT DISPLAYING LIGHTS & CAR DRIVER STATED BIKE CAME UP AS HE WAS TURNING LEFT. BIKE RIDER STATED VEH DID NOT INDICATE AND TURNED IN FRONT OF HIM.

12JG3M004 15/03/2012 0830 hrs Thursday Veh 1 Goods <3.5t/Van Wait to turn right E - W Casualty: Slight Ped
Slight Dry Fine without high winds
A 381 30 mph Daylight:street lights present
E 293,367 TEIGNMOUTH - BITTON PARK ROAD JMW
N 73,113 WESTBROOK AVENUE O/S CHINESE TAKEAWAY
 V001 WAS TRAVELLING ALONG BITTON PARK ROAD AND TURNED RIGHT INTO WESTBROOK AVENUE JUST AS C001 WAS CROSSING THE ROAD O/S THE CHINESE TAKEAWAY. V001 COLLIDES WITH C001 AT SLOW SPEED CAUSING INJURY.

12JG3M001 06/02/2012 1640 hrs Monday Veh 1 Goods <3.5t/Van Turning right S - E Casualty:
Slight Dry Fine without high winds Veh 2 Car Going ahead E - W Casualty: Slight Dri
A 379 30 mph Daylight:street lights present
E 293,376 TEIGNMOUTH - A379 BITTON PARK
N 73,096 ROAD JCT BITTON COURT
 VEH1 WAS WAITING BEHIND AN UNKNOWN VEH TO EXIT A JCT. VEH2 WAS IN THE MAIN FLOW OF TRAFFIC ON BITTON PARK RD & STOPPED TO ALLOW THE UNKNOWN VEH OUT. THE UNKNOWN VEH LEFT THE JCT & VEH1 ASSUMED VEH2 WAS LETTING HIM OUT TOO & CLEARED THE JCT, COLLIDING WITH VEH2.

10JG3M008 12/05/2010 0836 hrs Wednesday Veh 1 Car Going ahead - Casualty: Serious Ped
Serious Dry Fine without high winds
A 379 30 mph Daylight:street lights present
E 293,395 TEIGNMOUTH - BRITTON PARK ROAD
N 73,099
 PED HAS STEPPED INTO ROAD HAS FAILED TO NOTICE V1 TRAV DOWN ROAD, V1 UNABLE TO STOP IN TIME HAS COLL WITH PED.

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Collisions between dates 01/01/2009 and 31/12/2013 - (60) months

Selected using Manual Selection; Refined using Accidents within selected Polygons -Worst 10% A Roads (2013 Route Analysis) ("12. A379 Teignmouth to Dawlish inc urban areas")

Notes: Ordered by collision location going from west to east

Police Ref.	Date	Time	Day	Veh No / Type	Manoeuvre	Direction	Casualty Info	LAYOUT
Severity	Rd cond	Weather						
Road No. Speed	Darkness / Light							
Grid Ref.	Location Description							
ACCOUNT OF COLLISION								

09JG3M009 12/07/2009 2220 hrs Sunday Veh 1 Car Turning left - Casualty: Slight Ped
Slight Dry Fine without high winds
A 379 30 mph Darkness: no street lighting
E 293,468 GRANGE COURT, AT THE JUNCTION OF
N 73,086 BITTON PARK ROAD, TEIGNMOUTH,
 DEVON, TEIGNBRIDGE

MALE DRIVER PULLED INTO GRANGE COURT WHERE HE PARKS HIS VEHICLE. IT WAS DARK AND THERE IS NO LIGHTING IN THIS AREA OF GRANGE COURT. AS HE PULLED IN HE NOTICED A DARK FIGURE IN FRONT OF HIM IN THE MIDDLE OF THE ROAD IN DARK CLOTHING. THE DRIVER SLAMMED ON HIS BRAKES AND DID NOT FEEL THE CAR HIT THE MALE BUT NEXT THING THE MALE WAS ON THE FLOOR. DRIVER DID NOT THINK THERE WAS ANY IMPACT, HOWEVER PEDESTRIAN STATED THAT HE WAS HIT. DRIVER STOPPED TO CHECK ON WELFARE OF MALE WHO SAID HE WAS FINE AND DISAPPEARED INTO HIS NEARBY ADDRESS.

10JG3M002 28/01/2010 1453 hrs Thursday Veh 2 Car Going ahead E - W Casualty: Slight Dri
Slight Dry Fine without high winds Veh 1 Car Wait go ahead held up E - W Casualty:
A 379 30 mph Daylight:street lights present
E 293,505 TEIGNMOUTH - A379 (BITTON PARK
N 73,081 ROAD) / COOMBE VALE ROAD

V1 STRUCK THE REAR OF V2 IN SLOW MOVING TRAFFIC. DRV1 GOT OUT, DECLARED THAT THERE WAS NO DAMAGE, AND DROVE OFF. DRV2 FOUND DAMAGE ON LATER INSPECTION.

12JG3M015 06/12/2012 0620 hrs Thursday Veh 1 Car Turning right S - E Casualty:
Slight Frost/ice Fine without high winds Veh 2 Pedal cycle Going ahead E - W Casualty: Slight Dri
A 379 30 mph Darkness: street lights present and lit
E 293,560 TEIGNMOUTH, DEVON - A379 BITTON
N 73,070 MARK ROAD J/W PARK HILL, OUTSIDE
 NO 125

VEH1 STATIONARY ON PARK HILL AT JUNCTION, INDICATING TO TURN RIGHT. DRV1 SAW VEH2 CYCLIST APPROACHING FROM THE RIGHT ALONG BITTON PARK ROAD AND ASSUMED THAT CYCLIST WAS TURNING RIGHT TO GO ONTO THE PAVEMENT. VEH1 PULLED OUT AND COLLIDED WITH VEH2, CYCLIST THROWN FROM BIKE AND HIT THE WINDSCREEN OF VEH1, CAUSING DAMAGE.

10JG3M009 14/05/2010 1615 hrs Friday Veh 2 M/C 500cc> O/take s/veh o/side - Casualty: Slight Dri
Slight Dry Fine without high winds Veh 1 Car Turning right - Casualty:
A 381 30 mph Daylight:street lights present
E 293,561 TEIGNMOUTH - A381 BITTON PARK
N 73,073 ROAD J/W CLAY LANE

VEH1 HAS PULLED OUT OF CLAY LANE ONTO BITTON PARK ROAD AND COLLIDED WITH VEH2 TRAVELLING ALONG BITTON PARK ROAD - VEH2 WAS OVERTAKING TO THE OUTSIDE OF THE STATIONERY TRAFFIC AT COLLISION.

12JG3M010 19/07/2012 1630 hrs Thursday Veh 1 Car Turning right - Casualty:
Slight Dry Fine without high winds Veh 2 M/C 50-125cc Going ahead - Casualty: Slight Dri
A 379 30 mph Daylight: no street lighting
E 293,565 TEIGNMOUTH - A379 BITTON PARK
N 73,074 ROAD - PARK HILL

V1 WAS PULLING OUT OF PARK HILL TO TURN RIGHT ONTO BITTON PARK RD DAWLISH BOUND. TRAFFIC WAS HEAVY AND A VEH AT THE JUNCTION SIGNALLED TO ALLOW D1 TO PULL OUT. SHE MOVED OUT OF THE JUNCTION LOOKING LEFT UP BITTON PARK BEFORE MOVING INTO THE CORRECT LANE. MEANWHILE V2 WAS FILTERING AROUND STATIC VEHs ON THE O/S ALONG BITTON PK RD SHALDON BOUND. AS HE APPROACHED THE JUNCT HE HEARD A VEH BESIDE HIM BEEP ITS HORN. HE LOOKED AND SAW THE REFLECTION OF A VEH MOVE THROUGH THE VEH IN FRONTS WINDSCREEN. HE CARRIED ON SLOWLY NO BELIEVING THERE TO BE ANY OBSTRUCTION AS HE PASSED THE LAST VEH HE SAW V1 PULLING OUT, THE DRIVER OF V1 WAS LOOKING LEFT, NOT IN HIS DIRECTION. V2 APPLIED BRAKES BUT IT WAS TOO LATE FOR HIM TO STOP. D2 CAME OFF IS BIKE.

10JG3G005 12/02/2010 1505 hrs Friday Veh 2 Car Starting S - N Casualty:
Slight Dry Fine without high winds Veh 1 Car Going ahead W - E Casualty: Slight FSP
A 379 30 mph Daylight:street lights present
E 293,608 TEIGNMOUTH - A379, BITTON PARK
N 73,066 ROAD

VEH1 TRAVELLING ALONG, PROCEEDED TO TURN INTO JUCTION AND WHILST DOING SO VEH2 HAS CROSSED THE PATH OF VEH2 CAUSING DAMAGE.

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Notes: Ordered by collision location going from west to east

Police Ref.	Date	Time	Day	Veh No / Type	Manoeuvre	Direction	Casualty Info	LAYOUT
Severity	Rd cond	Weather						
Road No.	Speed	Darkness / Light						
Grid Ref.	Location Description							
ACCOUNT OF COLLISION								
09JG3M010	20/03/2009	1412 hrs	Friday	Veh 2 M/C 125-500cc	O/take s/veh o/side	-	Casualty: Slight Dri	
Slight	Dry	Fine without high winds		Veh 1 Car	Turning right	-	Casualty:	
A 379	30 mph	Daylight:street lights present						
E 293,655	BITTON PARK ROAD, TEIGNMOUTH,							
N 73,063	DEVON							
D1 FAILED TO SEE V2 APPROACHING FROM THE RIGHT AND OVERTAKING OTHER STATIONARY TRAFFIC. LANE IS FAIRLY STEEP AND DOES NO OFFER A GOOD VIEW WHEN ENTERING ON TO BITTON PARK ROAD. D2 WAS RIDING HIS BIKE SLOWLY DOWN THE OUTSIDE OF STATIONARY TRAFFIC AND HIT THE SIDE OF V1.								
09JG3G001	02/01/2009	1628 hrs	Friday	Veh 2 Car	Going ahead	SE - W	Casualty: Slight FSP	
Slight	Dry	Fine without high winds		Veh 2 Car	Going ahead	SE - W	Casualty: Slight Dri	
A 379	30 mph	Darkness: street lights present and lit		Veh 1 Car	Turning right	W - S	Casualty:	
E 293,686	TEIGNMOUTH - BITTON PARK							
N 73,068	ROAD/CLAY LANE							
V1 WITNESSED DRIVING IN AN ERATIC MANNER FOR ABOUT 3 MILES BEFORE INCIDENT. V1 APPROACHED JUNCTION OF CLAY LANE AND HAS TURNED RIGHT INTO CLAY LANE DIRECTLY INTO THE PATH OF V2 AND COLLIDED.								
11JG3G001	25/04/2011	1750 hrs	Monday	Veh 1 M/C 50-125cc	Going ahead	N - S	Casualty: Serious Dri	
Serious	Dry	Fine without high winds		Veh 2 Car	Going ahead	N - S	Casualty:	
A 379	30 mph	Daylight:street lights present						
E 293,748	BITTON PARK ROAD - TEIGNMOUTH							
N 73,083								
V2 STOPPED AT TRAFFIC LIGHTS, V1 HAD NOT LEFT ENOUGH SPACE AND HIT REAR OF V1.								
09JG3M015	17/11/2009	1140 hrs	Tuesday	Veh 2 Pedal cycle	Change lane to right	N - S	Casualty: Slight Dri	
Slight	Dry	Fine without high winds		Veh 1 Car	Turning left	N - S	Casualty:	
A 379	30 mph	Daylight:street lights present						
E 293,824	BITTON PARK ROAD, EXETER HILL -							
N 73,097	TEIGNMOUTH							
AS CYCLIST APPROACHED JUNCTION HE WAS IN LANE1 WHICH IS FOR LEFT TURN ONLY, HE SIGNALLED WITH HIS RIGHT ARM TO MOVE INOT LANE2 AND WAS STRUCK BY V1 AS VERY LOW SPEED.								
09JG3N023	11/11/2009	1220 hrs	Wednesday	Veh 2 Car	Stopping	NW - SE	Casualty: Slight FSP	
Slight	Dry	Fine without high winds		Veh 1 Goods 3.5-7.5t	Wait go ahead held up	NW - SE	Casualty:	
A 381	30 mph	Daylight: no street lighting						
E 293,881	TEIGNMOUTH - BITTON PARK ROAD J/W							
N 73,011	QUAY ROAD							
VEH2 WAS STATIONARY AT TRAFFIC LIGHTS - VEH1 HAS FAILED TO STOP IN TIME, SKIDDED AND COLLIDED WITH THE REAR OF VEH2.								
12JG3G010	12/11/2012	1840 hrs	Monday	Veh 1 Car	Stopping	S - N	Casualty: Slight Dri	
Slight	Dry	Fine without high winds		Veh 2 Car	Stopping	S - N	Casualty: Slight FSP	
A 379	30 mph	Darkness: street lights present and lit		Veh 2 Car	Stopping	S - N	Casualty: Slight Dri	
E 293,882	TEIGNMOUTH, DEVON - A379 BITTON							
N 72,997	PARK ROAD							
IN STANDSTILL TRAFFIC, VEH IN FRONT STOPPED AT TRAFFIC LIGHT. VEH2 STOPPED AND VEH1 BRAKED AND WENT INTO THE REAR OF VEH2, CAUSING SLIGHT DAMAGE.								
12JG3N007	16/07/2012	1300 hrs	Monday	Veh 1 Car	Starting	-	Casualty:	
Slight	Dry	Fine without high winds		Veh 2 Bus/coach	Starting	-	Casualty: Slight Seat	
A 379	30 mph	Daylight:street lights present						
E 293,996	TEIGNMOUTH - A379 BROOK STREET							
N 73,008	R/BOU WITH FORE STREET							
VEH2 APPROACHING R/BOU, CHECKED AND BELIEVED ROAD TO BE CLEAR - VEH2 STARTED TO MOVE OFF THEN LOOKED AGAIN TO SEE VEH1 APPROACHING - VEH2 HAS BRAKED HARD CAUSING CAS1 TO SUSTAIN INJURY.								

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Collisions between dates 01/01/2009 and 31/12/2013 - (60) months

Selected using Manual Selection; Refined using Accidents within selected Polygons -Worst 10% A Roads (2013 Route Analysis) ("12. A379 Teignmouth to Dawlish inc urban areas")

Notes: Ordered by collision location going from west to east

Police Ref.	Date	Time	Day	Veh No / Type	Manoeuvre	Direction	Casualty Info	LAYOUT
Severity	Rd cond	Weather						
Road No.	Speed	Darkness / Light						
Grid Ref.	Location Description							
ACCOUNT OF COLLISION								
10JG3N002	16/05/2010	1620 hrs	Sunday	Veh 2 Car	Turning right	N - S	Casualty: Slight RSP	
Slight	Wet/Damp	Other		Veh 2 Car	Turning right	N - S	Casualty: Slight Dri	
A 379	60 mph	Daylight:street lights present		Veh 1 Car	Going ahead	N - S	Casualty:	
E 293,998	BROOK ST/ ORCHARD GARDENS-							
N 73,002	ROUNDAABOUT- BITTON PARK ROAD							
IT WOULD APPEAR THAT FROM THE VERSION OF EVENTS THAT DRIVER2 WAS TRAVELLING ON THE A379 - BITTON PARK ROAD- TOWARDS EXETER, SHE SIGNALLED RIGHT TO TURN INTO ORCHARD GARDENS, A GREY ASTRA DRIVER 01 WAS HEADED ON THE A379 LOWER BROOK ST TOWARDS NEWTON ABBOT. SHE WENT STRAIGHT OVER RNDABOUT WITHOUT RIGHT OF WAY								
12JG3N005	13/04/2012	1520 hrs	Friday	Veh 1 Car	Stopping	S - N	Casualty:	
Slight	Wet/Damp	Raining without high winds		Veh 2 Car	Stopping	0 - 0	Casualty: Slight Dri	
A 379	30 mph	Daylight:street lights present		Veh 2 Car	Stopping	0 - 0	Casualty: Slight FSP	
E 294,058	TEIGNMOUTH - A379/HIGHER BROOK							
N 73,054	STREET							
VEH1 FOLLOWING VEH2 IN HEAVY TRAFFIC, VEH1 DISTRACTED AND COLLIDED WITH VEH2.								
10JG3N014	01/12/2010	0750 hrs	Wednesday	Veh 2 Car	Stopping	E - SW	Casualty: Slight Dri	
Slight	Wet/Damp	Fine with high winds		Veh 1 Car	Going ahead	E - SW	Casualty:	
A 379	30 mph	Daylight:street lights present						
E 294,112	TEIGNMOUTH - A379 J/W SHUTE HILL							
N 73,070								
AS V002 APPROACHED THE PEDESTRIAN CROSSING, A FEMALE STARTED TO CROSS THE ROAD. V002 THEREFORE PULLED TO A STOP IN FRONT OF THE CROSSING SO AS TO ALLOW THE PEDESTRIAN TO CROSS. V001, WHICH WAS FOLLOWING V001, FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF V002.								
09JG3N015	07/08/2009	1710 hrs	Friday	Veh 1 M/C 500cc>	O/take s/veh o/side	E - W	Casualty: Slight Ped	
Slight	Dry	Fine without high winds						
A 379	30 mph	Daylight:street lights present						
E 294,210	HIGHER BROOK STREET, TEIGNMOUTH,							
N 73,070	DEVON							
V1 HAS BEEN TRAV AT A SLOW SPEED ON THE O'SIDE OF SLOW MOVING TRAFFIC TOWARDS TEIGNMOUTH TOWN CENTRE ALONG HIGHER BROOK STREET. THE PEDESTRIAN HAS CROSSED THE ROAD BETWEEN VEHs AND NOT EXPECTED TO SEE THE MOTOCYCLE - V1 - TRAV ON THE OUTSIDE. P1 CONT INUED TO CROSS STEPPING OUT FROM IN FRONT OF A VAN AND BEEN STRUCK BY V1 AT SLOW SPEED. INJURY CAUSED AND DAMAGE TO MOTORCYCLE.								
12JG3N009	11/08/2012	1015 hrs	Saturday	Veh 1 Pedal cycle	Wait go ahead held up	S - N	Casualty: Slight Dri	
Slight	Dry	Fine without high winds		Veh 2 Car	Wait go ahead held up	S - N	Casualty:	
A 379	30 mph	Daylight:street lights present						
E 294,353	TEIGNMOUTH - EXETER ROAD.							
N 73,145								
VEH WAS TRAVELLING ALONG DAWLISH ROAD, HAVING LEFT ROCKFIELD CLOSE. AS VEH2 PASSED THE COACH STATION AND C/PARK, HEADING INTO ONE WAY SYSTEM - A RED VEH CAME OPP DIR, HEADING TOWARDS DAWLISH. AS THE RED VEH CAME AROUND THE CORNER, IT CROSSED INTO THE PATH OF VEH2, CAUSING VEH2 TO SWERVE TO THE LEFT AND IN DOING SO, VEH2 HAS SOUNDED HORN AND AS THIS HAS HAPPENED, RIDER1 HAS GONE INTO THE REAR OF VEH2, CAUSING DAMAGE.								
11JG3N013	25/12/2011	1755 hrs	Sunday	Veh 1 M/C 50-125cc	O/take m/veh o/side	S - N	Casualty: Slight Dri	
Slight	Wet/Damp	Raining without high winds		Veh 2 Car	Turning right	S - NE	Casualty:	
A 379	30 mph	Darkness: street lights present and lit						
E 294,371	TEIGNMOUTH - DAWLISH ROAD J/W							
N 73,433	CLIFFDEN CLOSE							
V001 TRAVELLING UP DAWLISH ROAD, TEIGNMOUTH IN DIRECTION OF DAWLISH. V002 TURNS LEFT OUT OF WOODWAY ROAD, TEIGNMOUTH ONTO DAWLISH ROAD AND TRAVELS TOWARDS DAWLISH IN FRONT OF V001. V001 WANTED TO OVERTAKE THE SLOWER MOVING V002, SO V001 MANOUEVRES IN TO THE ONCOMING CARRIAGEWAY IN ORDER TO OVERTAKE. AT THE SAME TIME, V002 HAS INDICATED AND MANOUEVERED TO TURN RIGHT INTO CLIFFDEN CLOSE. V001 HAS BRAKED HARD TO AVOID A COLLISION BUT THE BACK END SLIDES OUT CAUSING IT TO COLLIDE WITH THE OFFSIDE OF V002.								

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Collisions between dates 01/01/2009 and 31/12/2013 - (60) months
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Notes: Ordered by collision location going from west to east

Police Ref.	Date	Time	Day	Veh No / Type	Manoeuvre	Direction	Casualty Info	LAYOUT
Severity	Rd cond	Weather						
Road No. Speed	Darkness / Light							
Grid Ref.	Location Description							
ACCOUNT OF COLLISION								
09JG3N022	07/10/2009	1426 hrs	Wednesday	Veh 2 Car	Wait go ahead held up	SW - NE	Casualty: Slight Dri	
Slight	Wet/Damp	Raining without high winds		Veh 3 Goods <3.5t/Van	Wait go ahead held up	SW - NE	Casualty:	
A 379	30 mph	Daylight:street lights present		Veh 1 Car	Stopping	SW - NE	Casualty: Slight Dri	
E 294,745	A379 DAWLISH ROAD - OAK HILL CROSS							
N 74,209	V2 AND V3 STATIONARY ON A379 PRIOR TO ROADWORKS. V1 APPROACHED IN SAME DIRECTION AND FAILED TO REACT IN TIME TO STATIONARY TRAFFIC. V1 ON COLLIDING WITH V2 HAS PUSHED IT INTO V3. CONDITIONS AT TIME OF INCIDENT WERE HEAVY RAIN WITH STANDING WATER, WHICH WOULD HAVE AFFECTED BRAKING DISTANCES.							
10JG2A015	16/10/2010	1817 hrs	Saturday	Veh 2 Car	Going ahead LH bend	SW - N	Casualty:	
Slight	Dry	Fine without high winds		Veh 1 Car	Going ahead LH bend	SW - N	Casualty: Slight Dri	
A 379	40 mph	Daylight:street lights present						
E 295,463	TEIGNMOUTH - TEIGNMOUTH ROAD / A379							
N 74,641	V1 TRAVELLING ALONG THE A379 - AS APPROACHED NEW SPEED LIMIT DRIVER APPLIED BRAKES BUT VEH FAILED TO SLOW OR STOP - V1 COLLIDED WITH REAR OF V2							
1309JG2A001	21/01/2009	1123 hrs	Wednesday	Veh 2 Car	Turning right	S - SE	Casualty: Slight Dri	
Slight	Dry	Fine without high winds		Veh 1 M/C <50cc	Going ahead	S - N	Casualty: Slight Dri	
A 379	40 mph	Daylight: no street lighting						
E 295,498	TEIGNMOUTH ROAD AND SMUGGLERS LANE, HOLCOMBE							
N 74,822	V2 WAS INDICATING TO TURN RIGHT, AS V2 WAS TRAVELLING ACROSS THE MAIN ROAD V1 COLLIDED WITH V2 HITTING THE DRIVERS DOOR							
10JG2A005	13/04/2010	1200 hrs	Tuesday	Veh 2 Car	Stopping	S - N	Casualty: Slight Dri	
Slight	Dry	Fine without high winds		Veh 2 Car	Stopping	S - N	Casualty: Slight FSP	
A 379	40 mph	Daylight: no street lighting		Veh 1 Car	Stopping	S - N	Casualty: Slight Dri	
E 295,499	DAWLISH - DAWLISH ROAD AND HOLCOMBE DRIVE							
N 74,843	UNKNOWN VEH AHEAD OF V1 HAS BRAKED TO TURN INTO JUNC, V1 BRAKED HARD, V2 FAILED TO REACT IN TIME AND BRAKED HARD BUT STILL COLLIDED WITH REAR OF V2							
10JG2A008	27/04/2010	1047 hrs	Tuesday	Veh 2 Car	Wait to turn right	-	Casualty: Slight Dri	
Slight	Dry	Fine without high winds		Veh 2 Car	Wait to turn right	-	Casualty: Slight FSP	
A 379	40 mph	Daylight:street lights present		Veh 1 Car	Going ahead	SW - NE	Casualty: Slight FSP	
E 295,500	DAWLISH - A379 NR HOLCOMBE							
N 74,846	VEH2 STOPPED TO TURN RIGHT AT JUNCTION - VEH1 TRAVELLING IN SAME DIRECTION HAS FAILED TO REALISE VEH2 HAD STOPPED AND COLLIDED WITH THE REAR - THIS HAS RESULTED IN OCCUPANTS OF BOTH VEH'S SUSTAINING INJURIES.							
09JG2A005	10/07/2009	1738 hrs	Friday	Veh 1 Car	Going ahead LH bend	N - S	Casualty: Slight Dri	
Slight	Dry	Raining without high winds						
A 379	60 mph	Daylight: no street lighting						
E 295,543	TORQUAY - TEIGNMOUTH ROAD							
N 75,051	VEH1 TRAVELLING ALONG A379 - SEEMS TO BE THE DRIVER LOST CONTROL AND LEFT THE ROAD NEARSIDE AND MOUNTED A HEDGE ROLLING VEH1 ONTO ITS ROOF.							
10JG2A001	05/01/2010	1706 hrs	Tuesday	Veh 2 Car	Going ahead	S - SE	Casualty: Slight Dri	
Slight	Wet/Damp	Fine without high winds		Veh 1 Car	Going ahead	SE - S	Casualty: Slight Dri	
A 379	60 mph	Darkness: street lights present and lit						
E 295,670	A379 TEIGNMOUTH ROAD, DAWLISH							
N 75,388	VEH001 HAS BEEN DISTRACTED OR POSSIBLY BLACKED OUT CAUSING VEHICLE TO STRAY OUT OF HIS LANE INTO THE LANE, RUNNING ALONGSIDE IT BUT TRAVELLING IN THE OPPOSITE DIRECTION. VEH001 COLLIDED HEAD ON WITH VEH002 IN VEH002'S LANE							

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Notes: Ordered by collision location going from west to east

Police Ref.	Date	Time	Day	Veh No / Type	Manoeuvre	Direction	Casualty Info	LAYOUT
Severity	Rd cond	Weather						
Road No. Speed	Darkness / Light							
Grid Ref.	Location Description							
ACCOUNT OF COLLISION								
10JG2A011	21/06/2010	0846 hrs	Monday	Veh 1 Car	Going ahead	NE - SW	Casualty: Slight Ped	
Slight	Dry	Fine without high winds						
A 379	40 mph	Daylight:street lights present						
E 295,768	A379 - TEIGNMOUTH ROAD IN JUNCTION WITH SOUTH DOWNS ROAD, DAWLISH - DEVON							
N 75,620								
PESTRIAN (FEMALE AGED 15) HAS STEPPED INTO ROAD IN FRONT OF VEH 1 WJ02YYX. IT WULD APPEAR SHE HAS FAILED TO SEE VEH1 COMING TOWARDS HER. DRIVER OF VEH1 SAW FEMALE AT ROADSIDE AND DID NOT EXPECT HER TO WALK INTO THE ROAD. DRIVER HAS TAKEN AVOIDING ACTION, SWERVING TO THE LEFT BUT HAS CLIPPED PEDESTRIAN WITH OFFSIDE WING MIRROR. WITNESSES SAY VEHICLE WAS NOT SPEEDING AND COLLISION WAS UNAVOIDABLE ONCE GIRL HAD STEPPED INTO ROAD, PEDESTRIAN SUFFERED MINOR CUTS AND BRUISES.								
11JG2A008	30/11/2011	1822 hrs	Wednesday	Veh 1 Car	Going ahead	N - S	Casualty:	
Slight	Wet/Damp	Raining with high winds		Veh 2 Car	Wait to turn right	N - S	Casualty: Slight Dri	
A 379	40 mph	Darkness: street lights present and lit						
E 295,771	DAWLISH - TEIGNMOUTH ROAD J/W JOHN NASH DRIVE							
N 75,620								
V002 WAS TRAVELLING FROM DAWLISH TO TEIGNMOUTH AND INDICATED TO TURN INTO JOHN NASH ROAD ON THE OFFSIDE. V001 WAS FOLLOWING BEHIND V002 AND LOST CONTROL WHILST BRAKING AND SKIDDED INTO THE REAR OF V002.								
13JG2A005	23/04/2013	1810 hrs	Tuesday	Veh 1 M/C 50-125cc	Going ahead	NE - SW	Casualty: Slight Dri	
Slight	Dry	Fine without high winds		Veh 2 Car	Wait go ahead held up	NE - SW	Casualty: Slight Dri	
A 379	30 mph	Daylight						
E 295,785	DAWLISH - TEIGNMOUTH ROAD / SOUTH DOWNS ROAD/A379							
N 75,632								
THREE VEH DRIVING ALONG IN SAME DIRECTION - VEH UNKOWN SLOWED TO TURN RIGHT - WAITED FOR ONCOMING TRAFFIC - V2 BEHIND SLOWED TO ALLOW VEH TO CROSS THE ROAD - V1 UNABLE TO STOP INTIME COLLIDED WITH THE REAR OF V2								
09JG2A006	30/07/2009	1706 hrs	Thursday	Veh 2 Car	Going ahead	SW- NE	Casualty: Slight RSP	
Slight	Dry	Fine without high winds		Veh 2 Car	Going ahead	SW- NE	Casualty: Slight FSP	
A 379	40 mph	Daylight:street lights present		Veh 2 Car	Going ahead	SW- NE	Casualty: Slight RSP	
E 295,801	TEIGNMOUTH ROAD AND JOHN NASH DRIVE, DAWLISH							
N 75,722								
V1 WAS TURNING RIGHT INTO JUNC IN FRONT OF V2 BUT HAS NOT ALLOWED ENOUGH TIME TO DO SO, V1 HAS MADE CONTACT WITH THE O/S OF V2 CAUSING DAMAGE								
13JG2A004	21/03/2013	1915 hrs	Thursday	Veh 1 Car	Going ahead	S - N	Casualty: Slight FSP	
Slight	Wet/Damp	Raining with high winds		Veh 2 Car	Going ahead	N - S	Casualty:	
A 379	40 mph	Darkness: street lights present and lit		Veh 3 Car	Going ahead	N - S	Casualty:	
E 295,813	DAWLISH - TEIGNMOUTH ROAD/JOHN NASH DRIVE							
N 75,786								
VEH1 TRAV NORTH ALONG TEIGNMOUTH ROAD HAS MISSED THE TURN TO JOHN NASH DRIVE DUE TO POOR WEATHER AND HAS VEERED INTO PATH OF ONCOMING TRAFFIC AND THEN SWERVED TO TRY TO TAKE AVOIDING ACTION BUT HAS COLLIDED WITH VEH2 AND VEH3								
12JG2A005	15/09/2012	0830 hrs	Saturday	Veh 1 Goods <3.5t/Van	Going ahead	N - S	Casualty:	
Slight	Dry	Fine without high winds		Veh 2 M/C 125-500cc	Going ahead	N - S	Casualty: Slight Dri	
A 379	30 mph	Daylight: street lighting unknown						
E 295,821	DAWLISH, DEVON - A379 TEIGNMOUTH ROAD							
N 75,807								
VEH2 MOTOR CYCLE TRAVELLING BEHIND PICKUP CARRYING SCAFFOLDING PLANKS, SOME OF WHICH FELL OFF AND HIT DRV2, CAUSING SLIGHT INJURY AND DAMAGING VEH2. BOTH VEHS STOPPED, DRV2 DID NOT EXCHANGE DETS BUT DRV1 GAVE HIS BUSINESS CARD.								
13JG2A003	04/04/2013	2350 hrs	Thursday	Veh 2 M/C 50-125cc	Going ahead	N - S	Casualty: Serious Dri	
Serious	Dry	Fine without high winds		Veh 1 Car	Turning right	S - E	Casualty:	
A 379	30 mph	Darkness: street lights present and lit						
E 296,032	DAWLISH - TEIGNMOUTH ROAD J/W CORONATION AVE							
N 76,110								
VEH1 HAS DRIVEN ALONG TEIGNMOUTH ROAD AND SLOWED TO TURN RIGHT INTO CORONATION AVE - VEH2 TRAVELLING IN THE OPPOSITE DIRECTION INTENDING TO GO STRAIGHT AHEAD - VEH1 HAS PULLED ACROSS IN FRONT OF VEH2 CAUSING RIDER TO COME OFF BIKE.								

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Police Ref.	Date	Time	Day	Veh No / Type	Manoeuvre	Direction	Casualty Info	LAYOUT
Severity	Rd cond	Weather						
Road No.	Speed	Darkness / Light						
Grid Ref.	Location Description							
ACCOUNT OF COLLISION								
10JG2A014	19/07/2010	1620 hrs	Monday	Veh 2 Car	Wait go ahead held up	NE - SW	Casualty:	
Serious	Dry	Fine without high winds		Veh 1 M/C <50cc	Going ahead	NE - SW	Casualty: Serious Dri	
A 379	30 mph	Daylight:street lights present						
E 296,062	DAWLISH - A379 TEIGNMOUTH HILL JMW							
N 76,136	CORONATION AVENUE							
VEH2 STATIONARY IN TRAFFIC AS ANOTHER VEHICLE INFRONT WAS TURNING RIGHT INTO JUNCTION, VEH1 TRAVELLING FROM BEHIND VEH2 HAS COLLIDED WITH REAR OF VEH2.								
11JG2H012	21/10/2011	1100 hrs	Friday	Veh 1 Goods <3.5t/Van	Going ahead	N - S	Casualty:	
Slight	Dry	Fine without high winds		Veh 2 Goods <3.5t/Van	Wait go ahead held up	N - S	Casualty: Slight Dri	
A 379	30 mph	Daylight:street lights present						
E 296,144	TEIGNMOUTH HILL - DAWLISH							
N 76,287								
VEH1 FOLLOWING VEH2, VEH2 SLOWED AND INDICATED TO STOP OUTSIDE A HOUSE, VEH1 FAILED TO STOP AND COLLIDED INTO THE REAR OF VEH2 CAUSING DAMAGE.								
12JG2H009	20/11/2012	0608 hrs	Tuesday	Veh 1 M/C 50-125cc	Going ahead LH bend	SW- N	Casualty: Serious Dri	
Serious	Dry	Fine without high winds						
A 379	30 mph	Daylight:street lights present						
E 296,144	DAWLISH - A379							
N 76,278								
VEH1 TRAVELLING DOWN TEIGNMOUTH HILL TOWARDS DAWLISH - VEH1 HAS LOST CONTROL, HITTING O/S KERB AND THEN STRIKING A STONE WALL. LIFE THREATENING INJURIES SUSTAINED.								
13JG2H010	06/07/2013	1455 hrs	Saturday	Veh 1 Car	Going ahead	SE - NW	Casualty: Slight Ped	
Slight	Dry	Fine without high winds						
A 379	30 mph	Daylight						
E 296,271	DAWLISH - PIERMONT PLACE							
N 76,707								
FEMALE RAN INTO PATH OF MOVING TRAFFIC ACROSS ONE LANE AND COLLIDED WITH OFFSIDE OF SLOW MOVING CAR, FELL OVER AND FOOT WENT UNDER WHEEL, CAUSING INJURIES.X								
13JG2H002	10/01/2013	2120 hrs	Thursday	Veh 1 Car	Starting	NE - SE	Casualty: Slight Ped	
Slight	Wet/Damp	Raining without high winds						
A 379	30 mph	Darkness: street lights present and lit						
E 296,281	DAWLISH - PIERMONT PLACE / A379							
N 76,688								
OFFICER IN V1 HAD OBSERVED A VEH SUSPECTED TO BE DRIVEN BY A DRINK DRIVER MOVING OFF. AS V1 APPROACHED ON TEIGNMOUTH ROAD SAW VEH BY HARRISONS AMUSEMENTS LEADING ALONG PIERMONT PLACE - SEAWARD DIRECTION- AS OFFICER DRIVING MARKED POLICE VEH WENT OVER THE BRIDGE IN DAWLISH SQUARE INTO THE ONE WAY SYSTEM ONTO PIERMONT PLACE, HE WAS HELD AT THE JUNCTION BY PED CROSSING ON RED LIGHT. LOSING SIGHT OF TARGET VEH OFFICER EDGED FORWARD AT SLOW SPEED AND DID NOT SEE MALE PED WITH CHILD STEP OUT ONTO CROSSING. SLOW SPEED CONTACT MADE TO ADULT PED LEFT LEG BY O/F BUMPER OF V1 CAUSING PED TO STUMBLE. SLIGHT BRUISING HAS BEEN CAUSED.								
13JG2H005	17/03/2013	1605 hrs	Sunday	Veh 1 Car	Going ahead LH bend	N - E	Casualty: Slight Ped	
Slight	Dry	Fine without high winds						
A 379	30 mph	Daylight						
E 296,283	DAWLISH - A379 PIERMONT PLACE / STRAND							
N 76,687								
MALE PEDESTRIAN WAS WALKING ALONG THE PAVEMENT OUTSIDE THE AMUSEMENT ARCADE ON PIERMONT PLACE JUST PAST THE RAILINGS WHEN HE WAS HIT FROM BEHIND BY THE WING MIRROR OF VEH 1. THE WING MIRROR HIT HIS RIGHT ARM CAUSING BRUISING AND IT CAUSED THE WING MIRROR TO FOLD BACK SUCH WAS THE IMPACT. THE DRIVER DID NOT STOP OR EVEN APPLY THE BRAKES. THERE IS POSSIBLY CCTV FROM DAWLISH TOWN CCTV, WHICH POSSIBLY CAPTURED THE INCIDENT.								
10JG2H012	19/07/2010	1758 hrs	Monday	Veh 1 Car	Going ahead	-	Casualty: Slight Dri	
Slight	Dry	Unknown		Veh 2 Car	Going ahead	-	Casualty:	
A 379	30 mph	Daylight:street lights present						
E 296,296	Brookdale Terrace- Dawlish							
N 76,617								

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Severity	Rd cond	Weather						
Road No.	Speed	Darkness / Light						
Grid Ref.	Location Description							

ACCOUNT OF COLLISION

There is no description on NCRF and below is the only info I could gather from LOG

2 VEHs RP SHAKEN UP AND IS DISABLED BUT DECLINING AMBULANCE, ROAD PARTIALLY BLOCKED OUTSIDE CLARES BEAUTY SALON IN CENTRE OF DAWLISH

10JG2H010 18/06/2010 1655 hrs Friday Veh 1 Car Going ahead LH bend W - E Casualty: Slight Ped
Slight Dry Fine without high winds
A 379 30 mph Daylight: street lights present
E 296,320 DAWLISH - EXETER ROAD
N 76,749

V1 WAS ABOUT TO MANOUEVER AROUND TIGHT LEFT HAND BENDWJEM PED HAS STARTED TO CROSS, PED HAS COLL WITH TRAILER ON V1

13JG2H013 30/07/2013 1820 hrs Tuesday Veh 1 Pedal cycle O/take s/veh o/side E - W Casualty: Slight Dri
Slight Dry Fine without high winds Veh 1 Pedal cycle O/take s/veh o/side E - W Casualty: Slight Ped
A 379 30 mph Daylight
E 296,326 DAWLISH - PIERMONT PLACE O/S
N 76,667 HARRISONS AMUSEMENTS

AT LIGHT CONTROLLED PEDESTRIAN CROSSING. THE GREEN MAN WAS ILLUMINATED AND RED LIGHT WAS SHOWING FOR TRAFFIC. V001 (CYCLIST) WAS ON OFFSIDE OF STATIONARY TRAFFIC AT LIGHTS AND WAS OVERTAKING AT SUCH A PACE THAT COULDN'T STOP IN TIME WHEN HE SAW C001 (PEDESTRIAN) AND COLLIDED WITH C001 CAUSING INJURY.

12JG2H005 11/04/2012 1730 hrs Wednesday Veh 1 Car Going ahead N - S Casualty:
Slight Dry Fine without high winds Veh 2 Pedal cycle Turning right - Casualty: Slight Dri
A 379 30 mph Daylight: street lights present
E 296,336 DAWLISH - A379 EXETER ROAD J/W
N 76,826 24HR REPAIR CENTRE

VEH1 TURNED RIGHT INTO 24 HOUR REPAIR CENTRE - VEH2 (CYCLIST) HAS STRUCK VEH1.

12JG2H001 01/01/2012 1234 hrs Sunday Veh 1 Car Going ahead E - W Casualty: Slight Dri
Slight Dry Fine without high winds
A 379 30 mph Daylight: street lights present
E 296,544 A379 - JUNCTION EAST CLIFF ROAD
N 76,869 DAWLISH

V1 WAS TRAVELLING ALONG THE A379 AND PAST THE JUNCTION OF EAST CLIFF ROAD DAWLISH. AT THE TIME D1 DROVE INTO A RED RICK WALL CAUSING DAMAGE TO N/S/F OF V1. WHEN SPOKEN TO FOLLOWING THE ACCIDENT D1 APPEARED TO BE UNCERTAIN AS TO WHAT HAD TAKEN PLACE.

13JG2H011 14/07/2013 1405 hrs Sunday Veh 1 M/C 50-125cc Going ahead N - S Casualty: Slight Dri
Slight Dry Fine without high winds Veh 2 Car Stopping N - S Casualty:
A 379 30 mph Daylight
E 296,554 DAWLISH, DEVON - EXETER ROAD
N 76,879

TWO VEHICLE COLLISION ON THE EXETER ROAD A379 TRAVELLING IN A DIRECTION TOWARD THE TOWN OF DAWLISH 14 METERS PRIOR TO A JUNCTION ON THE OFFSIDE, INTO EAST CLIFF ROAD IS A ZEBRA CROSSING. VEH2 TRAVELLING TOWARD THE ZEBRA CROSSING AND BROKE BELIEVING PEDESTRIANS WERE ABOUT TO STEP OUT. VEH1 HAD NOT SEEN THE BRAKING UNTIL TOO LATE AND RODE INTO THE REAR OF VEH2. VEH1 HAD COME OUT OF ELM GROVE ROAD AND JOINED THE EXETER ROAD IN A POSITION BEHIND VEH2.

09JG2H019 27/11/2009 0810 hrs Friday Veh 2 Car Wait to turn right NE - NW Casualty: Slight Dri
Slight Wet/Damp Fine without high winds Veh 1 Car Wait to turn right NW - S Casualty:
A 379 30 mph Daylight: street lights present
E 296,584 EXETER ROAD, ELM GROVE ROAD -
N 76,918 DAWLISH

V1 AT JUNCTION OF ELM GROVE ROAD WAITING TO TURN RIGHT INTO EXETER ROAD. V2 HAS BEEN TRAVELLING ALONG EXETER ROAD AND IS WAITING TO TURN RIGHT INTO ELM GROVE ROAD. V1 HAS THEN PULLED OUT OF JUNCTION AT SLOW SPEED AND STRUCK V2 ON O/S. THERE WAS A GLARING SUN AND V1 COULD NOT SEE V2 IN THE SUN.

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Severity	Rd cond	Weather							
Road No. Speed	Darkness / Light								
Grid Ref.	Location Description								
ACCOUNT OF COLLISION									
12JG2B001	04/01/2012	1914 hrs	Wednesday	Veh 1 Car	Going ahead	N - S	Casualty:		
Slight	Wet/Damp	Fine with high winds		Veh 2 Car	Turning right	N - S	Casualty: Slight Dri		
A 379	40 mph	Darkness: street lights present and lit							
E 296,585	DAWLISH - A379 EXETER ROAD /								
N 78,564	SECMATON LANE								
BUS STOPPED AT BUS STOP. V2 PULLED AROUND BUS TO TURN RIGHT INTO SECMATON LANE. V1 ALSO PULLED AROUND BUS AND COLLIDED WITH OFFSIDE OF V2 AS IT TURNED RIGHT. V1 MOUNTED KERB AND COLLIDED WITH PELICAN CROSSING.									
13JG2B003	06/07/2013	1920 hrs	Saturday	Veh 1 M/C 500cc>	Going ahead	NW- SE	Casualty: Slight Dri		
Slight	Dry	Fine without high winds		Veh 2 Car	Going ahead	NW- SE	Casualty:		
A 379	40 mph	Daylight							
E 296,593	DAWLISH - EXETER ROAD/LITTLE WEEK								
N 78,562	ROAD								
VEH1 TRAV SOUTH EAST ALONG EXETER ROAD WHEN ITS FRONT BRAKE SEIZED, THE VEH CONTINUED ACROSS THE ROAD AND COLLIDED WITH ONCOMING VEH2									
13JG2H004	05/02/2013	0630 hrs	Tuesday	Veh 1 Car	Going ahead	S - N	Casualty:		
Serious	Wet/Damp	Other		Veh 2 Pedal cycle	Going ahead	S - N	Casualty: Serious Dri		
A 379	30 mph	Darkness: street lights present and lit							
E 296,605	DAWLISH - EXETER ROAD								
N 76,954									
VEH1 TRAVELLING ALONG EXETER ROAD - VEH2 TRAVELLING IN THE SAME DIRECTION - VEH1 COLLIDED WITH VEH2 KNOCKING CYCLIST TO THE GROUND CAUSING INJURY.									
11JG2B007	22/11/2011	1157 hrs	Tuesday	Veh 1 Car	Going ahead	-	Casualty: Slight Ped		
Slight	Dry	Fine without high winds		Veh 1 Car	Going ahead	-	Casualty: Slight Ped		
A 379	30 mph	Daylight:street lights present							
E 296,651	A379 EXETER ROAD DAWLISH								
N 78,463									
V1 DRIVEN BY ELDERLY MALE ALONG THE A379 EXETER ROAD TRAVELLING FROM STARCROSS TOWARDS DAWLISH TOWN APPROX 30MPH IN TRAFFIC. V1 STARTS TO MOVE TOWARDS THE OOSIDE COMES OUT OF THE LANE OF TRAFFIC AND CROSSES OVER ONTO THE OPPOSITE LANE, NARROWLY MISSE S ONCOMING VEH AND CONTINUES TO TRAVEL ACROSS THE ROAD TO ITS OFFSIDE AND MOUNTS THE KERB, V1 DRIVES UP ONTO THE FOOTPATH AND CONTINUES ALONG FOR 20.1M WHERE IT STRIKES PED 1 & 2 FROM BEHIND. V1 CONTINUES TO DRIVE MOVES OFF THE PAVEMENR BACK ONTO THE ROAD AND CONTINUES ITS WAY BACK TO THE CORRECT SIDE OF THE ROAD BEFORE COMING TO REST JUST SHORT OF SHUTTERTON IND EST. WITNESS STATE THAT V1 DID NOT BRAKE (NO BRAKE LIGHTS) AND MAKING NO ATTEMPT TO SLOW OR MANOEUVRE OUT OF THE WAY OR CORRECT ITS PATH									
11JG2H010	28/09/2011	1450 hrs	Wednesday	Veh 1 M/C 50-125cc	Wait go ahead held up	-	Casualty: Slight Dri		
Slight	Dry	Fine without high winds		Veh 2 Car	Wait go ahead held up	-	Casualty:		
A 379	40 mph	Daylight:street lights present							
E 296,725	A379 EXETER ROAD AT JUNCTION WITH								
N 78,291	LITTLE WEEK ROAD, DAWLISH								
A VEH WAS TURNING RIGHT INTO LITTLE WEEK ROAD FROM THE MAIN A379 EXETER ROAD. THE RIDER OF THE BIKE WAS CONCENTRATING ON THAT CAR DUE TO THE WAY THE CAR WAS BEING DRIVEN. BECAUSE THE LEAD CAR BROKE SUDDENLY CAUSING THE FOLLOWING CAR T90 BRAKE SUDDENLY. THE BIKE RIDER DID NOT ALLOW TIME TO STOP AND CRASHED INTO THE REAR OF CAR IN FRONT OF HIM. THE ROAD IS A CLEAR STRAIGHT ROAD WITH GOOD CONDITIONS.									
13JG2H001	12/01/2013	1745 hrs	Saturday	Veh 1 Car	Going ahead	N - S	Casualty:		
Slight	Wet/Damp	Fine without high winds		Veh 2 M/C 500cc>	Wait to turn right	N - S	Casualty: Slight Dri		
A 379	30 mph	Darkness: street lights present and lit							
E 296,742	DAWLISH - DAWLISH ROAD / LITTLE								
N 78,186	WEEK ROAD								
V2 TRAVELLING A379 FROM EXETER TO DAWLISH ROAD TO EXETER - STOPPED AT THE JUNCTION WITH TRAFFICLIGHTS - INTENDING TO TURN RIGHT - V1 TRAVELLING SAME DIRECTION FAILED TO SEE V2 WAITING AND COLLIDED WITH THE REAR OF V2									

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Collisions between dates 01/01/2009 and 31/12/2013 - (60) months
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Notes: Ordered by collision location going from west to east

Police Ref.	Date	Time	Day	Veh No / Type	Manoeuvre	Direction	Casualty Info
Severity	Rd cond	Weather					
Road No.	Speed	Darkness / Light					
Grid Ref.	Location Description						

LAYOUT

10JG2H014	20/08/2010	1559 hrs	Friday	Veh 2 Car	Wait to turn right	-	Casualty: Slight Dri
Slight	Wet/Damp	Raining without high winds		Veh 2 Car	Wait to turn right	-	Casualty: Slight FSP
A 379	30 mph	Daylight:street lights present		Veh 1 Car	Going ahead	-	Casualty:
E 296,748	DAWLISH - A379 EXETER ROAD J/W						
N 78,189	LITTLE WEEK ROAD						

VEH2 TRAVELLING ALONG A379 EXETER ROAD - VEH2 TRAVELLING IN FRONT OF VEH1 - VEH2 HAS INDICATED TO TURN RIGHT INTO LITTLE WEEK ROAD - VEH1 HAS COLLIDED WITH THE REAR OF VEH2 CAUSING INJURY AND DAMAGE.

11JG2H003	25/07/2011	1719 hrs	Monday	Veh 1 Car	Turning right	W - S	Casualty: Slight Dri
Slight	Dry	Fine without high winds		Veh 1 Car	Turning right	W - S	Casualty: Slight FSP
A 379	40 mph	Daylight:street lights present		Veh 2 Car	Going ahead	S - N	Casualty: Slight Dri
E 296,749	A379 EXETER ROAD, JUNCTION OF						
N 78,185	LITTLE WEEK ROAD - DAWLISH						

VEH 1 HAS BEEN IN LITTLE WEEK ROAD, WAITING TO TURN RIGHT INTO EXETER ROAD TOWARDS DAWLISH. VEH 1 HAS PULLED OUT ONTO THE MAIN ROAD AND VEH 2 HAS COLLIDED INTO THE DRIVERS DOOR OF VEH 1 WHICH HAS FAILED TO MAKE IT TO THE OPPOSITE SIDE OF THE CARRIAGE WAY.

13JG2H014	16/09/2013	1945 hrs	Monday	Veh 1 Pedal cycle	Going ahead	SW - NE	Casualty: Slight Dri
Slight	Wet/Damp	Fine without high winds		Veh 2 Car	Starting	SE - NE	Casualty:
A 379	30 mph	Darkness: street lights present and lit					
E 296,775	DAWLISH - EXETER ROAD WITH SEA						
N 77,165	LAWN TERRACE						

CYCLIST BEEN RIDING IN THE CYCLE LANE AND DID NOT HAVE ANY LIGHTS ON BIKE OTHER THAN RED REFLECTOR. THE CYCLE LANE HAS DOUBLE WHITE LINES TO INDICATE GIVE WAY TO THE VEHICLES COMING UP SEA LAWN TERRACE. THE CYCLIST HAS FAILED TO SEE VEH2 BEFORE COLLIDING.

10JG2H001	29/01/2010	0704 hrs	Friday	Veh 2 Pedal cycle	Going ahead	N - S	Casualty: Slight Dri
Slight	Dry	Fine without high winds		Veh 1 Car	Turning left	S - N	Casualty:
A 379	30 mph	Darkness: street lights present but unlit					
E 296,823	EXETER ROAD- SANDY LAWE, DAWLISH						
N 77,223							

VEH1 APP JUNC ON SANDY LANE TO TURN INTO EXETER ROAD STOPS LOOKS RIGHT, NO VEHs SEEN, PULLS OUT AND COLLIDES WITH CYCLIST WHO IS ON ROAD TRAV IN DIR OF STARCROSS ALONG EXETER ROAD, CYCLIST NO HELMET OR REFLECTIVE CLOTHING OR FLASHING LIGHT ON FRONT OF BIKE-

12JG2H004	30/03/2012	1810 hrs	Friday	Veh 2 Pedal cycle	Going ahead	NW - SE	Casualty: Slight Dri
Slight	Dry	Fine without high winds		Veh 1 Car	Turning right	SW - NE	Casualty:
A 379	30 mph	Daylight					
E 296,823	DAWLISH - A379 EXETER ROAD.						
N 77,225							

DRV1 HAS ATTENDED STATION TO REPORT SAID COLLISION. DRV2 WANTS NFA BUT NCRF COMPLETED DUE TO INJURY SUSTAINED TO DRV2.

11JG2H014	08/11/2011	1951 hrs	Tuesday	Veh 1 Car	Turning right	N - S	Casualty:
Slight	Wet/Damp	Fine without high winds		Veh 2 M/C 50-125cc	Going ahead	E - W	Casualty: Slight Dri
A 379	30 mph	Darkness: street lights present and lit					
E 296,824	SANDY LANE - DAWLISH						
N 77,223							

V1 WAITING AT JUNCTION TO PULL OUT ONTO A379. ANOTHER VEH INDICATED LEFT AND TURNED INTO JUNCTION SO SHE PULLED OUT BUT DID NOT SEE V2 A SCOOTER DRIVING BEHIND TURNING VEH.

09JG2H002	06/02/2009	1952 hrs	Friday	Veh 1 Car	Turning right	-	Casualty:
Slight	Dry	Other		Veh 2 Car	Going ahead	-	Casualty: Slight Dri
A 379	30 mph	Daylight:street lights present		Veh 2 Car	Going ahead	-	Casualty: Slight FSP
E 296,841	DAWLISH - A379 EXETER ROAD						
N 77,238							
				Veh 3 Car	Parked	-	Casualty:
				Veh 4 Car	Parked	-	Casualty:

VEH1 TRAVELLING ALONG A379 - VEH2 TRAVELLING IN THE OPPOSITE DIRECTION - VEH1 HAS TURNED RIGHT IN FRONT OF VEH2 AND COLLIDED - VEH2 WAS FORCED TO COLLIDE WITH VEH3 WHICH IN TURN COLLIDED WITH VEH4.

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Collisions between dates 01/01/2009 and 31/12/2013 - (60) months

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Notes: Ordered by collision location going from west to east

Police Ref.	Date	Time	Day	Veh No / Type	Manoeuvre	Direction	Casualty Info
Severity	Rd cond	Weather					
Road No.	Speed	Darkness / Light					
Grid Ref.	Location Description						

LAYOUT

ACCOUNT OF COLLISION

10JG2H017 15/10/2010 2155 hrs Friday Veh 2 M/C 50-125cc Going ahead S - NE Casualty: Slight Dri
Slight Dry Fine without high winds Veh 1 Car Going ahead NE - S Casualty:
A 379 30 mph Darkness: street lights present and lit
E 296,851 A379 EXETER ROAD, DAWLISH, DEVON
N 77,910

VEH001 TRAVELLING PARTIALLY ON WRONG SIDE OF THE ROAD, COLLIDED WITH MOPED CAUSING RIDER TO FALL OFF.

09JG2H021 17/12/2009 0925 hrs Thursday Veh 2 Car Going ahead S - N Casualty: Slight Dri
Slight Dry Fine without high winds Veh 1 Car Starting W - S Casualty:
A 379 40 mph Daylight: no street lighting
E 296,854 A379 EXETER ROAD- CHARAIX WAY
N 77,898

VEH 1 WAS EXITING A SIDE ROAD TO JOIN THE A ROAD WHICH VEH2 WAS TRAVELLING ALOING. IT APPEARS THAT VEH1 HAS EXITED THE SIDE ROAD INTO

11JG2H006 04/09/2011 1630 hrs Sunday Veh 1 M/C 50-125cc Going ahead W - E Casualty: Slight Dri
Slight Dry Fine without high winds
A 379 30 mph Daylight:street lights present
E 296,900 A379 EXETER ROAD DAWLISH
N 77,294

NO COLLISION OCCURED HIGHLY LIKELY RIDER HAS FALLEN OFF - EXTENSIVE NOTES IN REAR OF NCRF

13JG2H015 29/10/2013 1805 hrs Tuesday Veh 1 Car Going ahead SW - NE Casualty:
Slight Wet/Damp Raining without high winds Veh 2 Car Parked 0 - 0 Casualty: Slight Dri
A 379 30 mph Darkness: street lights present and lit
E 296,933 DEVON - EXETER ROAD (O/S NO 99),
N 77,331 DAWLISH

VEH1 TRAV ALONG A379, FAILED TO SEE VEH2 WHO WAS PARKED ON THE NEARSIDE OF THE ROAD, VEH1 COLLIDED WITH REAR OFFSIDE OF VEH2

10JG2B001 13/01/2010 0939 hrs Wednesday Veh 1 Car Stopping SW - NE Casualty: Slight Ped
Slight Wet/Damp Other
A 379 30 mph Daylight:street lights present
E 296,948 DAWLISH - EXETER ROAD
N 77,777

CAS1 AND OTHER FEMALE WAITING TO GET BUS TO SCHOOL - BOTH WERE WALKING ALONG THE PAVEMENT IN THE DIRECTION OF DAWLISH - THE BUS WAS SEEN BY THE FEMALES APPROACHING THE BUS STOP - CAS1 RAN OUT INTO THE ROAD WITHOUT LOOKING AND COLLIDED WITH VEH1.

09JG2H013 20/08/2009 1917 hrs Thursday Veh 2 Car Wait go ahead held up S - N Casualty:
Slight Dry Fine without high winds Veh 1 Car Stopping S - N Casualty: Slight Dri
A 379 30 mph Daylight:street lights present
E 297,000 A379, EXETER ROAD, DAWLISH, DEVON
N 77,412

V1 WAS TRAV TOWARDS THE LEVEL CROSSING ON THE A379 TOWARDS DAWLISH WARREN. V2 APPLIED BRAKES AS HE COULD SEE A MALE TRYING TO CROSS VIA THE PED CROSSING. V1 DID NOT STOP AND HIT V2 IN THE REAR SHUNTING V2 OVER THE CROSSING.

11JG2H013 23/10/2011 0058 hrs Sunday Veh 1 Car Going ahead LH bend - Casualty: Slight FSP
Slight Dry Fine without high winds Veh 2 Car Parked 0 - 0 Casualty:
A 379 30 mph Darkness: street lights present and lit
E 297,010 DAWLISH - EXETER ROAD
N 77,433

VEH1 TRAVELLING AT SPEED ALONG EXETER ROAD - VEH1 HAS LOST CONTROL, COLLIDED WITH 2 ELECTRICITY POLES, A WALL AND A FENCE COMING TO REST ON ITS ROOF - BOTH OCCUPANTS OF VEH1 LEFT THE SCENE PRIOR TO POLICE ARRIVAL.

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Severity	Rd cond	Weather					
Road No.	Speed	Darkness / Light					
Grid Ref.	Location Description						

LAYOUT

ACCOUNT OF COLLISION

10JG2H015 30/10/2010 2130 hrs Saturday Veh 2 Car Turning right - Casualty: Slight Dri
Slight Wet/Damp Fine without high winds Veh 1 Car Going ahead - Casualty:
A 379 30 mph Daylight:street lights present
E 297,011 DAWLISH - A379 EXETER ROAD J/W
N 77,486 CAR-PARK TO MEI LAI RESTAURANT

VEH2 WAS TRAVELLING ALONG EXETER ROAD TOWARDS STARCROSS - VEH2 HAS STOPPING INTENDING TO TURN RIGHT INTO CAR-PARK FOR MEI LAI RESTAURANT WHEN VEH1 HAS COLLIDED WITH THE REAR OF VEH2 - VEH1 DROVE OFF WITHOUT EXCHANGING DETAILS.

09JG2H004 03/05/2009 1055 hrs Sunday Veh 2 Pedal cycle Going ahead N - S Casualty: Slight Dri
Slight Dry Fine without high winds Veh 1 Car Wait to turn left E - N Casualty:
A 379 30 mph Daylight:street lights present
E 297,013 DAWLISH - A379, EXETER ROAD
N 77,478

VEH1 WAS EXITING CAR PARK, DRIVER COULD NOT SEE A CLEAR VIEW OF ROAD, PULLED FORWARD AND A CYCLIST DROVE INTO THE O/S OF VEH.

09JG2H017 30/09/2009 2030 hrs Wednesday Veh 2 Car Parked 0 - 0 Casualty:
Slight Dry Fine without high winds Veh 1 Car Going ahead S - N Casualty: Slight Dri
A 379 30 mph Darkness: street lights present and lit
E 297,014 DAWLISH - EXETER ROAD
N 77,526

VEH2 HAS PULLED OVER TO USE PHONE - VEH1 HAS COLLIDED WITH THE REAR OF VEH2.

09JG2H005 23/05/2009 1810 hrs Saturday Veh 2 Pedal cycle Going ahead - Casualty: Slight Dri
Slight Dry Fine without high winds Veh 1 Bus/coach Reversing - Casualty:
A 379 30 mph Daylight:street lights present
E 297,015 DAWLISH - EXETER ROAD/WARREN
N 77,506 ROAD

V1 HAS BEEN CARRYING OUT A 3 POINT TURN ON THE MAIN ROAD OPPOSITE MARINE GARAGE. V2 A CYCLIST HAS TURNED ONTO EXETER ROAD FROM WARREN ROAD. V2 HAS SEEN V1 IN THE MIDDLE OF THE RD AND DECIDED TO MAKE WAY VIA THE GAP AT THE REAR OF THE BUS. V1 HAS STAR TED TO MOVE BACKWARDS AND V2 HAS HAD TO SWERVE TO AVOID HITTING V1. V2 HAS SUBSEQUENTLY HIT THE KERB AND COME OFF P/CYCLE CAUSING INJURIES.

09JG2H015 22/09/2009 1750 hrs Tuesday Veh 2 M/C 500cc> Going ahead - Casualty:
Slight Dry Fine without high winds Veh 1 Car Starting - Casualty: Slight Dri
A 379 30 mph Daylight:street lights present
E 297,015 EXETER ROAD, DAWLISH
N 77,530

V1 HAS BEEN WAITING TO EXIT PETROL STATION WAITING TO JOIN A379, V2 SEES V1 AND SLOWS ACCORDINGLY, HOWEVER V1 PULLS INTO PATH OF V2 CAUSING V2 TO TAKE EVASIVE, V2 HOWEVER HIT FRONT OF V1 CAUSING V2 TO GO ONTO ITS SIDE

11JG2H007 16/09/2011 1203 hrs Friday Veh 1 Car Turning right E - W Casualty:
Slight Dry Fine without high winds Veh 2 M/C 50-125cc Going ahead N - S Casualty: Slight Dri
A 379 30 mph Daylight:street lights present
E 297,017 DAWLISH - EXETER ROAD / OUTSIDE 123
N 77,499 / A379

V1 PULLING OUT OF SHOPS TO TURN RIGHT TOWARDS STARCROSS - AS PULLED OUT COLLIDED WITH V2 - TRAVELLING ALONG EXETER ROAD- V1 HAD TO CROSS ROAD TO GET INTO LANE -

13JG2H007 09/05/2013 1615 hrs Thursday Veh 1 Car Wait to turn right N - S Casualty: Slight Dri
Slight Wet/Damp Raining with high winds Veh 2 Bus/coach Going ahead N - S Casualty: Slight Dri
A 379 30 mph Daylight Veh 3 Car Parked 0 - 0 Casualty:
E 297,018 DAWLISH - EXETER ROAD / A379
N 77,502

V1 PULLING OUT OF JUNCTION - TURNING RIGHT - V2 HEADING TOWARDS JUNCTION - THERE WAS A VEH PARKED TO THE LEFT OF THE JUNCTION BLOCKING PARTIAL VIEW - V1 PULLS OUT OF JUNCTION AND V2 COLLIDES WITH V1 - PUSHING V1 INTO PARKED V3

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Road No.	Speed	Darkness / Light					
Grid Ref.	Location Description						
ACCOUNT OF COLLISION							
10JG2H013	16/08/2010	1615 hrs	Monday	Veh 2 Car	Going ahead	N - S	Casualty:
Slight	Dry	Fine without high winds		Veh 1 Car	Starting	E - S	Casualty: Slight FSP
A 379	30 mph	Daylight:street lights present		Veh 1 Car	Starting	E - S	Casualty: Slight Dri
E 297,020	A379 EXETER ROAD DAWLISH						
N 77,523	V1 ATTEMPTING TO EXIT GARAGE FORECOURT. PARKED ON DOUBLE YELLOW LINES NEAR TO GARAGE WAS PARKED VAN, OBSCURING VIEW. AS V2 PASSED VAN, V1 PULLED OUT AND COLLIDED WITH F/N/S V2						

LAYOUT

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