

MID DEVON HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

18 February 2019

Present:-

Devon County Council:-

Councillors R Radford (Chair), J Berry, P Colthorpe, C Slade and N Way

Mid Devon District Council

Councillors R Chesterton and D Coren

Devon Association of Local Councils

Councillor L Cruwys

Apologies:-

Councillor M Squires

* **33** **Minutes**

RESOLVED that the minutes of the meeting held on 29 October 2018 be signed as a correct record.

* **34** **Items Requiring Urgent Attention**

There was no matter raised as a matter of urgency.

35 **Road Safety**

The Head of Planning, Transportation and Environment gave a presentation on the trialling of the new interactive dashboard that showed the latest casualty statistics and trends for the Devon County Council area.

The Council's aim was to utilise collision data to reduce casualties and increase road safety through educational programmes for e.g. young, novice and older drivers, business drivers, cyclists and motorcyclists; and to provide intelligence to help shape the safety policies of partner agencies, such as the Police, Fire Service and Safety Camera Partnership Speed Enforcement.

The dashboard showed that overall the casualty trend for Devon in the last five years was decreasing, with 2285 casualties in 2017, even though the killed and seriously injured (KSI) trend was rising. In 2017 there were 31 fatalities and 384 seriously injured casualties in 2017. All areas had seen a rise in KSI collisions and, with the exception of Exeter, Mid Devon had performed better by comparison with its Devon neighbours on the basis of KSI casualties per capita population. Also, data showed that collisions occurred primarily as a result of driver error.

The Head of Planning, Transportation and Environment then presented data for the Mid Devon area for the period 2013-2017, which is appended hereto.

Discussion points with Members and Officers included:-

- communication between the various partner agencies and the introduction of a Road Safety Strategy covering the whole south west peninsula;

- the potential for an average speed limit on the A377 at Newton St Cyres, where similar schemes in Cornwall had proved very successful;
- that the Police were conducting a review of the Community Speed Watch as a result of recognised issues; and
- the Learn2Live Programme for young people, parents and teachers, which was noted as excellent.

A public facing collision map could be found on the Council's website at: <https://new.devon.gov.uk/roadsandtransport/safe-travel/road-safety/collision-data/>
Route Performance rankings and information could also be found on the webpages via the Year End Report (pages 55-59).

Once the District area dashboards had been taken to all Devon District HATOCs, briefing sessions on how to use the online dashboard would be arranged.

* 36 **Annual Local Waiting Restriction Programme**

The Committee noted the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/8) that updated Members on eight proposals received for delivery within the 2019/20 financial year as listed on Appendix I to the Report.

Any proposal that attracted significant objections, following advertisement, would be reported to the Mid Devon HATOC meeting in October (not in June as mentioned in the Report).

The Chief Officer for Highways, Infrastructure Development and Waste also reported that due to the timing of HATOC meetings, the future closing date for submission of proposals would move to a date in December, thereby allowing consideration by HATOCs in the summer and an earlier implementation in September.

* 37 **Winter Gritting**

(In accordance with Standing Order 23(2) Councillor Way had requested that the Committee consider this matter.)

The Chief Officer for Highways, Infrastructure Development and Waste updated the Committee on the Winter Service to 11 February 2019, including:

- by the end of December 46% of the average level of treatment had been undertaken;
- by 10 February 7,800 tonnes of salt had been used, with over 16,000 tonnes remaining;
- roads had been treated on 41 nights, covering over 100,600km;
- all grit bins had been checked and refilled prior to the winter season;
- snow was reported in North Devon on 20 November and at the end of January;
- January to March 2019 was expected to experience colder than average temperatures; and
- 184 tonnes of 'free' salt had been delivered to Parishes.

The Chief Officer for Highways, Infrastructure Development and Waste would circulate a summary of these details to Members.

38 **Removal of 1 Length of Double Yellow Lines, Coles Mead, Wilcombe, Tiverton**

(In accordance with Standing Order 23(2) Councillor Cruwys had requested that the Committee consider the parking at Coles Mead, Wilcombe.)

The Committee considered a proposal that the double yellow lines at the end of the cul-de-sac at Coles Mead, Wilcombe be partially removed and six marked parking bays be installed in their place.

It was **MOVED** by Councillor Slade, **SECONDED** by Councillor Colthorpe and

RESOLVED that the proposal to partially remove double yellow lines and to install marked parking bays in their place at the end of the cul-de-sac at Coles Mead, Wilcombe be included in the list of proposals for the Annual Waiting Restriction Programme for 2019/20, as detailed in Report HIW/19/8, subject to a site visit having first taken place.

* **39 Petitions/Parking Policy Reviews**

There was no current petition for a parking review from a member of the public relating to Mid Devon.

* **40 Delegated Powers**

The Committee received the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/9) on action taken in consultation with the Chair and Local Members since the last meeting.

***DENOTES DELEGATED MATTER WITH POWER TO ACT**

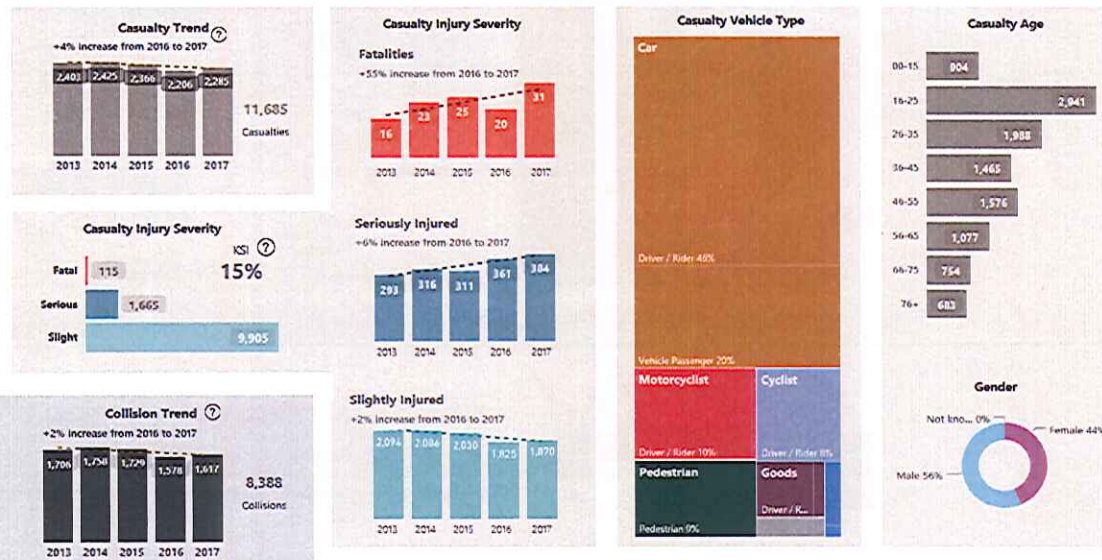
The Meeting started at 10.30 am and finished at 11.55 am

HATOC	Mid Devon	Date	18 February 2019, 1030hrs
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Key Messages

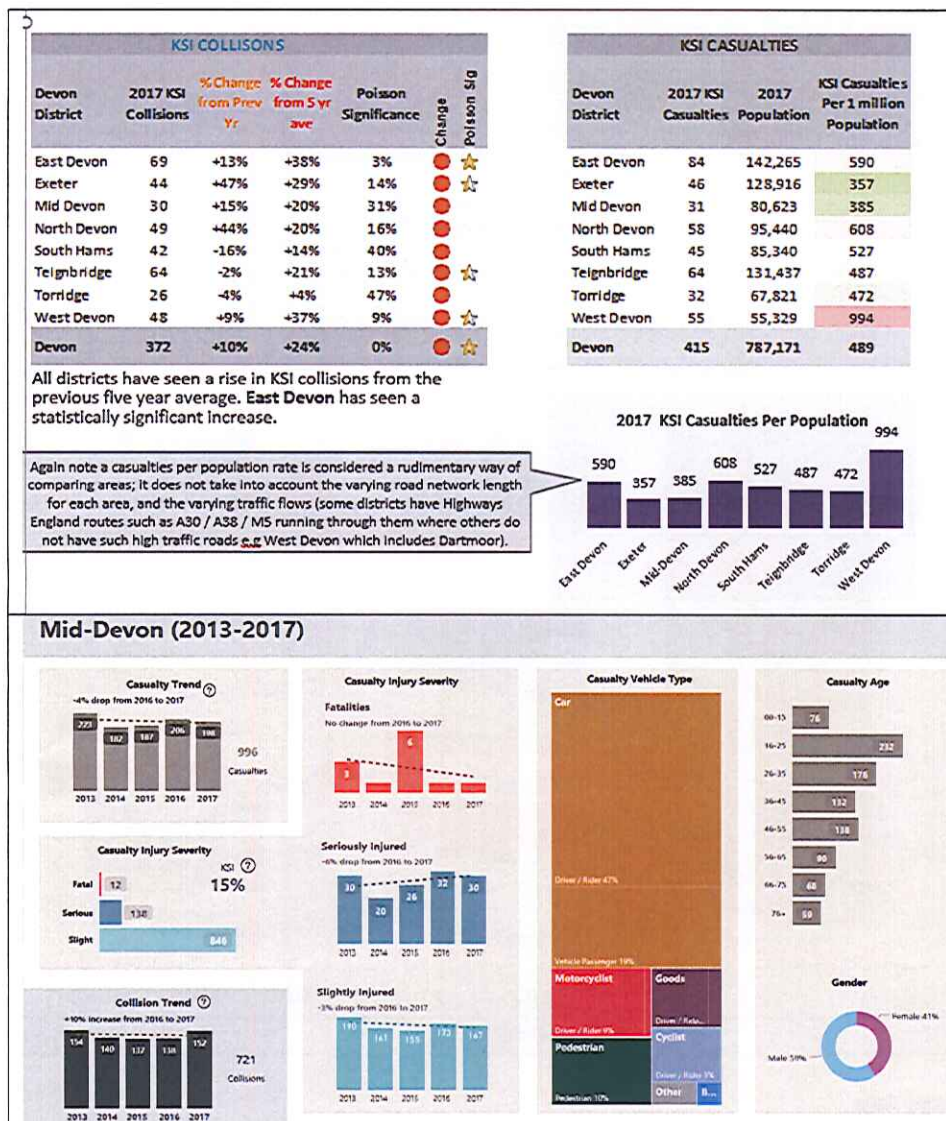
Dashboard Data

Devon County Council Area (2013-2017)

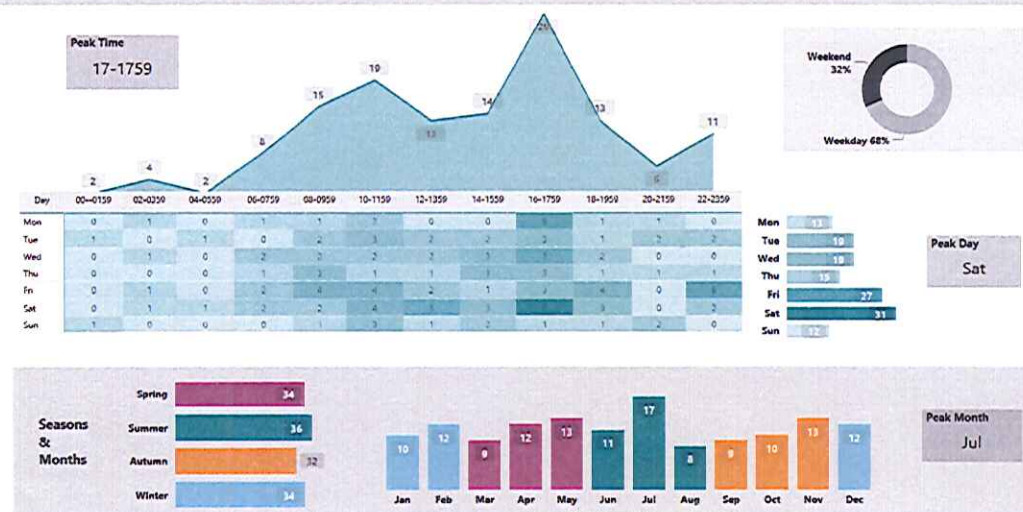


Message

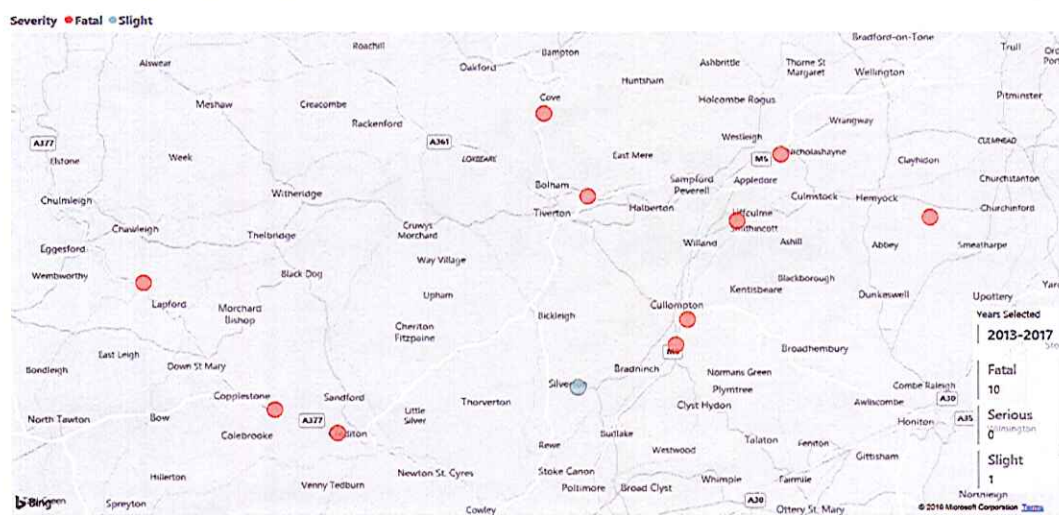
- Devon County Network Area
- Overall casualty trend for Devon in the last five years is decreasing – 2285 in 2017 - even though the collision trend is rising
- Numbers of the most severe injuries are, however, rising – 31 fatalities and 384 series injuries in 2017 – the highest number for each in over five years
- KSI numbers principally affect car occupants – 55% of the total
- However, collision rates (per mile travelled) for motorcyclists, cyclists and pedestrians are high.
- And whilst casualties in the 16-25 year age group are most prevalent, the casualty rate per mile travelled for older drivers is similar to younger drivers, and needs to be seen in the context of an aging population.



- How does Mid Devon compare with other HATOC areas?
- All districts have seen a rise in KSI collisions.
- The rise in Mid Devon is not statistically significant and may be the sort of fluctuation we tend to see with lower numbers.
- Although a crude measure, casualties per million population is one way of comparing district areas. Using this rate, and with the exception of Exeter, Mid Devon performs better by comparison with its Devon neighbours both for all grades of casualty and for KSI specifically.
- Mid Devon HATOC area - overview
- Overall casualty trend is decreasing
- And although the trend for serious injuries is rising, there was a fall from 2016 to 2018 and the fatality trend is also downwards. These are, however, small numbers and subject to random fluctuation.
- The pattern of serious and fatally injured casualties is similar to that of Devon as a whole, with car occupants making up most of the numbers - but collisions per mile travelled are high for motorcyclists, pedestrians and cyclists.

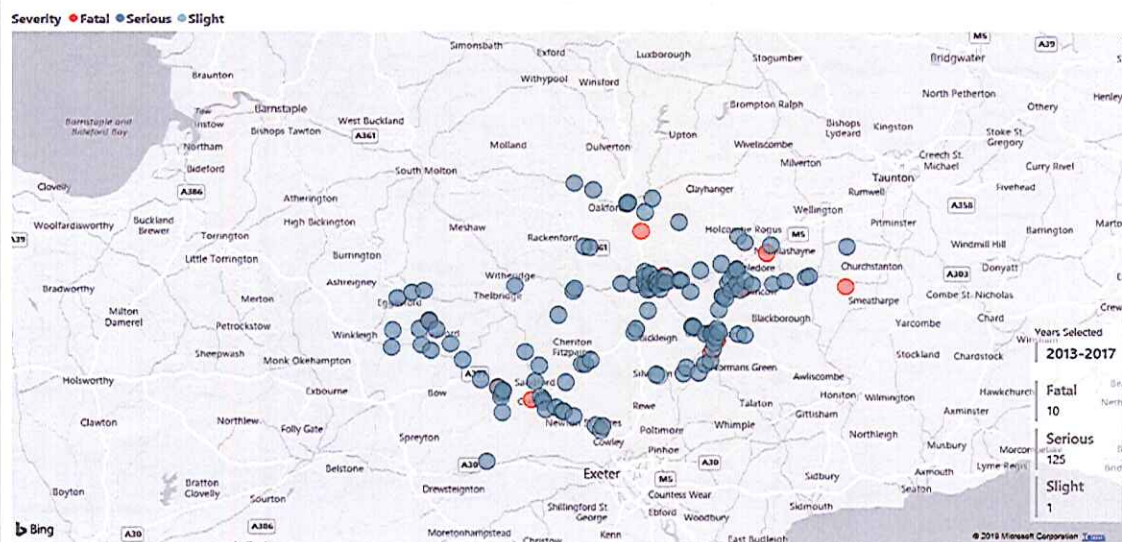


- **KSI Collisions – when they occurred**
- KSI collisions in Mid Devon follow a general pattern of peaking during the periods of highest traffic flow.
- Although Saturday is the peak day for KSI collisions it follows a similar pattern with the highest number of incidents in the late afternoon.
- July is the peak month for KSIs, and summer is the peak season – but postcode data for collision victims suggests this is a local problem rather than one introduced by visitors from outside Devon.



- **Locations – fatal**
- There were 10 fatalities in the last 5 years, including one death on the M5, with no observed clustering.

Mid-Devon (2013-2017)



- Locations – KSI
- KSIs are tending to gravitate towards population centres – in particular, Tiverton and Cullompton
- Also, along the busiest routes – including the A377 and M5
- However, when compared with the rest of the A road network in Devon the A377 doesn't perform badly and is ranked, at its worst, 40th (out of 144 A class routes, where 1 is the worst performing and 144 the best). This was between Cowley Bridge and Crediton. The section between Umberleigh and Barnstaple was ranked 62nd /144
- The worst performing A class section in the Mid Devon area is A396 between Tiverton Great Western Way and the A361 – ranked 33rd /144.
- The worst performing B Road section is B3440 Four Cross Ways to Uffculme, ranked 28th /124
- KSI casualties generally occur on the rural network, the majority being on the A road network (52) and then unclassified roads (31)

<p>Mid-Devon (2013-2017)</p> <table border="1"> <thead> <tr> <th>Factor</th> <th>Count</th> <th>Factor Type</th> </tr> </thead> <tbody> <tr><td>Exceeding speed limit</td><td>15</td><td>Injudicious Action</td></tr> <tr><td>Impaired by alcohol</td><td>14</td><td>Impairment/Distraction</td></tr> <tr><td>Slippery road (due to weather)</td><td>14</td><td>Road Environment</td></tr> <tr><td>(Pedestrian) Failed to look properly</td><td>12</td><td>Pedestrian Only</td></tr> <tr><td>Swerved</td><td>12</td><td>Driver/Rider Error</td></tr> <tr><td>Sudden braking</td><td>11</td><td>Driver/Rider Error</td></tr> <tr><td>Illness or disability, mental or physical</td><td>10</td><td>Impairment/Distraction</td></tr> <tr><td>Other</td><td>10</td><td>Special Code</td></tr> <tr><td>Dazzling sun</td><td>9</td><td>Vision Affected</td></tr> <tr><td>Deposit on road (eg oil, mud, chippings)</td><td>8</td><td>Road Environment</td></tr> <tr><td>Fatigue</td><td>6</td><td>Impairment/Distraction</td></tr> 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Principal target areas arising		
Who?	Why?	
Young and novice drivers	<ul style="list-style-type: none"> • Significant risk of collision involvement in first months of driving • Risk extends to peer group passengers • Over-represented in collision injuries compared with their population 	
Older drivers	<ul style="list-style-type: none"> • Collision risk per mile travelled is disproportionate • Injury severity increases with age • Important to support safe independent travel for access to services, health care, community etc 	
Motorcyclists	<ul style="list-style-type: none"> • Over-represented for serious injuries and fatalities per mile travelled • Important to maintain safe access to motorcycling as an economically accessible mode of transport 	
Business Drivers	<ul style="list-style-type: none"> • High rates of exposure lead to significant collision risk • Companies can influence safety of many drivers creating potentially excellent rates of return • Company procurement policies can influence the availability of safer vehicles 	
Cyclists	<ul style="list-style-type: none"> • The trend for cyclists seriously injured is rising • Numbers injured are expected to rise with more and longer journeys made by bicycle • Bikeability training is entirely grant funded and appears to be effective in improving safety 	
Where?		
	<ul style="list-style-type: none"> • The worst performing section in the Mid Devon area is A396 between Tiverton Great Western Way and the A361 – ranked 33rd /144. • The worst performing B Road section is B3440 Four Cross Ways to Uffculme, ranked 28th /124 • Routes and sites identified for speed enforcement or engineering through the SCARF process • DfT is not expected to identify any A class sections of the Mid Devon network as high risk in 2019 	
What types of road safety intervention?		
High risk behaviours – enforcement and education	<ul style="list-style-type: none"> • Excess speed • Drink and drug driving • Failure to wear a seat belt 	<ul style="list-style-type: none"> • In-vehicle distraction (for example, mobile phone use) • Careless or inconsiderate driving (for example, close following)
High risk sites – engineering & enforcement	<ul style="list-style-type: none"> • Sites identified as having collision ‘clusters’ with treatable collision factors 	
High risk routes – education, training, engineering and enforcement	<ul style="list-style-type: none"> • Routes with consistently high levels of collisions involving fatalities and serious injuries 	
Highway design	<ul style="list-style-type: none"> • Road Safety Audit procedures used to help ensure high safety design standards for new projects • Designing for severity reduction as well as collision reduction 	

Interventions	
Devon CC	Activity
Young and Novice Drivers	<ul style="list-style-type: none"> Development of an innovative higher risk route training package
Older Drivers	<ul style="list-style-type: none"> Development of an innovative higher risk route training package Continued roll-out of our Driving Safer for Longer programme Assessed drives and advice for motorists with (often) age-related physical or mental health conditions.
Business Drivers	<ul style="list-style-type: none"> Training advice and support for fleet managers and drivers Support offers to businesses arising from observed offences committed by at-work drivers
Motorcyclists	<ul style="list-style-type: none"> Development of an innovative higher risk route training package
Cyclists	<ul style="list-style-type: none"> All primary and secondary schools are offered the opportunity to host our free Bikeability courses. Over 66,000 children across the <i>county</i> received Bikeability training since the launch of Bikeability in 2007. Nearly 10,000 children in Devon will be trained this FY
Younger (non-motorised) road users	<ul style="list-style-type: none"> School Crossing Patrol service with 8 sites for Mid Devon schools Development of a new 'Integrated Road Safety Offer' for schools comprising patrols (as needed), Bikeability, in-school and self-help education and support
Road Safety Partners	
Safety Camera Partnership Speed Enforcement	<ul style="list-style-type: none"> Fixed, mobile, and average speed systems in place – helps to reduce both the likelihood and outcome severity of a collision.
Devon and Cornwall Police No Excuse Team	<ul style="list-style-type: none"> Targeted enforcement of higher risk offenders
Young Driver Partnership Interventions	<ul style="list-style-type: none"> Learn-2-Live – reaching 10k emerging and novice drivers pa My Red Thumb – social media-based awareness raising initiative targeting drivers at risk of in-vehicle distraction
Motorcyclist	<ul style="list-style-type: none"> Biker Down – training for motorcyclists to provide first-on-the-scene care to other riders involved in collisions

Business Drivers	<ul style="list-style-type: none"> Regional initiative under development including collaboration with police, fire & rescue and safety camera partnership
Older Drivers educational disposal by Devon and Cornwall Police	<ul style="list-style-type: none"> Educational alternative to prosecution for Due Care and Attention offences involving drivers over 70 years

Future Strategy	
Devon	<ul style="list-style-type: none"> Draft Strategy in place that reflects a Safe System approach to casualty and severity reduction – targeting: Safe Road Users Safe Speeds Safe Roads & Roadsides Safe Vehicles and Improved Emergency Response and Care post-incident. The draft strategy is subject to consultation Developing a Public Health perspective for our road safety approaches to see where safe transport can contribute to the general health of the wider community
Regional Partnership	<ul style="list-style-type: none"> Development of a regional road safety strategy that identifies and targets the Common Ground / shared priorities for highway authorities; police; fire & rescue; public health; community safety