

## **Appendix 2 - VISION ZERO SOUTH WEST – B3212 ROAD SAFETY GRANT**

### **PROJECT PLAN**

#### Introduction.

1.1 The B3212 is the busiest of the two the main roads across Dartmoor and is the arterial route from Plymouth onto the moor and to Princetown and HM Prison Dartmoor. The 3.5 mile stretch between Peek Hill and Princetown is above the 350m contour line and is prone to hill fog and snow, and is exposed to south westerly gales. It is unfenced and runs across Walkhampton Common where around 150 cattle and 80 ponies roam freely.

1.2 Collisions involving vehicles hitting animals are frequent. Most incidents occur at night and in bad weather. Most result in the death of the animal and heavy damage to the vehicle involved. Some result in injury to drivers and passengers. Incidents are particularly prevalent in winter as road grit attracts the animals which use it as a salt lick. Additionally, the tarmac is invariably warmer than surrounding moorland at night, leading to animals sleeping on the road. There were 171 collisions involving animals in 2020, despite the reduced traffic during lockdowns.

1.3 The aim of this project is to reduce the number of road traffic collisions and animal deaths. This will be achieved by improved animal visibility; improved driver information/education; and improved speed awareness.

#### Vision Zero South West Grant

2.1 DFPC has been awarded a grant of £6306.21 for specific road safety measures on the B3212 between Dousland and Princetown. These measures must be complete by end June 2022 and be done in conjunction with DCC Highways.

2.2 The measures are:

- a. Reflective neck bands on large animals to the same design and specification as those proven successful in the New Forest.
- b. New official Highways signs at Peek Hill and Plymouth Hill cattle grids: Red triangle with “Give Way to Animals for 4 miles” caption.
- c. New VAS sign with solar charging and data logging at Leeden Tor.

2.3 There are 2 pages of terms and conditions. In summary the key requirements are:

- a. The grant cannot be used to fund any other measure.
- b. The grant must be spent by 31<sup>st</sup> July 2022. Full financial records must be provided. Any unspent or erroneously spent funds must be returned.
- c. James Anstee, Road Casualty Reduction Team Manager for DCC Highways must be consulted and involved in the project, and before any measures are taken.
- d. Vision Zero are to be involved in all project publicity.

## Resources.

### 3.1 People.

Project Lead	TBC [Cllr Nigel Tigwell has withdrawn as lead councillor owing to ill health] Dartmoor Forest Parish Council
Highways co-ordination	James Anstee DCC Road Casualty Reduction Team Manager
VAS Co-ordination	Andrew Watson DNPA Head of Access, Recreation & Estates
Financial control and probity	Jackie Bennetts DFPC Parish Clerk

### 3.2 Financial.

Police & Crime Commissioner - Vision Zero South West [subject to detailed terms and conditions]	£6306.21
Dartmoor Speedwatch Group [subject to approval by co-ordinating committee]	£1336.45
Dartmoor Forest Parish Council [reserves, subject DFPC having the power to spend and subject to formal approval by DFPC]	TBD

## Key Stakeholders and Advisors

4.1 Road traffic accidents and animal deaths on the B3212 have been a major concern for several years and specific expertise and knowledge has been developed across the local community. Key stakeholders that will be closely consulted during this project include:

Dartmoor Speedwatch Group	Cllr Gregg Manning JP
Dartmoor Livestock Protection Society	Marion Saunders Karla McKecknie
Dartmoor Commoners Council	Sara Sloman
Graziers	Justin Colton Verity Nichols Graham Colton
DCC Highways	James Anstee
Dartmoor National Park Authority	Andrea Roberts (Ranger)
Burrator Parish Council	TBC
Major landowners	Nigel Tompkinson (TBC) South West Water Joe Hess - Maristow Estate

## Organisation.

5.1 DFPC will form a Sub-Committee to oversee the project, chaired by the lead councillor (name TBC). Membership will comprise all those listed at paragraphs 3.1 and 4.1.

5.2 While the aim will be to build a consensus among all stakeholders on the committee and all members will have a say, the final decisions will reside with Dartmoor Forest Parish Council. Each member listed in section 2.1 has an individual veto for their respective specialist areas.

5.3 Within the overview of the Sub-Committee, each separate measure approved by Vision Zero South West will be implemented as a standalone sub-project.

## Risks

### 6.1 Risks identified to date are:

- a. Grant applications timescales were so tight there was insufficient time to gain graziers' agreement to the measures in advance. Some graziers may be resistant to the idea of cattle and pony collars.
- b. Highways costs for approval and installation of new signs is a broad order cost estimate only. Any cost beyond this estimate will be a DFPC liability.
- c. Cattle and pony collars are essentially winter measures. Project success may be unmeasurable as trial results will not be available before the mandated project end date.
- d. Cattle numbers were obtained from a grazier, but pony numbers were a guess. There may be insufficient provision to cover all ponies.
- e. Delays in starting the project owing to Cllr Tigwell's ill health may make it more difficult to meet Vision Zero South West deadline for all spend to be completed by 31<sup>st</sup> July 2022.

## Other Factors

7.1 This project is to implement the 3 measures approved in the Vision Zero South West grant only. However, by establishing a detailed baseline of road traffic accidents involving animals on this stretch of road and then monitoring subsequent years, this project can form a formal trial of the effectiveness of these measures. Subsequent, informed decisions may then be taken on effective measures that might be introduced on other roads on Dartmoor.

## SUB-PROJECT A - REFLECTIVE NECK BANDS ON LARGE ANIMALS

### Introduction

A-1.1 Reflective bands and paint of various types have been trialled on Dartmoor before and none have proved sufficiently effective to become universally adopted. In contrast, the Verderers in the New Forest National Park have found specific designs of bands effective in reducing road traffic accidents involving cattle and ponies.

### New Forest Experience

A-2.1 It needs to be acknowledged that grazing management in the New Forest is different to Dartmoor as many of the verderers bring in livestock from the commons to overnight in newtakes. Others use large round feeders away from roads to reduce animal risk. However, those who leave their animals out to graze freely mostly use reflective bands.

A-2.2 The National Park Authority compiled data that demonstrated the reflective bands significantly reduced accidents. The lead officer, Nigel Matthews, has recently retired and I have been unable to get copies of the data. However, both Sue Westwood (Clerk to the Verderers) and Andrew Faulkener (who manufactures the band) have assured me the data was conclusive.

A-2.3 The reflective bands mostly used are a bespoke design by Andrew Faulkener. There are three different sizes for ponies, and two different sizes for cattle. Both sides of the bands are reflective, so they remain effective as they twist over. Andrew tells me over the years he has made tens of thousands of pony bands and thousands of cattle bands.

A-2.4 Generally, cattle and most ponies do not seem to have a problem wearing reflective bands. Some ponies do not settle with them and welfare advice is not to fit the bands if it causes distress.

A-2.4 Separately, Andrew Faulkener and some verderers are trialling reflective bands for sheep. The design differs by breed as wider bands are needed for animals with thicker fleece. These trials are not yet complete, and no recommendation can be made for their suitability on Dartmoor at this stage.

### Costs and Lead Times

A-3.1 Pony bands are £7.95 each for all sizes.

Cattle bands are £13.95 each for all sizes.

Cost estimates for the grant application assumed:

Cattle: x150 @ £13.95	= £2092.50 ex VAT.
Ponies: x80 @ £7.95	= <u>£ 636.00 ex VAT.</u>
Total	= £2728.50 ex VAT.

A-3.2 All bands are made to order and the manufacturing time for an order of this magnitude will be 2-3 weeks.

### Plan Key Steps

A-4.1 The following key steps should form the basis of initial discussions with stakeholders:

- a. Contact Andrew Faulkener and obtain details of the respective different sizes for the pony and cattle bands.

- b. Ask graziers to compile a list of requirements of animals in each size (note: this may need to wait until livestock are next brought in, or we may need to go ahead with an estimate).
- c. Agree baseline statistics on road traffic accidents involving animals with DLPS to monitor the effectiveness of reflective bands in the future.

Contact details

A-5.1 Key contacts used so far are:

Sue Westwood, Clerk to the Verderers. 023 8028 2052

Andrew Faulkener [Andrew.faulkener@hotmail.co.uk](mailto:Andrew.faulkener@hotmail.co.uk). 07467 039656.

Key Personnel

A-6.1 The key personnel involved in Sub-Project A are:

Dartmoor Forest Parish Council	Project lead and authorisation of spend
Jackie Bennetts, DFPC Parish Clerk	Financial control and probity
Dartmoor Livestock Protection Society	Marion Saunders / Karla McKecknie
Graziers	Justin Colton, Verity Nichols, Graham Colton

## SUB-PROJECT B - OFFICIAL HIGHWAYS SIGNS AT PEEK HILL AND PLYMOUTH HILL CATTLE GRIDS: RED TRIANGLE WITH “GIVE WAY TO ANIMALS FOR 4 MILES” CAPTION.

### Introduction

B-1.1 Lack of driver awareness of the unique hazards of driving across unfenced commons is a contributory factor in most collisions. Several authorities are involved in road safety campaigns to educate drivers on how to drive safely on the moor. A key tenet of all safety management systems is to reinforce this education by signs at the site of the hazard.

B-1.2 Current signage comprises:

- a. DNPA installed signs “Take Moor Care”.
- b. Dartmoor Speedwatch Group freestanding signs detailing animal deaths.
- c. Grazier home made signs of various designs.

### Proposed Signage

B-2.1 All current signs are either warning signs or information signs. It is proposed that ‘signs giving orders’ should be placed at or shortly before the cattle grids at Peek Hill and Plymouth Hill, Princetown instructive drivers to ‘give way to animals’.

B-2.2 It is envisaged that the official ‘sign giving an order’ will be more effective at driving home the message to all drivers.

B-2.3 Advice will need to be obtained from DCC Highways, but it is suspected this may be the longest lead sub-project and hence carries most programme risk.



### Cost Estimates

B-3.1 Online research indicates a cost of £407.71 ex VAT for 750mm road signs mounted on a 75mm diameter post. Vision Zero South West documentation indicates DCC Highways may be able to purchase signs more cost-effectively through established supply chains.

B-3.2 A broad order contingency of £1,000 has been included to cover any regulatory approval costs and the costs of installation. If this is insufficient, covering additional cost may fall on Dartmoor Speedwatch Group or Dartmoor Forest Parish Council (see risk 6b).

### Key Personnel

B-4.1 The key personnel involved in Sub-Project B are:

Dartmoor Forest Parish Council	Project lead and authorisation of spend
Jackie Bennetts, DFPC Parish Clerk	Financial control and probity
James Anstee	DCC Highways

## SUB-PROJECT C - NEW VAS SIGN WITH SOLAR CHARGING AND DATA LOGGING AT LEEDEN TOR.

### Introduction

C-1.1 Speed is a contributory factor in many accidents. The speed limit on the B3212 is 40mph, although in adverse weather conditions a much slower speed would be appropriate.

C-1.2 Four Vehicle Activated Speed signs were purchased in 2016 in a joint venture between Dartmoor Forest Parish Council, Dartmoor Livestock Protection Society and Dartmoor National Park. These were rotated around 6 high risk sites on the moor. One site is on a fast section of road at the bottom of a hill just below Leeden Tor on this stretch of the B3212. Automatic data logging indicates these signs were successful in reducing average speeds.

C-1.3 Unfortunately, these signs were vandalised and three were beyond economic repair and were removed last year. There is one VAS to cover all 6 sites. It is currently at Leeden Tor.

C-1.4 Vehicle Activated Speed signs are probably not effective in reducing the speed of irresponsible drivers. However, they are effective at warning responsible drivers that their speed has crept up and hence can reduce road traffic accidents involving animals.

### Proposal

C-2.1 It is proposed to purchase a replacement Vehicle Activated Speed sign to give drivers an improved awareness of their speed, making it more likely that will adjust speed to suit the road conditions. The VAS will operate 24 hours per day, covering the most likely time for animal collisions.

C-2.2 As DNPA took on the management and operation of the original four vehicle activated speed signs, it is proposed they do the same with the replacement. Whether ownership remains with Dartmoor Forest Parish Council or is transferred to the National Park Authority will need to be discussed and agreed.

C-2.3 It is accepted the Planning Authority will not give permission for the permanent siting of vehicle activated speed signs on open moorland. However, as the replacement sign has been specifically purchased for the Leeden tor site, it is proposed it remains at Leeden Tor for 364 days per year.

### Cost Estimates

C-3.1 Online research (roadside-technologies.co.uk) indicates a cost of £2170 ex VAT for a VAS-300 vehicle activated speed sign with data logging, solar panel and fittings that are equivalent to the original signs. Full specifications were supplied by email and are attached at the appendix.

### Key Personnel

C-4.1 The key personnel involved in Sub-Project A are:

Dartmoor Forest Parish Council	Project lead and authorisation of spend
Jackie Bennetts, DFPC Parish Clerk	Financial control and probity
James Anstee	DCC Highways
Andrew Watson	VAS Co-ordination

