

South Devon Highway Review of Data

Report of the Chief Officer Highways, Infrastructure Development and Waste

Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.

Recommendation: It is recommended that:

- (a) Members of this committee note the data provided in this report;**
- (b) the investigation and design of hard standings to aid future enforcement activities be progressed and funding opportunities be explored.**

1. Summary

This report details information that has been gathered on the South Devon Highway (SDH) and outlines proposals that would facilitate enforcement of the speed limit in the future.

2. Background/Introduction

The SDH was opened in December 2015 and now provides the main route between South Devon and Torbay.

At the meeting of this committee on 13 July 2017 County Council Officers were asked to work with Officers from Devon and Cornwall Constabulary to produce a report on data that is being collected on this route. This data is set out in this report in four sections:

- Speed and traffic flow data
- Collision data
- Enforcement data
- Future enforcement – opportunities and limitations

Members have also asked for data on the traffic flow and vehicles speed data on the old A380 through Kingskerswell, now designated the C431. It was felt that there was little enforcement of the 20mph and 30mph limits on this route. This data is being collated and the results will be reported at a future meeting.

3. Speed and Traffic Flow Data

Devon County Council collects traffic speed and flow data from a permanent Automatic Traffic Counter on the South Devon Highway near the Yon Street Overbridge, inside the area covered by the 50mph speed limit. This counter shows that the average flow in September was just over 44,000 vehicles per day, an increase of 4% on the same period in 2016.

Mean average and 85th Percentile vehicle speeds in September 2017 are shown in Table 1 in Appendix I. This data shows that vehicle speeds are in excess of the posted speed limit, particularly in the offside lanes, in both directions.

4. Collision Data

The collision data used in the report is from 1 January 2016 to 8 October 2017. Usually a five year period would be considered and the results given here should therefore be treated cautiously. It should be noted that the 2017 data has not been validated and therefore may be subject to change.

The data shows that in the period outlined above there were 9 incidents involving injury, resulting in 11 casualties. The casualties are shown by mode and severity in Table 2 in Appendix I.

When collision data is recorded by the police the officer will assign Contributory Factors to the incident to aid understanding of why the incident occurred. Whilst these factors are subjectively applied, and not necessarily the outcome of detailed investigation, they are routinely used to gain a general understanding of factors such as driver behaviours, manoeuvres and highways conditions that make up the collision history for any section of carriageway.

More than one factor may be applied to any incident and the list of available factors includes “Exceeding Speed Limit” and “Travelling Too Fast For Conditions”.

For the SDH injury collisions to date the most common contributory factors are shown in Table 3 in Appendix I.

“Travelling Too Fast For Conditions” was listed once and involved a single vehicle incident in which the driver made a late manoeuvre to gain the right hand lane, losing control in the process.

“Exceeding Speed Limit” did not appear as a factor.

5. Enforcement Data

Operation Falcon was a four day operation undertaken by Devon and Cornwall Constabulary to detect speeding drivers in South Devon in July 2017.

As a result of the operation the following numbers of speeding offences were recorded:

South Devon (excluding SDH)	146
South Devon Highway	7
Total	153

The number of speeding enforcement activities undertaken on the SDH, in common with enforcement of other types of traffic offence, will reflect the current difficulties in finding suitable locations to observe and, where necessary, pull over vehicles on this carriageway.

6. Future Enforcement

The SDH has been examined by a team comprising representatives of the police, safety camera partnership and County Council to look for enforcement opportunities using the existing infrastructure and options for extending those opportunities in future.

This examination identified two preferred locations for pull-in bays and two further possible locations for enforcement activity. These options are being drafted up for more detailed consideration, including:

- signing and road marking, including changes to existing signage and new signs as required;
- the feasibility of hard standings at the preferred locations, with likely project costs.

The construction of enforcement hard standings will facilitate enforcement activity but will not in itself guarantee the amount or frequency of that enforcement which will be subject to the availability of resources and prioritisation by enforcement agencies.

7. Financial Considerations

Data collection and enforcement has been undertaken from existing budgets.

No budget has currently been identified for alterations to signing or road markings, or for the design or construction of hard standings, to facilitate future enforcement.

8. Environmental Impact Considerations

Monitoring of data or police enforcement has no impacts on the environment. The construction of hard standings would have no appreciable impacts on the environment.

9. Equality Considerations

No new policies are being recommended in this report and therefore an individual Equality Impact and Needs Assessment for the scheme is not considered necessary.

10. Legal Considerations

There are no legal considerations, monitoring and enforcement are undertaken as normal activities of Devon County Council and Devon and Cornwall Constabulary.

11. Risk Management Considerations

There are no risk management considerations.

12. Public Health Impact

There is not considered to be any public health impact. Speed and collision data will continue to be collected in the future but it is considered, given the current data, that this is a speed management issue rather than one of casualty reduction.

13. Options/Alternatives

Devon County Council and Devon and Cornwall Constabulary will continue to monitor vehicle speeds and vehicle flows on the South Devon Highway. Devon and Cornwall Constabulary will undertake enforcement as availability of resources allows.

If hard standings are not constructed the options for future enforcement will be limited.

14. Reason for Recommendations

Monitoring and enforcement are undertaken as a part of the normal duties of Devon County Council and Devon and Cornwall Constabulary.

Modifying signing and road markings and constructing hard standings will increase options for future enforcement.

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Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Ref.
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None

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**Appendix I
To HIW/17/75**

Table 1: A380 Traffic Speeds (September 2017)

Direction	Lane	Mean Average (mph)	85 th Percentile (mph)
Northbound	Nearside	51.3	57.8
	Offside	58.8	64.0
Southbound	Nearside	52.0	58.0
	Offside	59.4	67.1
Overall (both lanes, both directions)		54.2	62.8

Table 2: Injury collisions by mode and severity (1 January 2016 to 8 October 2017)

Mode	Fatal	Serious	Slight	Total
Vehicle Driver	0	3	5	8
Passenger	0	0	0	0
Motorcyclist	0	1	1	2
Cyclist	0	0	0	0
Pedestrian	0	1	0	1
Total	0	5	6	11

Table 3: Contributory factors to collisions on South Devon Highway (1 January 2016 to 8 October 2017)

Code	Description	Count	Attributed to:	
			Vehicles	Pedestrians
406	Failed to judge other persons path or speed	4	4	0
308	Following too close	3	3	0
103	Slippery Road (due to weather)	2	2	0
405	Failed to look properly	2	2	0
109	Animal or object in carriageway	2	2	0
409	Swerved	2	2	0
410	Loss of control	2	2	0