

Road Safety Status Update 2019

HATOC	West Devon	Date	22 March 2019, 1030hrs
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Key Messages

Dashboard Data	Message																																																																																																				
<p>Devon County Council Area (2013-2017)</p> <p>Casualty Trend (2013-2017)</p> <p>+4% increase from 2016 to 2017</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Casualties</th> </tr> </thead> <tbody> <tr> <td>2013</td> <td>2,403</td> </tr> <tr> <td>2014</td> <td>2,425</td> </tr> <tr> <td>2015</td> <td>2,366</td> </tr> <tr> <td>2016</td> <td>2,206</td> </tr> <tr> <td>2017</td> <td>2,285</td> </tr> </tbody> </table> <p>Casualty Injury Severity (2013-2017)</p> <p>+55% increase from 2016 to 2017</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Fatalities</th> </tr> </thead> <tbody> <tr> <td>2013</td> <td>16</td> </tr> <tr> <td>2014</td> <td>23</td> </tr> <tr> <td>2015</td> <td>25</td> </tr> <tr> <td>2016</td> <td>20</td> </tr> <tr> <td>2017</td> <td>31</td> </tr> </tbody> </table> <p>Casualty Vehicle Type (2013-2017)</p> <table border="1"> <thead> <tr> <th>Vehicle Type</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Car</td> <td>46%</td> </tr> <tr> <td>Vehicle Passenger</td> <td>20%</td> </tr> <tr> <td>Motorcyclist</td> <td>10%</td> </tr> <tr> <td>Pedestrian</td> <td>9%</td> </tr> <tr> <td>Cyclist</td> <td>8%</td> </tr> <tr> <td>Goods</td> <td>8%</td> </tr> <tr> <td>Driver / R...</td> <td>8%</td> </tr> </tbody> </table> <p>Casualty Age (2013-2017)</p> <table border="1"> <thead> <tr> <th>Age Group</th> <th>Casualties</th> </tr> </thead> <tbody> <tr> <td>00-15</td> <td>904</td> </tr> <tr> <td>16-25</td> <td>2,941</td> </tr> <tr> <td>26-35</td> <td>1,988</td> </tr> <tr> <td>36-45</td> <td>1,465</td> </tr> <tr> <td>46-55</td> <td>1,576</td> </tr> <tr> <td>56-65</td> <td>1,077</td> </tr> <tr> <td>66-75</td> <td>754</td> </tr> <tr> <td>76+</td> <td>683</td> </tr> </tbody> </table> <p>Collision Trend (2013-2017)</p> <p>+2% increase from 2016 to 2017</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Collisions</th> </tr> </thead> <tbody> <tr> <td>2013</td> <td>1,706</td> </tr> <tr> <td>2014</td> <td>1,758</td> </tr> <tr> <td>2015</td> <td>1,729</td> </tr> <tr> <td>2016</td> <td>1,578</td> </tr> <tr> <td>2017</td> <td>1,617</td> </tr> </tbody> </table> <p>Seriously Injured (2013-2017)</p> <p>+6% increase from 2016 to 2017</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Seriously Injured</th> </tr> </thead> <tbody> <tr> <td>2013</td> <td>293</td> </tr> <tr> <td>2014</td> <td>316</td> </tr> <tr> <td>2015</td> <td>311</td> </tr> <tr> <td>2016</td> <td>361</td> </tr> <tr> <td>2017</td> <td>384</td> </tr> </tbody> </table> <p>Slightly Injured (2013-2017)</p> <p>+2% increase from 2016 to 2017</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Slightly Injured</th> </tr> </thead> <tbody> <tr> <td>2013</td> <td>2,094</td> </tr> <tr> <td>2014</td> <td>2,086</td> </tr> <tr> <td>2015</td> <td>2,030</td> </tr> <tr> <td>2016</td> <td>1,825</td> </tr> <tr> <td>2017</td> <td>1,870</td> </tr> </tbody> </table> <p>Gender (2013-2017)</p> <table border="1"> <thead> <tr> <th>Gender</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Male</td> <td>56%</td> </tr> <tr> <td>Female</td> <td>44%</td> </tr> </tbody> </table>	Year	Casualties	2013	2,403	2014	2,425	2015	2,366	2016	2,206	2017	2,285	Year	Fatalities	2013	16	2014	23	2015	25	2016	20	2017	31	Vehicle Type	Percentage	Car	46%	Vehicle Passenger	20%	Motorcyclist	10%	Pedestrian	9%	Cyclist	8%	Goods	8%	Driver / R...	8%	Age Group	Casualties	00-15	904	16-25	2,941	26-35	1,988	36-45	1,465	46-55	1,576	56-65	1,077	66-75	754	76+	683	Year	Collisions	2013	1,706	2014	1,758	2015	1,729	2016	1,578	2017	1,617	Year	Seriously Injured	2013	293	2014	316	2015	311	2016	361	2017	384	Year	Slightly Injured	2013	2,094	2014	2,086	2015	2,030	2016	1,825	2017	1,870	Gender	Percentage	Male	56%	Female	44%	<ul style="list-style-type: none"> 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.
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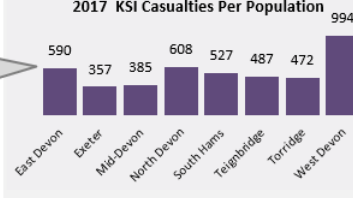
KSI COLLISIONS					
Devon District	2017 KSI Collisions	% Change from Prev Yr	% Change from 5 yr ave	Poisson Significance	Change Poisson Sig
East Devon	69	+13%	+38%	3%	● ★
Exeter	44	+47%	+29%	14%	● ★
Mid Devon	30	+15%	+20%	31%	●
North Devon	49	+44%	+20%	16%	●
South Hams	42	-16%	+14%	40%	●
Teignbridge	64	-2%	+21%	13%	● ★
Torridge	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).

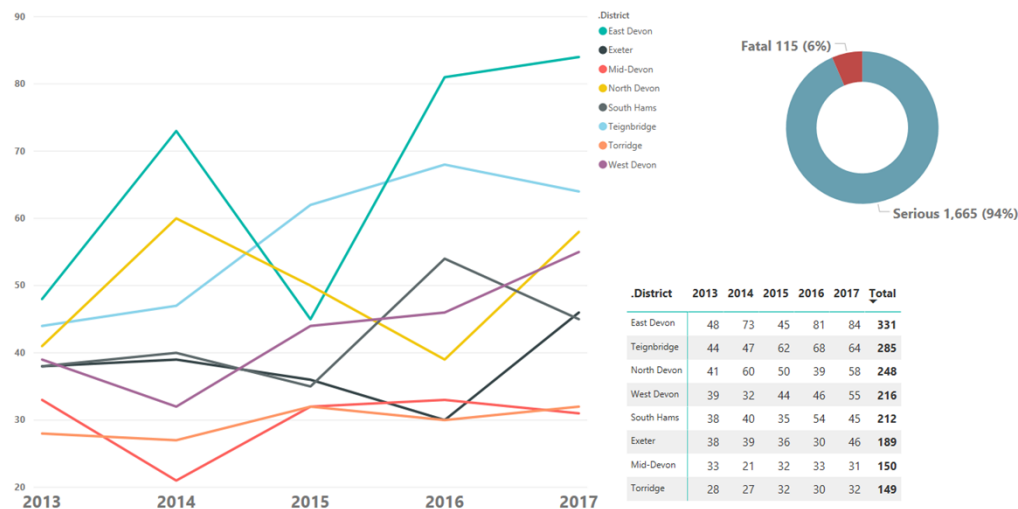
KSI CASUALTIES			
Devon District	2017 KSI Casualties	2017 Population	KSI Casualties Per 1 million Population
East Devon	84	142,265	590
Exeter	46	128,916	357
Mid Devon	31	80,623	385
North Devon	58	95,440	608
South Hams	45	85,340	527
Teignbridge	64	131,437	487
Torridge	32	67,821	472
West Devon	55	55,329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

2017 KSI Casualties Per Population



- **How does West Devon compare with other HATOC areas?**
- All districts have seen a rise in KSI collisions.
- The rise in West Devon is not statistically significant and may be the subject of random fluctuation.
- Although a crude measure, casualties per million population is one way of comparing district areas. Using this rate, West Devon performance at 994 KSI casualties per 1 million population is the worst performing district on a range which starts with Exeter at 357 KSIs per.

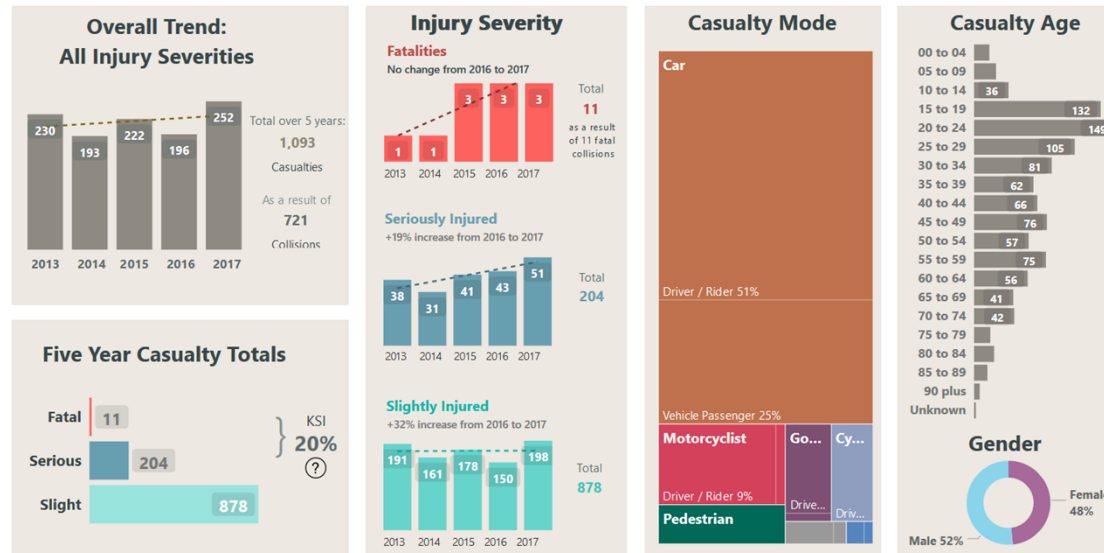
Casualties (2013-2017) - Fatal, Serious



- **District Five Year Trend comparison**
- West Devon KSIs have been generally rising over time.
- However, its five-year count for KSI casualties is at the midpoint for all the districts, with Torridge and Mid Devon at the lower end of the scale with 149 KSI in five years, and East Devon with 331.

West Devon Casualties (2013-2017) - All Injury Severities

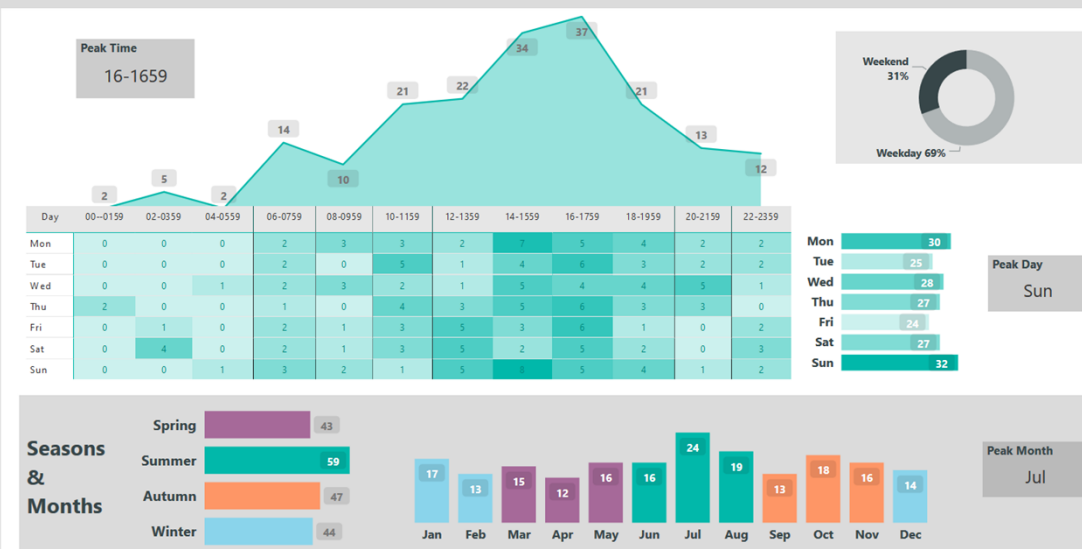
Casualty D.L.



West Devon HATOC area - overview

- Overall casualty trend is rising over time
- In common with other districts, the trend for both serious injuries and fatalities is rising. Slight injuries are broadly level.
- 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 will be high for motorcyclists, pedestrians and cyclists.

West Devon Casualties (2013-2017) - Fatal, Serious

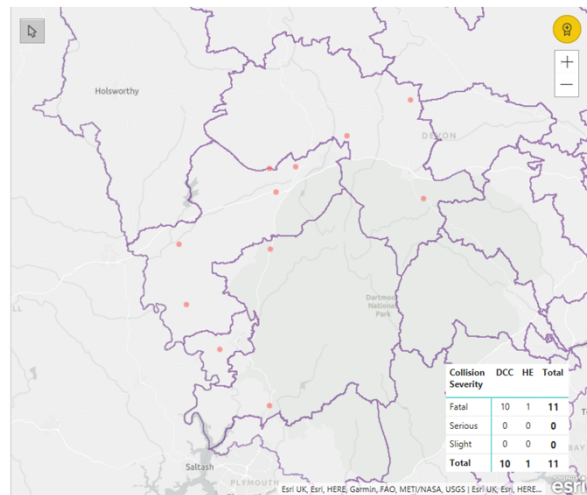


KSI Collisions – when they occurred

- KSI collisions in West Devon peak in the mid to late afternoon with a rise during the morning commuter period that is less pronounced than other districts.
- Sunday and Monday are the peak days for KSI collisions and they follow a similar pattern with the highest number of incidents in the late afternoon.
- July the peak month for KSIs, and Summer is the peak season

West Devon 2013-2017 Data: Fatal

District & Electoral Divisions	Total Casualties	Estimated Population (2017)	Rate Per 1,000 Pop
West Devon	11	56,072	0.2
Tavistock	1	13,396	0.1
Yelverton Rural	2	14,615	0.1
Okehampton Rural	4	14,756	0.3
Hatherleigh & Chagford	4	13,305	0.3
Total	11	56,072	0.2

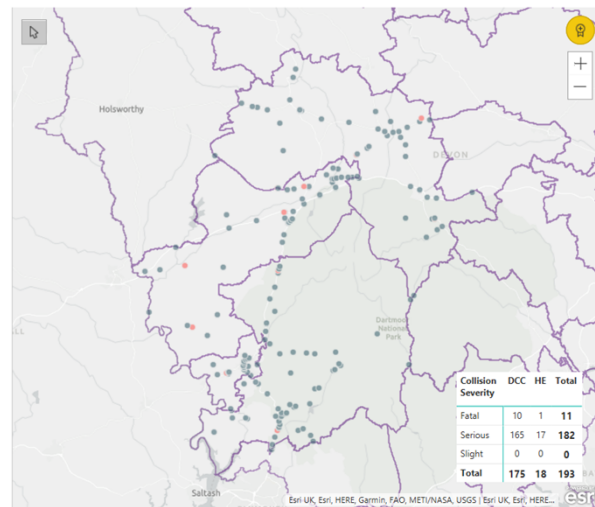


Locations – fatal

- There were 11 fatalities in the last 5 years, with no observed clustering at single locations.

West Devon 2013-2017 Data: Fatal, Serious

District & Electoral Divisions	Total Casualties	Estimated Population (2017)	Rate Per 1,000 Pop
West Devon	215	56,072	3.8
Tavistock	24	13,396	1.8
Okehampton Rural	54	14,756	3.7
Hatherleigh & Chagford	59	13,305	4.4
Yelverton Rural	78	14,615	5.3
Total	215	56,072	3.8



Locations – KSI

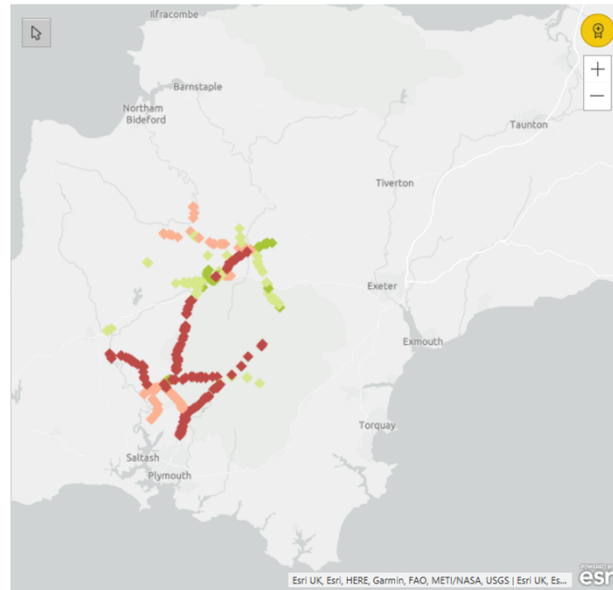
- When looking at KSIs at electoral division level then the KSI numbers also tend to reflect the population areas.
- Consequently, Yelverton Rural has the highest number of KSI casualties at 78, and the highest KSI rate per 1000 population at 5.3
- Tavistock has the lowest number (24) and the lowest per 1000 population rate (1.8)

A+B Road Route Performance (All Severities)

England Routes

Excludes Highways

Rank	Route Name	Collisions All Severities (5yrs)
5	A386 Tavistock Urban Area Lidl to Drake Memorial	18
10	B3260 Okehampton West St Fore St East St	9
11	A386 Yelverton to Plymouth Boundary (Bickleigh)	45
11	B3215 Okehampton to North Tawton via Sampford Ct'ny	24
13	B3212 Yelverton N to Two Bridges Dartmoor	27
21	A386 Tavistock (Kelly college) to Sourton Down	44
22	B3362 Gulworthy to Greystone Bridge C'wall	31
27	B3212 Two Bridges Dartmoor to Moretonhampstead	17
29	B3357 Tavistock to Two Bridges Dartmoor	20
35	B3257 Bere Alston to Gulworthy Cross	12
46	B3216 Jacobstowe to Bassetts Cross	5
48	B3260 Okehampton East to A30 Whitehouse Serv Jct	5
49	A386 Tavistock to Yelverton via Horrabridge	34
55	A3072 Lamerton X to North Tawton (De Bathe X)	15
59	A386 Hatherleigh (A3072 RAB) to Gt Torr'ton (Rosemoor)	23
64	A3072 Dunsland X nr Brandis Corner to Hatherleigh	18
67	A386 Central Tavistock: Drakes RAB to Bedford Sq	5
68	A390 whole length: Tavistock to Cornwall boundary	18
74	A3079 full length (Dunsland X Hol'wthy) to Okehampton	24



- 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 West Devon include:
- The A386 Tavistock Urban Area Lidl to Drake Memorial (ranked 5/144 with 18 collisions of all severities in five years)
- B3260 Okehampton West St, Fore St, East St (ranked 10/124 with 9 collisions of all severities in five years)

Contributory Factors & Locality Data



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

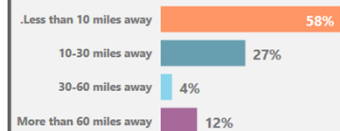
West Devon Casualties (2013-2017) - Fatal, Serious

193 Collisions

Factor	Co...	Factor Type
Loss of control	65	Driver/Rider Error
Failed to look properly	57	Driver/Rider Error
Failed to judge other persons path or speed	31	Driver/Rider Error
Travelling too fast for conditions	31	Injudicious Action
Careless/Reckless/In a hurry	28	Behaviour/Inexperie...
Poor turn or manoeuvre	26	Driver/Rider Error
Swerved	23	Driver/Rider Error
Exceeding speed limit	22	Injudicious Action
Slippery road (due to weather)	22	Road Environment

Blameworthy Vehicles

Distance From Home



Top 5 Most Recorded Postcodes



Control Data: Devon County Council Norm

721 Collisions

Factor	Count
Failed to look properly	583
Loss of control	342
Failed to judge other persons path or speed	314
Careless/Reckless/In a hurry	288
Poor turn or manoeuvre	264
Travelling too fast for conditions	235
Slippery road (due to weather)	155
Exceeding speed limit	153
Impaired by alcohol	117

Blameworthy Vehicles

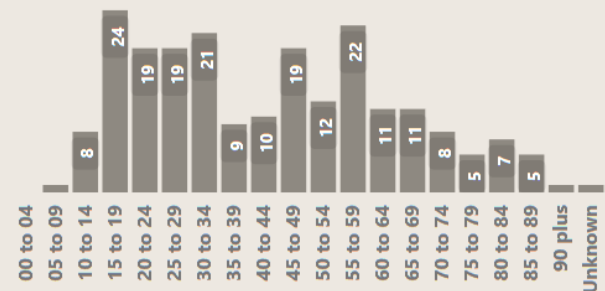
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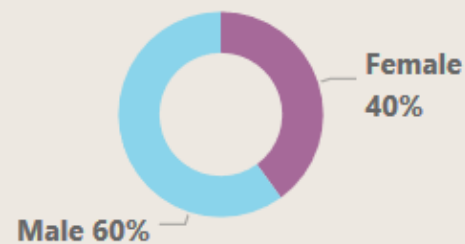
Why the collisions occurred – KSI

- The collision factors (assigned by the police at the time of the collision) are broadly similar for West Devon as for Devon as a whole.
- Driver or rider error is most prevalent, largely comprising:
- Loss of control (higher than control)
- Failed to look properly
- Failed to judge another person's path or speed
- Travelling too fast for conditions (higher than control)
- Blameworthy vehicles are driven by what might be classified as local drivers, with 58% living within 10 miles of the collision site and 85% within 30 miles

Casualty Age



Gender



To whom – KSI

- 60% of KSI casualties are male
- 15-19 year olds are the main casualty age band
- Within that band, 75% are male

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 delivered by Fire and Rescue 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