

TORRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

26 February 2019

Present:-

Devon County Council:

Councillors A Eastman (Chair), L Hellyer, T Inch, B Parsons and A Saywell

Apologies:

Councillors D Brenton, R Wiseman and A Hewitt

* 48

Minutes

RESOLVED that the Minutes of the meeting held on 16 October 2018 be signed as a correct record.

* 49

Items Requiring Urgent Attention

No item was raised as a matter of urgency.

* 50

Road Safety

The Committee received a presentation from the Head of Planning, Transportation and Environment covering a Road Safety Status Update 2019 for the period 2013-2017. A new detailed 'dash board' was being developed (which would include detail to divisional/ward levels) and would be made available to all Members, District and Parish Councils, as well as other statutory agencies and partners. This would assist with future priorities, planning and policy across the partner bodies. Data for Torridge was attached.

In addition more detail would be added to the information currently available on the Council's website at <https://new.devon.gov.uk/roadsandtransport/safe-travel/road-safety/collision-data/>

Members commended the availability of sophisticated and detailed data/information to assist the County Council and partners across Devon to inform policy objectives, priorities and local action programmes and plans.

* 51

Annual Local Waiting Restriction Programme

The Committee received the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/10) on the annual waiting restrictions programme process for 2019/2020 and update on progress with the 4th year of this countywide project.

To ensure that proposals could be delivered within the 2019/20 financial year, a closing date of 18 January 2019 for submission of proposals had been agreed with the Cabinet Member for Highway Management. The Proposals received were listed in Appendix I to the Report.

Individual members would be contacted over the coming weeks regarding proposals within their divisions and it was also intended to gauge the support of Parish and Town Councils prior to advertising.

The Committee noted that following advertisement:

- proposals which did not attract objections would be implemented without the need to report back to Committee; and

- proposals attracting significant objections would be reported to the next Committee meeting on 13 June 2019.

* **52** **Funding Streams for Torridge HATOC**

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

Councillor R Julian attended and spoke with the consent of the Committee and referred to road signage issues in the Hartland area as well as low gully covers and poor road conditions.

The Chief Officer for Highways, Infrastructure Development and Waste gave a presentation (attached) covering the Pothole Action Fund, Resilience Fund and additional resources for highways maintenance approved by the County Council at its budget meeting on 18 February 2019.

Members were reminded that any highway issues should be referred and discussed with their respective local Neighbourhood Highway Officer and noted the concerns expressed by Councillor Julian.

Issues could also be reported via the Council's website at <https://new.devon.gov.uk/roadsandtransport/maintaining-r>

* **53** **(i) Bideford Taxi Rank and Shelter on the Quay; (ii) Provide a Safe Crossing Point at Bucks Cross, across the A39; and (iv) Move the existing 40MPH sign back to the new school on the A39 AT Bucks Cross.**

In accordance with Standing Order 23(2) Councillors Inch had asked that the Committee consider these matters.

(a) Bideford Taxi Rank: Shelter on the Quay

Councillor Inch asked for a review of the Traffic Orders and parking restrictions at the part time taxi rank, which he felt was confusing. He also reported on a request from Bideford Town Council for a shelter at the permanent taxi rank on the Quay for which the Town Council was prepared to pay a contribution to cover the cost. The Officers would investigate the options available for report to Councillors Inch and Hellyer.

(b) Provide a Safe Crossing Point at Bucks Cross, across the A39 and Move the existing 40MPH sign back to the new school on the A39 AT Bucks

Councillor S Hamilton (Chair of Woolsery Parish Council) attended and spoke to this item at the invitation of the Committee.

Councillor Hamilton reported on requests from the Woolsery Town Council to provide a safe crossing point at Bucks Cross, across the A39 and move the existing 40mph sign back to the new school on the A39 at Bucks Cross. She referred to previous requests. The Parish Council were asking that a crossing and refuge be funded and provided without delay.

Members concurred that the matter should be reviewed without delay.

Bearing in mind the long history on this issue, and that it had been investigated by various Officers in the past, it was determined that Officers would investigate the options available with the Parish Council and report to the next meeting.

* **54** **(i) Street lighting Mines Road Bideford; and (ii) Street lighting Old Barnstaple Road Bideford**

In accordance with Standing Order 23(2) Councillor Hellyer had asked that the Committee consider these matters and referred to the lack of street lighting in these busy roads used by children from the local infant and junior schools.

The Officers would investigate options with colleagues from Development Management and the Street Lighting Team for report to the local member.

* **55** **Jackets Lane ATM Northam**

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

The Officers reported that a scheme had been costed at £23,000. Increased costs were due to the need to realign the kerb line to allow refuse vehicle access to the local School.

The current budget available from various sources (including the local Member's locality budget) was approximately £19,000 which gave a short fall of approximately £4,000.

Members referred to the possibility of additional funding from the District and Northam Town Councils and possibly via the Schools' Parent Teacher Associations. The Chair stated that he would investigate further sources of funding to enable the project to proceed.

* **56** **Petitions/Parking Policy Reviews**

There was no petition from a Member of the public or the Council relating to the Torrridge District.

* **57** **Delegated Powers**

The Committee noted the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/11) on actions taken under delegated powers since the last meeting.

* **58** **Dates of Meetings**

13 June 2019, 8 October 2019 and 24 March 2020 (venues to be confirmed).

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

The Meeting started at 10.30 am and finished at 12.01 pm

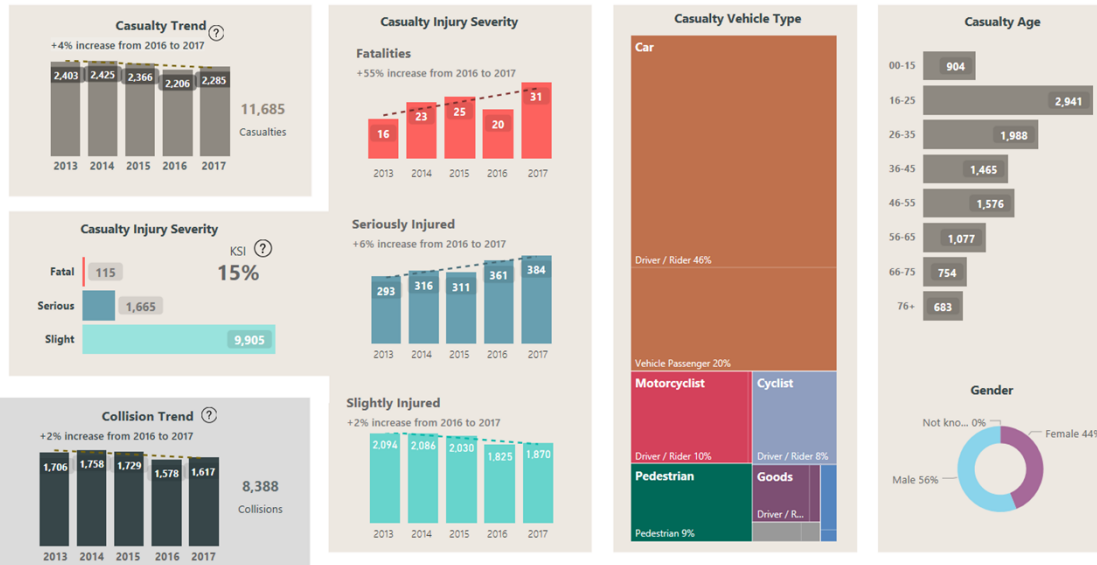
HATOC	Torrige	Date	26 February 2019, 1030hrs
-------	---------	------	---------------------------

Key Messages

Dashboard Data

Message

Devon County Council Area (2013-2017)



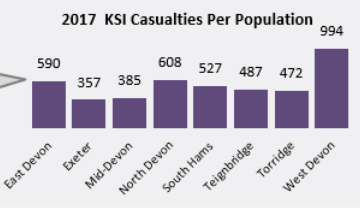
- **Devon County Network Area**
- Overall casualty trend for Devon in the last five years is decreasing – 2285 in 2017 - even though the collision trend is rising
- Numbers of the most severe injuries are, however, rising – 31 fatalities and 384 serious injuries in 2017 – the highest number for each in over five years
- KSI (Killed and Seriously Injured) 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.

KSI COLLISIONS					
Devon District	2017 KSI Collisions	% Change from Prev Yr	% Change from 5 yr ave	Poisson Significance	Change Poisson Sig
East Devon	69	+13%	+38%	3%	★
Exeter	44	+47%	+29%	14%	★
Mid Devon	30	+15%	+20%	31%	
North Devon	49	+44%	+20%	16%	
South Hams	42	-16%	+14%	40%	
Teignbridge	64	-2%	+21%	13%	★
Torrige	26	-4%	+4%	47%	
West Devon	48	+9%	+37%	9%	★
Devon	372	+10%	+24%	0%	★

All districts have seen a rise in KSI collisions from the previous five year average. **East Devon** has seen a statistically significant increase.

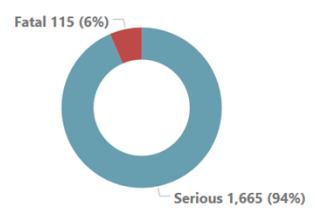
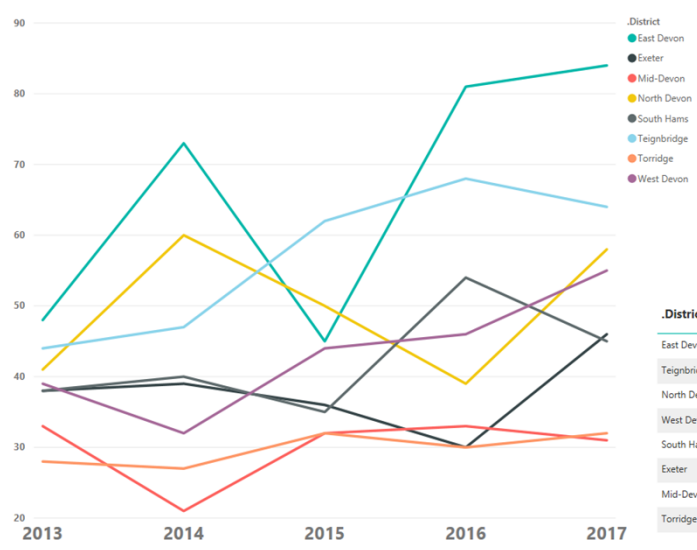
Again note a casualties per population rate is considered a rudimentary way of comparing areas; it does not take into account the varying road network length for each area, and the varying traffic flows (some districts have Highways England routes such as A30 / A38 / M5 running through them where others do not have such high traffic roads e.g. West Devon which includes Dartmoor).

KSI CASUALTIES			
Devon District	2017 KSI Casualties	2017 Population	KSI Casualties Per 1 million Population
East Devon	84	142,265	590
Exeter	46	128,916	357
Mid Devon	31	80,623	385
North Devon	58	95,440	608
South Hams	45	85,340	527
Teignbridge	64	131,437	487
Torrige	32	67,821	472
West Devon	55	55,329	994
Devon	415	787,171	489



- **How does Torrige compare with other HATOC areas?**
- All districts have seen a rise in KSI collisions.
- The rise in Torrige 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, Torrige performance at 472 KSI casualties per 1 million population is at the lower end of a scale that includes Exeter with 357 KSIs per million and West Devon with 994 KSI per million.

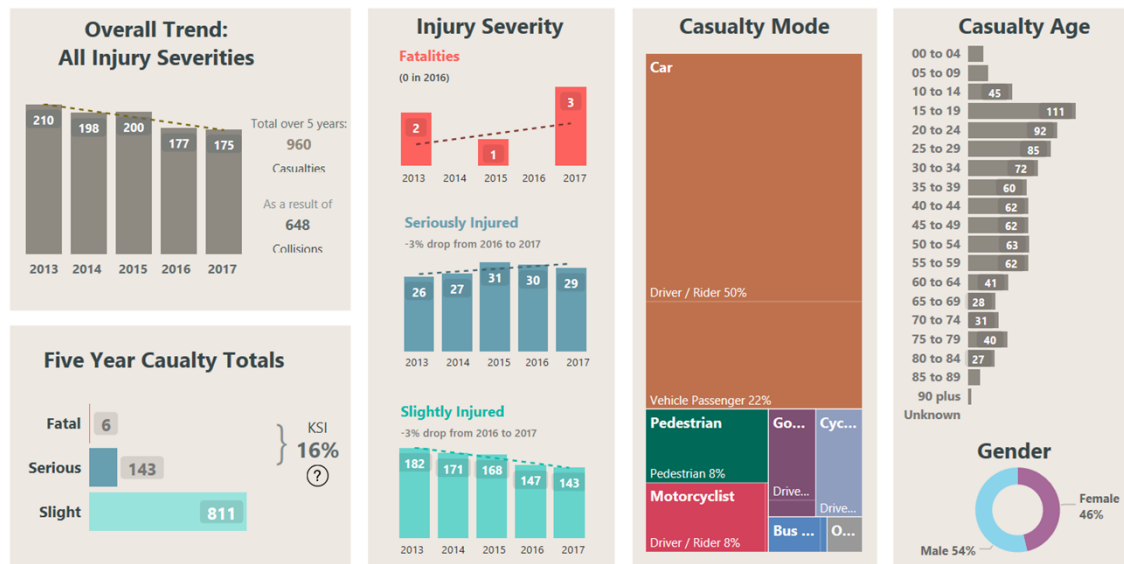
Casualties (2013-2017) - Fatal, Serious



.District	2013	2014	2015	2016	2017	Total
East Devon	48	73	45	81	84	331
Teignbridge	44	47	62	68	64	285
North Devon	41	60	50	39	58	248
West Devon	39	32	44	46	55	216
South Hams	38	40	35	54	45	212
Exeter	38	39	36	30	46	189
Mid-Devon	33	21	32	33	31	150
Torrige	28	27	32	30	32	149

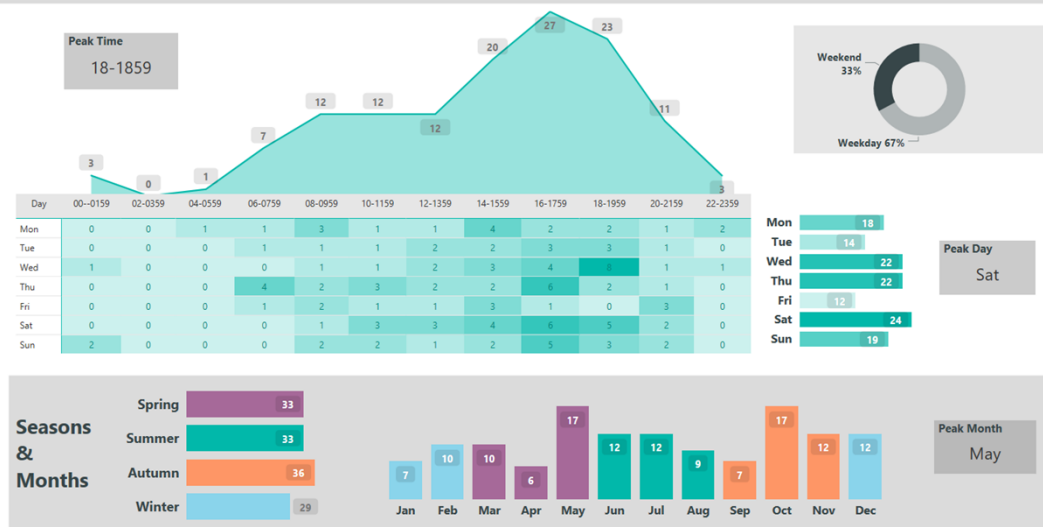
- **District Five Year Trend comparison**
- Torrige KSIs have been generally rising over time. However:
- Its five-year count for KSI casualties is the lowest of all the districts, including Exeter.

Torridge Casualties (2013-2017) - All Injury Severities



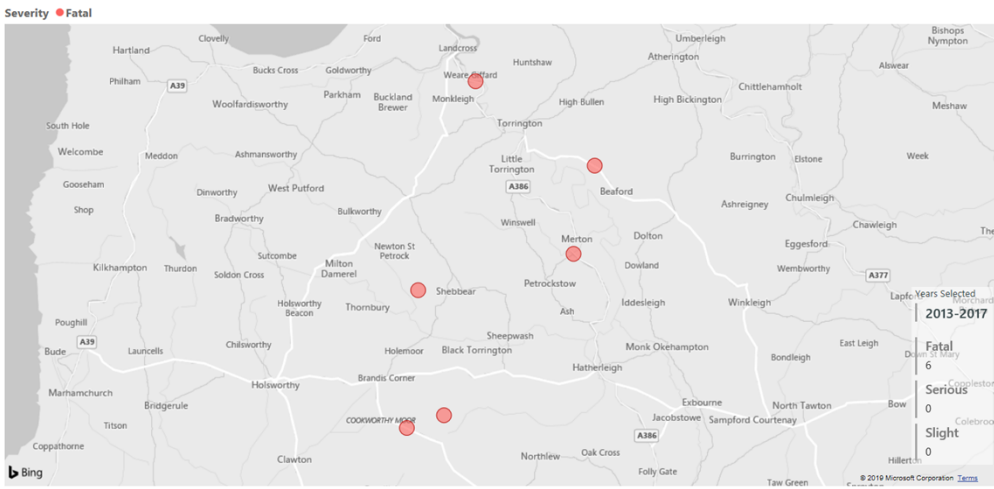
- **Torridge HATOC area - overview**
- Overall casualty trend is decreasing
- Whilst the trend for both serious injuries and fatalities is rising these are, however, small numbers and subject to random fluctuation.
- The pattern of serious and fatally injured casualties is similar to that of Devon as a whole, with car occupants making up most of the numbers - but collisions per mile travelled are high for motorcyclists, pedestrians and cyclists.

Torridge Casualties (2013-2017) - Fatal, Serious



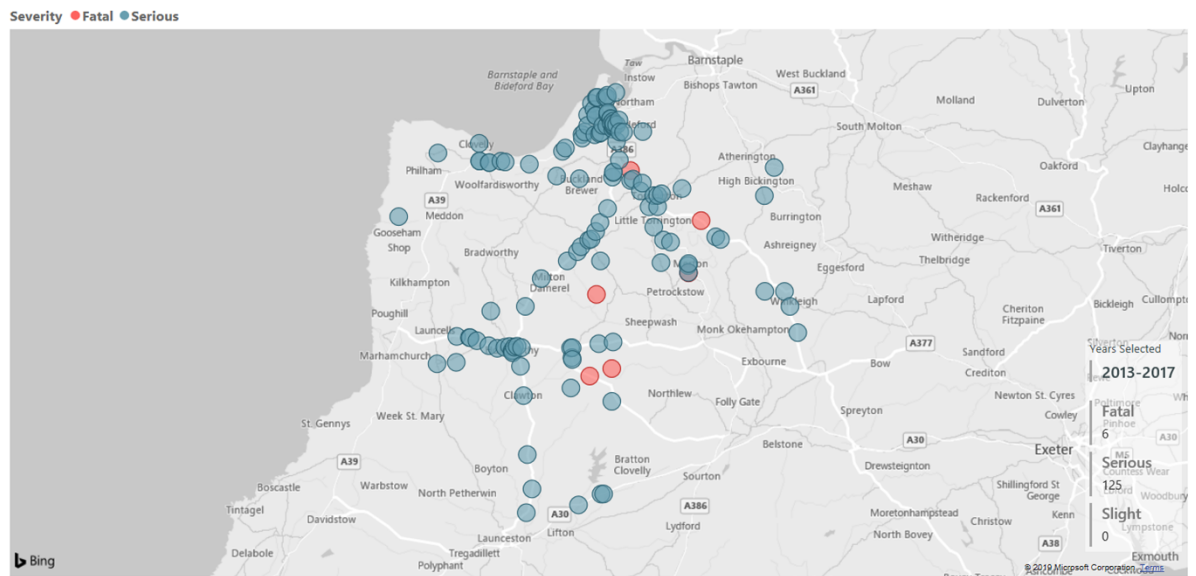
- **KSI Collisions – when they occurred**
- KSI collisions in Torridge follow a general pattern of peaking during the periods of highest traffic flow, although there is a clear bias towards the mid afternoon to early evening travel peaks
- Although Saturday is the peak day for KSI collisions it follows a similar pattern with the highest number of incidents in the late afternoon.
- May and October are the peak months for KSIs, and autumn is the peak season – but there is little difference between the seasons for the most serious collisions.

Torrige Casualties (2013-2017) - Fatal



- **Locations – fatal**
- There were 6 fatalities in the last 5 years, with no observed clustering.

Torrige Casualties (2013-2017) - Fatal, Serious



- **Locations – KSI**
- KSIs are tending to gravitate towards population centres – in particular, Bideford and Holsworthy
- Also, along the busiest A and B class carriageways
- The Devon network is subdivided into 144 A class routes (where 1 is the worst performing and 144 the best). B class routes are subdivided into 124 sections.
- Example route performances for Torrige include:
 - The A386 Central Bideford from Long Bridge to the A39 roundabout is ranked 3/144.
 - The B3233 Bideford Bridge, to East The Water to Westleigh is ranked 13/124.

Contributory Factors & Locality Data



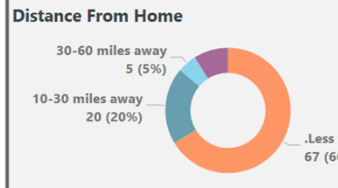
Contributory Factor data is based on officer opinion. Up to 6 factors per collision can be recorded.

Torridge Casualties (2013-2017) - Fatal, Serious

131 Collisions

Factor	Co...	Factor Type
Failed to look properly	35	Driver/Rider Error
Loss of control	32	Driver/Rider Error
Travelling too fast for conditions	29	Injudicious Action
Poor turn or manoeuvre	23	Driver/Rider Error
Careless/Reckless/In a hurry	22	Behaviour/Inexperie...
Failed to judge other persons path or speed	16	Driver/Rider Error
Slippery road (due to weather)	16	Road Environment
(Pedestrian) Failed to look properly	12	Pedestrian Only
Exceeding speed limit	11	Injudicious Action
Deposit on road (ea oil. mud. chipoinas)	9	Road Environment

Blameworthy Vehicles



Top 5 Most Recorded Postcodes

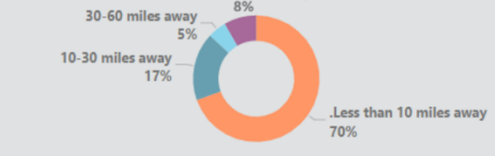


Control Data: Devon County Council Norm

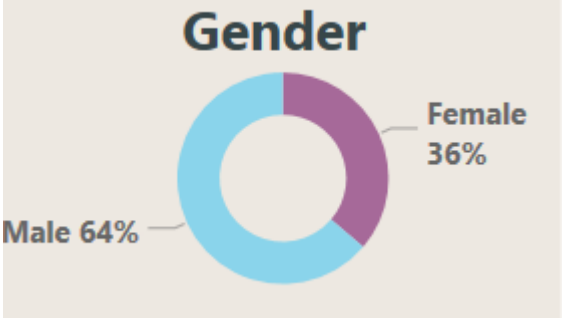
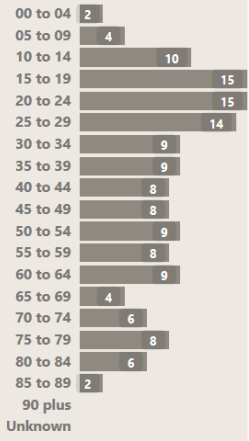
648 Collisions

Factor	Count
Failed to look properly	583
Loss of control	344
Failed to judge other persons path or speed	314
Careless/Reckless/In a hurry	289
Poor turn or manoeuvre	264
Travelling too fast for conditions	236
Slippery road (due to weather)	155
Exceeding speed limit	153
Impaired by alcohol	117
(Pedestrian) Failed to look properly	114

Distance From Home



Casualty Age



- **Why the collisions occurred – KSI**
- The collision factors (assigned by the police at the time of the collision) are broadly similar for Torridge as for Devon as a whole.
- Driver or rider error is most prevalent, largely comprising:
 - Failed to look properly
 - Loss of control
 - Travelling too fast for conditions
 - Poor turn or manoeuvre
- Travelling too fast for conditions is slightly elevated in Torridge compared to Devon but broadly speaking the factors associated with speed – including careless/reckless/in a hurry and exceeding the speed limit are similar to the county norm.
- **To whom – KSI**
- 64% of KSI casualties are male
- 15-29 year olds are most likely to become involved in serious injury collisions
- 15-19 year old casualties are dominated by males – 87%
- Thereafter there are increasing numbers of female casualties – 40% female in the 20-24 year old band and 50% female in the 25-29 year band.

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"> • Routes and sites with collision clusters or higher collision densities in which the collision characteristics demonstrate patterns that are thought to be treatable. • Routes and sites identified for speed enforcement or engineering through the SCARF process • Routes independently identified by DfT as being higher risk – if accompanied by grant funding. 	
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 • 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: <ul style="list-style-type: none"> • 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

Devon County Council

Extra Funding streams 2018/2019

Simon Phillips

Programme Development Engineer



Devon County Council

Three main streams of additional funding;

Pothole Action Fund.

£4.4 million Resilience Fund.

Extra £6.5 million for highways,
proposed by cabinet and ratified by full
council in February 2018.



Devon County Council Pothole Action Fund

Electoral Division	Allocation
Bideford East ED	£26,477.00
Bideford West and Hartland ED	£79,000.00
Hatherleigh and Chagford ED	£60,148.00
Holsworthy Rural ED	£118,375.00
Northam ED	£23,172.00
Okehampton Rural ED	£26,409.00
Tavistock ED	£19,139.00
Torrington Rural ED	£77,601.00
Yelverton Rural	£34,033.00
TOTAL ALLOCATION	£464,354.00



Devon County Council

£4.4 Million Resilience Fund

Electoral Division	Allocation
Bideford East ED	£58,859.34
Bideford West and Hartland ED	£175,617.66
Hatherleigh and Chagford	£133,707.94
Holsworthy Rural	£263,148.53
Northam ED	£51,512.24
Okehampton Rural ED	£58,707.85
Tavistock ED	£42,546.12
Torrington Rural ED	£172,507.45
Yelverton Rural ED	£75,660.15
Total	£1,032,267.28



Devon County Council

Extra £6.5 million for highways,
proposed by cabinet and
ratified by full council in
February 2018.



Devon County Council

Highway Drainage; Cyclic

Additional £420,000;

Ploughing.

Ditching.

Leaf sweeping.

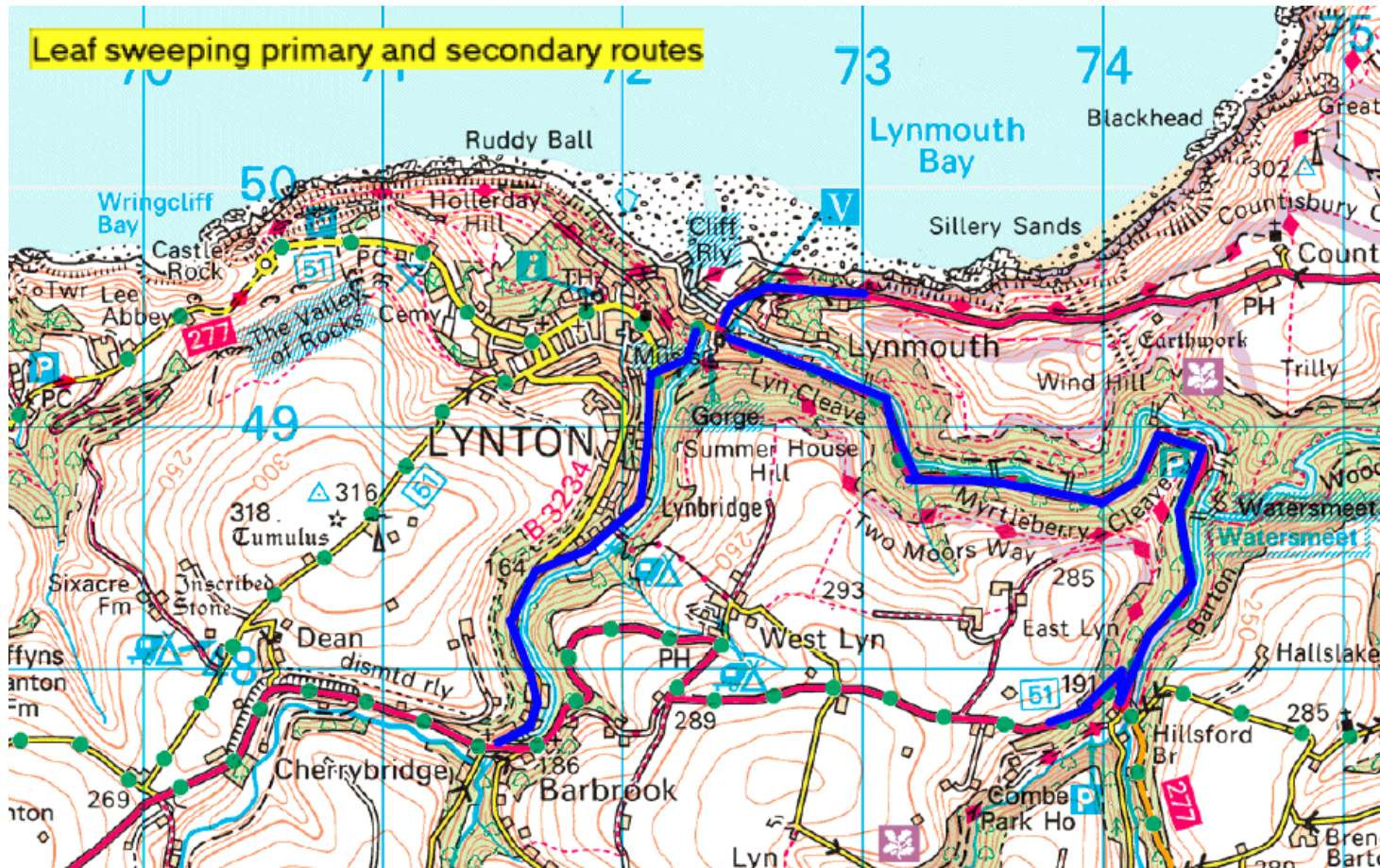
Main road grips buddleholes
and easements.

Data collection of drainage
features.



Devon County Council

Highway Drainage; Cyclic data



Devon County Council

Highway Drainage; Routine

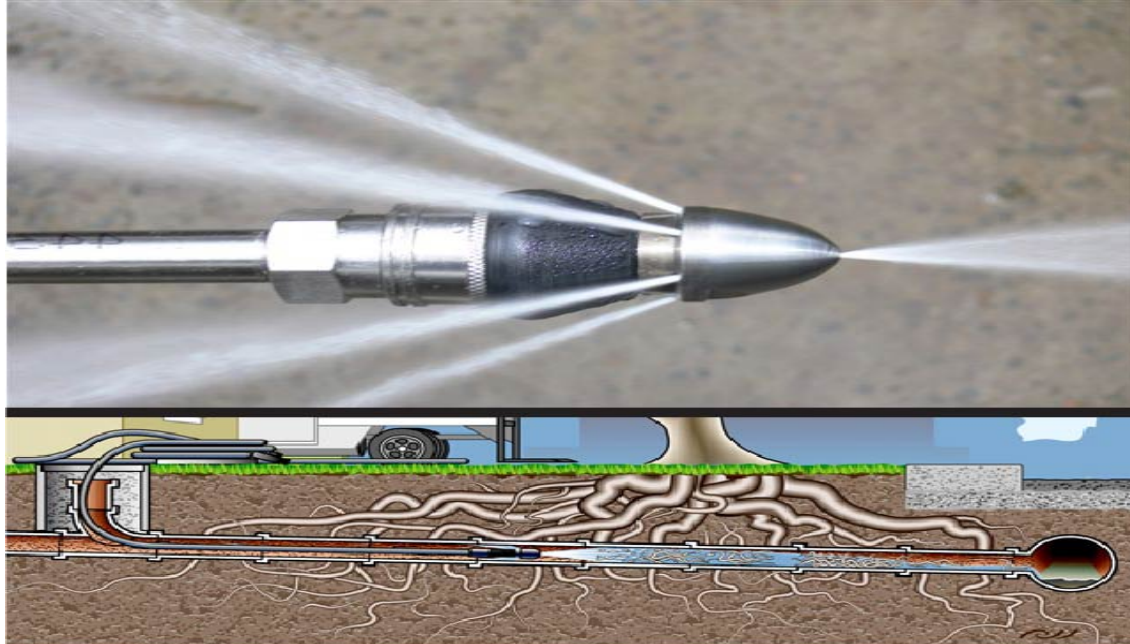
Additional £95,000 added to Revenue budget for extra drainage schemes in the Northern Neighbourhood Team.



Devon County Council

Highway Drainage; Routine

£500,000 Countywide programme of jetting and camera surveys.



Devon County Council

Additional grass cutting; £400,000



Devon County Council

Safety Defect repairs; £1.5 million

Page 19



Minute Item 52

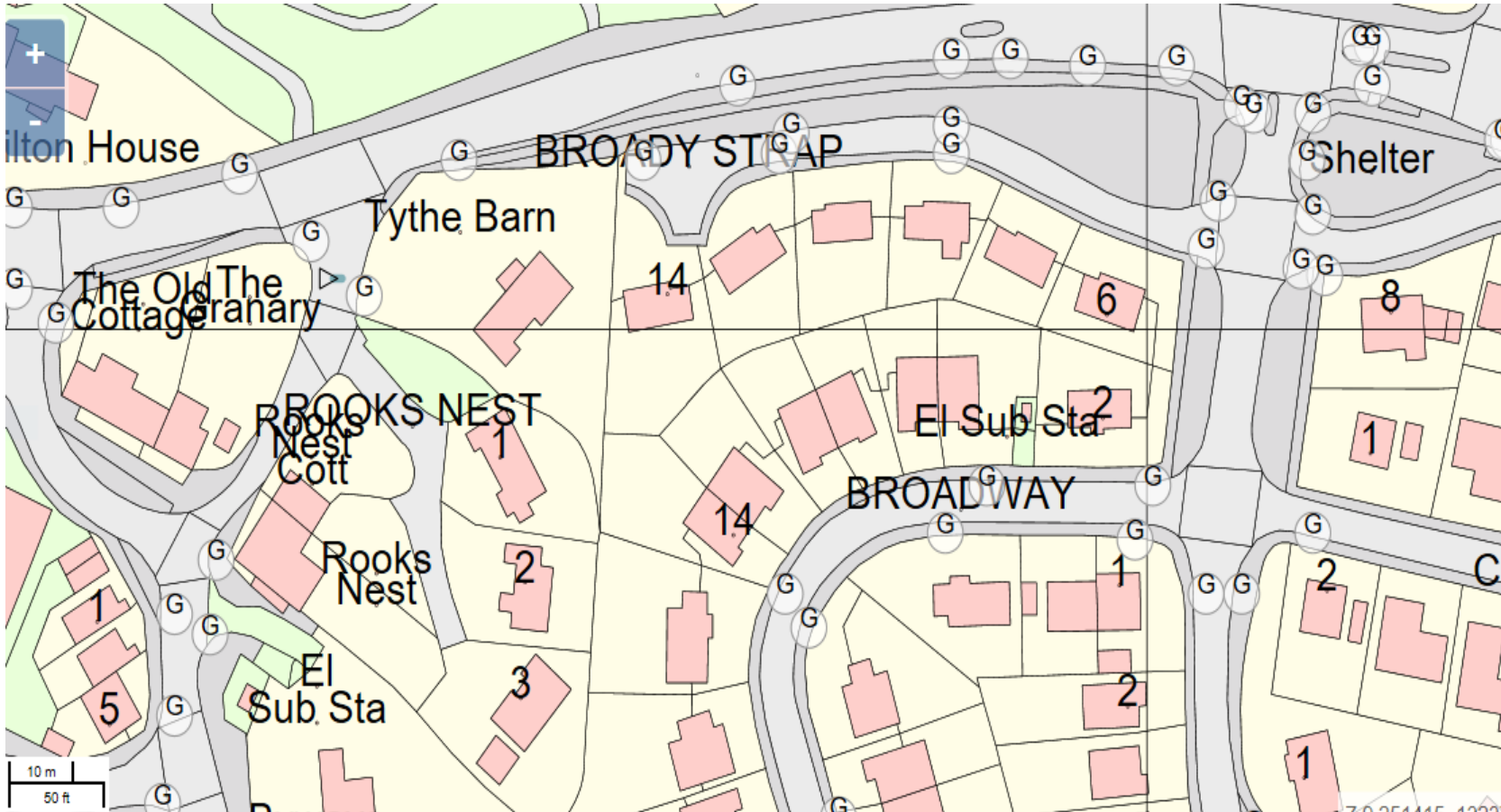
Devon County Council

Routine Patching; £522,000



Devon County Council

Public facing information.



Page 21



Minute Item 52

Devon County Council

Additional Funding streams.

