

BLUNDELL'S ROAD, TIVERTON

CONFLICT STUDY

Devon County Council

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Draft

Prepared for
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1 INTRODUCTION

1.1 Background

1.1.1 Parsons Brinckerhoff (PB) were commissioned on the 20th June 2013 by Devon County Council (DCC) to undertake a Conflict Study on Blundell's Road outside Blundell's School, Tiverton.

1.1.2 A meeting between DCC officers and Blundell's School identified although a proposed development in the east of Tiverton was unlikely to have any significant highway capacity implications, there may be a potential road safety issue for pedestrians as a result of increased traffic on Blundell's Road.

1.1.3 The purpose of this Conflict Study is to identify if there is a potential Road Safety issue on Blundell's Road in the vicinity of Blundell's Senior School. Although it is considered that there is not an existing personal injury collision problem at this location based on STATS 19 Personal Injury Collision data, an increase in traffic flows could potentially result in an increased collision potential, as it may be considered that there are a notable amount of 'near misses' around the school, particularly between school pupils / staff and other road users. Increased traffic could result in more frequent conflicts or an increase in the severity of conflicts or collisions.

1.1.4 This report has been prepared following a review of pedestrian/cyclist and traffic behaviour within the study area in order to determine the type, location and frequency of 'near miss' type events. An analysis of personal injury collisions has also been undertaken so that any potential link or pattern between injury collisions and 'near miss' events can be identified.

1.1.5 All work within this report has been undertaken in line with the agreed developed brief (letter to K. Reed; Ref: SDPTPV005blundellconflict), dated 19th June 2013 and a further email to D Black on the 5th August 2013.

1.1.6 The following sections of this report are set out as follows:

- Section 2 of this report outlines the study area
- Section 3 of this report summarises the traffic flow and pedestrian count data collected on the 19th June 2013 on Blundells Road, outside Blundell's School.
- Section 4 of this report examines recent injury collision data and provides an assessment of the location, severity and contributory factors for injury collisions which occurred within the study area.
- Section 5 examines the 'near miss' Conflict data and reports on the number of 'near miss' conflicts by location, seriousness and provided a short summary of the incident.
- Section 6 of this report summarises the findings.

2 STUDY AREA**2.1 Blundell's Road**

- 2.1.1 Blundell's Road is a minor B classified road located within east Tiverton. It connects the residential areas situated to the east of the town with Tiverton town centre by providing a connection to the A396 at the Great Western Way / Heathcoat Way / Blundell's Road roundabout. The eastern section of Blundell's Road forms the eastern arm of this roundabout and the western section of Blundell's Road is located to the west of the roundabout and runs parallel to the A396 Great Western Way.
- 2.1.2 The eastern end of Blundell's Road there are residential dwellings on either side of the carriageway and a continuous footpath runs along the northern side of the road. There is a posted speed limit of 30 mph. To the east of Gornhay Orchard it becomes increasing rural in nature and the posted speed limit increases to 40 mph.
- 2.1.3 The study area for this Conflict Study is Blundell's Road outside Blundell's Senior School. The location plan identifying the study area is in relation to the wider Tiverton area is provided at Figure 1.

3 TRAFFIC FLOW AND PEDESTRIAN COUNT DATA

3.1 Traffic Flows

3.1.1 A 12-hour Manual Classified Count (MCC) survey was undertaken at the Blundell's Road / Tidecombe Lane junction on the 19th June 2013, between 07:00 and 19:00. Hourly traffic flows for Blundell's Road outside Blundell's Senior School are shown in Table 1.

Table 1: Hourly Traffic Flows on Blundell's Road

Time Period	Blundell's Road Hourly Traffic Flows		
	Eastbound	Westbound	Two Way
07:00 to 08:00	194	266	460
08:00 to 09:00	427	589	1016
09:00 to 10:00	281	356	637
10:00 to 11:00	277	321	598
11:00 to 12:00	275	329	604
12:00 to 13:00	340	258	598
13:00 to 14:00	314	305	619
14:00 to 15:00	299	307	606
15:00 to 16:00	394	361	755
16:00 to 17:00	486	451	937
17:00 to 18:00	443	393	836
18:00 to 19:00	316	282	598
12 HOUR TOTAL	4046	4218	8264

3.1.2 The results of the MCC indicate that traffic flows along Blundell's Road are of a similar magnitude in each direction. The peak traffic flows occurred between 08:00 and 09:00 (two-way flow of 1016 vehicles) and 16:00 to 17:00 (two-way flow of 937 vehicles). The peak direction is westbound in the AM peak hour (08:00 to 09:00) and eastbound in the PM peak hour (16:00 to 17:00).

3.2 Pedestrian Count

3.2.1 A 12-hour pedestrian count survey was also undertaken on Blundell's Road outside Blundell's Senior School on Wednesday 19th June, between 07:00 and 19:00. The weather conditions were dry and sunny.

3.2.2 For data collection purposes, the study area was divided into 5 zones (A to E). The extent of the survey area and the location of each of the 5 zones are shown in Figure 2.

Table 2: Pedestrian Crossing Count at Blundell's Road outside Blundell's Senior School

Time Period	ZONE						TOTAL
	A	B	C (at pedestrian crossing)	C (not at pedestrian crossing)	D	E	
07:00 to 08:00	6	4	50	1	8	20	89
08:00 to 09:00	11	2	429	1	20	93	556
09:00 to 10:00	10	0	51	2	4	34	101
10:00 to 11:00	15	2	347	5	7	79	455
11:00 to 12:00	15	3	339	5	6	90	458
12:00 to 13:00	29	0	345	5	21	49	449
13:00 to 14:00	15	0	329	4	24	84	456
14:00 to 15:00	6	1	44	8	8	47	114
15:00 to 16:00	7	1	163	4	6	32	213
16:00 to 17:00	9	3	35	2	5	36	90
17:00 to 18:00	4	1	34	0	2	24	65
18:00 to 19:00	1	0	71	4	19	36	131
12- Hour	128 (4%)	17 (1%)	2237 (70%)	41 (1%)	130 (4%)	624 (20%)	3177 (100%)

3.2.3 The results of the pedestrian survey show that although the majority of pedestrians crossing Blundell's Road within the vicinity of Blundell's Senior School cross at the pedestrian crossing facility at Zone C (70%), a significant proportion cross within Zone E (20%).

3.3 Pedestrian Crossing Requirements based upon PV^2 Calculations

3.3.1 At the request of the client (Devon County Council), an assessment has been undertaken to determine the degree of conflict between pedestrians crossing and road users on Blundell's Road. This assessment has been undertaken with reference to Design Manual for Roads and Bridges (DMRB) Advice Note TA 68/96 'The Assessment and Design of Pedestrian Crossings'. This Advice Note specifies that the degree of conflict between pedestrians and motorists can be determined by PV^2 , where V is the 2-way hourly flow of vehicles and P is the 2-way hourly flow of pedestrians crossing the road (within 50m either side).

3.3.2 PV^2 values have been determined for Zones A to E using the traffic and pedestrian flow data mentioned above. These results are summarised in Table 3.

Table 3: PV^2 values for Zones A to E

Time Period	$PV^2 \times 10^8$				
	A	B	C	D	E
07:00 to 08:00	0.013	0.008	0.108	0.017	0.042
08:00 to 09:00	0.114	0.021	4.439	0.206	0.960
09:00 to 10:00	0.041		0.215	0.016	0.138
10:00 to 11:00	0.054	0.007	1.259	0.025	0.283
11:00 to 12:00	0.055	0.011	1.255	0.022	0.328
12:00 to 13:00	0.104		1.252	0.075	0.175
13:00 to 14:00	0.057		1.276	0.092	0.322
14:00 to 15:00	0.022	0.004	0.191	0.029	0.173
15:00 to 16:00	0.040	0.006	0.952	0.034	0.182
16:00 to 17:00	0.079	0.026	0.325	0.044	0.316
17:00 to 18:00	0.028	0.007	0.238	0.014	0.168
18:00 to 19:00	0.004		0.268	0.068	0.129
Average of four highest PV^2 values	0.088	0.017	2.057	0.110	0.482

Note: Four highest PV^2 values for each zone are in **bold**

3.3.3 TA 68/96 specifies that the assessment criteria for determining whether or not a pedestrian crossing is required is based upon the four highest hourly values of PV^2 and that where the average of these values is greater than 10^8 (i.e.100,000,000) for an undivided road, then this would meet the criteria. Where no pedestrian activity was observed (see Table 2), a PV^2 value could not be calculated.

3.3.4 Based upon the pedestrian and traffic flow data provided, the results indicate that only Zone C meets the criteria of the requirement for a pedestrian crossing facility and a pedestrian crossing facility is already provided at this location. No other Zones are demonstrated as requiring a pedestrian crossing facility.

4 PERSONAL INJURY COLLISION ANALYSIS

4.1 Personal Injury Collision Data

4.1.1 Personal Injury Collision data was provided for a 7 year period (84 months) from the 01/01/2006 to 31/21/2012.

4.1.2 The collision analysis examines Personal Injury Collisions (PICs) which have occurred on Blundell's Road within the vicinity of Blundell's Senior School. The study area consisted of the section of Blundell's Road from Blundell's Avenue to Tidcombe Lane, a distance of approximately 650m.

4.1.3 Over the 7 year study period, there were a total of four Personal Injury Collisions (PICs) which occurred within the study area. These are summarised in Table 4.

Table 4: Summary of Personal Injury Collision data

Date	Time	Severity	Location	Conditions	Pedestrian or Cyclist involved?
09/01/2009	07:37	Slight	Blundell's Road / Popham Close junction	Wet/Damp & Dark	No
25/11/2010	08:34	Slight	Blundell's Road opposite Popham Close	Frost/Ice & Daylight	Cyclist
20/11/2011	18:59	Slight	Blundell's Road / Horsdon Road junction	Dry & Daylight	No
14/11/2012	21:50	Slight	Blundell's Road between Blundell's Avenue and Popham Close	Dry & Dark	No

4.1.4 The injury collision which occurred at the Popham Close junction was a rear shunt collision on Blundell's Road involving two cars and 1 motorcycle¹ travelling eastbound along Blundell's Road.

4.1.5 The collision which occurred opposite Popham Close involved a car and a pedal cycle travelling westbound along Blundell's Road. The collision data reports that the cyclist had attempted to overtake a stationary vehicle on the near side and had then crashed between the vehicle and a wall.

4.1.6 The collision which occurred at the Horsdon Road junction was a result of conflicting turning movements where a car turning right out of Horsdon Road collided with a motorcyclist travelling westbound on Blundell's Road.

4.1.7 The collision which occurred on Blundell's Road between Blundell's Avenue and Popham Close consisted of a car driver losing control of their vehicle and colliding with a stationary vehicle parked at the side of the road. No other vehicles were involved in the collision.

4.1.8 In summarising the findings from the personal injury collision data analysis:

¹ In the collision data provided, all of the vehicles are recorded as 'cars', however the description mentions a 'rider' in relation to vehicle 2 and so it is presumed that this refer to a motorcyclist.

- There were 4 Personal Injury Collisions (PICs) over a 7 year period; a frequency of 0.6 collisions per year;
- All of the PICs were classified as slight in severity;
- None of the PICs involved pedestrians;
- The one PIC in which a cyclist was involved was a result of the cyclist overtaking a stationary vehicle.

4.1.9

Based upon the STATS 19 Personal Injury Collision data it is not considered that there is a current personal injury collision problem at this location.

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5 'NEAR MISS' CONFLICT ANALYSIS**5.1 Survey Data**

5.1.1 A 12-hour video survey was undertaken on Blundell's Road (outside Blundell's Senior School) on Wednesday 19th June 2013 (07:00 to 19:00). Video survey data was collected by using high-mast cameras located at 5 points along Blundell's Road within the vicinity of the school.

5.1.2 The cameras locations were discussed with DCC and it was agreed that the data collected would be suitable for the purpose of this 'Near Miss' Conflict Study. Should on analysing the data, it be established that the data is not "fit for purpose" the possibility of undertaking a separate, bespoke traffic survey would also be considered.

5.1.3 For data collection purposes, the study area was divided into 5 zones (A to E). The extent of the survey area and the location of each of the 5 zones and the position of the cameras are shown in Figure 2.

5.2 'Near Miss' Conflict Identification and Classification

5.2.1 The survey data was reviewed in order to determine whether any 'near miss' conflicts had occurred between vehicles and pedestrians/cyclists. 'Near Miss' Conflicts were identified and categorised based upon the definitions set out in TRRL Report LR 551 'A study of traffic conflicts at six intersections' (1973). The report identifies the following 5 levels of conflict seriousness:

REFERENCE	CONFLICT SEVERITY
1	Precautionary conflict. (i.e. braking for vehicle to emerge, precautionary lane change or anticipatory braking.)
2	Controlled braking or lane change to avoid collision but with ample time for the manoeuvre.
3	Rapid deceleration, lane change or stopping to avoid collision, resulting in a near miss situation. No time for steady controlled manoeuvre.
4	Emergency braking or violent swerve to avoid collision resulting in very near miss situation, or occurrence of a minor collision.
5	Emergency action, followed by collision

5.2.2 For the purpose of this assessment, conflicts which are classified as '1' in severity using the TRRL criteria have been split into the following sub-categories:

REFERENCE	CONFLICT SEVERITY
1a	Precautionary conflict – vehicle brakes to allow pedestrian(s) to cross or in anticipation of pedestrian(s) stepping into carriageway
1b	Precautionary conflict – vehicle brakes as a precaution due to pedestrian(s) in carriageway
1c	Precautionary conflict - Vehicle brakes or changes lane as a consequence of a cyclists' actions

5.2.3 In addition, where pedestrians have been observed crossing Blundell's Road between stationary vehicles, these have been classified as 'almost near miss' events and have been categorised as 'P' in severity. This severity rating is considered to be less severe than category '1'.

5.3 Results of the 'Near Miss' Conflict Analysis

5.3.1 From the analysis of the 12-hour video survey it was determined that there were a total of 12 'near miss' / 'almost near miss' events between pedestrians or cyclists and vehicles within the study area.

5.3.2 A summary of the identified conflicts is provided in Table 5. A full summary of the analysis is provided in Appendix A.

Table 5: Summary of conflicts outside Blundell's School

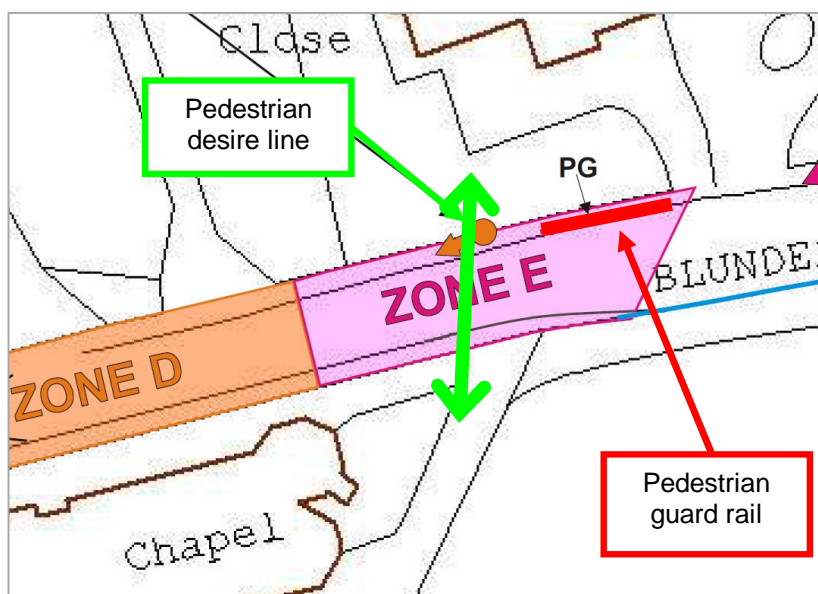
Conflict number	Time	Zone	Conflict Severity	Direction of crossing		Direction of traffic	
				N to S	S to N	EB	WB
1	08:14	E	1a		✓		✓
2	08:18	C	1c	-	-	✓	
3	08:35	E	P	✓			✓
4	08:36	E	1b	✓			✓
5	08:37	E	1b	✓			✓
6	08:50	E	1b		✓		✓
7	09:05	E	1b	✓			✓
8	10:53	E	1a	✓			✓
9	12:31	E	2	✓			✓
10	13:32	A	1b	✓		✓	
11	14:29	E	P		✓		✓
12	18:25	E	P		✓		✓

5.3.3 Eight of the twelve conflicts (67%) were classified as 1a, 1b or 1c in severity, one (8%) was classified as 2 in severity and three conflicts (25%) were classified as P in severity.

5.3.4 The one incident which was classified as a 2 in severity (Conflict 9) occurred in Zone E and involved a pedestrian with a dog stepping into the carriageway when eastbound traffic was held at the pedestrian crossing. A vehicle travelling westbound rapidly decelerated by braking hard, although the pedestrian had stopped within the centre of the carriageway as the vehicle approached.

5.3.5 Conflict 2 was categorised as 1c in severity and involved a cyclist entering the road from the pavement without looking and causing an oncoming vehicle to undertake precautionary braking.

5.3.6 Ten of the twelve conflicts (83%) occurred within Zone E where pedestrians were observed crossing to the west of the existing pedestrian guard rails. The location of this apparent pedestrian desire line is shown in the figure below.



- 5.3.7 Two of the conflicts (Conflict 4 and 5) involved pedestrians (school pupils) crossing towards the school (north to south) in Zone E during the morning peak period. In both these instances, the pedestrians crossed whilst the pedestrian crossing situated outside the school was red to road users and so there was no oncoming traffic in the eastbound direction. In these instances westbound vehicles undertake precautionary braking and allowed the pedestrians to cross in front of their vehicle.
- 5.3.8 Conflict 6 involved a large group of pedestrians (school pupils) crossing at once. The crossing takes place within Zone E at the pedestrian desire line location identified in the figure above. It appears that the pedestrians begin to cross when there are no vehicles approaching and there is adequate crossing time. However, the pedestrians continue to cross as one as vehicles approach, resulting in "forced priority" for the pedestrians and for the oncoming traffic to undertake precautionary braking.
- 5.3.9 Conflict 7 consisted of a pedestrian crossing between vehicles heading westbound which were momentarily stationary due to the pedestrian crossing ahead being red to road users. As the traffic signals turned from red to green, the motorist began to pull away but then had to brake due to the pedestrian crossing in front of their vehicle.
- 5.3.10 Conflict 10 involved a pedestrian with a dog crossing within Zone A. The pedestrian had crossed half of the road and then waited in the middle of the carriageway for an oncoming vehicle (heading east) to pass. It is considered that the driver may have taken precautionary braking as they may have anticipated that the pedestrian would attempt to cross in front of their vehicle.
- 5.3.11 Conflicts 1 and 8 involved motorists undertaking precautionary braking whilst pedestrians remained on the footpath. In Conflict 1, the driver came to a standstill and allowed the pedestrian to cross in front of their vehicle. In Conflict 8 it appears that the driver braked as a precaution as they anticipated the pedestrian stepping into the carriageway.
- 5.3.12 Conflicts 3, 11 and 12 were all categorised as 'P' in severity and involved pedestrians crossing the road between vehicles which were momentarily stationary due to the pedestrian crossing ahead being red to road users.

5.4 General Observations

- 5.4.1 One observation which can be drawn from examining the video surveys is that the pedestrians tend to create desire lines where they seek gaps between momentarily stationary (due to the traffic signals) or slow moving vehicles. However, it appears that this is generally anticipated by the drivers who may slow down on approaching the school as a precaution.
- 5.4.2 The results of the 'near miss' conflict analysis showed that all observed conflicts occurred within Zones A or E, at the locations where traffic entered the study area. From examining the video survey data it was apparent that many motorists were braking upon entering the study area. For motorists travelling eastbound, who enter the study area at Zone A, the presence of the 'Slow' sign in the carriageway may be acting as a reminder for vehicles to reduce their speed. For vehicles travelling westbound, who enter the study area at Zone E, vehicles may be slowing down as a consequence of entering a built-up area or approaching a school.

6 CONCLUSION**6.1 Comparison between 'Near Miss' Conflicts and Personal Injury Collisions**

6.1.1 Based upon the STATS 19 data provided and the analyses undertaken as part of this report, there is no clear link or pattern between personal injury collisions and 'near miss' conflicts on Blundell's Road outside Blundell's Senior School.

6.1.2 Due to the large volume of pedestrians crossing Blundell's Road in the AM peak hour (08:00 to 09:00) and throughout the day, it appears that some motorists anticipate pedestrians crossing in the area and slow or undertake precautionary braking.

6.1.3 The following issues were taken into consideration in comparing the injury collision data with the observed 'near miss' conflicts:

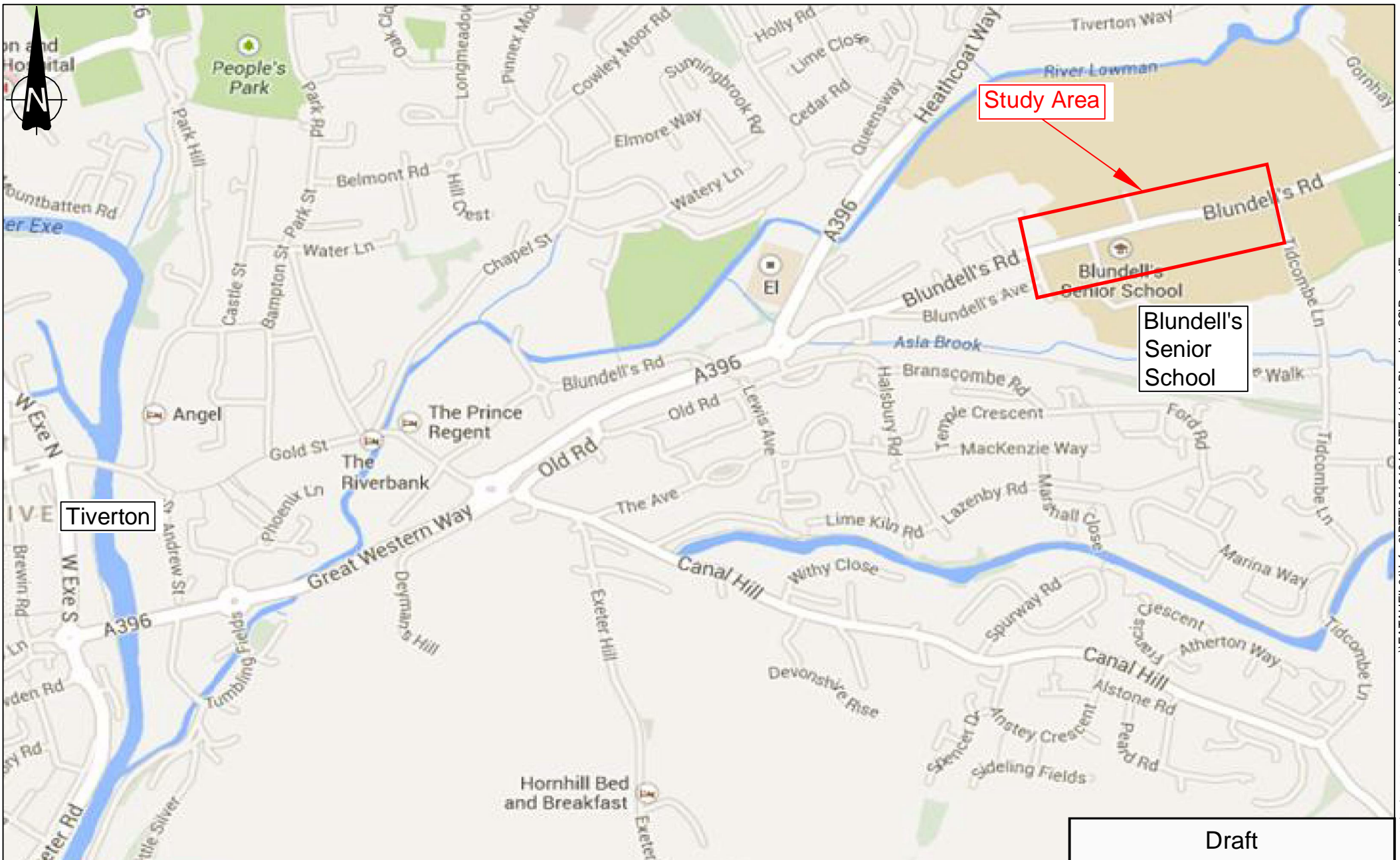
- None of the collisions within the 7 year study period involved pedestrians;
- None of the rear shunt collisions occurred at the pedestrian crossing facility located outside Blundell's Senior School;
- None of the injury collisions occurred within the conflict analysis study area outside Blundell's Senior School;
- Out of the 12 conflicts observed, 7 were classified as 1 in seriousness and 1 was classified as 2 in seriousness (i.e. low in severity);
- None of the 12 conflicts observed involved more than one vehicle and were not considered to be rear shunt 'near misses'.
- Of the 12 conflicts observed, 3 were classified as 'P' and involved pedestrians negotiating momentarily stationary vehicles.

6.1.4 Westbound traffic entering the conflict study area at Zone E were observed to brake even if there were no pedestrians or other vehicles in the immediate vicinity. For vehicles travelling in this direction, Blundell's Road changes from rural to urban in nature, where the speed limit drops from 40 mph to 30 mph. It may be that motorists have not fully made this transition as they are approaching Blundell's School.

6.1.5 It is apparent from the survey data that most motorists anticipate pedestrians crossing the road within the vicinity of the school.

**FIGURE 1: STUDY
AREA**

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**Blundell's
Senior
School**

Tiverton

Study Area

Rev	Date	Description	By	Chk	App



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Somerset TA1 4AP
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Client/Project:
**Devon County Council
Blundell's Road
Conflict Study
Location of Study Area**

Title:

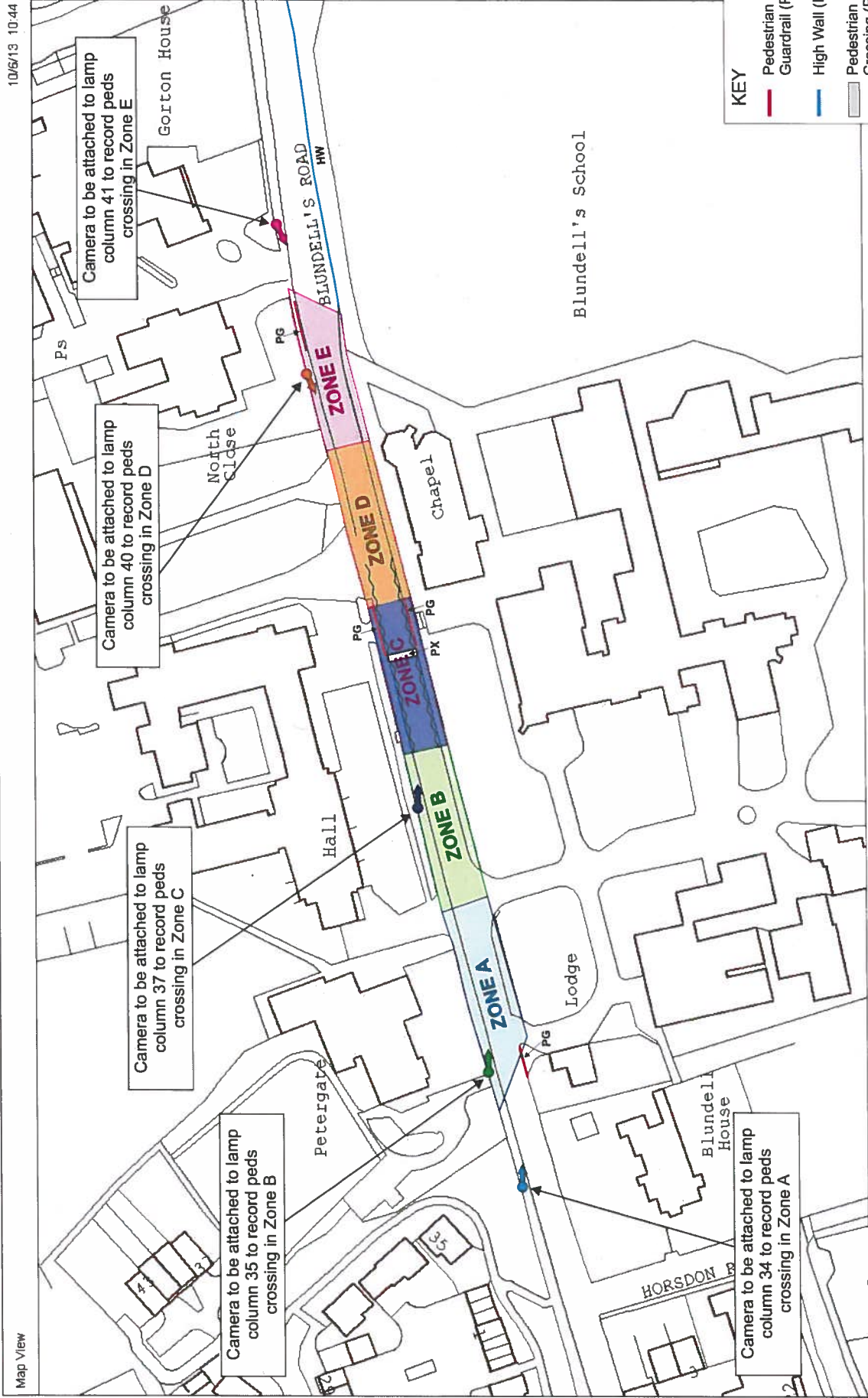
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Designed:	JRP	Approved:	CM		
Date:	12/08/2013	Scale:	NTS	A4	Sheet: 1 of 1
Project Number:	3512164A/41.1		Drawing Number:	Figure 1	
Revision:			-		
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**FIGURE 2:
LOCATION OF ZONES A
– E**

(Provided by DCC)

Detail Plan

10/06/13 10:44



KEY

	Pedestrian Guardrail (PG)
	High Wall (HW)
	Pedestrian Crossing (PX)

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	<p>Checked by: G.S.M</p>	<p>Date: June 2013</p>
<p>Drawing number: DATA/IVE/ID/2A</p>		
<p>Blundell's Road Tiverton Pedestrian and Vehicle Surveys June 2013</p>		
<p>Video Camera Locations - Page 1 of 2</p>		
<p>LESTER WIMBORGN Head of Highway Management STRATEGY AND INTELLIGENCE TEAM DEVON COUNTY COUNCIL HIGHWAY MANAGEMENT PO BOX 494 TIVERTON TQ12 5GL Telephone 0845 155 1004</p>	<p>SCHEME</p>	<p>DRAWING</p>

**APPENDIX A:
SUMMARY OF INITIAL
FINDINGS**

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Blundell's Road -
Conflict Report

ZONE	TIME	Severity	Description	Comment	Direction of Pedestrian Movement	Direction of Traffic
A	13:32	1b	Pedestrian crossing road from N to S walking dog and vehicle brakes as a precaution	Appeared that vehicle braked as a precaution as may have realised that was travelling over the speed limit and the SLOW sign in the c/w may have also have been a prompt	N to S	EB
B	No Reports					
C	08:18	1c	Cyclist heading eastbound on the northern footpath leaves the footpath and enters the carriageway just before the pedestrian crossing facility	Cyclist does not appear to look before entering the carriageway and oncoming vehicle brakes as a precaution		EB
D	No Reports					

ZONE	TIME	Severity	Description	Comment	Direction of Pedestrian Movement	Direction of Traffic
E	08:14	1a	Pedestrian stood on southern footpath. Vehicle travelling towards Tiverton brakes as a precaution and stops. Pedestrian crosses in front of vehicle but only starts to cross after vehicle is stationary	Vehicle may be braking in anticipation of pedestrian crossing / entering carriageway but most likely braking due to traffic signal at pedestrian crossing ahead being red and brakes and comes to a stop to allow pedestrian cross the road.	S to N	WB
	08:35	P	Group of 8 school pupils cross towards the school immediately to the right (WEST) of the pedestrian guard rail	There are no vehicles approaching from the Tiverton direction and traffic travelling towards Tiverton was already stationary due to traffic signal ahead being red	N to S	WB
	08:36	1b	Small group of school pupils (2) cross towards the school between the pedestrian crossing and pedestrian guard rails.	The traffic signals are red are 2 vehicles are stationary. Oncoming vehicle (towards Tiverton) which the pedestrian crosses in front of does brake precautionary.	N to S	WB

ZONE	TIME	Severity	Description	Comment	Direction of Pedestrian Movement	Direction of Traffic
E	08:37	1b	Two pedestrians on footpath heading in Tiverton direction towards pedestrians crossing. Traffic lights are red so they cross whilst there is no traffic coming from the Tiverton direction and traffic heading towards Tiverton is travelling slowly	Vehicle heading towards Tiverton brakes as a precaution as travelling very slowly towards traffic signals. Pedestrians cross between slow moving vehicles	N to S	WB
	08:50	1b	large group of school pupils (around 33 in total) cross Blundell's Road travelling away from the main school building. Vehicle travelling towards Tiverton brakes	Large group of pupils cross at the same time. 'Lead' pupil (who initiates crossing) may have had adequate time to cross but may be that others cross at the same time without looking first. Pupils towards the back of the group run across the road in front of oncoming traffic to 'keep up' with the rest of the group.	S to N	WB
	09:05	1b	Pedestrian crosses towards school.	When begins to cross, traffic heading towards Tiverton is stationary. Vehicle starts to pull away but then has to brake as a precaution due to pedestrian crossing	N to S	WB
	10:53	1a	Pedestrians (2) walk into the c/w with the intention of crossing the road. Changes their mind, most likely as they realise that they cannot get across the road in time	Vehicle travelling towards Tiverton brakes as a precaution, probably anticipating that they may continue to cross the road	N to S	WB

ZONE	TIME	Severity	Description	Comment	Direction of Pedestrian Movement	Direction of Traffic
E	12:31	2	Pedestrian with dog crosses towards school whilst traffic signals are red.	No traffic approaching from Tiverton direction due to traffic light being red. Vehicle travelling towards Tigerton brakes and comes to an (almost) standstill to allow pedestrian to cross. Pedestrian is stationary in centre of road as vehicle approaches	N to S	WB
	14:29	P	2 pedestrians cross away from school. Do not cross until traffic is stationary	Coach travelling EB slows and crosses onto WB c/w with hazard lights on with the intention of reversing into driveway. Vehicle travelling towards Tiverton brakes as a result of the coach being in the road. Pedestrians cross in front of car	S to N	WB
	18:25	P	Group of 7 pupils are standing on the pavement waiting to cross. Vehicle brakes and comes to a stop and allows the pedestrians to cross in front of their vehicle. Traffic travelling in the opposite direction may have braked but it isn't very clear.	Appears to be the drivers choice to come to a stop as opposed to precautionary braking. Vehicle travelling in opposite direction (EB) may have braked as a precaution if they anticipated that the pedestrians were going to cross. Was also a vehicle travelling WB who may have braked whilst the pedestrians were still the path waiting to cross but isn't clear. May have braked as a consequence of spotting the camera.	S to N	WB

