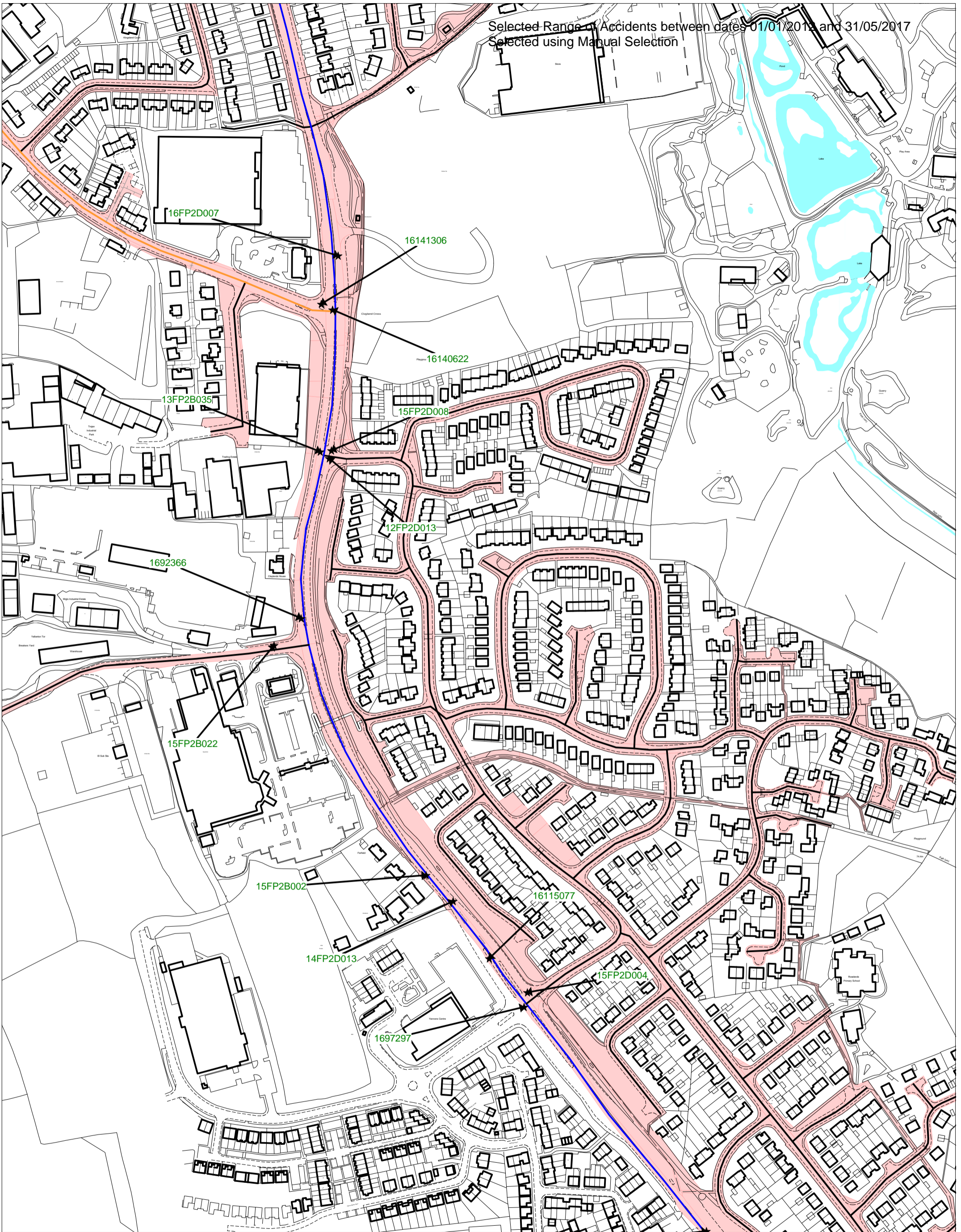


Appendix D
Personal Injury Accident Data

Selected Range of Accidents between dates 01/01/2012 and 31/05/2017
 Selected using Manual Selection



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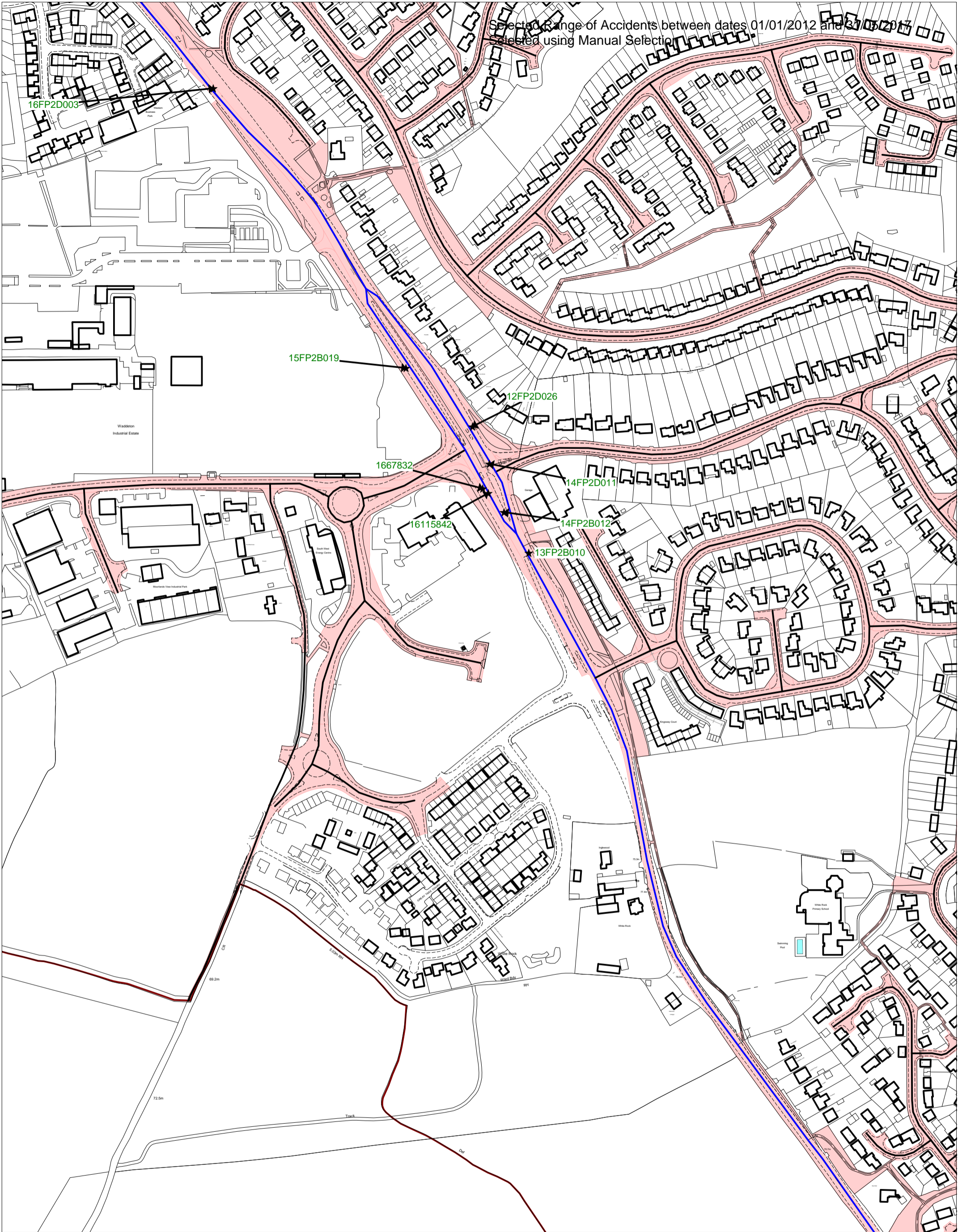
Brixham Road
 Paignton
 Plan 2

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| | |
|-------------|------------|
| SCALE | 1 : 3000 |
| DATE | 23/06/2017 |
| DRAWING No. | |
| DRAWN BY | |

Selected Range of Accidents between dates 01/01/2012 and 31/03/2017
 Selected using Manual Selection



Brixham Road
 Paignton
 Plan 3

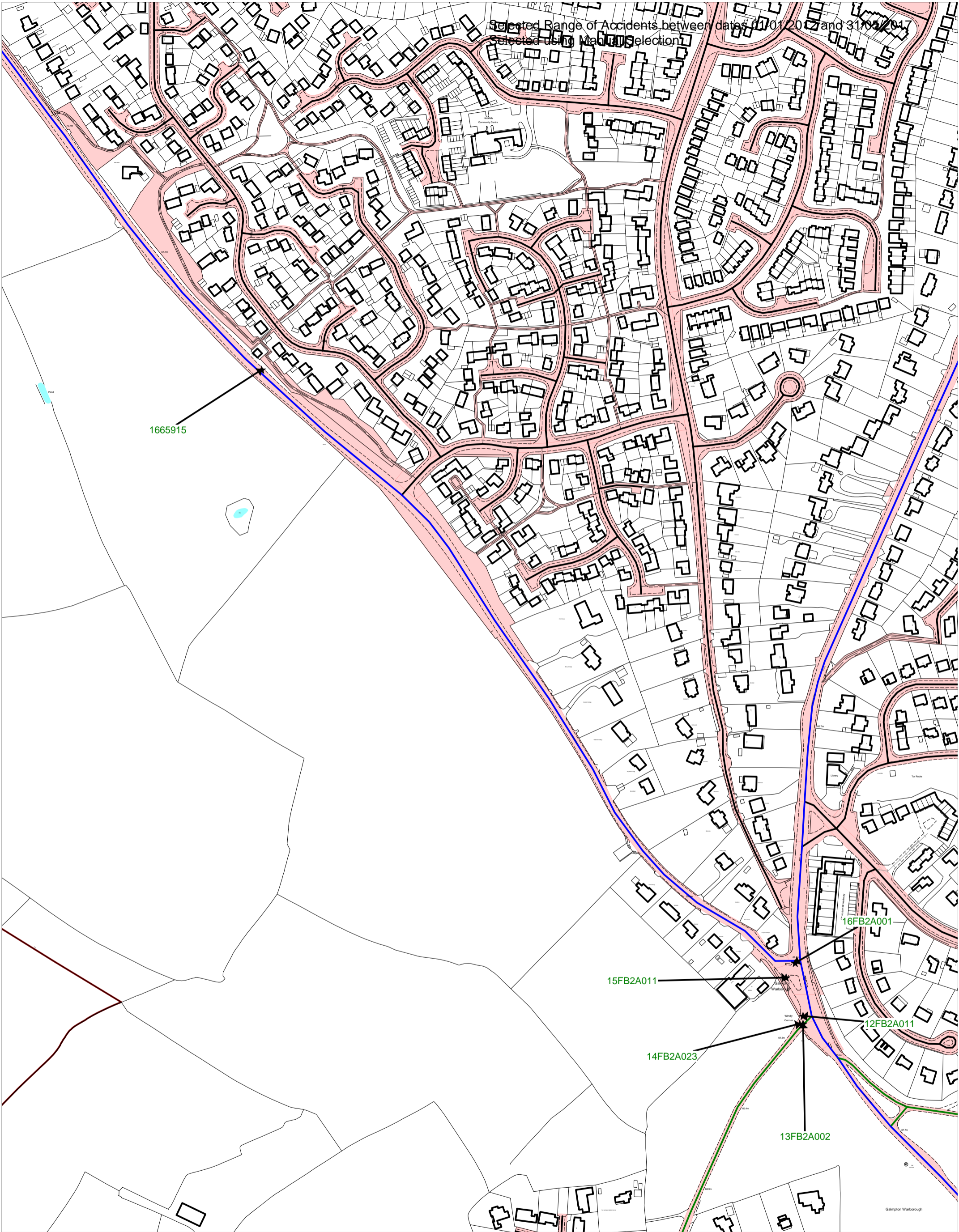
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| | |
|-------------|------------|
| SCALE | 1 : 3000 |
| DATE | 23/06/2017 |
| DRAWING No. | |
| DRAWN BY | |

Selected Range of Accidents between dates 01/01/2012 and 31/03/2017
 Selected using MapGIS Selection



Brixham Road and
 Hunters Tor Drive
 Paignton
 Plan 4

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| | |
|-------------|------------|
| SCALE | 1 : 3000 |
| DATE | 23/06/2017 |
| DRAWING No. | |
| DRAWN BY | |

Accidents between dates 01/01/2012 and 31/05/2017 (65) months

Selection:

Notes:

Selected using Pre-defined Query : All Injury Accidents

| Police Ref. | Acc Class | Date | Time | Grid References | Casualties | | | Causation Factors/ Prob | Ped | | Light | Weather | Road Surface | Vehicle Types | |
|-------------|-----------|------------|------|-----------------|------------|-----|-----|--|-----|---|-------|---------|----------------------------|---------------|---------|
| | | | | | Ftl | Ser | Slr | | L | M | | | | | D |
| 1692366 | Fatal | 30/07/2016 | 1600 | 287306 59255 | 1 | 0 | 0 | 802C1B 808C1B 410V1B | 5 | 1 | 3 | Light | Fine without high winds | Dry | 9 |
| 12FP2D030 | Serious | 08/11/2012 | 1600 | 287243 59964 | 0 | 1 | 0 | 410V1B | 0 | 0 | 0 | Light | Fine without high winds | Dry | 5 9 |
| 13FP2I004 | Serious | 19/12/2013 | 1035 | 288378 58275 | 0 | 1 | 0 | 103V2A 406V2B 605V2A 706V2B | 0 | 0 | 0 | Light | Fine without high winds | Wet/Damp | 9 3 |
| 13FP2D023 | Serious | 26/12/2013 | 1654 | 287250 59944 | 0 | 1 | 0 | 802C1A 806C1A | 8 | 3 | 5 | Dark | Fine without high winds | Wet/Damp | 9 |
| 14FP2B012 | Serious | 09/05/2014 | 1600 | 287924 58335 | 0 | 1 | 0 | 405V1A | 0 | 0 | 0 | Light | Fine without high winds | Dry | 9 1 |
| 14FB2A023 | Serious | 29/10/2014 | 2002 | 288858 56974 | 0 | 1 | 0 | 405V1A 509V1A 705V1A 999V1A | 0 | 0 | 0 | Dark | Fine without high winds | Wet/Damp | 9 1 |
| 16141306 | Serious | 27/12/2016 | 1156 | 287324 59534 | 0 | 1 | 1 | 405V1A 403V1A 404V1A | 0 | 0 | 0 | Light | Fine without high winds | Dry | 9 9 |
| 12FP2I001 | Slight | 16/04/2012 | 0814 | 288606 58271 | 0 | 0 | 1 | 802C1B 808C1B 810C1A | 5 | 3 | 9 | Light | Fine without high winds | Dry | 9 |
| 12FP2D013 | Slight | 24/04/2012 | 1400 | 287331 59397 | 0 | 0 | 1 | 903V1B 405V1B | 0 | 0 | 0 | Light | Fine without high winds | Wet/Damp | 9 9 |
| 12FB2A011 | Slight | 26/07/2012 | 1030 | 288861 56981 | 0 | 0 | 1 | 405V1A | 0 | 0 | 0 | Light | Fine without high winds | Dry | 9 1 |
| 12FP2D026 | Slight | 16/10/2012 | 1721 | 287896 58411 | 0 | 0 | 1 | 405V1A 406V1B | 0 | 0 | 0 | Light | Fine without high winds | Dry | 9 9 |
| 12FP2D028 | Slight | 28/10/2012 | 1128 | 287253 59967 | 0 | 0 | 1 | 405V1A | 0 | 0 | 0 | Light | Fine without high winds | Dry | 9 9 |
| 12FP2B034 | Slight | 07/11/2012 | 0830 | 287209 60069 | 0 | 0 | 1 | 701V1A | 0 | 0 | 0 | Light | Fine without high winds | Dry | 9 1 |
| 13FP2D002 | Slight | 11/01/2013 | 1510 | 287261 59961 | 0 | 0 | 2 | 405V1A | 0 | 0 | 0 | Light | Fine without high winds | Dry | 9 9 |
| 13FB2A002 | Slight | 22/02/2013 | 0851 | 288861 56974 | 0 | 0 | 1 | 108V1B 703V1B | 0 | 0 | 0 | Light | Fine without high winds | Dry | 9 1 |
| 13FP2D003 | Slight | 15/03/2013 | 1420 | 287249 59958 | 0 | 0 | 1 | 602V2A | 0 | 0 | 0 | Light | Raining without high winds | Wet/Damp | 19 9 |
| 13FP2B009 | Slight | 02/04/2013 | 1700 | 287268 59971 | 0 | 0 | 1 | 510V1A 406V1A 408V2A | 0 | 0 | 0 | Light | Fine without high winds | Dry | 9 9 |
| 13FP2B010 | Slight | 03/04/2013 | 1640 | 287946 58299 | 0 | 0 | 1 | 405V1A 406V1A 403V1B 406V2B | 0 | 0 | 0 | Light | Fine without high winds | Dry | 9 9 |
| 13FP2D008 | Slight | 13/05/2013 | 1343 | 287222 59967 | 0 | 0 | 1 | 304V1A 310V2A 405V1A 405V2A 401V1B | 0 | 0 | 0 | Light | Fine without high winds | Dry | 9 1 |
| 13FP2B022 | Slight | 15/08/2013 | 1700 | 287240 59956 | 0 | 0 | 1 | 310V2A 306V1A 504V2B | 0 | 0 | 0 | Light | Fine without high winds | Dry | 4 1 |
| 13FP2D017 | Slight | 10/09/2013 | 1619 | 287262 59968 | 0 | 0 | 1 | 405V1A 505V1A 501V1B 403V1B | 0 | 0 | 0 | Light | Fine without high winds | Dry | 9 9 |
| 13FP2B035 | Slight | 22/10/2013 | 0738 | 287323 59403 | 0 | 0 | 5 | 103V1B 408V3A | 0 | 0 | 0 | Dark | Raining without high winds | Wet/Damp | 9 9 9 1 |
| 14FP2B005 | Slight | 01/03/2014 | 1220 | 287242 59963 | 0 | 0 | 1 | 403V1B | 0 | 0 | 0 | Light | Fine without high winds | Dry | 9 9 |

Details of Personal Injury Accidents for Period - **01/01/2012** to **31/05/2017** (65) months

Selection: Selected using Pre-defined Query : All Injury Accidents
Notes:

| Police Ref. | Day Date | Location Description | Vehicles | | | | | Casualties | | | |
|--------------------------|------------------------|----------------------|----------|--------|--------|-------|-------|------------|-------|-----|--|
| | | | Veh No / | Type / | Manv / | Dir / | Class | Sex / | Age / | Sev | |
| Road No. | Time | | | | | | | | | | |
| 2nd Road No. | | | | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | | | |
| | R.S.C | | | | | | | | | | |
| | Weather | | | | | | | | | | |
| | Speed | | | | | | | | | | |
| | Account of Accident | | | | | | | | | | |
| Causation Factor: | | | | | | | | | | | |

1692366 Saturday BRIXHAY ROAD A3022 YALBERTON ROAD Veh 1 Car Going ahead N to S Ped F 68 Fatal
30/07/2016
R1: A 3022 1600hrs
R2: U Daylight:street lights present
E 287,306 Dry
N 59,255 Fine without high winds
40 mph

Causation Factor:
1st: Failed to look properly
2nd: Careless/Reckless/In a hurry
3rd: Loss of control

Participant:
Casualty 1
Casualty 1
Vehicle 1

Confidence:
Possible
Possible

VEH1 HELD AT RED TRAFFIC LIGHTS AT JUNCTION. PED1 WALKS INTO ROAD AS LIGHT TURNS GREEN, VEH1 MOVES OFF SLOWLY AND AS IT NEARS PED1, VEH1 ACCLERATES FOR UNKWOWN REASON, COLLIDING WITH PED1.

12FP2D030 Thursday PAIGNTON - A380 KINGS ASH ROAD Veh 1 M/C > 500 cc Going ahead E to W Dri M 34 Serious
08/11/2012 Veh 2 Car Going ahead E to W
R1: A 380 1600hrs
E 287,243 Dry
N 59,964 Fine without high winds
30 mph

Causation Factor:
1st: Loss of control

Participant:
Vehicle 1

Confidence:
Possible

V1 IS A M/C MOVING AHEAD, THE VEH HAS EXPERIENCED A MECHANICAL PROBLEM AND HTE THROTTLE HAS STUCK OPEN, CAUSING IT TO TRAVEL FORWARD AND COLLIDE WITH V2.

13FP2I004 Thursday PAIGNTON - GOODRINGTON ROAD Veh 1 Car Wait go ahead held E to W
19/12/2013 Veh 2 M/C < 125 cc Stopping E to W Dri M 17 Serious
R1: U 1035hrs
R2: U Daylight:street lights present
E 288,378 Wet/Damp
N 58,275 Fine without high winds
30 mph

Causation Factor:
1st: Slippery road (due to weather)
2nd: Failed to judge other persons path or speed
3rd: Inexperienced or learner driver/rider
4th: Dazzling sun

Participant:
Vehicle 2
Vehicle 2
Vehicle 2
Vehicle 2

Confidence:
Very Likely
Possible
Possible
Possible

VEH1 STOPPED WAITING FOR A VEHICLE TO PASS AS PARKED VEHICLE DID NOT ALLOW TWO VEHICLES TO PASS IN THE ROAD, VEH1 STARTED TO PULL AROUND THE PARKED VEHICLE WHEN VEH2 COLLIDED WITH THE REAR OF VEH1

Details of Personal Injury Accidents for Period - 01/01/2012 to 31/05/2017 (65) months

Selection: Notes:
Selected using Pre-defined Query : All Injury Accidents

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | | | |
|--------------|---------------------|----------------------|----------|------|------|-----|------------|-----|-----|-----|--|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age | Sev | |
| Road No. | Date | | | | | | | | | | |
| 2nd Road No. | Time | | | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | | | |
| | R.S.C | | | | | | | | | | |
| | Weather | | | | | | | | | | |
| | Speed | | | | | | | | | | |
| | Account of Accident | | | | | | | | | | |

Causation Factor:

13FP2D023 Thursday PAIGNTON - A3022 BRIXHAM ROAD/TWEENAWAY CROSS Veh 1 Car Going ahead N to S Ped M 69 Serious
26/12/2013
R1: A 3022 1654hrs
R2: U Darkness: street lights present a
E 287,250 Wet/Damp
N 59,944 Fine without high winds
30 mph

Causation Factor:

1st: Failed to look properly
2nd: Impaired by alcohol

Participant:

Casualty 1
Casualty 1

Confidence:

Very Likely
Very Likely

VEH1 TRAV FROM KINGS ASH ROAD TWDS BRIXHAM IN OUTSIDE LANE APPROACHING TRAFFIC LIGHTS ON TWEENAWAY CROSS, PED CAS1 HAS STEPPED OUT FROM THE CENTRAL ISLAND INTO THE PATH OF ONCOMING VEH1

14FP2B012 Friday PAIGNTON - DARTMOUTH ROAD / GOODRINGTON ROAD - A379 Veh 1 Car Turning right N to S
09/05/2014 Veh 2 Pedal cycle Going ahead N to S Dri M 52 Serious
R1: A 379 1600hrs
R2: U Daylight:street lights present
E 287,924 Dry
N 58,335 Fine without high winds
30 mph

Causation Factor:

1st: Failed to look properly

Participant:

Vehicle 1

Confidence:

Very Likely

V1 DRIVEN ALONG WITH THE INTENTION OF TURNING RIGHT INTO GOODRINGTON ROAD - AND DID NOT SEE V2 - COLLISION OCCURED

14FB2A023 Wednesday BRIXHAM - BRIXHAM ROAD Veh 1 Car Going ahead SE to NW
29/10/2014 Veh 2 Pedal cycle Going ahead SE to NW Dri M 50 Serious
R1: U 2002hrs
R2: U Darkness: street lights present a
E 288,858 Wet/Damp
N 56,974 Fine without high winds
30 mph

Causation Factor:

1st: Failed to look properly
2nd: Distraction in vehicle
3rd: Dazzling headlights
4th: Other

Participant:

Vehicle 1
Vehicle 1
Vehicle 1
Vehicle 1

Confidence:

Very Likely
Very Likely
Very Likely
Very Likely

CAS1 WAS CYCLING HOME ALONG DARTMOUTH ROAD, STATED THAT VEHICLES CONTINUED TO PASS HIM WHEN ALL OF A SUDDEN A VEHICLE COLLIDED WITH HIM FROM BEHIND, CAUSING HIS PUSHBIKE TO CRASH TO FLOOR AND CAS1 TO GO IN THE AIR AND COME DOWN HARD ONTO THE ROAD. CAS 1 WAS TRAVELING APPROX 15-25 AND THE VEH1 SLIGHTLY MORE TO OVERTAKE.

Details of Personal Injury Accidents for Period - **01/01/2012** to **31/05/2017** (65) months

Selection: Selected using Pre-defined Query : All Injury Accidents **Notes:**

| Police Ref. | Day Date | Location Description | Vehicles | | | | Casualties | | | | |
|---------------------|------------------------|----------------------|----------|------|------|-----|------------|-----|-----|-----|--|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age | Sev | |
| Road No. | Time | | | | | | | | | | |
| 2nd Road No. | | | | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | | | |
| | R.S.C | | | | | | | | | | |
| | Weather | | | | | | | | | | |
| | Speed | | | | | | | | | | |
| | Account of Accident | | | | | | | | | | |

Causation Factor:

16141306 Tuesday BRIXHAM ROAD, PAIGNTON A3022 Veh 1 Car Wait to turn right N to S Dri F 77 Serious
 27/12/2016 BOROUGH ROAD, PAIGNTON Veh 2 Car Going ahead E to W Dri M 47 Slight
R1: A 3022 1156hrs
R2: U Daylight:street lights present
E 287,324 Dry
N 59,534 Fine without high winds
 40 mph

Causation Factor:

1st: Failed to look properly
2nd: Poor turn or manoeuvre
3rd: Failed to signal/Misleading signal

Participant:

Vehicle 1
 Vehicle 1
 Vehicle 1

Confidence:

Very Likely
 Very Likely

V1 HAS BEEN TRAVELLING ALONG BRIXHAM ROAD, TOWARDS BRIXHAM V1 HAS MOVED INTO LANE TO TURN RIGHT INTO BOROUGH ROAD, PAIGNTON V2 HAS BEEN APPROACHING FROM THE OPPOSITE DIRECTION ON THE A3022 CONT STRAIGHT ON V1 HAS NOT ADHERED TO THE GIVE WAY ALBE IT HER TRAFFIC LIGHT WAS GREEN, AND TURNED RIGHT INTO THE PATH OF V2 V2 HAS STRUCK V1 CAUSING IT TO ROTATE INTO THE ROAD - V2 CONT ON FOOTPATH V2 TRAFFIC LIGHTS WERE ALSO GREEN

12FP2I001 Monday PAIGNTON - GOODRINGTON ROAD, Veh 1 Car Going ahead LH bend to Ped F 51 Slight
 16/04/2012 OUTSIDE BEVERKEY PARK
R1: U 0814hrs CARAVAN CENTRE
E 288,606 Dry
N 58,271 Fine without high winds
 30 mph

Causation Factor:

1st: Failed to look properly
2nd: Careless/Reckless/In a hurry
3rd: Disability or illness, mental or physical

Participant:

Casualty 1
 Casualty 1
 Casualty 1

Confidence:

Possible
 Possible

C1 SEEN TO RUN ACROSS ROAD INTO THE PATH OF V1, CAUSING DAMAGE TO WINDSCREEN

12FP2D013 Tuesday PAIGNTON - A3022 BRIXHAM ROAD Veh 1 Car Starting NE to NW
 24/04/2012 JCT ROSELANDS DRIVE Veh 2 Car Going ahead NW to SE FSP F 33 Slight
R1: B 3022 1400hrs
R2: U
E 287,331 Wet/Damp
N 59,397 Fine without high winds
 40 mph

Causation Factor:

1st: Emergency vehicle on call
2nd: Failed to look properly

Participant:

Vehicle 1
 Vehicle 1

Confidence:

Possible
 Possible

VEH1 WAITING AT ROSELAND DRIVE JCT WITH BRIXHAM RD TO PULL OUT ONTO BRIXHAM RD TO GO TO TORQUAY. VEH2 TRAV TOWARDS BRIXHAM ON BRIXHAM RD. VEH1 PULLS OUT COLLIDING WITH SIDE OF VEH2.

Details of Personal Injury Accidents for Period - 01/01/2012 to 31/05/2017 (65) months

Selection: Selected using Pre-defined Query : All Injury Accidents
Notes:

| Police Ref. | Day Date | Location Description | Vehicles | | | | Casualties | | | | | | |
|---------------------------------------|-------------|------------------------|----------|------|------|-----|------------|-----|-----|-----|--|--|--|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age | Sev | | | |
| Road No. 2nd Road No. Grid Ref. | Time | D/L | | | | | | | | | | | |
| | R.S.C | Weather | | | | | | | | | | | |
| | Speed | Account of Accident | | | | | | | | | | | |
| Causation Factor: | | | | | | | | | | | | | |

12FB2A011 Thursday BRIXHAM - DARTMOUTH ROAD / BROADSANDS / LIGHTS NEAR THE CORNER
 26/07/2012 1030hrs
R1: A 3022
R2: U
E 288,861 Dry
N 56,981 Fine without high winds
 30 mph

Causation Factor: Failed to look properly
Participant: Vehicle 1
Confidence: Very Likely
 V2 RIDING CYCLE COLLIDED WITH V1 IN YELLOW WAITING AREA - NAMES AND TELENUMBER EXCHANGED HOWEVER VRM WAS NOT TAKEN

12FP2D026 Tuesday PAIGNTON - BRIXHAM ROAD
 16/10/2012 1721hrs
R1: A 3022
R2: U
E 287,896 Dry
N 58,411 Fine without high winds
 40 mph

Causation Factor: Failed to look properly
Participant: Vehicle 1
Confidence: Very Likely
 Failed to judge other persons path or speed
Participant: Vehicle 1
Confidence: Possible
 VEH1 WAS DRIVING BEHIND VEH2. VEH1 DID NOT SEE TRAFFIC SLOW DOWN AND IMPACTED INTO THE BACK OF VEH2.

12FP2D028 Sunday PAIGNTON - KING'S ASH ROAD J/W TOTNES ROAD
 28/10/2012 1128hrs
R1: A 380
R2: A 3022
E 287,253 Dry
N 59,967 Fine without high winds
 30 mph

Causation Factor: Failed to look properly
Participant: Vehicle 1
Confidence: Very Likely
 VEH1 ACCELERATED FROM STATIONARY POSITION AT THE JUNCTION AND VEH2 COLLIDED WITH REAR OF VEH1.

12FP2B034 Wednesday A380 PAIGNTON - KINGS ASH ROAD J/W BOROUGH PARK ROAD
 07/11/2012 0830hrs
R1: A 380
R2: U
E 287,209 Dry
N 60,069 Fine without high winds
 30 mph

Causation Factor: Stationary or parked vehicle
Participant: Vehicle 1
Confidence: Very Likely

Details of Personal Injury Accidents for Period - **01/01/2012** to **31/05/2017** (65) months

Selection: Selected using Pre-defined Query : All Injury Accidents **Notes:**

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | | | |
|---------------------|---------------------|----------------------|----------|------|------|-----|------------|-----|-----|-----|--|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age | Sev | |
| Road No. | Date | | | | | | | | | | |
| 2nd Road No. | Time | | | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | | | |
| | R.S.C | | | | | | | | | | |
| | Weather | | | | | | | | | | |
| | Speed | | | | | | | | | | |
| | Account of Accident | | | | | | | | | | |

Causation Factor:

AN UNKNOWN VEHICLE STOPPED IN FRONT OF VEH1 TO ALLOW VEH2 (PEDAL CYCLIST) TO CROSS. VEH1 ASSUMED THAT THE UNKNOWN VEHICLE HAS STOPPED TO TURN RIGHT INTO THE JUNCTION AND SO HAS DRIVEN TO THE LEFT OF THIS CAR. VEH1 DID NOT SEE VEH2 CROSSING DUE TO T HE STOPPED UNKNOWN VEHICLE AND HAS HIT VEH2.

| | | | | | | | | | | |
|------------------|--------------------------------|------------------------|-------|-----|---------------|--------|-----|---|----|--------|
| 13FP2D002 | Friday | PAIGNTON - TOTNES ROAD | Veh 1 | Car | Turning right | N to W | Dri | M | 25 | Slight |
| | 11/01/2013 | | Veh 2 | Car | Going ahead | N to S | Dri | F | 19 | Slight |
| R1: A 385 | 1510hrs | | | | | | | | | |
| R2: U | Daylight:street lights present | | | | | | | | | |
| E 287,261 | Dry | | | | | | | | | |
| N 59,961 | Fine without high winds | | | | | | | | | |
| | 40 mph | | | | | | | | | |

Causation Factor:

1st: Failed to look properly

Participant:

Vehicle 1

Confidence:

Very Likely

VEH1 WAS TRAVELLING TOWARDS TOTNES. VEH2 PULLED OUT OF A LAY BY WITHOUT LOOKING, CAUSING VEH1 TO COLLIDE INTO IT

| | | | | | | | | | | |
|-------------------|--------------------------------|---|-------|-------------|--------------|----------|-----|---|----|--------|
| 13FB2A002 | Friday | PAIGNTON - A3022, DARTMOUTH ROAD J/W BLAGDON LANE | Veh 1 | Car | Turning left | SE to NW | | | | |
| | 22/02/2013 | | Veh 2 | Pedal cycle | Going ahead | NW to SE | Dri | M | 59 | Slight |
| R1: A 3022 | 0851hrs | | | | | | | | | |
| R2: U | Daylight:street lights present | | | | | | | | | |
| E 288,861 | Dry | | | | | | | | | |
| N 56,974 | Fine without high winds | | | | | | | | | |
| | 30 mph | | | | | | | | | |

Causation Factor:

1st: Road layout (eg bend, hill etc.)

Participant:

Vehicle 1

Confidence:

Possible

2nd: Road layout (eg bend, hill crest)

Vehicle 1

Possible

VEH1 STOPPED AT JUNCTION AND CHECKED LEFT AND RIGHT TO PROCEED - VEH2 HAS BEEN TRAVELLING ALONG DARTMOUTH ROAD - VEH1 HAS NOT SEEN CYCLIST VEH2 WHO HAS COLLIDED WITH THE BONNET OF VEH1.

| | | | | | | | | | | |
|------------------|--------------------------------|------------------------|-------|--------------|-------------|--------|-----|---|----|--------|
| 13FP2D003 | Friday | PAIGNTON - TOTNES ROAD | Veh 1 | Goods < 3.5t | Going ahead | N to S | | | | |
| | 15/03/2013 | | Veh 2 | Car | Starting | N to S | Dri | M | 21 | Slight |
| R1: U | 1420hrs | | | | | | | | | |
| R2: U | Daylight:street lights present | | | | | | | | | |
| E 287,249 | Wet/Damp | | | | | | | | | |
| N 59,958 | Raining without high winds | | | | | | | | | |
| | 30 mph | | | | | | | | | |

Causation Factor:

1st: Careless/Reckless/In a hurry

Participant:

Vehicle 2

Confidence:

Very Likely

VEH2 WAS WAITING TO TURN ONTO TOTNES ROAD. AS VEH1 WENT PAST THE JUNCTION, VEH2 PULLED OUT INTO THE PATH OF VEH1 COLLIDING WITH THE FRONT NEARSIDE. VEH2 SHOWN AS NO INSURANCE

Details of Personal Injury Accidents for Period - **01/01/2012** to **31/05/2017** (65) months

Selection: Selected using Pre-defined Query : All Injury Accidents
Notes:

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | | | |
|---------------------|---------------------|----------------------|----------|------|------|-----|------------|-----|-----|-----|--|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age | Sev | |
| Road No. | Date | | | | | | | | | | |
| 2nd Road No. | Time | | | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | | | |
| | R.S.C | | | | | | | | | | |
| | Weather | | | | | | | | | | |
| | Speed | | | | | | | | | | |
| | Account of Accident | | | | | | | | | | |

Causation Factor:

13FP2B009 Tuesday PAIGNTON - A385 TOTNES ROAD Veh 1 Car Turning right S to E
02/04/2013 Veh 2 Car Turning right S to E Dri M 29 Slight
1700hrs
R1: A 385 Daylight:street lights present
R2: U Dry
E 287,268 Fine without high winds
N 59,971 30 mph

Causation Factor:

1st: Distraction outside vehicle
2nd: Failed to judge other persons path or speed
3rd: Sudden braking

Participant:

Vehicle 1
Vehicle 1
Vehicle 2

Confidence:

Very Likely
Very Likely

BOTH VEHICLES TRAV ALONG BRIXHAM ROAD TAKING RIGHT FILTER LANE TO TURN RIGHT ONTO TOTNES ROAD. VEH1 FOLLOWING VEH2, VEHICLES HAVE MOVED OFF BUT VEH1 HAS SEEN A BUS LOOKED LEFT BUT NOT SEEN THE VEHICLES IN FRONT BRAKE AND HAS COLLIDED WITH THE REAR OF VEH2

13FP2B010 Wednesday PAIGNTON - A3022 BRIXHAM ROAD Veh 1 Car O/take on n/side NW to SE
03/04/2013 NEAR ALAN KERR GARAGE Veh 2 Car Wait go ahead held NW to SE Dri M 59 Slight
1640hrs
R1: A 3022 Daylight:street lights present
R2: U Dry
E 287,946 Fine without high winds
N 58,299 30 mph

Causation Factor:

1st: Failed to look properly
2nd: Failed to judge other persons path or speed
3rd: Poor turn or manoeuvre
4th: Failed to judge other persons path or speed

Participant:

Vehicle 1
Vehicle 1
Vehicle 1
Vehicle 2

Confidence:

Very Likely
Very Likely
Possible
Possible

JUST PASSED JCT WITH GOODRINGTON RD, VEH1 IN NEARSIDE LANE, VEH2 IN OFFSIDE LANE - BOTH APPROACHING MERGE IN TURN AS RD NARROWS AFTER JCT. VEH1 MOVES FORWARD INTO A SPACE INFRONT & VEHS COME TOGETHER CAUSING DAMAGE.

13FP2D008 Monday PAIGNTON, DEVON - A3022 TOTNES Veh 1 Car Going ahead W to E
13/05/2013 ROAD J/W KINGS ASH ROAD Veh 2 Pedal cycle Going ahead S to N Dri M 49 Slight
1343hrs
R1: A 3022 Daylight:street lights present
R2: U Dry
E 287,222 Fine without high winds
N 59,967 30 mph

Causation Factor:

1st: Disobeyed pedestrian crossing facility
2nd: Cyclist entering road from pavement
3rd: Failed to look properly
4th: Failed to look properly
5th: Junction overshoot

Participant:

Vehicle 1
Vehicle 2
Vehicle 1
Vehicle 2
Vehicle 1

Confidence:

Very Likely
Very Likely
Very Likely
Very Likely
Possible

Details of Personal Injury Accidents for Period - 01/01/2012 to 31/05/2017 (65) months

Selection: Notes:
Selected using Pre-defined Query : All Injury Accidents

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | | | |
|--------------|---------------------|----------------------|----------|--------|--------|-------|------------|-------|-------|-----|--|
| | | | Veh No / | Type / | Manv / | Dir / | Class | Sex / | Age / | Sev | |
| Road No. | Date | | | | | | | | | | |
| 2nd Road No. | Time | | | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | | | |
| | R.S.C | | | | | | | | | | |
| | Weather | | | | | | | | | | |
| | Speed | | | | | | | | | | |
| | Account of Accident | | | | | | | | | | |

Causation Factor:

VEH1 WAS TRAVELLING EAST ALONG TOTNES ROAD. VEH2 PEDAL CYCLE WAS CROSSING TOTNES ROAD ON THE PEDESTRIAN CROSSING. VEH1 DROVE THROUGH THE RED LIGHTS AND VEH2 RODE INTO THE SIDE OF VEH1, CAUSING SLIGHT DAMAGE TO BIKE AND INJURY.

| | | | | | | | | | |
|------------|-----------------------------------|--|-------|--------------|-------------|--------|-----|---|--------|
| 13FP2B022 | Thursday | PAIGNTON - A385 TOTNES ROAD, 15/08/2013 J/W A3022 TOTNES ROAD | Veh 1 | M/C > 125 cc | Going ahead | E to W | Dri | F | Slight |
| R1: A 385 | 1700hrs | | Veh 2 | Pedal cycle | Going ahead | N to S | | | |
| R2: A 3022 | Daylight:street lights present | | | | | | | | |
| E 287,240 | Dry | | | | | | | | |
| N 59,956 | Fine without high winds 30 mph | | | | | | | | |

Causation Factor:

- 1st: Cyclist entering road from pavement
- 2nd: Exceeding speed limit
- 3rd: Uncorrected, defective eyesight

Participant:

- Vehicle 2
- Vehicle 1
- Vehicle 2

Confidence:

- Very Likely
- Very Likely

VEH1 WAS TRAVELLING FROM A3022 TOTNES ROAD ACROSS TWEENAWAY CROSS INTO A385 TOTNES ROAD. VEH2 A PEDAL CYCLE WAS CROSSING THE ROAD AT THE JUNCTION. THE CYCLIST CHECKED FOR TRAFFIC AND BELIEVING IT TO BE SAFE, PROCEEDED TO CROSS, BUT DIDNT CHECK THE PE D CONTROL SIGNAL. AS VEH1 WAS PART WAY ACROSS THE JUNCTION, THE TRAFFIC SIGNAL WENT TO AMBER SO MAY HAVE SPED UP. AT THIS POINT THE CYCLIST WAS MOST OF THE WAY ACROSS THE ROAD, AND VEH1 STRUCK ITS BACK WHEEL. THE CYCLIST LOST CONTROL AND FELL OVER.

| | | | | | | | | | |
|------------|-----------------------------------|--|-------|-----|---------------------|--------|-----|------|--------|
| 13FP2D017 | Tuesday | PAIGNTON - A3022 TOTNES ROAD 10/09/2013 | Veh 1 | Car | Change lane to left | N to S | | | |
| R1: A 3022 | 1619hrs | | Veh 2 | Car | Going ahead | N to S | Dri | M 33 | Slight |
| E 287,262 | Daylight:street lights present | | | | | | | | |
| N 59,968 | Dry | | | | | | | | |
| | Fine without high winds 30 mph | | | | | | | | |

Causation Factor:

- 1st: Failed to look properly
- 2nd: Illness or disability, mental or physical
- 3rd: Impaired by alcohol
- 4th: Poor turn or manoeuvre

Participant:

- Vehicle 1
- Vehicle 1
- Vehicle 1
- Vehicle 1

Confidence:

- Very Likely
- Very Likely
- Possible
- Possible

VEH1 AND 2 WERE BOTH TRAVELLING FROM PAIGNTON TOWARDS TWEENAWAY CROSSROADS. VEH1 WAS TRAVELLING IN LANE 2. VEH2 WAS IN LANE 1. DRIVER OF VEH1 ALLEGEDS TO HAVING A 'COUGHING FIT' AND DUE TO THIS HE HAS ATTEMPTED TO PULL INTO LANE 1 AND STOP. DRIVER OF VEH1 HAS MISJUDGED THE MANOUVRE AND HAS COLLIDED WITH VEH2 WHO WAS MOVING SLOWLY IN TRAFFIC.

| | | | | | | | | | |
|------------|--------------------------------------|---|-------|-------------|--------------------|--------|-----|------|--------|
| 13FP2B035 | Tuesday | PAIGNTON, A3022 BRIXHAM ROAD 22/10/2013 AT JUNCTION WITH UNCLASSIFIED ROSELANDS DRIVE | Veh 1 | Car | Wait go ahead held | S to N | FSP | F 8 | Slight |
| R1: A 3022 | 0738hrs | | Veh 2 | Car | Wait go ahead held | S to N | Dri | M 43 | Slight |
| R2: U | Darkness: street lights present a | | Veh 3 | Car | Wait go ahead held | S to N | RSP | F 23 | Slight |
| E 287,323 | Wet/Damp | | Veh 3 | Car | Wait go ahead held | S to N | RSP | M 21 | Slight |
| N 59,403 | Raining without high winds 30 mph | | Veh 4 | Pedal cycle | Wait go ahead held | S to N | Dri | M 40 | Slight |

Details of Personal Injury Accidents for Period - 01/01/2012 to 31/05/2017 (65) months

Selection: Notes:
Selected using Pre-defined Query : All Injury Accidents

| Police Ref. | Day Date | Location Description | Vehicles | | | | | Casualties | | |
|--------------|------------------------|----------------------|----------|--------|--------|-------|-------|------------|-------|-----|
| | | | Veh No / | Type / | Manv / | Dir / | Class | Sex / | Age / | Sev |
| Road No. | Time | | | | | | | | | |
| 2nd Road No. | | | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | | |
| | R.S.C | | | | | | | | | |
| | Weather | | | | | | | | | |
| | Speed | | | | | | | | | |
| | Account of Accident | | | | | | | | | |

Causation Factor:

| Causation Factor: | Participant: | Confidence: |
|-------------------------------------|--------------|-------------|
| 1st: Slippery road (due to weather) | Vehicle 1 | Possible |
| 2nd: Sudden braking | Vehicle 3 | Very Likely |

COLLISION OCCURRED ON A 30 MPH DUAL CARRIAGEWAY ROAD WHICH WAS VERY BUSY WITH RUSH HOUR TRAFFIC. AN UNKNOWN VEHICLE HAS INDICATED TO MOVE FROM THE OUTSIDE LANE TO THE INSIDE LANE. VEH 3 HAS STOPPED, VEH 2 HAS STOPPED BEHIND. DRIVER OF VEH 1 HAS REACTED TOO LATE TO THE STOPPING TRAFFIC AND COLLIDED WITH VEH 2 WHICH IN TURN HAS BEEN SHUNTED INTO VEH 3 AND VEH 4 A CYCLIST (CASUALTY 4) HAS COLLIDED WITH THE REAR OF VEH 1.

| | | | | | | | | | | |
|------------|------------|---------------------------------|-------|-----|---------------------|--------|-----|---|----|--------|
| 14FP2B005 | Saturday | PAIGNTON - A3022 KINGS ASH ROAD | Veh 1 | Car | Change lane to left | N to S | | | | |
| R1: A 3022 | 01/03/2014 | J/W TOTNES ROAD AT | Veh 2 | Car | Turning right | N to W | Dri | F | 26 | Slight |
| R2: U | 1220hrs | TWEENAWAYS CROSS | | | | | | | | |
| E 287,242 | | Daylight:street lights present | | | | | | | | |
| N 59,963 | | Dry | | | | | | | | |
| | | Fine without high winds | | | | | | | | |
| | | 30 mph | | | | | | | | |

| Causation Factor: | Participant: | Confidence: |
|-----------------------------|--------------|-------------|
| 1st: Poor turn or manoeuvre | Vehicle 1 | Possible |

VEH2 DRIVING THROUGH GREEN LIGHTS IN RIGHT HAND LANE TO TURN RIGHT. VEH1 CHANGED LANES INTO VEH2'S LANE, MAKING CONTACT WITH VEH2'S NEARSIDE.

| | | | | | | | | | | |
|------------|------------|--------------------------------|-------|-----|-------------|--------|-----|---|--|--------|
| 14FP2D013 | Thursday | PAIGNTON - BRIXHAM ROAD | Veh 1 | Car | Going ahead | N to S | | | | |
| R1: A 3022 | 22/05/2014 | OUTSIDE SHORT PRESTON | Veh 2 | Car | Going ahead | N to S | FSP | F | | Slight |
| | 1801hrs | | Veh 3 | Car | Going ahead | N to S | | | | |
| E 287,441 | | Daylight:street lights present | Veh 4 | Car | Going ahead | N to S | | | | |
| N 59,004 | | Dry | Veh 5 | Car | Going ahead | N to S | | | | |
| | | Fine without high winds | Veh 6 | Car | Going ahead | N to S | | | | |
| | | 30 mph | | | | | | | | |

| Causation Factor: | Participant: | Confidence: |
|--|--------------|-------------|
| 1st: Following too close | Vehicle 001 | Very Likely |
| 2nd: Failed to judge other persons path or speed | Vehicle 001 | Very Likely |

V001 SLOWED TO ALLOW AN UNRELATED VEHICLE TO CROSS ITS PATH. THE FOLLOWING VEHICLES FAILED TO JUDGE THE PATH AND SPEED OF V001 AND COLLIDED IN A REAR SHUNT

| | | | | | | | | | | |
|------------|------------|--------------------------------|-------|------|---------------------|--------|-----|---|----|--------|
| 14FP2D011 | Thursday | BRIXHAM - A3022 BRIXHAM ROAD | Veh 1 | Taxi | O/take m/veh o/side | W to E | | | | |
| R1: A 3022 | 05/06/2014 | J/W GOODRINGTON ROAD | Veh 2 | Car | Going ahead | W to E | Dri | M | 23 | Slight |
| R2: U | 1445hrs | | | | | | | | | |
| E 287,911 | | Daylight:street lights present | | | | | | | | |
| N 58,378 | | Dry | | | | | | | | |
| | | Fine without high winds | | | | | | | | |
| | | 30 mph | | | | | | | | |

| Causation Factor: | Participant: | Confidence: |
|-----------------------------------|--------------|-------------|
| 1st: Failed to look properly | Vehicle 1 | Possible |
| 2nd: Careless/Reckless/In a hurry | Vehicle 1 | Possible |

VEH2 TRAVELLING ALONG BRIXHAM ROAD APPROACHING J/W GOODRINGTON ROAD IN THE OUTSIDE LANE - VEH1 WHICH WAS IN THE INSIDE LANE HAS SWERVED INTO THE OUTSIDE LANE WHILST OVERTAKING AN UNKNOWN VEH - VEH1 HAS COLLIDED WITH VEH2 CAUSING EXTENSIVE DAMAGE - DETA

Details of Personal Injury Accidents for Period - 01/01/2012 to 31/05/2017 (65) months

Selection: Selected using Pre-defined Query : All Injury Accidents
Notes:

| Police Ref. | Day Date | Location Description | Vehicles | | | | Casualties | | |
|---------------------------------------|-------------|----------------------|------------------------------------|---------|-------|------------------------|-----------------|--|--|
| | | | Veh No / Type / Manv / Dir / Class | | | | Sex / Age / Sev | | |
| Road No. 2nd Road No. Grid Ref. | Time | D/L | R.S.C | Weather | Speed | Account of Accident | | | |
| Causation Factor: | | | | | | | | | |

ILS EXCHANGED BUT DRIVER OF VEH2 SINCE SUSTAINED INJURY.

14FP2B033 Saturday PAINGTON - BOROUGH ROAD O/S Veh 1 Car Reversing S to N Dri M 81 Slight
30/08/2014 KFC
R1: U 1757hrs
Daylight:street lights present
E 287,286 Dry
N 59,547 Fine without high winds
30 mph

Causation Factor:

- 1st:** Illness or disability, mental or physical
- 2nd:** Nervous/Uncertain/Panic
- 3rd:** Poor turn or manoeuvre
- 4th:** Loss of control

Participant:

- Vehicle 1
- Vehicle 1
- Vehicle 1
- Vehicle 1

Confidence:

- Very Likely
- Very Likely
- Very Likely
- Very Likely

VEH1 TRIED TO DRIVE IN THE WRONG WAY OF THE KFC DRIVE THRU. DRIV1 NOTICED HIS MISTAKE AND ATTEMPTED TO BACK OUT BY REVERSING. VEH1 CONTACTED WITH A METAL RAILING. WITNESS TRIED TO HELP BUT VEH1 MOVED OFF AND BUMPED OVER THE CURB AND HIT A METAL POST AND TREE

14FP2D018 Wednesday PAIGNTON - TOTNES ROAD Veh 1 Car Starting W to E
24/09/2014 Veh 2 M/C > 125 cc Going ahead W to E Dri M 23 Slight
R1: A 3022 1800hrs
Daylight:street lights present
E 287,259 Dry
N 59,966 Fine without high winds
30 mph

Causation Factor:

- 1st:** Failed to look properly
- 2nd:** Failed to judge other persons path or speed
- 3rd:** Dazzling sun

Participant:

- Vehicle 1
- Vehicle 2
- Vehicle 1

Confidence:

- Very Likely
- Possible

VEH1 HAS FAILED TO LOOK IN HIS BLINDSPOT TO SEE APPROACHING VEH2 WHO WAS LOOKING TO OVERTAKE VEH1 AS IT WAS STATIONERY. VEH1 PULLED OUT AND HIT VEH2.

14FP2B031 Thursday PAIGNTON - A385 TOTNES ROAD J/W Veh 1 Car Starting W to E
16/10/2014 A380 KING'S ASH ROAD Veh 2 M/C < 125 cc Wait go ahead held W to E Dri F 17 Slight
R1: A 385 0934hrs
R2: A 380 Daylight:street lights present
E 287,213 Dry
N 59,964 Fine without high winds
30 mph

Causation Factor:

- 1st:** Driver using mobile phone
- 2nd:** Failed to look properly
- 3rd:** Loss of control

Participant:

- Vehicle 1
- Vehicle 1
- Vehicle 1

Confidence:

- Possible
- Possible

VEH1 STATIONARY BEHIND VEH2 MOTORCYCLE AT TRAFFIC LIGHTS. LIGHTS CHANGED AND VEH2 STALLED. VEH1 COLLIDED WITH VEH2. WITNESSES.

Details of Personal Injury Accidents for Period - 01/01/2012 to 31/05/2017 (65) months

Selection: Notes:
Selected using Pre-defined Query : All Injury Accidents

| Police Ref. | Day Date | Location Description | Vehicles | | | | Casualties | | | | | |
|--------------------------|------------------------|----------------------|----------|--------|--------|-------|------------|-------|-------|-----|--|--|
| | | | Veh No / | Type / | Manv / | Dir / | Class | Sex / | Age / | Sev | | |
| Road No. | Time | | | | | | | | | | | |
| 2nd Road No. | | | | | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | | | | |
| | R.S.C | | | | | | | | | | | |
| | Weather | | | | | | | | | | | |
| | Speed | | | | | | | | | | | |
| | Account of Accident | | | | | | | | | | | |
| Causation Factor: | | | | | | | | | | | | |

15FP2D008 Tuesday PAIGNTON - A3022, BRIXHAM ROAD Veh 1 Car Stopping N to S Dri F 44 Slight
 13/01/2015 J/W ROSELANDS DRIVE Veh 2 Car Wait go ahead held N to S Dri M 50 Slight
R1: A 3022 1150hrs
R2: U Daylight:street lights present
E 287,333 Wet/Damp
N 59,404 Fine without high winds
 30 mph

Causation Factor:

1st: Failed to look properly
2nd: Dazzling sun

Participant:

Vehicle 1
 Vehicle 1

Confidence:

Very Likely
 Possible

VEH2 STOPPED AT TRAFFIC LIGHTS. DRIVER OF VEH1 WAS NOT ABLE TO SEE THAT VEH2 HAD STOPPED AND A REAR SHUNT OCCURRED.

15FP2B002 Tuesday PAIGNTON - A3022 BRIXHAM ROAD, Veh 1 Car O/take m/veh o/side SE to NW Dri M 45 Slight
 27/01/2015 AT SHORT PRESTON
R1: A 3022 0800hrs
R2: U Daylight:street lights present
E 287,417 Dry
N 59,027 Fine without high winds
 30 mph

Causation Factor:

1st: Swerved
2nd: Loss of control
3rd: Deposit on road (eg oil, mud, chippings)
4th: Travelling too fast for conditions

Participant:

Vehicle 1
 Vehicle 1
 Vehicle 1
 Vehicle 1

Confidence:

Very Likely
 Very Likely
 Possible
 Possible

VEH1 WAS ON OUTSIDE LANE, OVERTOOK 3 VEHICLES IN THE INSIDE LANE, APPROACHING THE TWO LANES MERGING INTO ONE. VEH1 ACCELERATED, MOVED TO THE NEAR SIDE AND THE REAR OF THE VEHICLE SWERVED OUT. DRV1 WAS UNABLE TO CONTROL THE CAR AND IT HIT A LOW WALL AND THEN A GARDEN FENCE, COMING TO REST IN A GARDEN.

15FP2D004 Wednesday PAIGNTON - BRIXHAM ROAD / Veh 1 M/C < 125 cc Going ahead S to N Dri M 38 Slight
 25/02/2015 ROSELANDS DRIVE Veh 2 Car Turning left W to N
R1: U 1820hrs Veh 3 Goods < 3.5t Turning right S to W
R2: U Darkness:street lights present a
E 287,507 Dry
N 58,923 Fine without high winds
 30 mph

Causation Factor:

1st: Failed to look properly
2nd: Poor turn or manoeuvre

Participant:

Vehicle 2
 Vehicle 3

Confidence:

Very Likely
 Possible

V1 TRAVELLING ON BRIXHAM ROAD HEADING TOWARDS BRIXHAM, V3 UNDERTOOK V1 AND INDICATED LEFT INTO ROSELANDS DRIVE, AS V3 PULLED INTO ROSELANDS DRIVE V2 PULLED ONTO BRIXHAM ROAD - LEFT FROM ROSELANDS DRIVE. V3 BLOCKED V2'S VIEW OF V1, V1 COLLIDED WITH OF FSIDE FRONT OF V2 TRAPPING LEG BETWEEN CAR AND BIKE

Details of Personal Injury Accidents for Period - 01/01/2012 to 31/05/2017 (65) months

Selection: Notes:
Selected using Pre-defined Query : All Injury Accidents

| Police Ref. | Day | Location Description | Vehicles | | | | | Casualties | | |
|--------------|---------------------|----------------------|----------|------|------|-----|-------|------------|-----|-----|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age | Sev |
| Road No. | Date | | | | | | | | | |
| 2nd Road No. | Time | | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | | |
| | R.S.C | | | | | | | | | |
| | Weather | | | | | | | | | |
| | Speed | | | | | | | | | |
| | Account of Accident | | | | | | | | | |

Causation Factor:

15FP2B008 Monday PAIGNTON - A380 - KINGS ASH ROAD Veh 1 Car Change lane to left S to N Dri F 56 Slight
 27/04/2015 Veh 2 Car Change lane to left S to N Dri F 46 Slight
R1: A 380 0900hrs Veh 3 Car Change lane to left S to N
 Daylight:street lights present
E 287,221 Dry
N 59,997 Fine without high winds
 30 mph

Causation Factor:

Participant:

Confidence:

1st: Sudden braking
2nd: Failed to judge other persons path or speed
 AFTER PASSING THROUGH THE TRAFFIC LIGHTS AT TOTNES ROAD JUNCTION, 2 LANES MERGE INTO 1. VEH2 COLLIDED INTO THE REAR OF VEH1. VEH3 COLLIDED INTO THE REAR OF VEH2.

Vehicle 1
 Vehicle 2

Very Likely
 Possible

15FB2A011 Wednesday PAIGNTON - A379 DARTMOUTH Veh 1 Car Wait go ahead held SE to NW Dri F 41 Slight
 03/06/2015 ROAD J/W A3022 BRIXHAM ROAD AT Veh 2 Car Stopping SE to NW
 1833hrs WINDY CORNER
R1: A 379 Daylight:street lights present
R2: A 3022 Dry
E 288,846 Fine without high winds
N 57,015 30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly
2nd: Sudden braking
 VEH2 COLLIDED WITH REAR OF VEH1, WHICH WAS GIVING WAY AT JUNCTION. DRV2 STOPPED AND GAVE DETAILS.

Vehicle 2
 Vehicle 2

Very Likely
 Possible

15FP2B019 Sunday PAIGNTON, A3022 BRIXHAM ROAD Veh 1 Car Going ahead S to N
 30/08/2015 Veh 2 Car Going ahead S to N RSP F 50 Slight
R1: A 3022 1311hrs Veh 2 Car Going ahead S to N Dri M 70 Slight
 Daylight:street lights present
E 287,837 Wet/Damp
N 58,463 Raining without high winds
 40 mph

Causation Factor:

Participant:

Confidence:

1st: Slippery road (due to weather)
2nd: Following too close
 VEH 1 AND VEH 2 WERE IN SLOW MOVING TRAFFIC ALONG BRIXHAM ROAD HEADING TOWARDS TWEENAWAY CROSS. VEH 2 HAS APPLIED THE BRAKES AND COME TO A STOP AND VEH 1 HAS GONE INTO THE BACK OF VEH 2 CAUSING MINOR DAMAGE.

Vehicle 1
 Vehicle 1

Possible
 Very Likely

15FP2B022 Friday PAIGNTON - A3022 BRIXHAM ROAD Veh 1 Car Going ahead W to E
 25/09/2015 J/W YALBERTON ROAD Veh 2 Car Going ahead W to E
R1: A 3022 0955hrs Veh 3 Car Going ahead W to E
R2: U Daylight:street lights present Veh 4 M/C > 500 cc Going ahead W to E Dri M 34 Slight
E 287,282 Dry
N 59,231 Fine without high winds
 40 mph

Details of Personal Injury Accidents for Period - **01/01/2012** to **31/05/2017** (65) months

Selection: Selected using Pre-defined Query : All Injury Accidents
Notes:

| Police Ref. | Day Date | Location Description | Vehicles | | | | Casualties | | |
|---------------------|------------------------|----------------------|----------|--------|--------|-------|------------|-------|-------|
| | | | Veh No / | Type / | Manv / | Dir / | Class | Sex / | Age / |
| Road No. | Time | | | | | | | | |
| 2nd Road No. | D/L | | | | | | | | |
| Grid Ref. | R.S.C | | | | | | | | |
| | Weather | | | | | | | | |
| | Speed | | | | | | | | |
| | Account of Accident | | | | | | | | |

Causation Factor:

| Causation Factor: | Participant: | Confidence: |
|-------------------------------------|--------------|-------------|
| 1st: Sudden braking | Vehicle 1 | Very Likely |
| 2nd: Failed to look properly | Vehicle 1 | Very Likely |

VEH1 TRAVELLING ALONG BRIXHAM ROAD APPROACHING JUNCTION WITH YALBERTON ROAD - LIGHTS WERE ON GREEN AND VEH1 INTENTION TO GO AHEAD - AS VEH1 HAS CROSSED THE WHITE TRANSIENT LINE THE LIGHTS FOR THE TURN RIGHT LANE TURNED RED - VEH1 HAS CARRIED OUT AN EMERGENCY STOP CAUSING VEH2, VEH3 AND VEH4 TO COLLIDED BEHIND.

| | | | | | | | | |
|-------------------|------------|---------------------------------|-----------|--------------------|--------------|---|----|--------|
| 16FB2A001 | Monday | BRIXHAM - A3022 / BASCOMBE ROAD | Veh 1 Car | Starting | NE to SW Dri | F | 47 | Slight |
| R1: A 3022 | 04/01/2016 | | Veh 2 Car | Going ahead | NW to SE | | | |
| R2: U | 0830hrs | Daylight:street lights present | Veh 3 Car | Wait go ahead held | 0 to 0 | | | |
| E 288,854 | | Wet/Damp | | | | | | |
| N 57,028 | | Other | | | | | | |
| | | 40 mph | | | | | | |

| Causation Factor: | Participant: | Confidence: |
|---|--------------|-------------|
| 1st: Failed to look properly | Vehicle 1 | Very Likely |
| 2nd: Failed to judge other persons path or speed | Vehicle 1 | Very Likely |
| 3rd: Failed to judge other persons path or speed | Vehicle 2 | Possible |
| 4th: Junction restart | Vehicle 1 | Possible |
| 5th: Dazzling sun | Vehicle 2 | Possible |

V1 A T JUNCTION OF BASCOMBE RD WITH THE A3022, IT WAS PRESENTING ITSELF AT JUNCTION WITH THE NOSE IN THE NEAREST C/W OF A3022. V3 STOPPED ON THE FAR C/W AND FLASHED V1 OUT, V2 DRIVING A3022 TOWARDS BRIXHAM ON NEAREST C/W TO V1, AS V2 DROVE AROUND NOSE OF V1, V1 PULLED OUT INTO THE SIDE OF V2, V2 WAS THEN SHUNTED ACROSS INTO V3

| | | | | | | | | |
|------------------|------------|------------------------------------|-----------|-------------|--------|-----|---|-----------|
| 16FP2D003 | Saturday | PAIGNTON - BRIXHAM ROAD - O/S ASDA | Veh 1 Car | Going ahead | N to S | | | |
| R1: U | 16/01/2016 | | Veh 2 Car | Going ahead | N to S | Dri | M | 35 Slight |
| | 1745hrs | Darkness: street lighting unkno | | | | | | |
| E 287,666 | | Dry | | | | | | |
| N 58,711 | | Fine without high winds | | | | | | |
| | | 30 mph | | | | | | |

| Causation Factor: | Participant: | Confidence: |
|--|--------------|-------------|
| 1st: Failed to look properly | Vehicle 1 | Possible |
| 2nd: Careless/Reckless/In a hurry | Vehicle 1 | Possible |

VEH1 TRAVELLING BEHIND VEH2. AS THE LANES MERGED, VEH2 MOVED OVER TO THE LEFT. VEH1 CONTINUED TRYING TO OVERTAKE VEH2. THERE WAS NOT ENOUGH SPACE FOR VEH1 TO GET PAST. DRV OF VEH2 SLAMMED ON BRAKES BUT COULD NOT AVOID COLLISION. VEH1 INITIALLY DID NOT STOP BUT VEH2 FOLLOWED AND DETS WERE EXCHANGED.

Details of Personal Injury Accidents for Period - 01/01/2012 to 31/05/2017 (65) months

Selection: Notes:
Selected using Pre-defined Query : All Injury Accidents

| Police Ref. | Day Date | Location Description | Vehicles | | | | Casualties | | | | |
|---------------------|------------------------|----------------------|----------|------|------|-----|------------|-----|-----|-----|--|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age | Sev | |
| Road No. | Time | | | | | | | | | | |
| 2nd Road No. | D/L | | | | | | | | | | |
| Grid Ref. | R.S.C | | | | | | | | | | |
| | Weather | | | | | | | | | | |
| | Speed | | | | | | | | | | |
| | Account of Accident | | | | | | | | | | |

Causation Factor:

| | | | | | | | | | | | |
|-------------------|--------------------------------|-------------------------------|-------|-----|--------------------|---|----|---|-----|---|-----------|
| 16FP2D007 | Monday | PAIGNTON - A3022 BRIXHAM ROAD | Veh 1 | Car | Going ahead | S | to | N | | | |
| | 21/03/2016 | J/W B3203 BOROUGH ROAD | Veh 2 | Car | Wait go ahead held | S | to | N | FSP | F | 24 Slight |
| R1: A 3022 | 1610hrs | | Veh 2 | Car | Wait go ahead held | S | to | N | RSP | F | 5 Slight |
| R2: U 3203 | Daylight:street lights present | | Veh 2 | Car | Wait go ahead held | S | to | N | RSP | M | 2 Slight |
| E 287,339 | Dry | | Veh 2 | Car | Wait go ahead held | S | to | N | Dri | M | 22 Slight |
| N 59,577 | Fine without high winds | | | | | | | | | | |
| | 60 mph | | | | | | | | | | |

Causation Factor:

1st: Poor turn or manoeuvre
VEH2 WAS STATIONARY IN THE OUTSIDE LANE, DUE TO BUILD-UP OF TRAFFIC. VEH1 HIT THE REAR OF VEH1.

Participant:

Vehicle 1

Confidence:

Possible

| | | | | | | | | | | | |
|------------------|--------------------------------|------------------------------|-------|--------------|--------------------|----|----|----|-----|---|-----------|
| 16FP2D008 | Tuesday | PAIGNTON - A385, TOTNES ROAD | Veh 1 | Car | Going ahead | SE | to | NW | Dri | M | 57 Slight |
| | 29/03/2016 | | Veh 2 | Car | Stopping | SE | to | NW | | | |
| R1: A 385 | 1030hrs | | Veh 3 | Goods < 3.5t | Stopping | SE | to | NW | | | |
| | Daylight:street lights present | | Veh 4 | Car | Wait to turn right | SE | to | NW | | | |
| E 287,263 | Dry | | | | | | | | | | |
| N 59,963 | Fine with high winds | | | | | | | | | | |
| | 40 mph | | | | | | | | | | |

Causation Factor:

1st: Failed to look properly
2nd: Illness or disability, mental or physical
VEH4 WAS ON TOTNES ROAD AND WAS WAITING TO TURN RIGHT INTO FAIRPARKS CATTERY. VEH3 SLOWED BEHIND. VEH2 ALSO SLOWED DOWN BEHIND VEH3. VEH1 FAILED TO APPLY THE BRAKES AND CRASHED INTO THE BACK OF VEH2, WHICH IN TURN CRASHED INTO VEH3 AND VEH3 INTO VEH4

Participant:

Vehicle 1

Confidence:

Very Likely

Vehicle 1

Possible

| | | | | | | | | | | | |
|------------------|--------------------------------|----------------------------|-------|---------------|-------------|---|----|---|-----|---|-----------|
| 1657689 | Wednesday | KINGS ASH ROAD UNSPECIFIED | Veh 1 | Goods Unknown | Going ahead | E | to | W | | | |
| | 30/03/2016 | ROAD OR LOCATION | Veh 2 | Car | Going ahead | N | to | S | Dri | M | 66 Slight |
| R1: U | 1840hrs | | | | | | | | | | |
| | Daylight:street lights present | | | | | | | | | | |
| E 287,261 | Dry | | | | | | | | | | |
| N 59,964 | Fine without high winds | | | | | | | | | | |
| | 30 mph | | | | | | | | | | |

Causation Factor:

1st: Careless/Reckless/In a hurry
2nd: Failed to look properly
VEH2 TRAVELLING TOWARDS RING ROAD. VEH1 WAITING IN GREAT PARKS ROAD ON THE LEFT HAND SIDE WHEN IT PULLED ACROSS VEH2 PATH. VEH2 STEERED TO THE RIGHT, EVENTUALLY HITTING KERB ON OPPOSITE SIDE OF ROAD. VEH1 CAUGHT UP BY VEH2. NO DETS EXCHANGED.

Participant:

Vehicle 1

Confidence:

Very Likely

Vehicle 1

Very Likely

Details of Personal Injury Accidents for Period - **01/01/2012** to **31/05/2017** (65) months

Selection: Selected using Pre-defined Query : All Injury Accidents
Notes:

| Police Ref. | Day Date | Location Description | Vehicles | | | | Casualties | | |
|--------------------------|------------------------|----------------------|----------|--------|--------|-------|------------|-------|-------|
| | | | Veh No / | Type / | Manv / | Dir / | Class | Sex / | Age / |
| Road No. | Time | | | | | | | | |
| 2nd Road No. | D/L | | | | | | | | |
| Grid Ref. | R.S.C | | | | | | | | |
| | Weather | | | | | | | | |
| | Speed | | | | | | | | |
| | Account of Accident | | | | | | | | |
| Causation Factor: | | | | | | | | | |

1667832 Tuesday BRIXHAM ROAD A3022 A3022 Veh 1 Car Starting E to W Dri F 83 Slight
26/04/2016
R1: A 3022 2114hrs
R2: A 3022 Darkness: street lights present a
E 287,905 Dry
N 58,356 Fine without high winds
40 mph

Causation Factor:

- 1st:** Failed to look properly
- 2nd:** Nervous/Uncertain/Panic
- 3rd:** Not displaying lights at night or in poor visibility
- 4th:** Distraction outside vehicle

Participant:

- Vehicle 1
- Vehicle 1
- Vehicle 1
- Vehicle 1

Confidence:

- Very Likely
- Very Likely
- Possible
- Possible

VEH1 TRAVELLING ALONG BRIXHAM ROAD HAS HIT THE KERB AND CROSSED GRASSED AREA BEFORE LAUNCHING OFF AN EMBANKMENT BECOMING AIRBORNE AND CROSSING THE CARRIAGEWAY LANDING ON BARRIERS AT THE CROSSING IN THE MIDDLE OF THE ROAD.

1665915 Thursday BRIXHAM ROAD A3022 Veh 1 Car Going ahead E to W
28/04/2016 Veh 2 Car Wait go ahead held E to W Dri F 28 Slight
R1: A 3022 1608hrs Veh 3 Car Wait go ahead held E to W Dri M 46 Slight
Daylight:street lights present Veh 4 Car Wait go ahead held E to W
E 288,381 Dry
N 57,554 Fine without high winds
40 mph

Causation Factor:

- 1st:** Careless/Reckless/In a hurry
- 2nd:** Impaired by drugs (illicit or medicinal)
- 3rd:** Following too close
- 4th:** Loss of control

Participant:

- Vehicle 1
- Vehicle 1
- Vehicle 1
- Vehicle 1

Confidence:

- Possible
- Possible
- Possible
- Possible

VEH1 TRAVELLING ALONG BRIXHAM ROAD - VEH4 FOLLOWED BY VEH3, THEN VEH2, THEN VEH1 - TRAFFIC IN FRONT HAS COME TO A STOP - VEH1 HAS FAILED TO STOP AND COLLIDED WITH THE REAR OF VEH2 WHICH WAS SHUNTED INTO THE REAR OF VEH3 WHICH WAS SHUNTED INTO THE REAR OF VEH4.

1697297 Friday BRIXHAM ROAD A3022 ROSELANDS Veh 1 M/C < 50 cc Wait go ahead held S to N Dri F 60 Slight
10/06/2016 DRIVE Veh 2 Goods < 3.5t Stopping S to N
R1: A 3022 1130hrs
R2: U Daylight:street lights present
E 287,504 Wet/Damp
N 58,910 Raining without high winds
30 mph

Causation Factor:

- 1st:** Loss of control

Participant:

- Vehicle 2

Confidence:

- Very Likely

VEH1 WAITING TO EXIT ROSELANDS DRIVE ONTO BRIXHAM ROAD - VEH2 WAITING BEHIND - VEH1 HAS PULLED OUT INTO CENTRAL RESERVATION - VEH2 HAS FOLLOOWED BUT FOOT SLIPPED OFF THE BRAKE AND VEH2 HAS COLLIDED WITH THE REAR FOR VEH1.

Details of Personal Injury Accidents for Period - 01/01/2012 to 31/05/2017 (65) months

Selection: Selected using Pre-defined Query : All Injury Accidents
Notes:

| Police Ref. | Day Date | Location Description | Vehicles | | | | Casualties | | | | |
|---------------------|------------------------|----------------------|----------|------|------|-----|------------|-----|-----|-----|--|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age | Sev | |
| Road No. | Time | | | | | | | | | | |
| 2nd Road No. | D/L | | | | | | | | | | |
| Grid Ref. | R.S.C | | | | | | | | | | |
| | Weather | | | | | | | | | | |
| | Speed | | | | | | | | | | |
| | Account of Accident | | | | | | | | | | |

Causation Factor:

1681846 Friday TONES ROAD UNSPECIFIED ROAD Veh 1 Car Stopping S to N Dri M 22 Slight
17/06/2016 OR LOCATION
R1: U 2327hrs
Darkness: street lights present a
E 287,261 Dry
N 59,964 Fine without high winds
30 mph

Causation Factor:

1st: Loss of control
2nd: Distraction in vehicle
3rd: Illness or disability, mental or physical

Participant:

Vehicle 1
Vehicle 1
Vehicle 1

Confidence:

Very Likely
Possible

MALE WAS APPROACHING TRAFFIC LIGHTS AND AS THEY CHANGED STARTED TO SPEED UP CHANGING FROM 2ND TO 3RD GEAR - MALE HAS LOST CONCENTRATION UNKNOWN REASON WHY - HAS MOUNTED THE FOOTPATH AND FRONT OFFSIDE HAS COLLIDED WITH A STREET LAMP. AIRBAG DEPLOYED.

16103653 Friday 267 TOTNES ROAD A3022 BRIXHAM Veh 1 Car Turning right E to S Ped M 15 Slight
01/07/2016 ROAD A3022
R1: A 3022 1752hrs
R2: A 3022 Daylight:street lights present
E 287,237 Wet/Damp
N 59,963 Fine without high winds
30 mph

Causation Factor:

1st: Careless/Reckless/In a hurry
2nd: Failed to look properly

Participant:

Casualty 1
Casualty 1

Confidence:

Very Likely
Possible

VEH1 TURNED FROM BRIXHAM ROAD TO TOTNES ROAD. AS THEY HAVE BEEN TURNING A PEDESTRIAN HAS RUN OUT IN FRONT OF THEM AND VEH1 HAS COLLIDED WITH THEM.

16115842 Friday BRIXHAM ROAD UNSPECIFIED Veh 1 Car Stopping S to N RSP F 8 Slight
02/09/2016 ROAD OR LOCATION LONG ROAD, Veh 1 Car Stopping S to N RSP F 4 Slight
1650hrs PAIGNTON Veh 2 Car Stopping S to N
R1: U Daylight:street lights present
R2: U Wet/Damp
E 287,910 Raining without high winds
N 58,352 40 mph

Causation Factor:

1st: Failed to judge other persons path or speed

Participant:

Vehicle 2

Confidence:

Very Likely

VEH1 STATIONERY AT TRAFFIC LIGHTS - VEH1 WENT TO PULL AWAY AS LIGHTS WERE GREEN HOWEVER UNKNOWN VEH IN FRONT SUDDENLY STOPPED - AS VEH1 PRESSED THE BRAKE AND STOPPED VEH2 HAS COLLIDED WITH THE REAR OF VEH1.

Details of Personal Injury Accidents for Period - 01/01/2012 to 31/05/2017 (65) months

Selection: Notes:
Selected using Pre-defined Query : All Injury Accidents

| Police Ref. | Day Date | Location Description | Vehicles | | | | Casualties | | | | |
|--------------------------|------------------------|----------------------|------------------------------------|--|--|--|-----------------|--|--|--|--|
| | | | Veh No / Type / Manv / Dir / Class | | | | Sex / Age / Sev | | | | |
| Road No. | Time | | | | | | | | | | |
| 2nd Road No. | | | | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | | | |
| | R.S.C | | | | | | | | | | |
| | Weather | | | | | | | | | | |
| | Speed | | | | | | | | | | |
| | Account of Accident | | | | | | | | | | |
| Causation Factor: | | | | | | | | | | | |

16111890 Monday TOTNES ROAD UNSPECIFIED ROAD Veh 1 Car Going ahead N to S
12/09/2016 OR LOCATION Veh 2 Bus/coach Going ahead E to W Dri F 37 Slight
R1: U 2006hrs Veh 2 Bus/coach Going ahead E to W Seat F Slight
R2: U Darkness: street lights present a
E 287,261 Dry
N 59,964 Fine without high winds
30 mph

Causation Factor:

- 1st:** Exceeding speed limit
- 2nd:** Disobeyed Give Way or Stop sign or markings
- 3rd:** Failed to look properly
- 4th:** Sudden braking

Participant:

- Vehicle 1
- Vehicle 1
- Vehicle 1
- Vehicle 2

Confidence:

- Very Likely
- Very Likely
- Possible
- Possible

V2 WAS ON DARTMOUTH ROAD - V1 CAME FROM TOTNES ROAD AND FAILED TO STOP AT HIS GIVE WAY, FAILED TO LOOK RIGHT - V2 CARRIED OUT EMERGENCY STOP - CAUSING PASSENGER INJURIES

16115077 Monday BRIXHAM ROAD, NR ALDI STORE Veh 1 Car Going ahead N to S
03/10/2016 A3022 Veh 2 Pedal cycle Going ahead N to S Dri M 43 Slight
R1: A 3022 0800hrs
Daylight:street lights present
E 287,473 Dry
N 58,953 Fine without high winds
30 mph

Causation Factor:

- 1st:** Aggressive driving
- 2nd:** Careless/Reckless/In a hurry

Participant:

- Vehicle 1
- Vehicle 1

Confidence:

- Very Likely
- Very Likely

V2 CYCLIST WHERE LANE NARROWS INTO ONE LANE - V1 OVERTOOK V2- THEN BRAKED- CAUSED V2 TO COME OFF BIKE -

16140622 Monday BRIXHAM ROAD A3022 BOROUGH Veh 1 Car Going ahead N to S
05/12/2016 ROAD B3203 Veh 2 Car Wait go ahead held N to S Dri F 46 Slight
R1: A 3022 1724hrs Veh 2 Car Wait go ahead held N to S RSP F 10 Slight
R2: B 3203 Darkness: street lights present a
E 287,334 Dry
N 59,529 Fine without high winds
30 mph

Causation Factor:

- 1st:** Travelling too fast for conditions
- 2nd:** Impaired by alcohol

Participant:

- Vehicle 1
- Vehicle 1

Confidence:

- Very Likely
- Possible

IT IS UNCLEAR HOW COLLIDION OCCORED DUE TO LACK OF INFORMATION ON BOTH STORM AND NCRF DUE TO ACCIDENT NOT BEING CALLED IN WHEN OCCORED. VEH2 DID SUSTAIN REAR END DAMAGE.

Details of Personal Injury Accidents for Period - **01/01/2012** to **31/05/2017** (65) months

Selection: Selected using Pre-defined Query : All Injury Accidents
Notes:

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | | | |
|---------------------|---------------------|----------------------|----------|------|------|-----|------------|-----|-----|-----|--|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age | Sev | |
| Road No. | Date | | | | | | | | | | |
| 2nd Road No. | Time | | | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | | | |
| | R.S.C | | | | | | | | | | |
| | Weather | | | | | | | | | | |
| | Speed | | | | | | | | | | |
| | Account of Accident | | | | | | | | | | |

Causation Factor:

17157267 Wednesday ANIMALS IN DISTRESS TOTNES
11/01/2017 ROAD UNSPECIFIED ROAD OR
R1: U 1520hrs LOCATION
Daylight:street lights present
E 287,261 Dry
N 59,964 Fine without high winds
30 mph

Veh 1 Car Turning right W to S Dri F 53 Slight
Veh 2 M/C > 500 cc Going ahead E to W Dri M 60 Slight
Veh 3 Car Wait go ahead held 0 to 0

Causation Factor:

1st: Careless/Reckless/In a hurry
2nd: Failed to look properly

Participant:

Vehicle 1
Vehicle 1

Confidence:

Very Likely
Very Likely

VEH1 WAS TRAVELLING ALONG TOTNES ROAD. DRIVER OF VEH1 HAS FAILED TO LOOK PROPERLY AND GONE TO TURN RIGHT ACROSS ONCOMING TRAFFIC INTO ANIMALS IN DISTRESS. SHE HAS NOT SEEN VEH2 COMING IN THE OPPOSITE DIRECTION AND HAS COLLIDED WITH VEH2. AS VEH2 (MOTORBIKE) FLIPPED OVER IT STRUCK A PARKED VEH3.

17156163 Saturday GOODRINGTON ROAD UNSPECIFIED
04/02/2017 ROAD OR LOCATION A379
R1: U 0905hrs
R2: A 379 Daylight:street lights present
E 289,164 Dry
N 58,497 Fine without high winds
30 mph

Veh 1 Car Turning right N to W
Veh 2 Pedal cycle Going ahead W to E Dri M 46 Slight

Causation Factor:

1st: Failed to judge other persons path or speed
2nd: Failed to look properly

Participant:

Vehicle 1
Vehicle 1

Confidence:

Very Likely
Very Likely

VEH1 PULLED OUT IN FRONT OF VEH2 PEDAL CYCLE, STRUCK IT AND DROVE OFF.

17166002 Thursday TOTNES ROAD UNSPECIFIED ROAD
09/03/2017 OR LOCATION
R1: U 1323hrs
Daylight:street lights present
E 287,261 Dry
N 59,964 Fine without high winds
30 mph

Veh 1 Goods < 3.5t Going ahead W to E
Veh 2 Car Wait to turn right W to E Dri F 20 Slight

Causation Factor:

1st: Failed to look properly
2nd: Distraction outside vehicle

Participant:

Vehicle 1
Vehicle 1

Confidence:

Very Likely
Very Likely

VEH2 WAS DRIVING TOWARDS TOWN CENTRE WHEN THEY CAME TO A STATIONARY POSITION. VEH1 WAS DRIVING BEHIND VEH2 AND WAS CHECKING THEIR REAR VIEW MIRROR, WHEN THEY LOOKED BACK TO THE ROAD THEY REALISED THEY WERE TOO CLOSE TO VEH2 AND IMMEDIATELY APPLIED THE BRAKES. VEH1 DIDNT MANAGE TO STOP IN TIME AND HIT VEH2.

Accidents between dates 01/01/2012 and 31/05/2017 (65) months

Selection:

Notes:

Selected using Pre-defined Query : All Injury Accidents

| Police Ref. | Acc Class | Date | Time | Grid References | Casualties | | | Causation Factors/ Prob | Ped | | Weather | Road Surface | Vehicle Types |
|-------------|-----------|------------|------|-----------------|------------|-----|-----|--|-------|-------|----------------------------|--------------|---------------|
| | | | | | Ftl | Ser | SlT | | L | M D | | | |
| 14FP2D013 | Slight | 22/05/2014 | 1801 | 287441 59004 | 0 | 0 | 1 | 308V001A 406V001A | 0 0 0 | Light | Fine without high winds | Dry | 9 9 9 9 9 9 |
| 14FP2D011 | Slight | 05/06/2014 | 1445 | 287911 58378 | 0 | 0 | 1 | 405V1B 602V1B | 0 0 0 | Light | Fine without high winds | Dry | 8 9 |
| 14FP2B033 | Slight | 30/08/2014 | 1757 | 287286 59547 | 0 | 0 | 1 | 505V1A 603V1A 403V1A 410V1A | 0 0 0 | Light | Fine without high winds | Dry | 9 |
| 14FP2D018 | Slight | 24/09/2014 | 1800 | 287259 59966 | 0 | 0 | 1 | 405V1A 406V2B 706V1B | 0 0 0 | Light | Fine without high winds | Dry | 9 4 |
| 14FP2B031 | Slight | 16/10/2014 | 0934 | 287213 59964 | 0 | 0 | 1 | 508V1B 405V1B 410V1B | 0 0 0 | Light | Fine without high winds | Dry | 9 3 |
| 15FP2D008 | Slight | 13/01/2015 | 1150 | 287333 59404 | 0 | 0 | 2 | 405V1A 706V1B | 0 0 0 | Light | Fine without high winds | Wet/Damp | 9 9 |
| 15FP2B002 | Slight | 27/01/2015 | 0800 | 287417 59027 | 0 | 0 | 1 | 409V1A 410V1A 102V1B 307V1B | 0 0 0 | Light | Fine without high winds | Dry | 9 |
| 15FP2D004 | Slight | 25/02/2015 | 1820 | 287507 58923 | 0 | 0 | 1 | 405V2A 403V3B | 0 0 0 | Dark | Fine without high winds | Dry | 3 9 19 |
| 15FP2B008 | Slight | 27/04/2015 | 0900 | 287221 59997 | 0 | 0 | 2 | 408V1A 406V2B | 0 0 0 | Light | Fine without high winds | Dry | 9 9 9 |
| 15FB2A011 | Slight | 03/06/2015 | 1833 | 288846 57015 | 0 | 0 | 1 | 405V2A 408V2B | 0 0 0 | Light | Fine without high winds | Dry | 9 9 |
| 15FP2B019 | Slight | 30/08/2015 | 1311 | 287837 58463 | 0 | 0 | 2 | 103V1B 308V1A | 0 0 0 | Light | Raining without high winds | Wet/Damp | 9 9 |
| 15FP2B022 | Slight | 25/09/2015 | 0955 | 287282 59231 | 0 | 0 | 1 | 408V1A 405V1A | 0 0 0 | Light | Fine without high winds | Dry | 9 9 9 5 |
| 16FB2A001 | Slight | 04/01/2016 | 0830 | 288854 57028 | 0 | 0 | 1 | 405V1A 406V1A 406V2A 402V1B 706V2B | 0 0 0 | Light | Other | Wet/Damp | 9 9 9 |
| 16FP2D003 | Slight | 16/01/2016 | 1745 | 287666 58711 | 0 | 0 | 1 | 405V1B 602V1B | 0 0 0 | Dark | Fine without high winds | Dry | 9 9 |
| 16FP2D007 | Slight | 21/03/2016 | 1610 | 287339 59577 | 0 | 0 | 4 | 403V1B | 0 0 0 | Light | Fine without high winds | Dry | 9 9 |
| 16FP2D008 | Slight | 29/03/2016 | 1030 | 287263 59963 | 0 | 0 | 1 | 405V1A 505V1B | 0 0 0 | Light | Fine with high winds | Dry | 9 9 19 9 |
| 1657689 | Slight | 30/03/2016 | 1840 | 287261 59964 | 0 | 0 | 1 | 602V1A 405V1A | 0 0 0 | Light | Fine without high winds | Dry | 98 9 |
| 1667832 | Slight | 26/04/2016 | 2114 | 287905 58356 | 0 | 0 | 1 | 405V1A 603V1A 506V1A 510V1B | 0 0 0 | Dark | Fine without high winds | Dry | 9 |
| 1665915 | Slight | 28/04/2016 | 1608 | 288381 57554 | 0 | 0 | 2 | 602V1B 502V1B 308V1B 410V1B | 0 0 0 | Light | Fine without high winds | Dry | 9 9 9 9 |
| 1697297 | Slight | 10/06/2016 | 1130 | 287504 58910 | 0 | 0 | 1 | 410V2A | 0 0 0 | Light | Raining without high winds | Wet/Damp | 2 19 |
| 1681846 | Slight | 17/06/2016 | 2327 | 287261 59964 | 0 | 0 | 1 | 410V1A 509V1B 505V1A | 0 0 0 | Dark | Fine without high winds | Dry | 9 |
| 16103653 | Slight | 01/07/2016 | 1752 | 287237 59963 | 0 | 0 | 1 | 808C1A 802C1B | 1 3 9 | Light | Fine without high winds | Wet/Damp | 9 |
| 16115842 | Slight | 02/09/2016 | 1650 | 287910 58352 | 0 | 0 | 2 | 406V2A | 0 0 0 | Light | Raining without high winds | Wet/Damp | 9 9 |

Accidents between dates 01/01/2012 and 31/05/2017 (65) months

Selection: Notes:

Selected using Pre-defined Query : All Injury Accidents

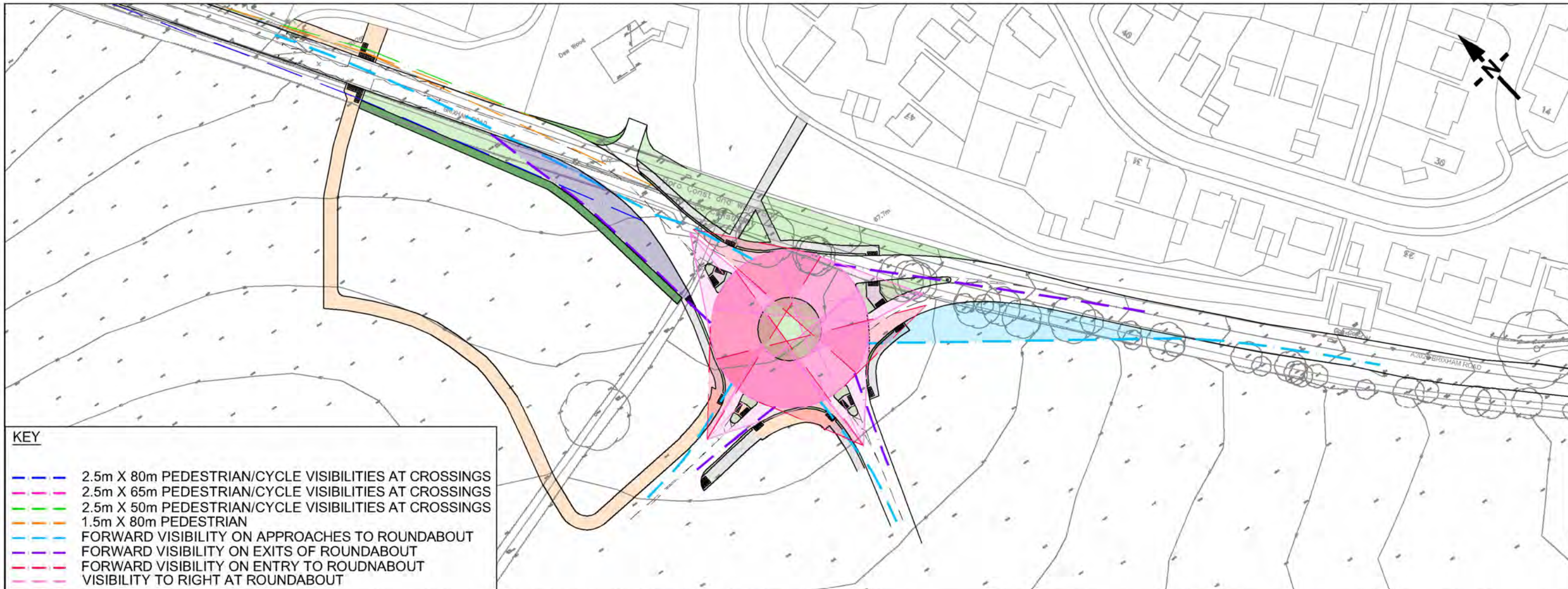
| Police Ref. | Acc Class | Date | Time | Grid References | Casualties | | | Causation Factors/ Prob | Ped | | Weather | Road Surface | Vehicle Types | | |
|---------------|-----------|------------|------|-----------------|------------|-----|-----|--------------------------------|-----|---|---------|-----------------|-------------------------|-----|-------|
| | | | | | Ftl | Ser | Slr | | L | M | | | | D | Light |
| 16111890 | Slight | 12/09/2016 | 2006 | 287261 59964 | 0 | 0 | 2 | 306V1A 302V1A 405V1A 408V2B | 0 | 0 | 0 | Dark | Fine without high winds | Dry | 9 11 |
| 16115077 | Slight | 03/10/2016 | 0800 | 287473 58953 | 0 | 0 | 1 | 601V1A 602V1A | 0 | 0 | 0 | Light | Fine without high winds | Dry | 9 1 |
| 16140622 | Slight | 05/12/2016 | 1724 | 287334 59529 | 0 | 0 | 2 | 307V1A 501V1B | 0 | 0 | 0 | Dark | Fine without high winds | Dry | 9 9 |
| 17157267 | Slight | 11/01/2017 | 1520 | 287261 59964 | 0 | 0 | 2 | 602V1A 405V1A | 0 | 0 | 0 | Light | Fine without high winds | Dry | 9 5 9 |
| 17156163 | Slight | 04/02/2017 | 0905 | 289164 58497 | 0 | 0 | 1 | 406V1A 405V1A | 0 | 0 | 0 | Light | Fine without high winds | Dry | 9 1 |
| 17166002 | Slight | 09/03/2017 | 1323 | 287261 59964 | 0 | 0 | 1 | 405V1A 510V1A | 0 | 0 | 0 | Light | Fine without high winds | Dry | 19 9 |
| Column Totals | | | | | 1 | 6 | 62 | | | | | | | | |

Total number of accidents listed: 52

Appendix E

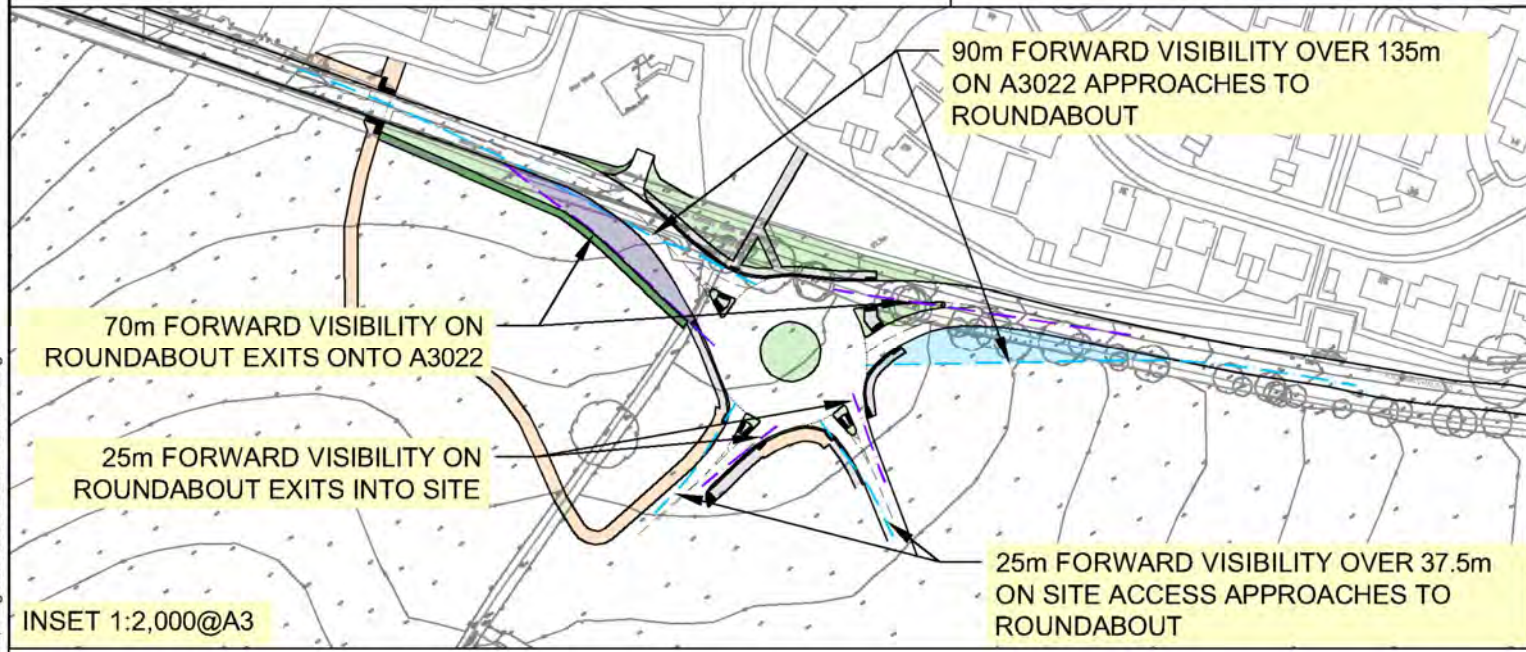
Proposed Site Access Junction and Proposed Bus Stop Infrastructure

CAD FILE NAME : F:\DATA\A\Jobs\0734 - White Rock 2, Paignton\AutoCAD\0734-027 RevB.dwg
 NOTE THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN KEY TRANSPORT CONSULTANTS LIMITED AND MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR WRITTEN CONSENT

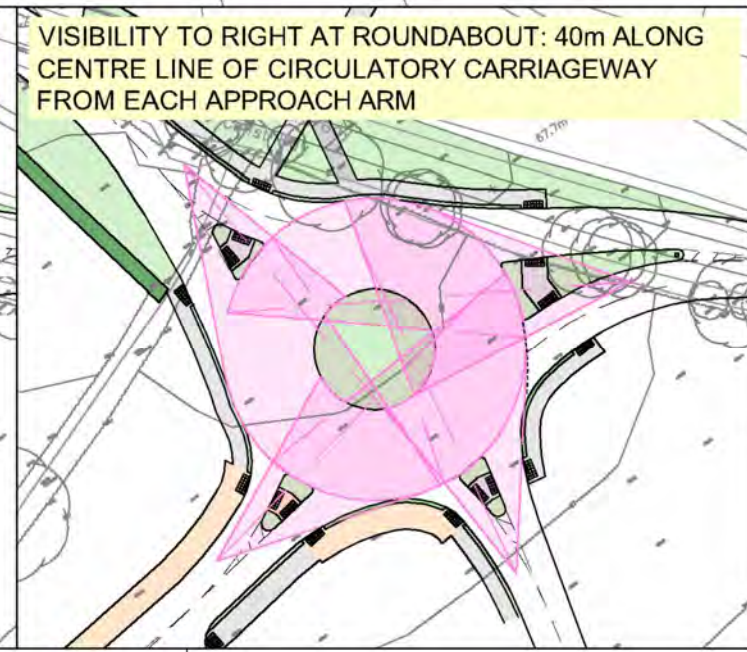
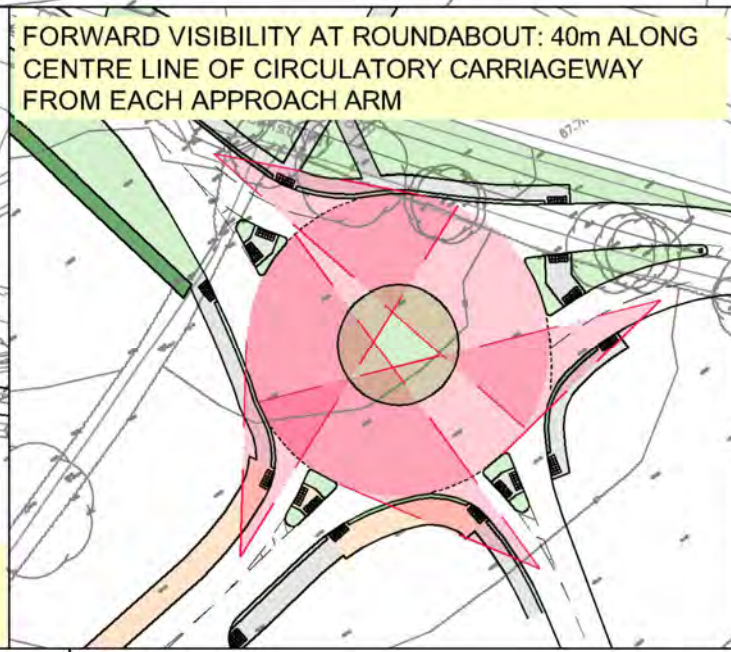


KEY

- 2.5m X 80m PEDESTRIAN/CYCLE VISIBILITIES AT CROSSINGS
- 2.5m X 65m PEDESTRIAN/CYCLE VISIBILITIES AT CROSSINGS
- 2.5m X 50m PEDESTRIAN/CYCLE VISIBILITIES AT CROSSINGS
- 1.5m X 80m PEDESTRIAN
- FORWARD VISIBILITY ON APPROACHES TO ROUNDABOUT
- FORWARD VISIBILITY ON EXITS OF ROUNDABOUT
- FORWARD VISIBILITY ON ENTRY TO ROUNDABOUT
- VISIBILITY TO RIGHT AT ROUNDABOUT



INSET 1:2,000@A3

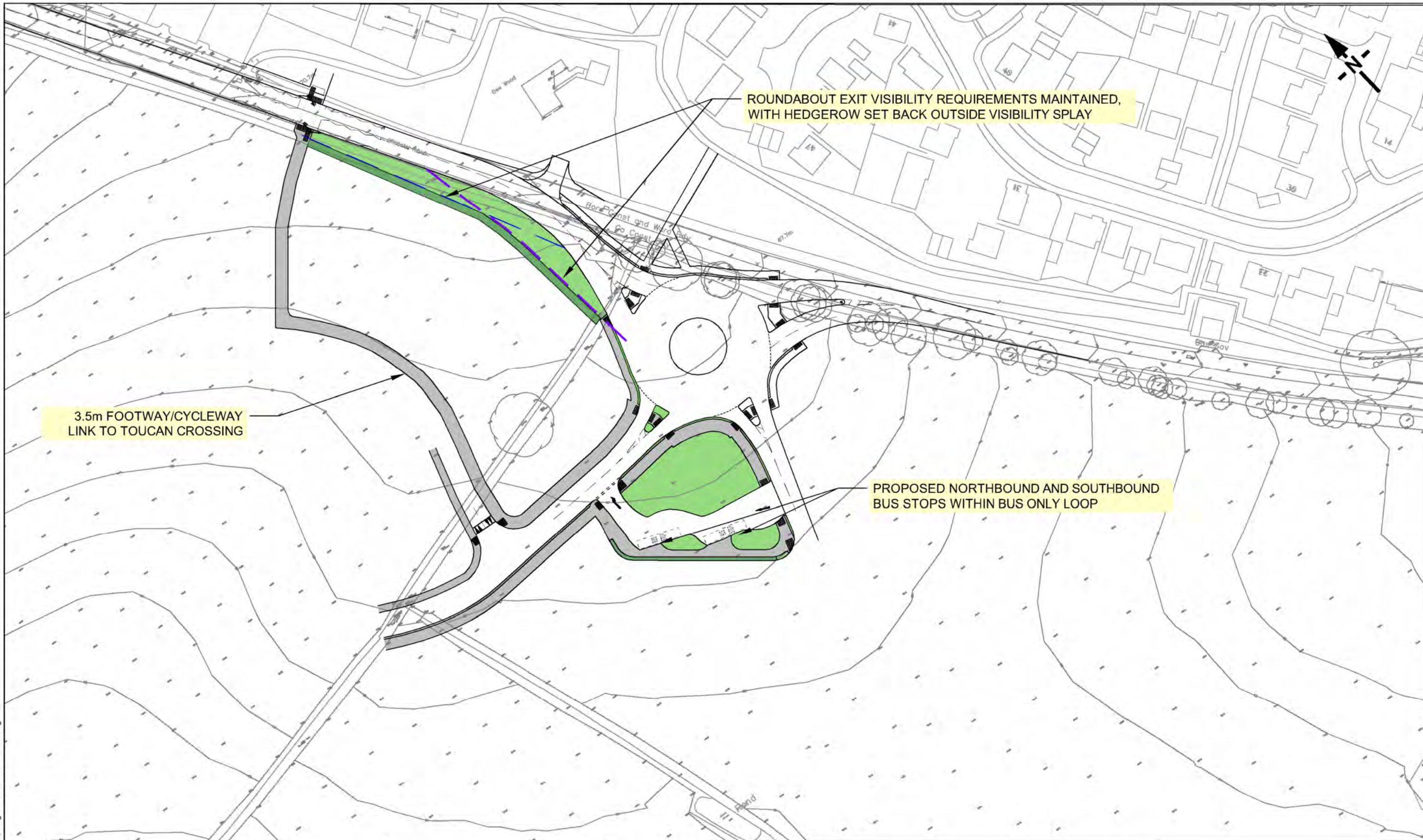


| | | | | | |
|-----|---|----|-----|-----|--------|
| A | Amendments to the southern approach to the roundabout and northbound bus stop (as per 0734-030). | FF | DRK | DRK | MAR 17 |
| B | Amendments to the bus stop locations and footway/cycleway alignment as shown on drawing 0734-032. Amendment to site name. | FF | DRK | DRK | JUN 17 |
| REV | | DR | CH | PA | DATE |


| | | | | | | | |
|---|------------|----------------------------|--------|------------------|--------------|----------------|------|
| INGLEWOOD, PAIGNTON | | ABACUS PROJECTS LTD | | | | | |
| ROUNDABOUT VISIBILITY REQUIREMENTS | | | | | | | |
| DRAWN BY | CHECKED BY | PASSED BY | DATE | SCALES @ A3 SIZE | ISSUE STATUS | DRAWING NUMBER | REV. |
| FF | DRK | DRK | FEB 17 | 1:1,000@A3 | PRELIMINARY | 0734-027 | B |

KEY TRANSPORT CONSULTANTS LTD
 26 BERKELEY SQUARE
 BRISTOL
 BS8 1HP
 Tel : 0117 920 9430
 E-mail : info@key-transport.com

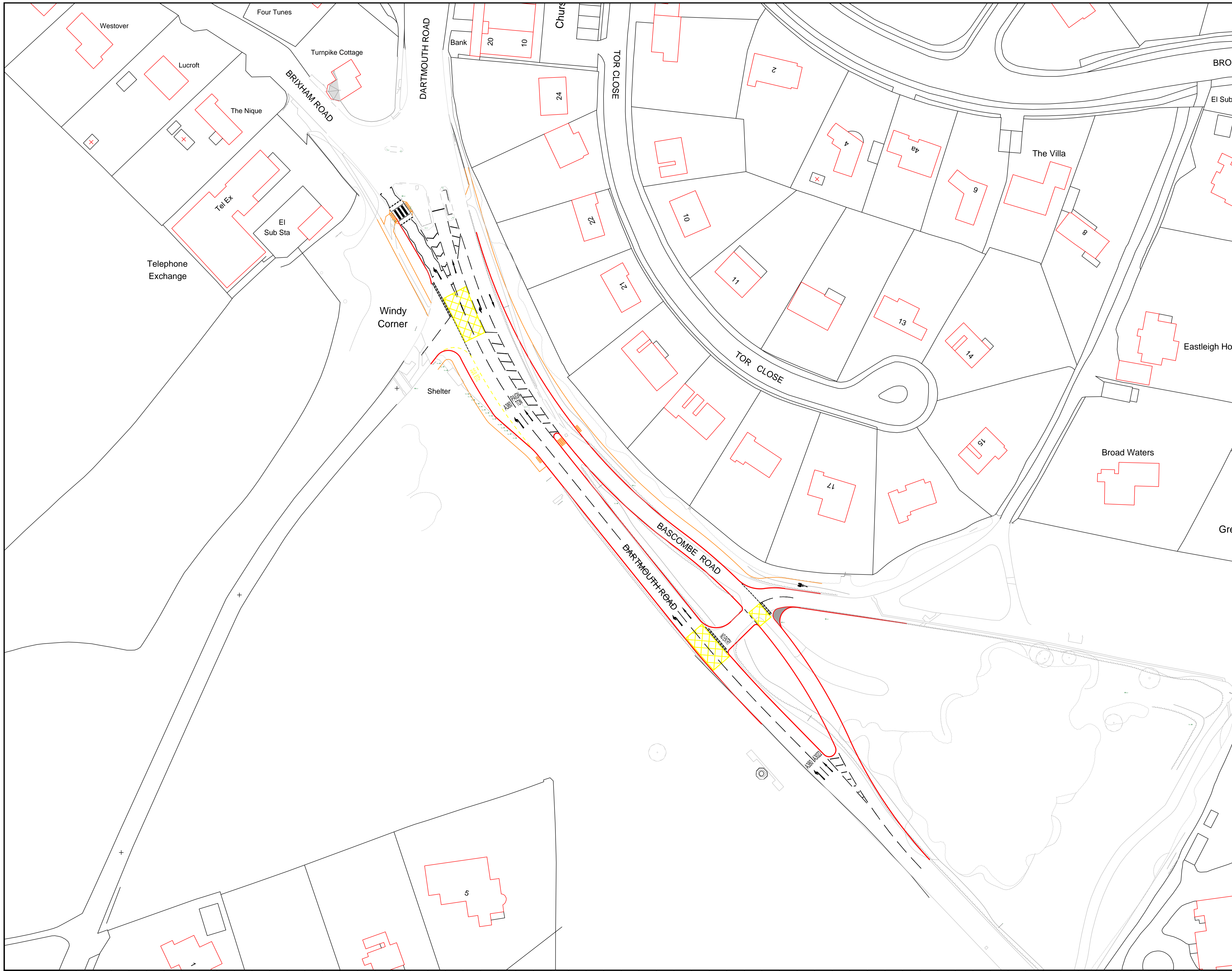
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| REV | DR | CH | PA | DATE |
|-----|----|----|----|------|
| | | | | |

| | | | | | | |
|-------------------------------------|------------|-----------|--------|------------------|---|----------------|
| INGLEWOOD, PAIGNTON | | | | | ABACUS PROJECTS LTD | |
| PROPOSED FOUR-ARM ACCESS ROUNDABOUT | | | | |  KEY TRANSPORT CONSULTANTS LTD 26 BERKELEY SQUARE BRISTOL BS8 1HP Tel : 0117 920 9430 E-mail : info@key-transport.com | |
| DRAWN BY | CHECKED BY | PASSED BY | DATE | SCALES @ A3 SIZE | ISSUE STATUS | DRAWING NUMBER |
| FF | DRK | DRK | NOV 17 | 1:1,000@A3 | PRELIMINARY | 0734-057 |
| | | | | | | REV. |

Appendix F
Offsite Highway Works



| REVISIONS | | | | |
|-----------|----------|----|---------|--|
| no. | date | By | Checked | details |
| A | 30-06-17 | KF | RS | Alignment adjusted to consider land take. Bus stop location revised. Crossing point added. |
| B | 26-07-17 | KF | RS | Hatched over-run added at Bascombe Road junction. Cycle/footpath extended into Bascombe Road |

REV: **B**
drawing number: **8/9/7_01**

| NOTES | |
|-------|----------------------|
| no. | details |
| | New Kerb Line |
| | New Footway |
| | Vehicle overrun area |

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| | | | |
|---------|--------|----------|-----------|
| drawn | RDS/KF | scale(s) | 1:500 @A1 |
| checked | RDS | date | JUNE 2017 |

TORBAY DEVELOPMENT AGENCY
TOR HILL HOUSE TORQUAY, TQ2 5W
TEL. 01803 208973 ; FAX. 01803 208976



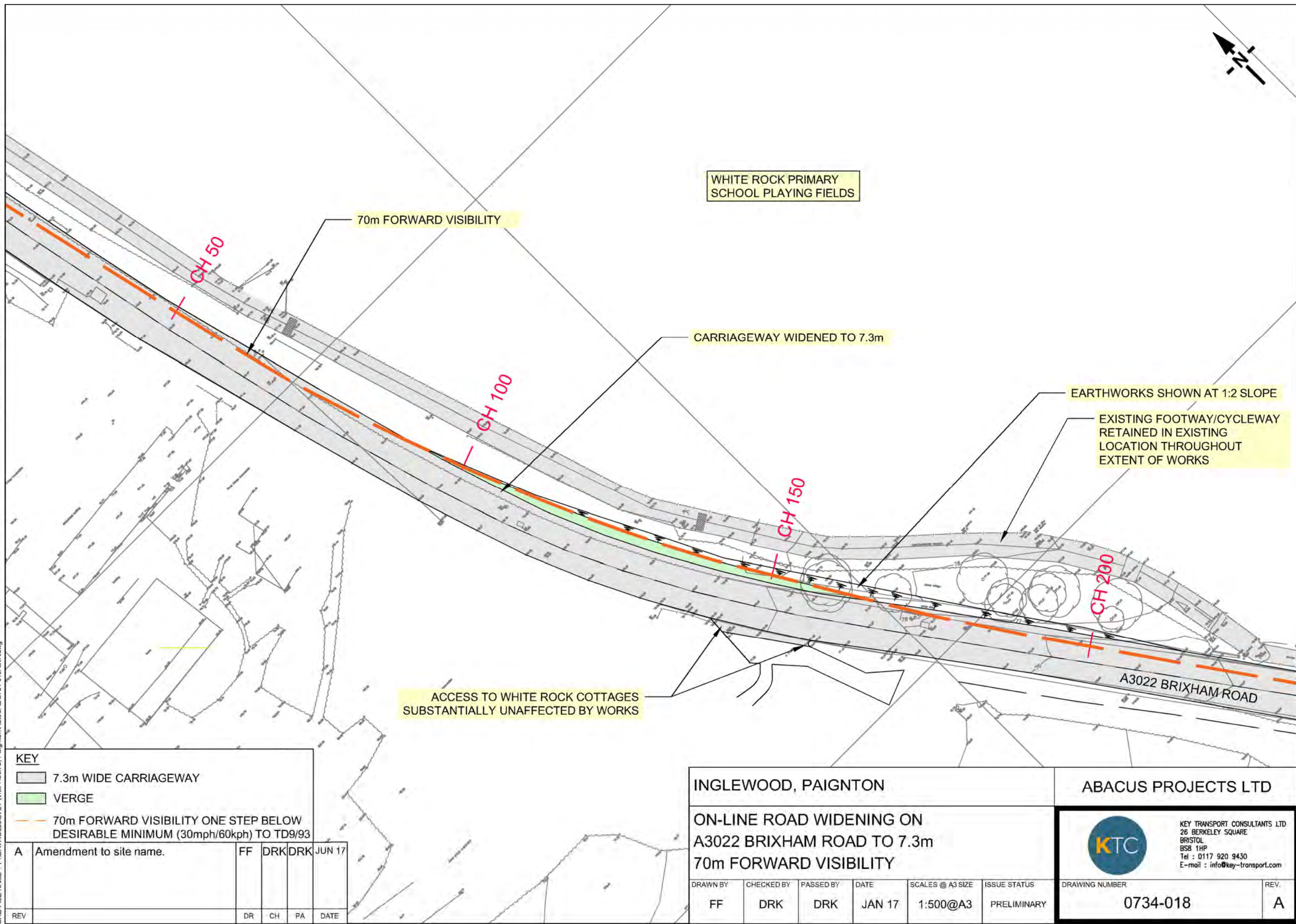
SCHEME TITLE
**WESTERN CORRIDOR
WINDY CORNER
JUNCTION IMPROVEMENT**

DRAWING TITLE
**PRELIMINARY DESIGN
OPTION 1**

drawing number: **8/9/7_01** REV: **B**

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CAD FILE NAME : F:\DATA\AU\0734_White Rock 2_Paignton\AutoCAD\0734-018RevA.dwg



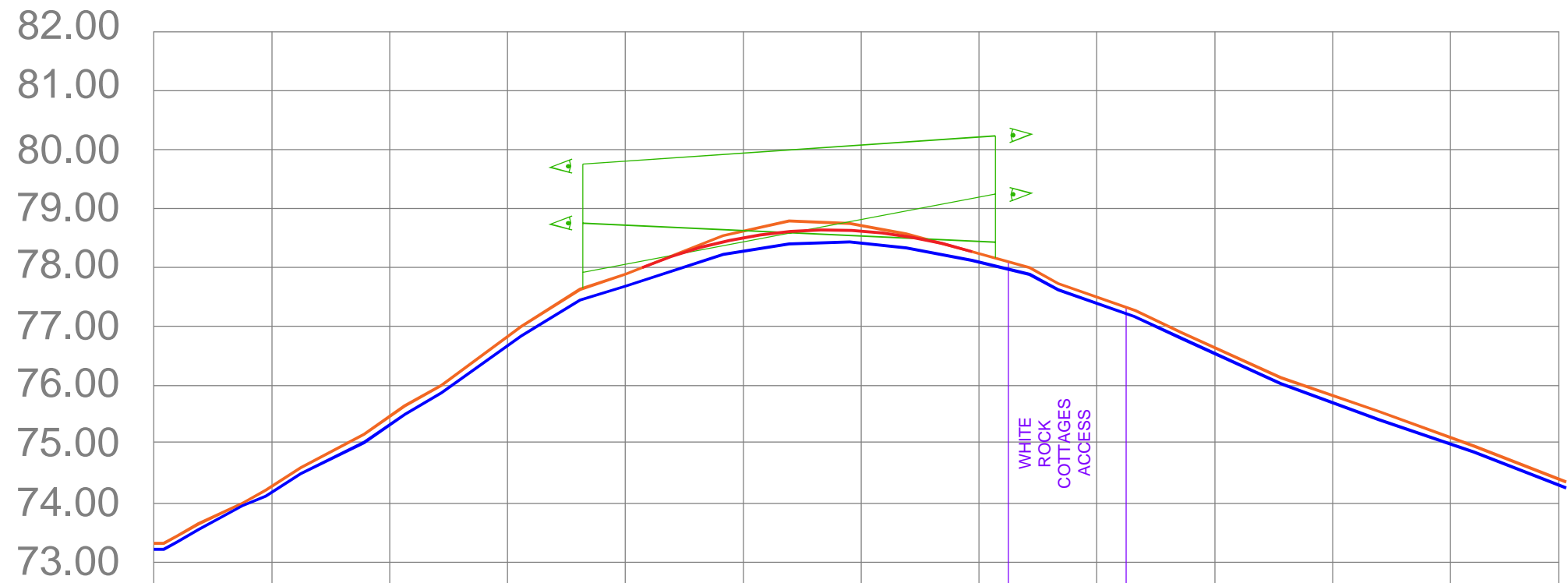
| KEY | | | | | |
|----------------------|--|---|--|--|--|
| [Grey Box] | | 7.3m WIDE CARRIAGEWAY | | | |
| [Green Box] | | VERGE | | | |
| [Orange Dashed Line] | | 70m FORWARD VISIBILITY ONE STEP BELOW DESIRABLE MINIMUM (30mph/60kph) TO TD9/93 | | | |

| | | | | | |
|-----|-------------------------|----|-----|-----|--------|
| A | Amendment to site name. | FF | DRK | DRK | JUN 17 |
| REV | | DR | CH | PA | DATE |

| | | | | | |
|---|------------|-----------|--------|---|--------------|
| INGLEWOOD, PAIGNTON | | | | ABACUS PROJECTS LTD | |
| ON-LINE ROAD WIDENING ON A3022 BRIXHAM ROAD TO 7.3m | | | |  KEY TRANSPORT CONSULTANTS LTD 26 BERKELEY SQUARE BRISTOL BS8 1HP Tel : 0117 920 9430 E-mail : info@key-transport.com | |
| 70m FORWARD VISIBILITY | | | | | |
| DRAWN BY | CHECKED BY | PASSED BY | DATE | SCALES @ A3 SIZE | ISSUE STATUS |
| FF | DRK | DRK | JAN 17 | 1:500@A3 | PRELIMINARY |
| DRAWING NUMBER | | | | REV. | |
| 0734-018 | | | | A | |

CAD FILE NAME : F:\DATA\Jobs\0734 - White Rock 2 - Paignton\AutoCAD\0734-02\Reva.dwg
 NOTE THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN KEY TRANSPORT CONSULTANTS LIMITED AND MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR WRITTEN CONSENT

LONG SECTION



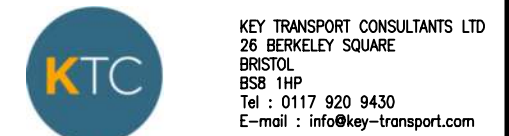
| CHAINAGE | 0.0 | 20.00 | 40.00 | 60.00 | 80.00 | 100.00 | 120.00 | 140.00 | 160.00 | 180.00 | 200.00 | 220.00 |
|-----------------------------|-------|-------|-------|-------|-------|--------|--------|--------|--------|--------|--------|--------|
| EXISTING CENTRE LINE LEVELS | 73.32 | 74.28 | 75.43 | 76.83 | 77.89 | 78.62 | 78.72 | 78.24 | 77.50 | 76.64 | 75.79 | 75.07 |
| PROPOSED CENTRELINE LEVELS | | | | | | 78.51 | 78.62 | | | | | |
| PROPOSED VISIBILITY LEVELS | 73.22 | 74.51 | 75.40 | 76.84 | 77.94 | 78.76 | 78.89 | 78.48 | 77.61 | 76.58 | 75.69 | 75.00 |

KEY

- EXISTING LEVELS ALONG THE CARRIAGEWAY CENTRELINE
- PROPOSED CARRIAGEWAY LEVEL (84m VERTICAL CURVE BASED ON TD9/93 ONE STEP BELOW DESIRABLE MINIMUM CREST K VALUE 10 FOR 30mph/60kph DESIGN SPEED)
- PROPOSED LEVELS ALONG THE 70m VISIBILITY SPLAY
- 70m FORWARD VISIBILITY FROM A DRIVER'S EYE HEIGHT OF 1.05m - 2m TO AN OBJECT HEIGHT OF 0.26m - 1.05m

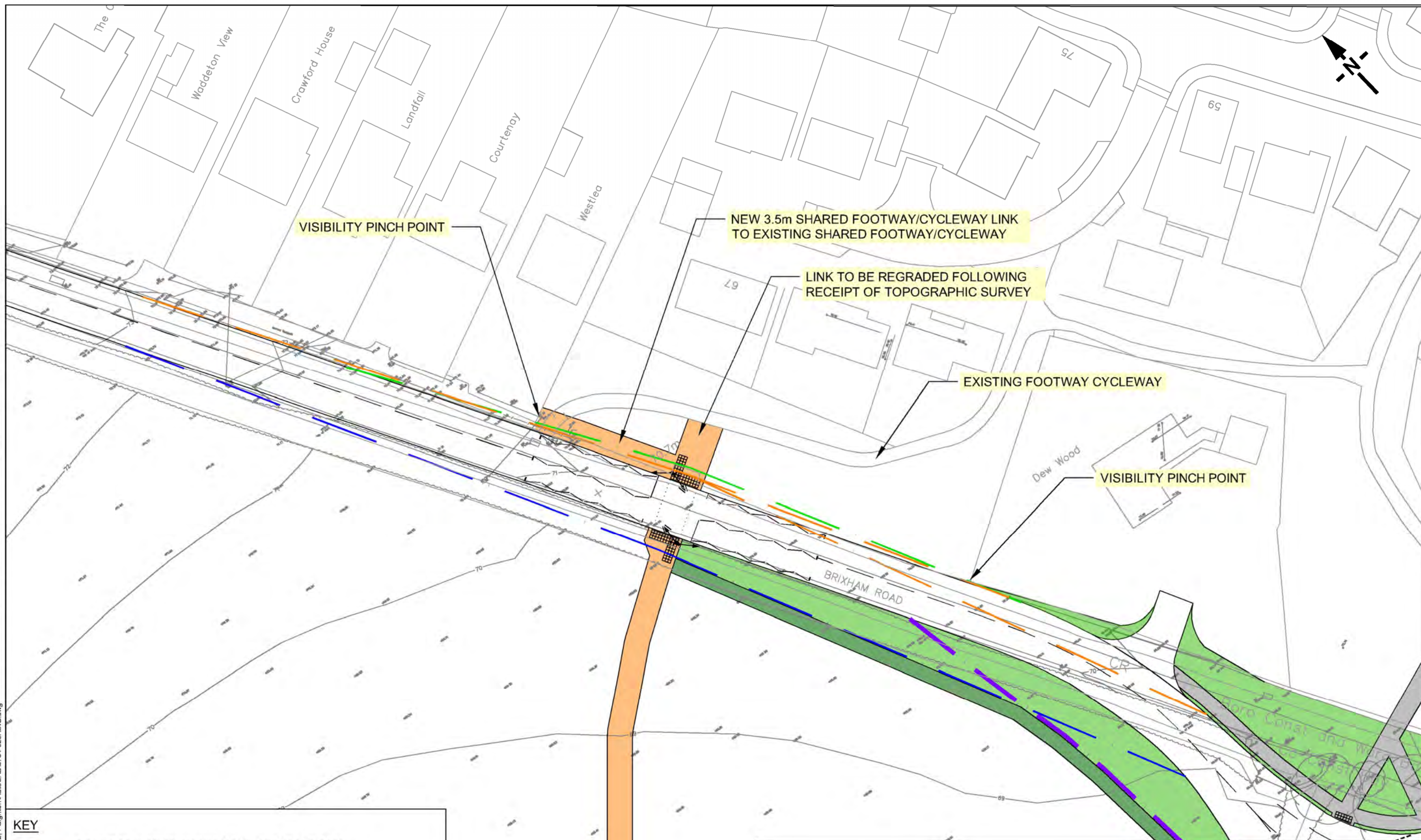
| | | | | | |
|-----|-------------------------|----|-----|-----|--------|
| A | Amendment to site name. | FF | DRK | DRK | JUN 17 |
| REV | | DR | CH | PA | DATE |

| | | | | | | | | | | | |
|---|--|------------|--|-----------|----------------------------|--------|--|----------------------|--|--------------|--|
| INGLEWOOD, PAIGNTON | | | | | ABACUS PROJECTS LTD | | | | | | |
| INVESTIGATION OF ON LINE WIDENING OF A3022 BRIXHAM ROAD TO 7.3m LONG SECTION ALONG 70m FORWARD VISIBILITY SPLAY | | | | | | | | | | | |
| DRAWN BY | | CHECKED BY | | PASSED BY | | DATE | | SCALES @ A3 SIZE | | ISSUE STATUS | |
| FF | | DRK | | DRK | | JAN 17 | | H 1:1,000 V 1:100 | | PRELIMINARY | |
| DRAWING NUMBER | | | | | | | | REV. | | | |
| 0734-020 | | | | | | | | A | | | |



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CAD FILE NAME : F:\DATA\AU\0734_Whit Rock 2_Paignton\AutoCAD\0734-023RevB.dwg



KEY

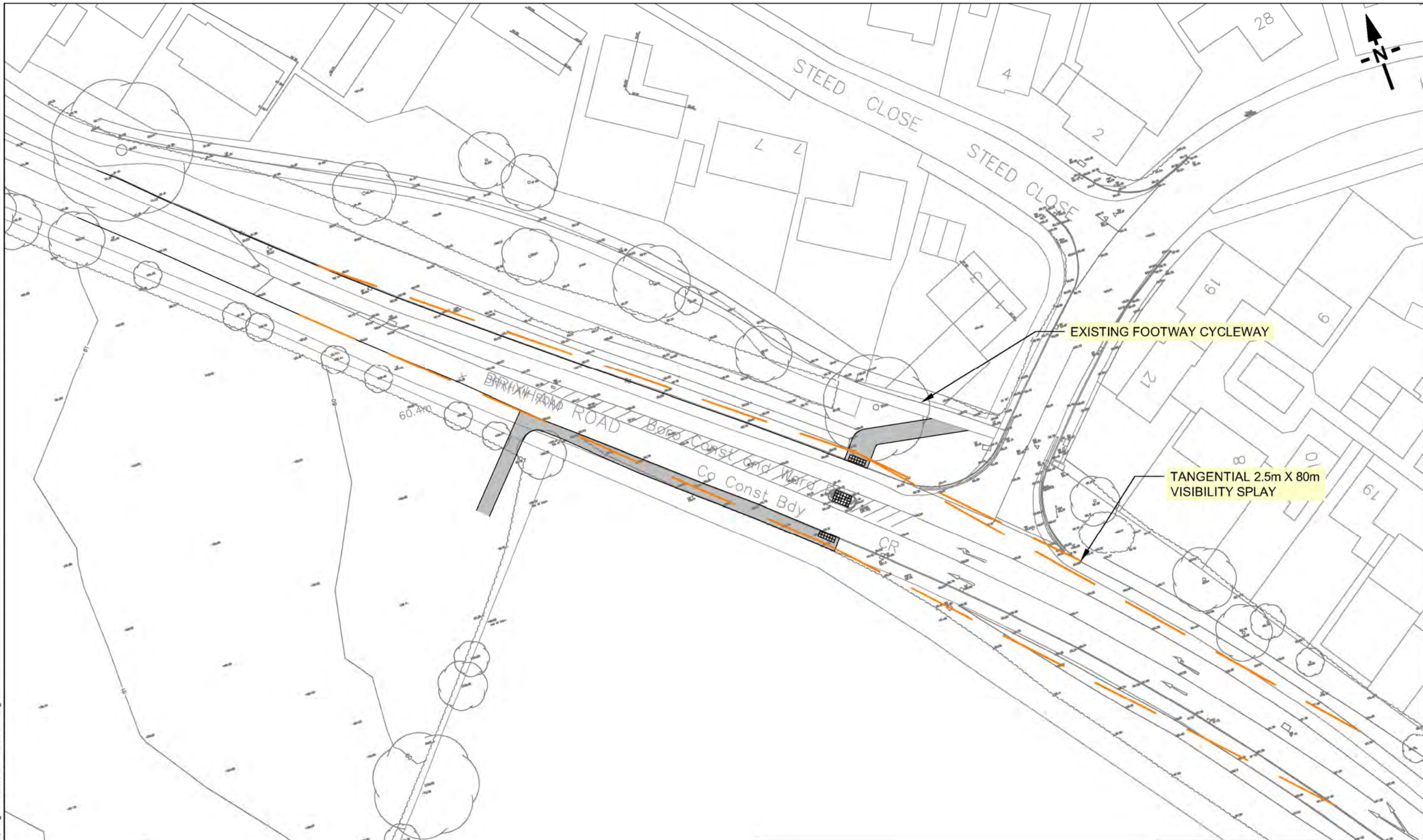
- 1.5m X 80m PEDESTRIAN VISIBILITY SPLAYS
- 2.5m X 50m PEDESTRIAN AND CYCLIST VISIBILITY SPLAYS
- 2.5m X 80m PEDESTRIAN AND CYCLIST VISIBILITY SPLAYS

| | | | | | |
|-----|--|----|-----|-----|--------|
| A | Introduction of new section of shared footway/ cycleway along edge of carriageway to link to existing. | FF | DRK | DRK | MAR 17 |
| B | Realignment of footway/ cycleway through site and adjustment of bus stop locations to match those shown on drawing 0734-032. | FF | DRK | DRK | JUN 17 |
| REV | | DR | CH | PA | DATE |

| | | | | | |
|---|------------|-----------|--------|------------------|--------------|
| INGLEWOOD, PAIGNTON | | | | | |
| POTENTIAL NORTHER CROSSING TOUCAN CROSSING | | | | | |
| DRAWN BY | CHECKED BY | PASSED BY | DATE | SCALES @ A3 SIZE | ISSUE STATUS |
| FF | DRK | DRK | JUN 17 | 1:1,000@A3 | PRELIMINARY |

| | |
|---|---|
| ABACUS PROJECTS LTD | |
|  | KEY TRANSPORT CONSULTANTS LTD 26 BERKELEY SQUARE BRISTOL BS8 1HP Tel : 0117 920 9430 E-mail : info@key-transport.com |
| DRAWING NUMBER | REV. |
| 0734-023 | B |

CAD FILE NAME : F:\DATA\A\0734_White Rock 2, Paignton\AutoCAD\0734-029RevA.dwg
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EXISTING FOOTWAY CYCLEWAY


TANGENTIAL 2.5m X 80m VISIBILITY SPLAY

KEY

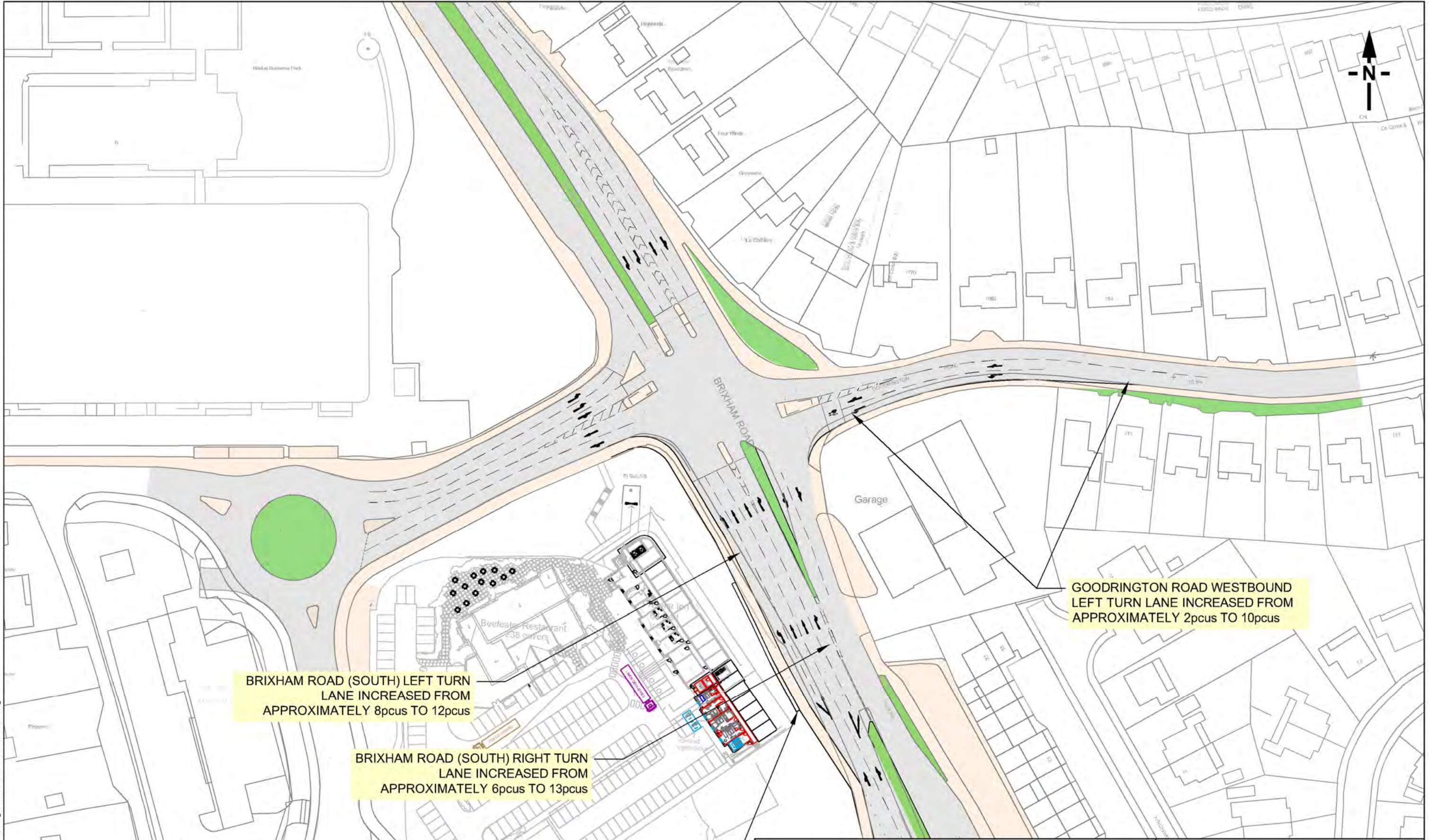
1.5m X 80m PEDESTRIAN VISIBILITY SPLAYS

| | | | | | |
|-----|-------------------------|----|-----|-----|--------|
| A | Amendment to site name. | FF | DRK | DRK | JUN 17 |
| REV | | DR | CH | PA | DATE |

NOTE: DUCTS TO BE INCLUDED TO ALLOW FOR POTENTIAL FUTURE UPGRADE TO SIGNAL CROSSING

| | | | | | | | |
|---|------------|-----------|--------|---|--------------|----------------|------|
| INGLEWOOD, PAIGNTON | | | | ABACUS PROJECTS LTD | | | |
| POTENTIAL SOUTHERN CROSSING OPTION 3 - UNCONTROLLED CROSSING | | | |  KEY TRANSPORT CONSULTANTS LTD 26 BERKELEY SQUARE BRISTOL BS8 1HP Tel : 0117 920 9430 E-mail : info@key-transport.com | | | |
| DRAWN BY | CHECKED BY | PASSED BY | DATE | SCALES @ A3 SIZE | ISSUE STATUS | DRAWING NUMBER | REV. |
| FF | DRK | DRK | MAR 17 | 1:500@A3 | PRELIMINARY | 0734-029 | A |

NOTE THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN KEY TRANSPORT CONSULTANTS LIMITED AND MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR WRITTEN CONSENT
 CAD FILE NAME : F:\DATA\jobs\0734_Whit Rock 2_Paignton\AutoCAD\0734-040RevA.dwg



BRIXHAM ROAD (SOUTH) LEFT TURN LANE INCREASED FROM APPROXIMATELY 8pcus TO 12pcus

BRIXHAM ROAD (SOUTH) RIGHT TURN LANE INCREASED FROM APPROXIMATELY 6pcus TO 13pcus

GOODRINGTON ROAD WESTBOUND LEFT TURN LANE INCREASED FROM APPROXIMATELY 2pcus TO 10pcus


RETAINING WALL

| | | | | | |
|-----|--|----|----|----|--------|
| A | Removal of verge between footway and retaining wall. | FF | DT | DT | AUG 17 |
| REV | | DR | CH | PA | DATE |

INGLEWOOD, PAIGNTON
PROPOSED LONG ROAD JUNCTION IMPROVEMENTS

| | | | | | |
|----------|------------|-----------|--------|------------------|--------------|
| DRAWN BY | CHECKED BY | PASSED BY | DATE | SCALES @ A3 SIZE | ISSUE STATUS |
| MJ | DRK | DRK | JUL 17 | 1:1000@A3 | PRELIMINARY |

ABACUS PROJECTS LTD

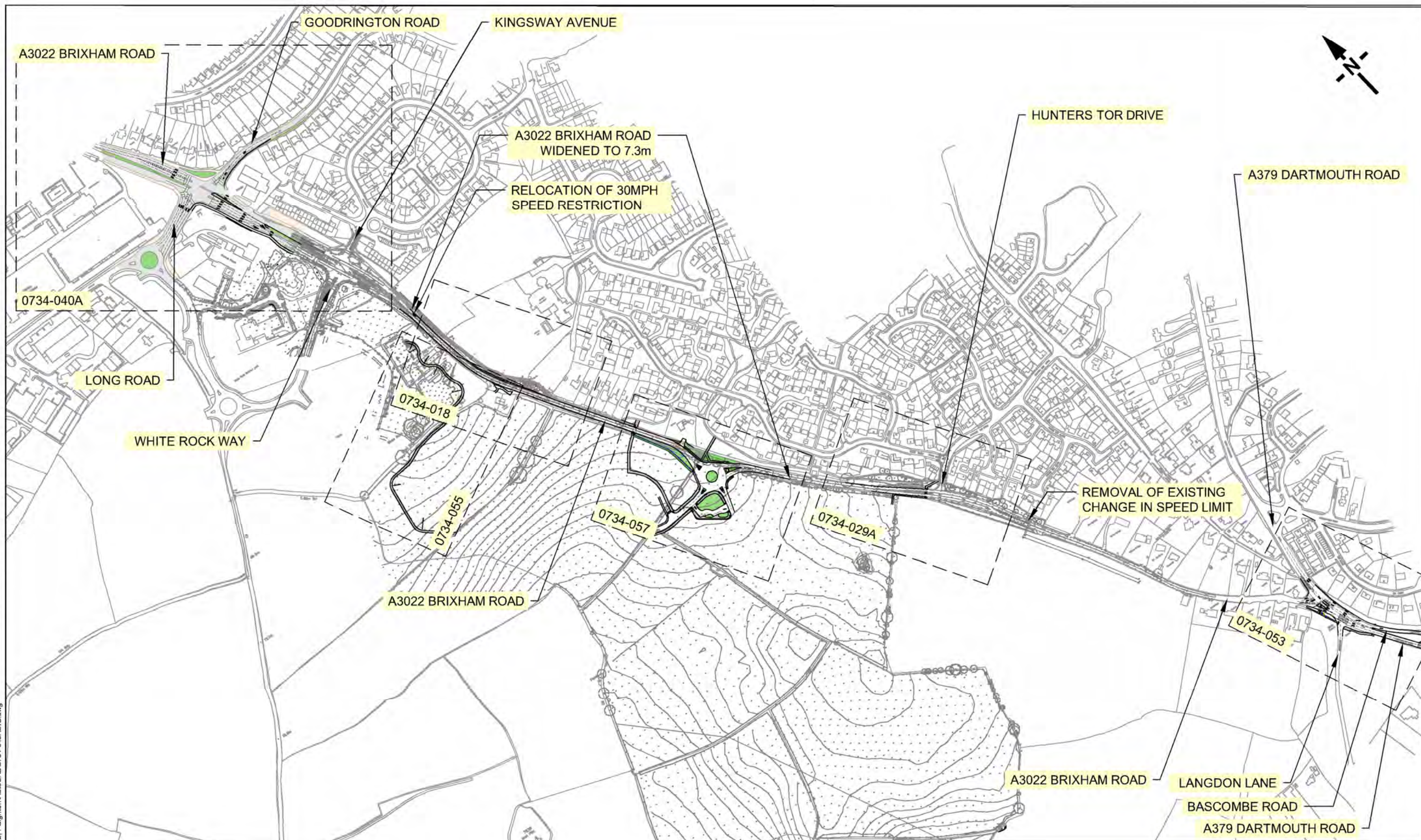


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 26 BERKELEY SQUARE
 BRISTOL
 BS8 1HP
 Tel : 0117 920 9430
 E-mail : info@key-transport.com


DRAWING NUMBER: **0734-040**

REV. **A**

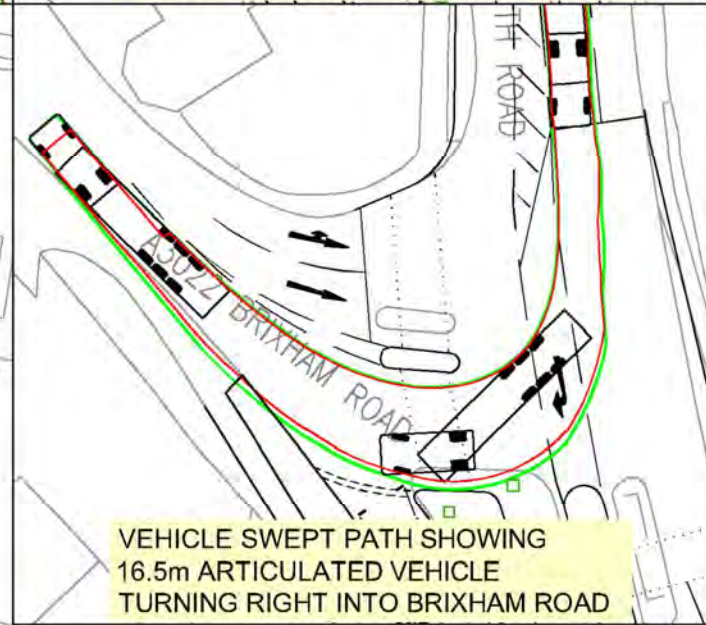
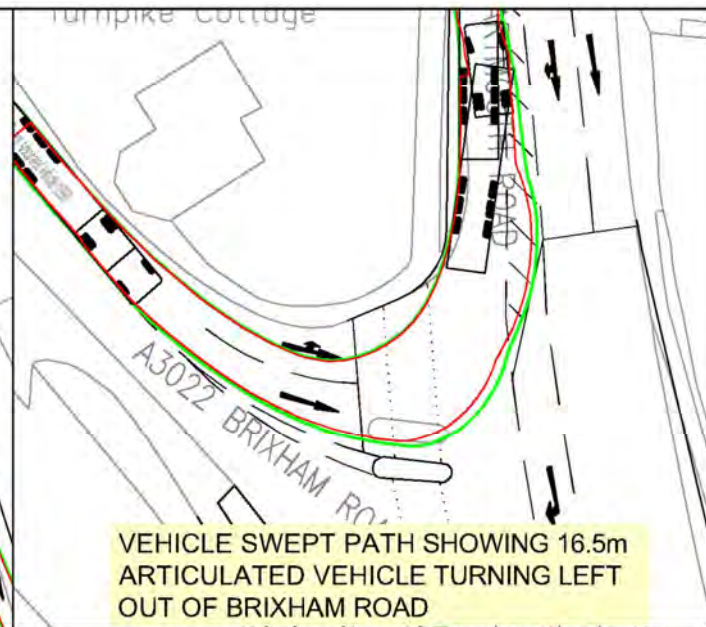
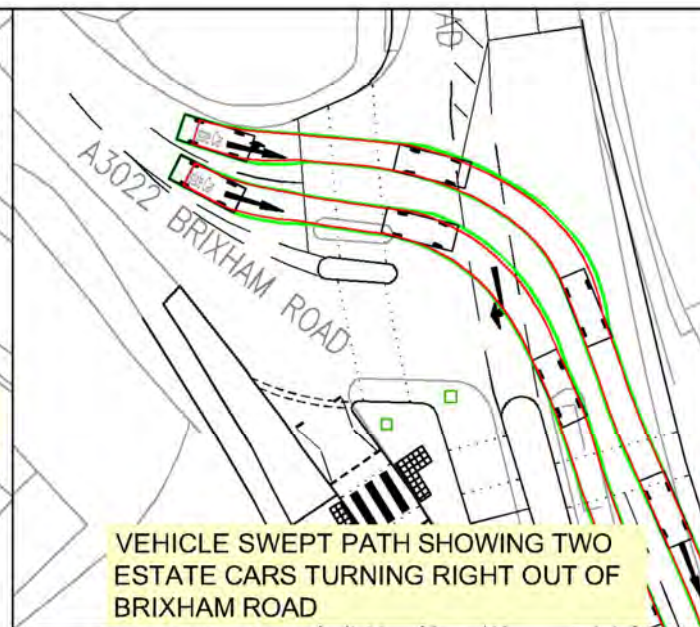
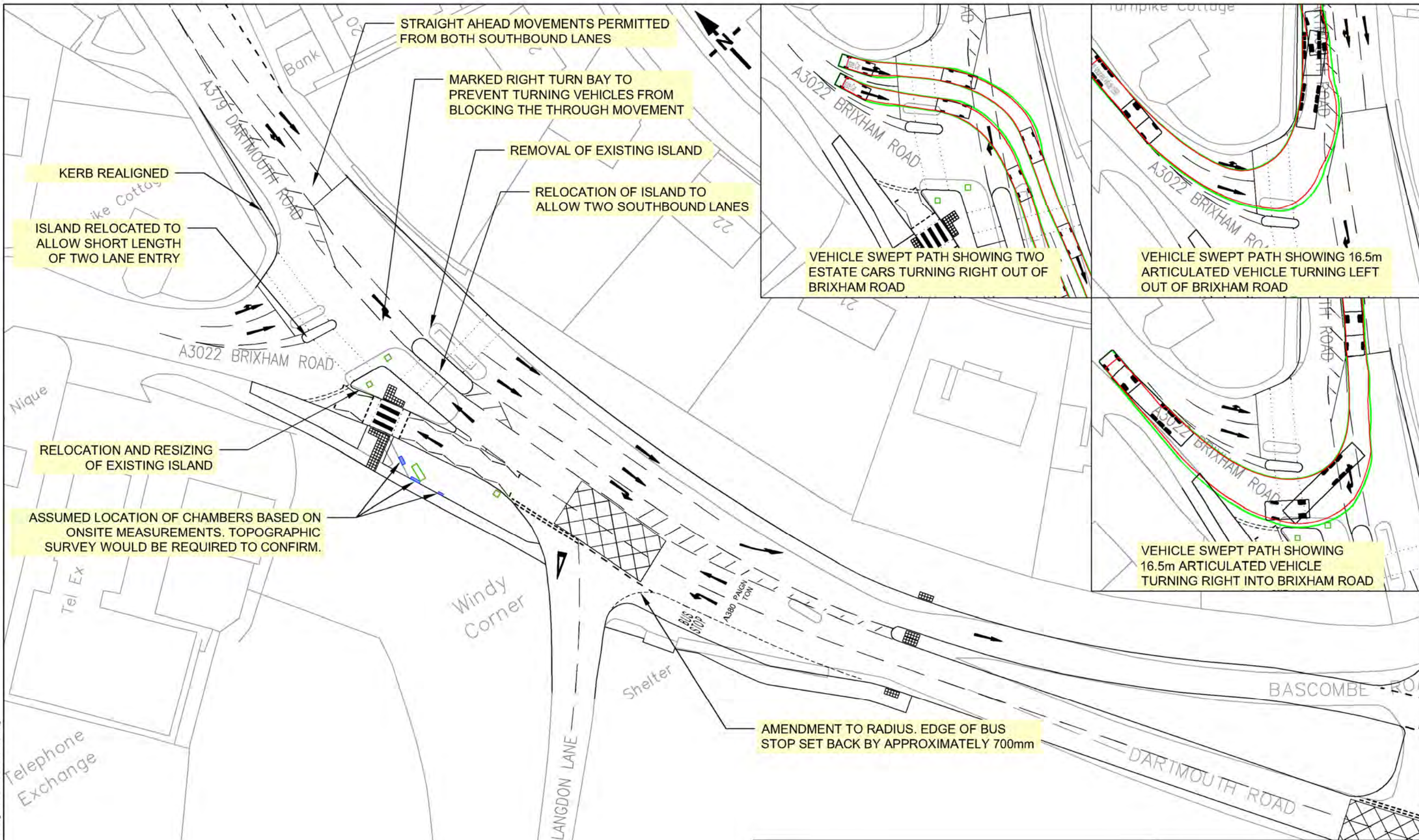
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| | | | | | |
|-----|----------------------------|----|-----|-----|--------|
| REV | | DR | CH | PA | DATE |
| A | Update of drawing numbers. | FF | DRK | DRK | SEP 17 |
| B | Update of drawing numbers. | FF | DRK | DRK | NOV 17 |

| | | | | | | |
|---|------------|-----------|--------|------------------|---|----------------|
| INGLEWOOD, PAIGNTON | | | | | ABACUS PROJECTS LTD | |
| SUMMARY OF ONSITE AND OFFSITE HIGHWAY WORKS | | | | |  KEY TRANSPORT CONSULTANTS LTD 26 BERKELEY SQUARE BRISTOL BS8 1HP Tel : 0117 920 9430 E-mail : info@key-transport.com | |
| DRAWN BY | CHECKED BY | PASSED BY | DATE | SCALES @ A3 SIZE | ISSUE STATUS | DRAWING NUMBER |
| FF | DRK | DRK | SEP 17 | 1:5,000@A3 | PRELIMINARY | 0734-045 |
| | | | | | | REV. |
| | | | | | | B |

NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN KEY TRANSPORT CONSULTANTS LIMITED AND MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR WRITTEN CONSENT.
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KEY

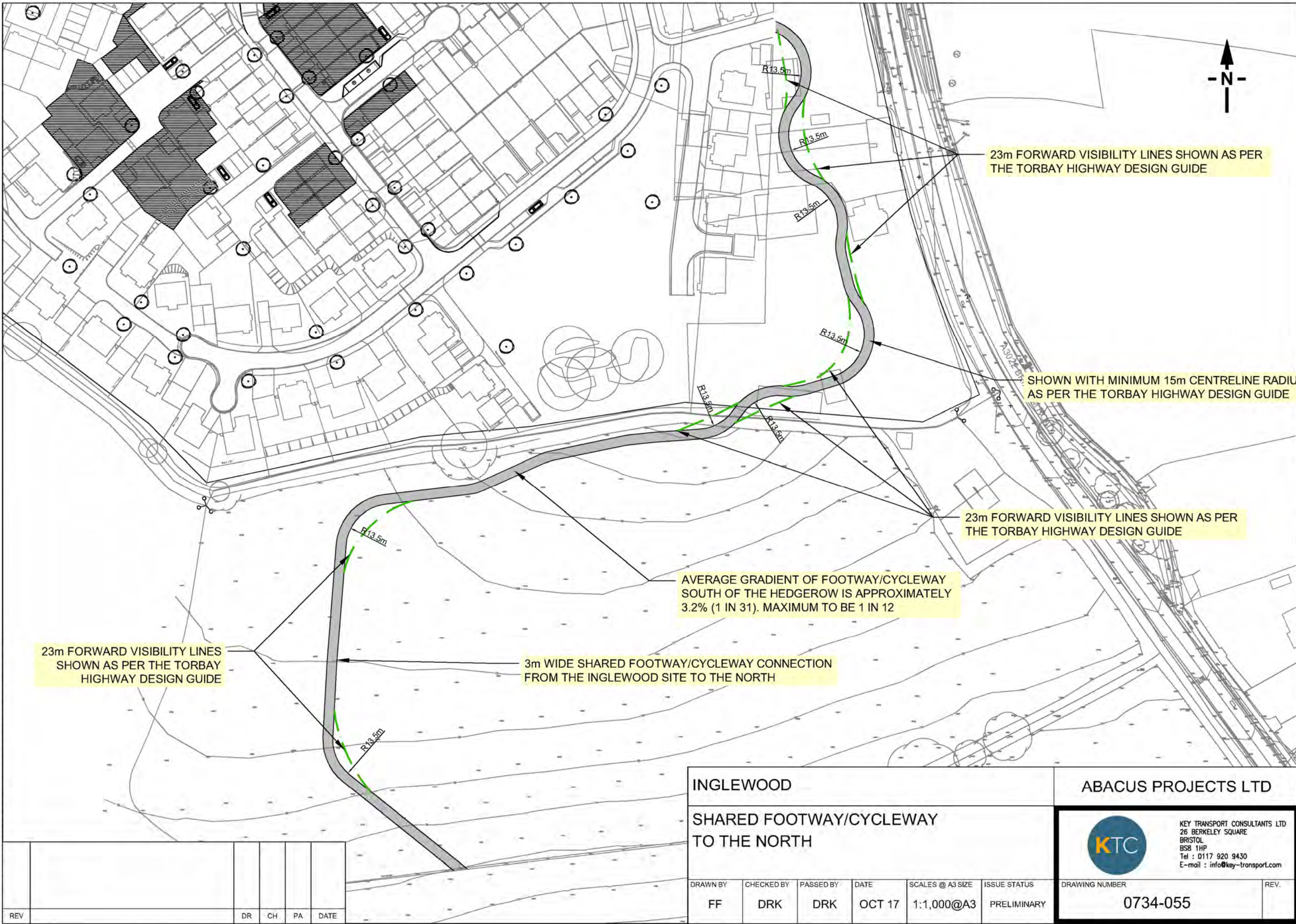
- EXISTING COVER LOCATIONS
- EXISTING BT CABINETS

| REV | DR | CH | PA | DATE |
|-----|----|----|----|------|
| | | | | |

NOTE: INCLUDES ALL IMPROVEMENTS ALREADY PROPOSED ON TORBAY COUNCIL'S DRAWING, TITLE: WESTERN CORRIDOR WINDY CORNER JUNCTION IMPROVEMENT, PRELIMINARY DESIGN OPTION 1, DRAWING NUMBER: 8/9/7_01B

| | | | | | | | | | |
|--|------------|-----------|--------|------------------|---|----------------|------|--|--|
| INGLEWOOD | | | | | ABACUS PROJECTS LTD | | | | |
| WINDY CORNER HIGHWAY IMPROVEMENTS OPTION 3B MAINTAINING EXISTING WESTERN KERBLINE | | | | | KEY TRANSPORT CONSULTANTS LTD 26 BERKELEY SQUARE BRISTOL BS8 1HP Tel : 0117 920 9430 E-mail : info@key-transport.com | | | | |
| DRAWN BY | CHECKED BY | PASSED BY | DATE | SCALES @ A3 SIZE | ISSUE STATUS | DRAWING NUMBER | REV. | | |
| FF | DRK | DRK | OCT 17 | 1:500@A3 | PRELIMINARY | 0734-053 | | | |

CAD FILE NAME : F:\DATA\Jobs\0734 - White Rock 2, Paignton\AutoCAD\0734-055.056.dwg
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23m FORWARD VISIBILITY LINES SHOWN AS PER THE TORBAY HIGHWAY DESIGN GUIDE

SHOWN WITH MINIMUM 15m CENTRELINE RADIUS AS PER THE TORBAY HIGHWAY DESIGN GUIDE

23m FORWARD VISIBILITY LINES SHOWN AS PER THE TORBAY HIGHWAY DESIGN GUIDE

AVERAGE GRADIENT OF FOOTWAY/CYCLEWAY SOUTH OF THE HEDGEROW IS APPROXIMATELY 3.2% (1 IN 31). MAXIMUM TO BE 1 IN 12

23m FORWARD VISIBILITY LINES SHOWN AS PER THE TORBAY HIGHWAY DESIGN GUIDE

3m WIDE SHARED FOOTWAY/CYCLEWAY CONNECTION FROM THE INGLEWOOD SITE TO THE NORTH

INGLEWOOD
SHARED FOOTWAY/CYCLEWAY TO THE NORTH

ABACUS PROJECTS LTD



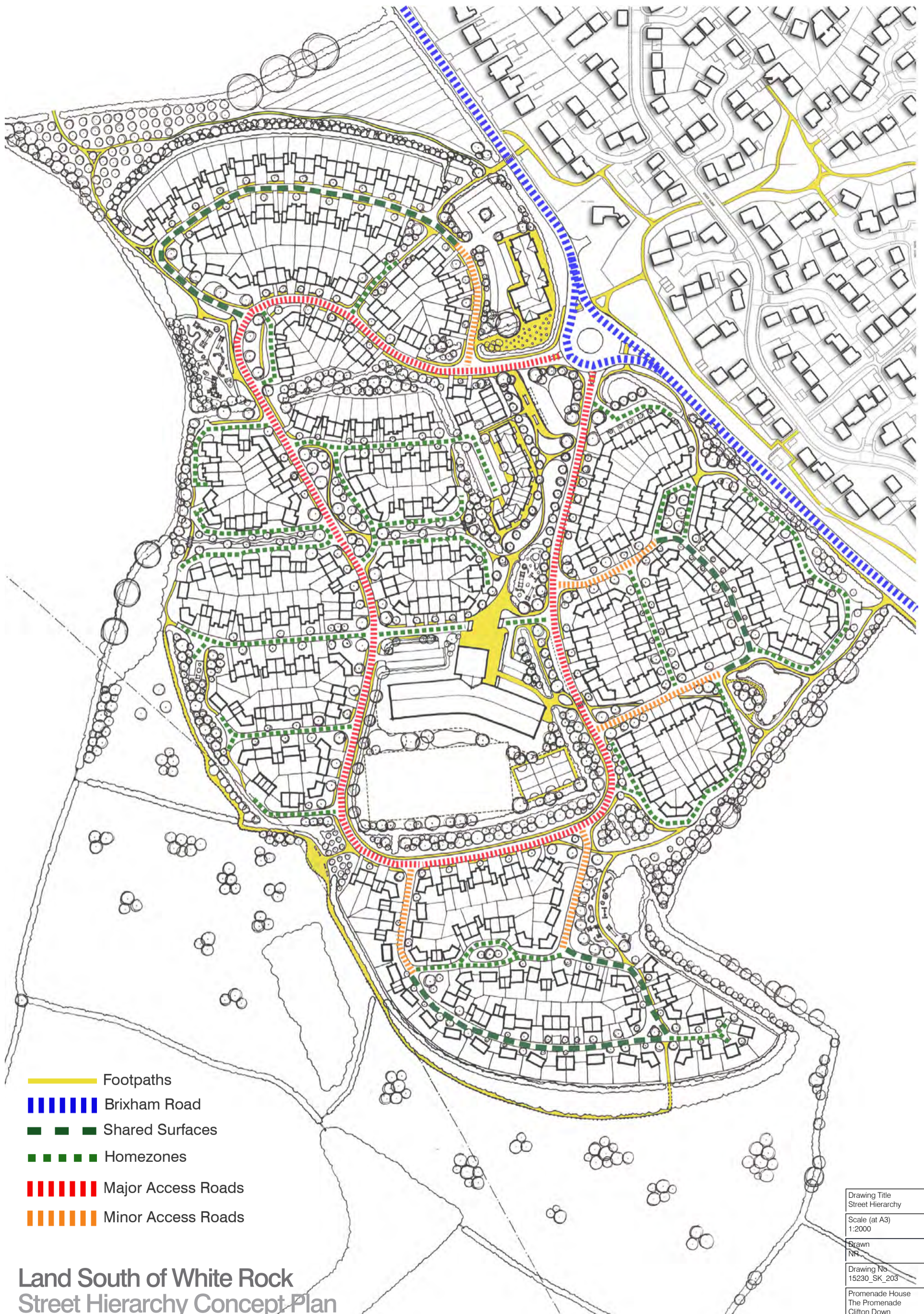
KEY TRANSPORT CONSULTANTS LTD
 26 BERKELEY SQUARE
 BRISTOL
 BS8 1HP
 Tel : 0117 920 9430
 E-mail : info@key-transport.com

| REV | DR | CH | PA | DATE |
|-----|----|----|----|------|
| | | | | |

| DRAWN BY | CHECKED BY | PASSED BY | DATE | SCALES @ A3 SIZE | ISSUE STATUS | DRAWING NUMBER | REV. |
|----------|------------|-----------|--------|------------------|--------------|----------------|------|
| FF | DRK | DRK | OCT 17 | 1:1,000@A3 | PRELIMINARY | 0734-055 | |

Appendix G

Proposed Internal Street Hierarchy



- Footpaths
- Brixham Road
- Shared Surfaces
- Homezones
- Major Access Roads
- Minor Access Roads

Land South of White Rock
 Street Hierarchy Concept Plan

| | |
|---|---|
| Drawing Title Street Hierarchy | Project Land South of White Rk |
| Scale (at A3) 1:2000 | Date 16.10.2017 |
| Drawn NR | Chk - |
| Drawing No 15230_SK_203 | Rev G |
| Promenade House The Promenade Clifton Down Bristol BS8 3NE | T +44 (0)117 974 3271 E pauseaver @stridetreglown.com |

Appendix H

**Stage 1 Road Safety Audit and Designer's
Response**

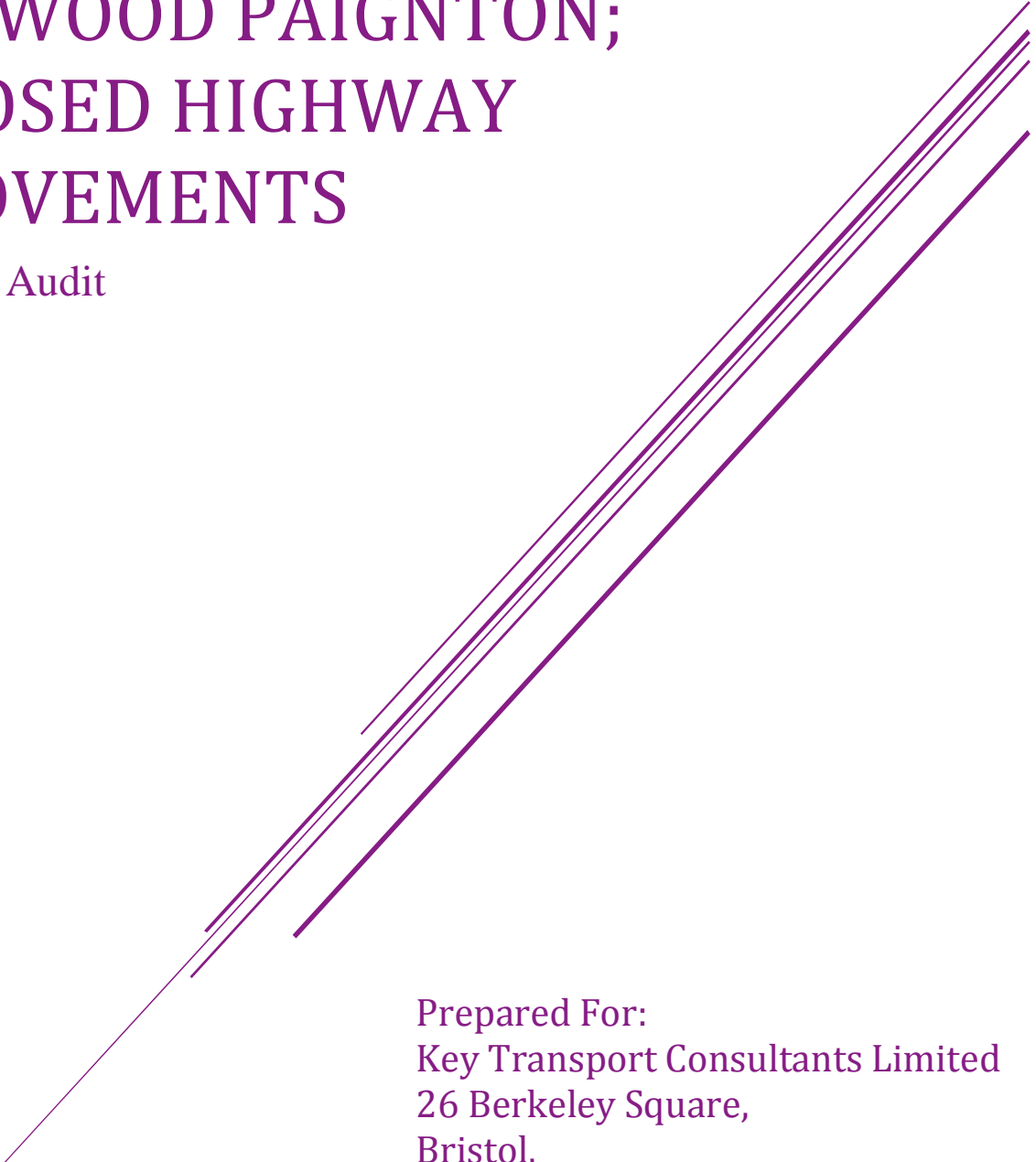
Report Number: KTC/722
Date: 2nd October 2017
Prepared by: Julian Bartlett



INGLEWOOD PAIGNTON; PROPOSED HIGHWAY IMPROVEMENTS

Road Safety Audit

Stage 1

A decorative graphic consisting of several parallel lines of varying lengths and colors (black, grey, and blue) that run diagonally across the page from the bottom left towards the top right.

Prepared For:
Key Transport Consultants Limited
26 Berkeley Square,
Bristol,
BS8 1HP

J Bartlett Consulting Ltd
Ysgubor Y Ferch
Penllan Farm
Machen
Caerphilly
CF83 8QE

Telephone: +44(0) 1633 441 008
Mobile: +44(0) 7934 645 174
Email: jbartlettconsult@btinternet.com

Job Number: 722

Client: Key Transport Consultants Limited

Project: Inglewood, Paignton; Proposed Highway Improvements.

Document Title: Stage 1 Road Safety Audit

Date: 2nd October 2017

| Issue | Purpose/Status | Prepared by | Checked | Approved | Date |
|-------|----------------|-----------------|-----------|-----------------|--------------|
| 1st | FINAL | Julian Bartlett | Lyn Jones | Julian Bartlett | October 2017 |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

J Bartlett Consulting Ltd has prepared this report in accordance with the instructions of the above named Client for their sole and specific use. Any other persons who may use the information contained herein do so at their own risk.

CONTENTS

| | | |
|----------|---|-----------|
| 1 | Introduction | 2 |
| 2 | Issues Raised By This Stage 1 Road Safety Audit | 6 |
| 3 | Issues Outside The Scope Of This Road Safety Audit | 11 |
| 4 | Audit Team Statement..... | 13 |
| 5 | Audit Location Plan | 14 |

1 INTRODUCTION

- 1.1 This report results from a Stage 1 Road Safety Audit undertaken by J Bartlett Consulting Limited following a request from Key Transport Consultants. The Audit was carried out during October 2017.
- 1.2 This Safety Audit considers the highway works proposed in association with the development known as Inglewood located on land south of White Rock, Paignton, TQ4 7BQ, The proposed works include (extract from RSA1 Brief):
- Highway improvements at the A3022 Brixham Road/ Goodrington Road/Long Road junction. Proposals include increasing the length of two lane entry on Goodrington Road and increasing the length of the turning lanes from the A3022 Brixham Road (S) approach, which involves widening the carriageway to the west (drawing 0734-040A).
 - A southward extension of the 30mph speed restriction on the A3022 from the point at which the carriageway changes from one to two lanes in each direction, south of the junction with Kingsway Avenue to the north through to the location at which the existing 30mph speed restriction commences approximately 130m southeast of the junction of A3022 Brixham Road with Hunters Tor Drive (drawing 0734-045).
 - Improvements to horizontal and vertical visibility at the bend on A3022 Brixham Road in the vicinity of White Rock Primary School (drawings 0734-018A and 0734-020A).
 - Widening on the A3022 Brixham Road within the vicinity of the site to 7.3m (drawing 0734-045).
 - Proposed signalised Toucan crossing across A3022 Brixham Road (drawing 0734-023B).
 - Proposed site access on the A3022 Brixham Road in the form of a four-arm roundabout, at which, Brixham Road forms two arms (drawing 0734-032).
 - A new bus loop within the site which will contain new northbound and southbound bus stops (drawing 0734-032).
 - Proposed uncontrolled pedestrian crossing across the A3022 Brixham Road utilising the existing traffic island to the north of the ghost island right turn junction with Hunters Tor Drive (drawing 0734-29A).
 - Highway improvements at the Windy Corner junction, in addition to those proposed by Torbay Council (TC). TC propose to utilise Bascombe Road to

allow the realignment of the southbound lane of A379 Dartmouth Road. This is to allow the existing carriageway to be made into two northbound lanes. The additional works proposed by KTC include the reallocation of permitted movements from the Dartmouth Road (N) approach, the widening of Brixham Road to two lane entry and the inclusion of two southbound lanes to the south of the junction. The proposed works include adjustment/relocations to the three existing islands within the junction (drawing 0734-044 and Torbay Council proposed plan 8/9/7_01B) and the introduction of space for vehicles waiting to turn right from Dartmouth Road (north) to Brixham Road.

1.3 The audit team comprised the following individuals:

Julian Bartlett
BEng MCIHT FSoRSA

Road Safety Audit Team Leader

Lyn Jones
HNC, MCIHT, MSoRSA

Road Safety Audit Team Member

1.4 Both Julian Bartlett and Lyn Jones hold a Certificate of Competency in Road Safety Audit gained through the education route.

1.5 The following documents and drawings were made available to the Audit Team for this safety audit:

Drawings

| Drawing Number | Rev | Title |
|----------------|-----|---|
| Figure 2 | - | Site Location Plan |
| 8/9/7_01 | B | Torbay Council Drg: Windy Corner Junction Improvement Preliminary Design Option 1 |
| 0734-018 | A | On-Line Road Widening On A3022 Brixham Road to 7.3m 70m Forward Visibility |
| 0734-020 | A | Investigation Of On Line Widening Of A3022 Brixham Road To 7.3m Long Section Along 70m Forward Visibility Splay |
| 0734-023 | B | Potential Northern Crossing Toucan Crossing |
| 0734-029 | A | Potential Southern Crossing Option 3 – Uncontrolled Crossing |
| 0734-032 | - | Revised Access Layout To Incorporate Two-Form Entry Primary School |

| | | |
|----------|---|--|
| 0734-040 | A | Proposed Long Road Junction Improvements |
| 0734-044 | - | Windy Corner Highway Improvements Option 30734 |
| 0734-045 | - | Summary Of Onsite And Offsite Highway Works |

Documents

- 1.6 Audit Brief dated 20/09/17.

Departures

- 1.7 The RSA brief states 'Widening on the bend in the vicinity of White Rock Primary School to achieve 70m forward visibility. This is one-step below desirable minimum outlined in TD9/93 but would represent a significant improvement over the available existing forward visibility of 50m'.
- 1.8 The Audit Team undertook a site visit on 2nd October 2017 during the afternoon, outside of peak traffic flow times. It was fine but overcast and the road surface was drying during the site visit. Traffic movements were as expected for the time of day that the Audit Team visited being virtually constant in both directions. One pedestrian and no cycle movements were observed through the extent of the proposed works. It should be noted however that a number of dog walkers were observed using the grassed area near to the Windy Corner junction, none of whom were in close proximity to the road during the site visit.
- 1.9 The scheme has been examined and this report compiled only about the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.
- 1.10 The terms of reference for the audit are as described in the Highways Agency Design Manual for Roads and Bridges (DMRB), Volume 5, Section 2, HD 19/15 'Road Safety Audit'. The audit has also been undertaken in light of the philosophy

outlined in the CIHT 'Road Safety Guidelines' 2008 Edition. An appropriate brief was received by Audit Team.

- 1.11 Many schemes of this type have been designed using the philosophy of Manual for Streets and Manual for Streets 2, and this has been accounted for as part of this Road Safety Audit, as appropriate.
- 1.12 Where reference is made to either traffic signs or road markings within this report, this relates to diagram numbers contained in the Traffic Signs Regulations and General Directions (TSRGD) 2016.
- 1.13 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with HD19/15, and in no way, imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.
- 1.14 If issues were identified that are strictly outside the scope of this Road Safety Audit, or could not be classified as likely to increase the risk of crashes occurring, these have been included as Section 3 for completeness. It is also recommended that these are brought to the attention of the highway authority for their consideration if deemed appropriate. A number of issues were also raised by the Audit Team with regard to the information provided on the Torbay Council Drawing 8/9/7_01 Rev B which was provided for information only. These have been raised within covering letter reference 171005/722/L01 for completeness.
- 1.15 As far as the Audit team are aware no previous stages of road safety audit have been undertaken on the proposals presented for this stage of audit.

2 ISSUES RAISED BY THIS STAGE 1 ROAD SAFETY AUDIT

- 2.1 Problems in this Audit will be identified linearly and by drawing number as an approved alternative to the layout indicated in HD19.

Drawing Figure 2

- 2.2 A overall site location plan and the information provided has no bearing in terms of road safety

Drawing 8/9/7_01 Rev B

- 2.3 Provided for information only. See also Covering Letter reference 171005/722/L01

Drawing 0734-018 Rev A

- 2.4 After due and careful consideration, the audit team have been unable to identify any areas of concern in terms of road safety associated with the information portrayed on this drawing for this Stage of Road Safety Audit

Drawing 0734-020 Rev A

- 2.5 After due and careful consideration, the audit team have been unable to identify any areas of concern in terms of road safety associated with the information portrayed on this drawing for this Stage of Road Safety Audit.

Drawing 0734-023 Rev B

- 2.6 After due and careful consideration, the audit team have been unable to identify any areas of concern in terms of road safety associated with the information portrayed on this drawing for this Stage of Road Safety Audit. See also Section 3 below.

Drawing 0734-029 Rev A

- 2.7 After due and careful consideration, the audit team have been unable to identify any areas of concern in terms of road safety associated with the information portrayed on this drawing for this Stage of Road Safety Audit. See also Section 3 below

Drawing 0734-032 Rev -

2.8 Problem

Location: Proposed roundabout

Summary: Offline roundabout leading to drivers not recognising junction location particularly at night.

The existing highway alignment through the area is relatively straight and visual clues available to drivers confirm this. The proposed roundabout is offline the main alignment and could during certain situations become difficult for drivers to recognise leading to the potential for late braking and overshoot type crashes.



Recommendation

It is recommended that as part of the detailed design vertical features and advanced signing is provided for the main line approach to the junction to aid driver recognition of the roundabout

2.9 Problem

Location: Proposed school parking provision

Summary: Limited parking in close proximity to the roundabout.

The drawings indicate 19 dedicated parent parking spaces plus a dedicated drop off / pick up parking loop. In the experience of the audit team this is insufficient

to cater for a school of this type particularly at the end of the school day when parents are likely to arrive early and park. This is likely to lead to inappropriate parking either within the carriageway or verge space leading for the potential of queues developing back into the circulatory carriageway and the main site access to become blocked. This in turn could lead to shunt type collisions at the end of the developing queues and or side impact type crashes at the roundabout.

Recommendation

It is recommended that a full assessment of parking requirements is undertaken in consultation with Torbay Council and parking provision provided to cater for the predicted demand

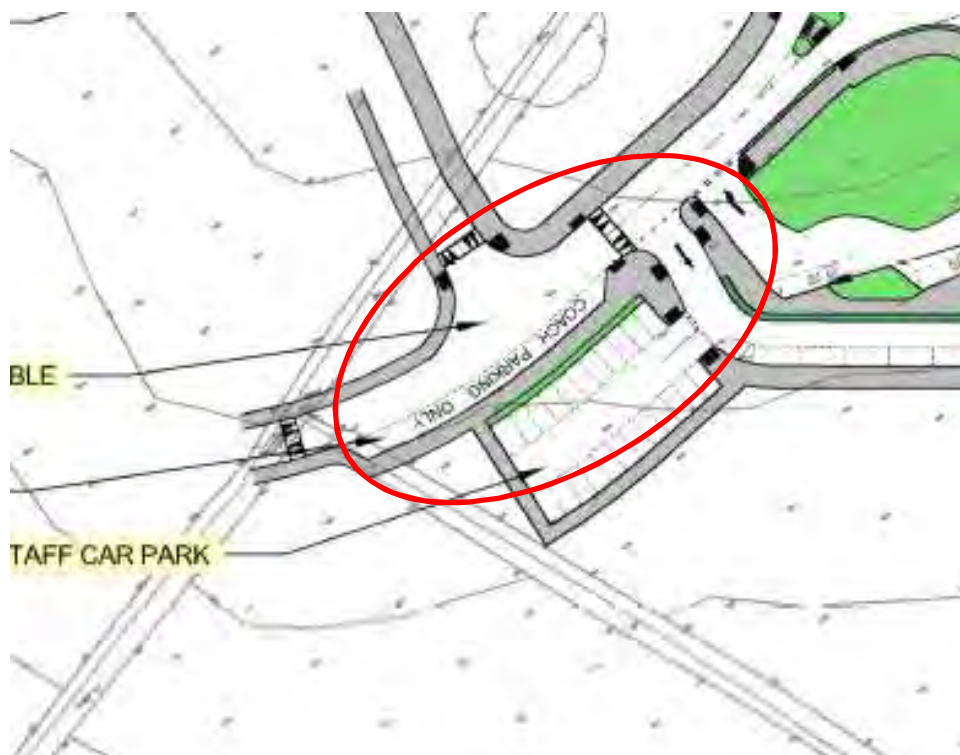
2.10 Problem

Location: Coach parking bay

Summary: No facility has been provided to allow the coach serving the school to turn around in order to access Brixham Road.

The proposals show a bay that is likely to cater for two coaches, however there is no indication as to how the coach will turn to reverse its journey without entering the road to the southwest. No information has been provided with regard to the land use within this area. In the worst-case scenario, the coach may be required to reverse towards the roundabout and undertake a three-point turn using the access road to the north in order to turn. This is likely to increase the potential for collisions with both pedestrians seeking to cross the carriageway

(many of which could be children) and also with other vehicles accessing the area.



Recommendation

It is recommended that a facility is provided that allows coaches to turn in an appropriate manner and that the coach parking is relocated such that coaches pick up passengers facing towards the roundabout.

2.11 See also section 3 below.

Drawing 0734-040 Rev A

2.12 After due and careful consideration, the audit team have been unable to identify any areas of concern in terms of road safety associated with the information portrayed on this drawing for this Stage of Road Safety Audit. See also Section 3 below.

Drawing 0734-044 Rev -

2.13 The information provided mirrors the core information provided on Torbay Council drawing 8/9/7_01 Rev B, supplemented with appropriate vehicle swept paths for the critical movements at the junction. After due and careful consideration, the audit team have been unable to identify any areas of concern in terms of road safety associated with the information portrayed on this drawing for this Stage of

Road Safety Audit. See also Covering Letter reference 171005/722/L01 for Audit Team comments on drawing 8/9/7_01 Rev B.

Drawing 0734-045 Rev -

- 2.14 The drawing shows the overall location of each proposed improvement in relation to the existing highway.

3 ISSUES OUTSIDE THE SCOPE OF THIS ROAD SAFETY AUDIT

Drawing 0734-023 Rev B

- 3.1 The highway through the area is abutted by hedges and trees which, if retained, will over time grow out to impact on available visibility to and from the toucan crossing. It would be advantageous as part of the detailed design to remove planting within the visibility envelop of the crossing and replace it with a low maintenance alternative. Otherwise the areas should be placed within the annual maintenance programme to ensure that visibility is maintained for all users

Drawing 0734-029 Rev A

- 3.2 The highway through the area is abutted by hedges and trees which, if retained, will over time grow out to impact on available visibility to and from the uncontrolled crossing. It would be advantageous as part of the detailed design to remove planting within the visibility envelop of the crossing and replace it with a low maintenance alternative. Otherwise the areas should be placed within the annual maintenance programme to ensure that visibility is maintained for all users.

Drawing 0734-032 Rev -

- 3.3 The mechanism by which coaches, parents and teachers access the dedicated parking facilities appears complex and are from different access roads. This could readily lead to driver confusion and inappropriate / illegal movements occurring. It would be advantageous to provide local directional signing to the appropriate parking provision as part of the detailed design
- 3.4 Effective supervision and management of the school facilities will be required at the start and end of the school day. It may be beneficial to use pedestrian guard railing as part of the detailed design to channel children to appropriate crossing locations rather than allow random crossing movements across the area through parked and manoeuvring vehicles
- 3.5 It is unclear to the audit team if the proposed roundabout is sufficient to cater for the likely demand generated by a development of this type, particularly when the interactions associated with the school in close proximity to the roundabout are taken into account. The audit team however have assumed that appropriate modelling has been undertaken and that the local highway authority are content with the proposed provision and junction choice.

Drawing 0734-040 Rev A

- 3.6 The existing garage to the west of the junction acts as a car and caravan sales forecourt. While there is a historic access to the south it appears that this is little used, however a gap has been retained in the central reserve presumably to allow

movements to and from the southern garage access. As part of the recent highway works through the area potential alternative routes have been developed which would allow for the central reserve gap to be closed permanently removing the risk of conflict with vehicles accessing the garage crossing multiple lanes of high volume traffic. This issue should be brought to the attention of Torbay Council for their action.

4 AUDIT TEAM STATEMENT

- 4.1 We certify that this Audit has been carried out adopting the principles contained in the Highways Agency standard HD 19/15 'Road Safety Audits' and in line with the philosophy outlined in the CIHT 'Road Safety Guidelines' 2008 Edition.

AUDIT TEAM LEADER

Julian Bartlett
BEng MCIHT FSoRSA

Signed:



Contact Details as per record sheet

Date: 6th October 2017

AUDIT TEAM MEMBER

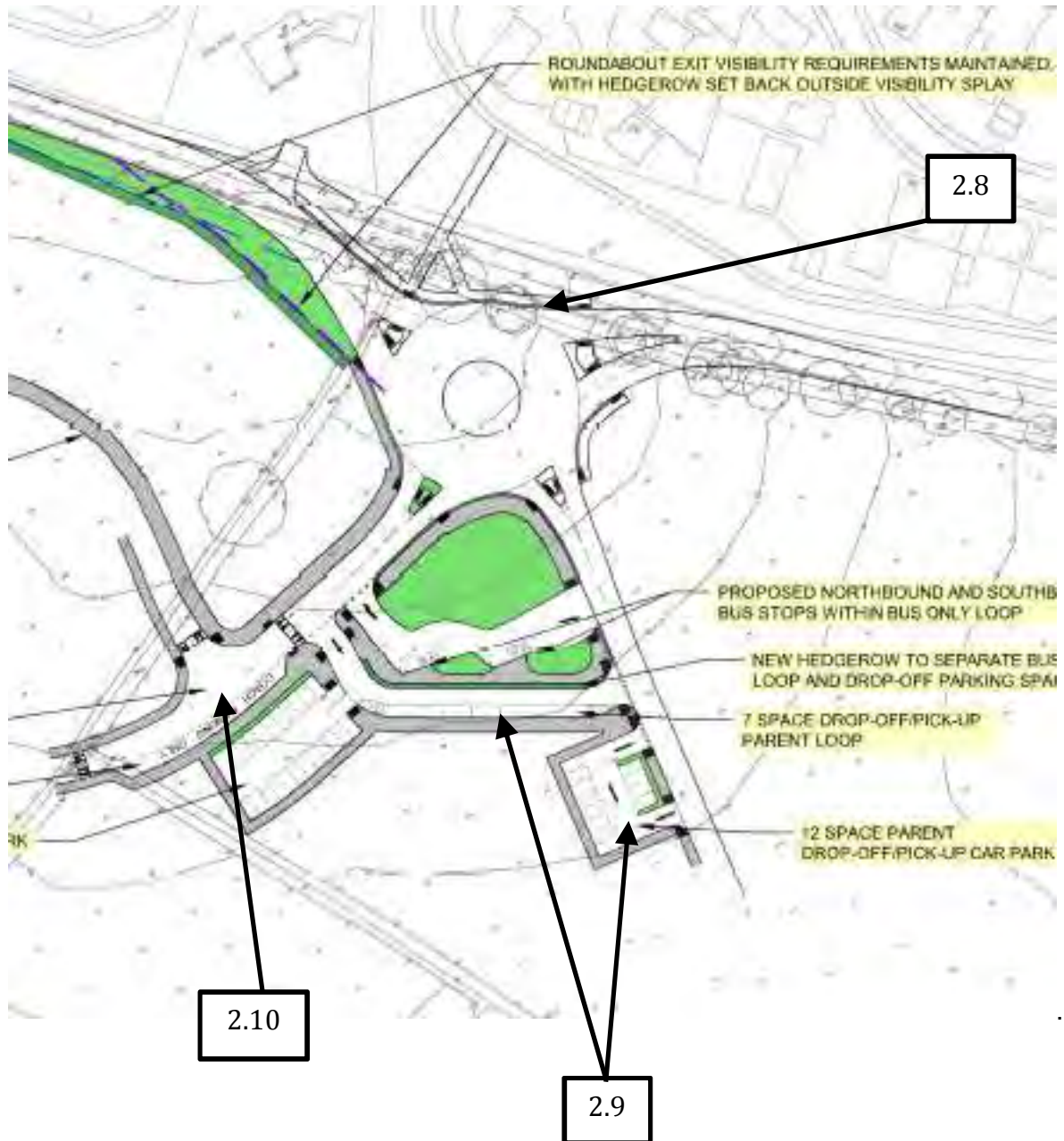
Lyn Jones

Signed



Date: 6th October 2017

5 AUDIT LOCATION PLAN



Stage 1 Road Safety Audit – Designers Response

| | | | |
|-----------------------------|------------------------------|------------------------|---------------------------|
| Title | Inglewood, Paignton | | |
| Response Prepared by | Felicity Flanagan/Roger Key | RSA Produced by | J Bartlett Consulting Ltd |
| Date | 6 th October 2017 | Version | 1.0 |

1. Introduction

1.1. The table below sets out Key Transport Consultants response to each of the problems raised in the Stage 1 Road Safety Audit.

| RSA Problem Reference | Problem Accepted (yes/no) | Recommendation Accepted (yes/no) | Proposed Response to Problem |
|------------------------------|----------------------------------|---|--|
| 2.8 | Yes | Yes | Advanced signing and vertical features to aid driver recognition will be included at detailed design stage. |
| 2.9 | Yes | Yes | <p>The RSA1 notes that the proximity of the parking to the roundabout could allow queues of parents to tail back into the circulatory carriageway of the roundabout and lead to an increase in shunt type accidents. This concern is accepted. However, since the RAS1 was commissioned the proposed school has been relocated within the site away from the site access roundabout to the southern end of the site. This will remove any concern about parents' vehicles queueing back onto the roundabout and increasing the risk of accidents.</p> <p>Torbay Council will be consulted again regarding school parking numbers at detailed design stage.</p> <p>(Note: The design team were advised previously by David Pickhaver (Senior Strategy and Project Officer at Torbay Council) in an email dated 9th May 2017 that <i>"the Council would not encourage a large dropping off area, because this would encourage driving and is not a good use of land. However, whilst not a requirement, it would be pragmatic to provide a dropping off point in order to minimise traffic backing up onto main roads and creating neighbourhood conflicts.....Unless my colleagues in Education can advise differently, I would advise that no more than 4 dropping off spaces should be provided"</i>. The design team considered this to be an under provision that could generate inconsiderate</p> |

| RSA Problem Reference | Problem Accepted (yes/no) | Recommendation Accepted (yes/no) | Proposed Response to Problem |
|------------------------------|----------------------------------|---|---|
| | | | parking in surrounding rounds. Therefore, 19 drop-off car parking spaces were provided, as this was considered to better provide for the school's requirements.) |
| 2.10 | Yes | Yes/No | <p>At the time the RSA1 was undertaken the plan provided did not illustrate how coach movements would operate. It had been intended that a coach would enter the site via the northern of the two site arms of the roundabout and park in the coach bay. The coach would then continue south following the Major Access Road loop through the site and re-enter the roundabout via the southern of the two arms of the roundabout. It is accepted that this was not evident from the plan provided.</p> <p>Since the RSA1 was commissioned the school has been relocated to the southern end of the site. It is now proposed that the new coach bay be provided to the east of the school, facing towards the roundabout. The internal road layout will be designed to enable school coaches to approach and depart moving forwards, and to park with the coach door alongside the footway on the school side. There will be no need to provide a turning facility for coaches in the vicinity of the school.</p> |
| 3.1 | Yes | Yes | Removal of the existing planting within the Toucan crossing visibility splays and replacement with a low maintenance alternative will be considered at detailed design stage. If this is not achievable, the areas will be placed within the annual maintenance programme to ensure the visibility splays are maintained. |
| 3.2 | Yes | Yes | Removal of the existing planting within the uncontrolled pedestrian crossing visibility splays and replacement with a low maintenance alternative will be considered at detailed design stage. If this is not achievable, the areas will be placed within the annual maintenance programme to ensure the visibility splays are maintained. |
| 3.3 | Yes | No | <p>Since the RSA1 was commissioned the school location within the site and parking provision have been updated. Consequently, the scope for confusion at the site entrance roundabout has been removed.</p> <p>Teachers and parents will be regular visitors and will not need signage to guide them to their destinations.</p> |
| 3.4 | Yes | Yes | Pedestrian guard railing will be considered in the vicinity of the school at detailed design stage. |

| RSA Problem Reference | Problem Accepted (yes/no) | Recommendation Accepted (yes/no) | Proposed Response to Problem |
|------------------------------|----------------------------------|---|--|
| 3.5 | Yes | Yes | A four arm roundabout has been agreed with Torbay Council highways department as an appropriate form of access to serve the development. The roundabout has been tested with predicted development traffic flows, along with predicted traffic volumes on the local highway network, for a number of future scenarios. |
| 3.6 | Yes | Yes | The design team are not proposing to make any changes to the existing access of the existing garage. However, this point will be brought to Torbay Council's attention for their consideration. |

Appendix I

Stagecoach South West Bus Provision Letter

21st October 2017

Roger Key
Executive Director
Key Transport Consultants
26 Berkeley Square
Clifton
BRISTOL
BS8 1HP

Matford Park Depot
Matford Park Road
Matford Business Park
Exeter
EX2 8FD

T 01392 531670
F 01392 531676

stagecoachbus.com



Dear Roger,

Without prejudice and Subject to Contract
Land off Brixham Road, South of Whiterock ("Inglewood"), Paignton Devon:
Proposed Public Transport Strategy

I write with regards to the approach and discussions we have had with yourselves, over an extended period, concerning a pending application in outline for up to 400 dwellings, with a further 2- for entry primary school and family pub, at Land off Brixham Road, south of Whiterock, Paignton, known as Inglewood.

Stagecoach South West recognises that the wider immediate area to the north has been the subject of recent development consents, many of which are now well on into construction.

The site lies at some distance from our existing regular commercial bus services, which in the main serve either stops at the South Devon College, some distance to the north, or within Goodrington at Gibson Drive and Hunters Tor Drive at all times lying over 500m east of the site, which suffer additionally from being on the far side of Brixham Road. While we note and welcome that pedestrian and cycle crossing facilities will be provided as part of the proposed access arrangements, it would clearly be preferable if bus services could be provided directly to the site, if bus services are to be sufficiently attractive to generate the maximum potential mode share, having regard to the location to the site and its context.

I confirm that we have been fully consulted on access arrangements for buses and on bus stopping arrangements, and that the proposals to be submitted have been agreed as representing the optimal solution when all influences and constraints are considered.

We have spent some time to consider the way in which we can alter our network in order to submit proposals for a solution that represents the best possible bus service option having regard to the likely destinations that would be sought from the site, while providing the best possible frequency on a single, logical and reasonably direct service. We have fully evaluated a range of options involving alterations to the network. Having regard to that solution which is most likely to prove to attract the highest amount of patronage in the round, and contain the additional operating

resources required, we have concluded that extension or diversion of service 23 to the site represents the solution that at the same time achieves the greatest impact on mode share, and is most likely to become commercially sustainable at the end of a support period as a result.

Service 23 provides an important facility to South Devon College at peak times, and enjoys an enhanced peak frequency as a result. Adding a significant additional outbound peak flow will serve longer term to help sustain, and we trust enhance, the overall level of service provided between Paignton and SDC on the corridor served. We must stress that in serving the area, we need to ensure existing peak flows into the SDC are not compromised. Thus, the precise routing strategy serving the development, and in all probability offering a better facility to that under construction to the north at Whiterock, will need to be established in due course.

It is readily apparent that adding a bus to the operating cycle of service 23 would allow diversion or extension of the route to the site. Such a level of resource would be able to provide as a minimum, a 30-minute frequency from the site throughout the day. It is quite likely that an enhanced level of peak service could be provided of up to every 20 minutes, subject to sufficient demands being sustained at the SDC site or as otherwise might arise from committed development to the north, at the former Nortel site adjacent to SDC, for example.

Service 23 provides a link to Paignton Town Centre along a route that reasonably closely approximates to one that a motorist would seek. It also directly serves the bus station offering a range of frequent connections including the very frequent Route 12 to Brixham, Torquay and beyond to Newton Abbott; and the half-hourly Gold service to Totnes and Plymouth. Opposite is Paignton railway station at which longer distance connections, including to Exeter and beyond, can be accessed. In terms of relevance and marketability, such a service would be radically better than the current offer from the site's immediate area, and could credibly achieve a peak bus mode share for bus of at or around 4-7%, which would compare with most parts of the Torbay Urban Area quite favourably.

However, notwithstanding this, the additional traffic this proposal would be likely to generate from the site, which is relatively modest in scale, would need the stimulation of bus ridership from the wider area to be sustainable in the longer term. We see that alongside the major commitments at Whiterock and Nortel, there is a wider hinterland that today is poorly served by bus, from which the diverted or extended service could be expected to stimulate demand in the foreseeable future. We have agreed a revenue support proposal with you that we believe gives the strongest possible chance that the provision can develop traffic sufficient to become commercially sustainable, or, at the very least, give time for a more comprehensive network adjustment to deliver an equivalent level of service to this and nearby areas in the longer term.

We therefore propose to altering or extend service 23 to serve the bus stop to be provided on-site, based on adding a single peak vehicle resource between 0700-1900h Monday-Saturday on the route, providing as a minimum a 30 minute frequency either terminating at the site; or diverting to serve it en-route to a terminus elsewhere. We would expect that in reality a 20-minute frequency would be operated at peak times.

We have submitted costs for this to you and we are pleased that you and your client are agreeable that the proposed package and funding is appropriate and meets the requirements of CIL Regulation 122.

We would respectfully submit that the strategy outlined would be the most credibly effective at both providing a credible mode choice for many local journeys, and mitigating the traffic impacts arising from the Site than the others we have considered; and thus more relevant to planning. The costs to your client have been calculated to assume the highest level of revenue generation that we can prudently foresee at this time, thus meeting the tests of reasonableness in CIL Regulation 122.

Stagecoach proposes that the strategy outlined above is most appropriately and cost-effectively procured and delivered against a service level agreement set out in the Planning Obligation Deed, with the agreed funding sum being set out within it as a capped funding budget. This is especially important in that Torbay Council no longer has a budget for procuring public transport services.

I trust that the foregoing assists you in demonstrating the clear deliverability of the site, including the scope for public transport to provide the most attractive possible option for local travel. I remain in the meantime

yours sincerely,

A handwritten signature in black ink, appearing to read 'N. Small', written in a cursive style.

Nick Small

Head of Strategic Development and the Built Environment (South)