

A380 South Devon Highway: Review of Traffic Enforcement Options

Report of the Chief Officer for 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) data regarding vehicle speeds and collisions on the South Devon Highway is collected and considered in accordance with the County Council's Speed Compliance Action Review Forum (SCARF) procedure; and**
- (b) the County Council work with the Police to improve compliance with the turning restrictions at the junction of Aller Brake Road and St Marychurch Road.**

1. Background/Introduction

In response to the discussions at this Committee in July, 2016, this report considers the options for enforcement of traffic violations associated with vehicles using the recently opened A380 South Devon Highway.

The report in July noted the permanent automatic traffic counter located between Yon Street and Maddacombe Road recorded poor compliance with the 50mph speed limit on the northbound carriageway, and that the temporary camera placed adjacent to the bottom of Aller Brake Road indicated the mean speeds were generally compliant with the 50mph speed limit. A recent review of speed data shows that average and mean speeds between Maddacombe Road and Yon Street have remained constant since June 2016.

In addition the report considers the operation of the junction between Aller Brake Road and St Marychurch Road.

Due to the limited history there is no validated collision data to indicate the performance of the road. Collisions recorded by Devon and Cornwall Police are validated by the DfT before being released to the County Council. This is typically in May of the following year.

2. Enforcement Options

Options to improve compliance with the speed limit range from relatively low cost interventions with minimal maintenance costs to high cost sophisticated solutions with ongoing maintenance costs. Generally the level of compliance increases as the sophistication of the equipment increases.

2.1 Signing Changes

In accordance with traffic signing regulations, the 50mph speed limit requires regular repeater signs in addition to the terminal signs indicating the start of the zone. The current signs are 450mm diameter, in line with Chapter 3 of the Traffic Signs Manual. These signs could be replaced with larger 600mm signs to make them more conspicuous.

The estimated cost to replace the current signs with larger ones is £7,500.

Annual maintenance costs are likely to be unchanged. Repair of collision related damage would be slightly increased.

If any of the formal enforcement options discussed below were to be implemented the speed limit signs could be supplemented with camera warning signs.

There is no evidence to suggest that increasing the size of signs would improve compliance with the speed limit. Experience suggests that improved compliance is recorded when speed camera signs are first erected but this declines if regular users of the route do not see an enforcement presence.

There would be a likely beneficial speed compliance effect on drivers that are not regular users.

2.2 Mobile Cameras

Devon and Cornwall Police were consulted on the recorded speed data to inform the July report. Their view was that occasional enforcement by mobile cameras would improve speed limit compliance.

Enforcement would be carried out through the Safety Camera Partnership.

Enforcement is generally limited to daylight hours due to the limitations of the speed monitoring equipment. Further investigation with the Safety Camera Partnership would be required to identify suitable locations from which to carry out enforcement.

Unless the site meets criteria for a casualty reduction site, it would be classed as site for discretionary enforcement and as such enforcement activity would need to be funded. Given the finite enforcement resources in the Safety Camera Partnership, deploying mobile cameras on the SDH would remove resources from other sites.

2.3 Fixed Speed Cameras

The nationally recognised procedure for recommending a fixed camera is based on a collision history that can be linked to excessive speed.

An initial review suggests that 4 cameras might be necessary to cover the site. Further work would be required to identify suitable locations that are safely accessible and minimise the risk of the zoning effect.

The likely installation cost for the 4 cameras is approximately £80,000. The operational running costs are in the order of £4,000 per annum.

Fixed speed cameras would likely be effective in improving speed limit compliance.

2.4 Average Speed Cameras

An initial review by a supplier has indicated that 8 cameras would be required between Edginswell and Penn Inn.

The installation cost is in the order of £200,000. There may be an option to reduce these costs through shared backroom equipment with neighbouring highway authorities.

The expected life of the cameras is 10 to 15 years after which replacement of the camera units is likely to be required.

The management and maintenance cost of average speed cameras is also significantly higher than other options.

To date Devon County Council do not operate average speed cameras on its network. Average speed cameras are the highest cost option and require the most ongoing management.

3. Financial Considerations

The scheme approved for construction by Cabinet in July 2011 did not include any measures for enforcement or funding provision within the project budget.

4. Representations

The boundary between Devon and Torbay lies close to the change in speed limit from 40mph to 50mph, approximately 250m from the Edginswell junction. No consultation has been held with Torbay Council regarding the recorded speeds of traffic or enforcement options.

5. Environmental Impact Considerations

The environmental issues associated with excessive speed is increased road noise and a reduction in air quality. Improving compliance with the speed limit will help to reduce the noise experienced by residents and the community and to reduce air quality impacts.

The installation of any additional street furniture leads to visual clutter that is detrimental to the landscape character. In addition the installation of columns to support speed cameras will further impact the landscape and has the potential to blight the view of residents. Where possible, cameras would be mounted to existing street furniture, such as the new gantry at Aller.

6. Junction of Aller Brake Road and St Marychurch Road

Prior to the construction of the South Devon Highway, road users were able to turn towards Newton Abbot at the bottom of Aller Brake Road.

This manoeuvre was removed by the new scheme due to the inability to turn across the dual carriageway. Following consultation with the community the ability to turn towards Newton Abbot was reinstated via a new restricted junction at the top of Aller Brake Road.

This junction has been designed to allow road users to turn right into Aller Brake Road and left out, on to St Marychurch Road towards Newton Abbot. The movements at the junction were restricted to limit the use of Aller Brake Road as a cut through, which would have resulted in additional vehicles using this residential street. In addition, all movements junction would have require the removal of a mature oak tree at the top of Aller Brake Road.

The geometry and layout of the junction has been restricted as much as possible to reduce the ability of vehicles to turn right onto St Marychurch Road or left into Aller Brake Road whilst maintaining an adequate swept path for buses and large vehicles, such as refuse lorries.

Some drivers ignoring the turning restriction and make illegal manoeuvres at the junction.

It is proposed that the illegal manoeuvres and collision records at the junction will continue to be monitored. The data will be discussed with the Police. The enforcement of illegal manoeuvres is a Police matter.

7. Equality Considerations

There are no negative equality impacts recognised.

8. Legal Considerations

The enforcement of the traffic speeds and illegal turning manoeuvres is the responsibility of Devon and Cornwall Police.

9. Conclusions

The Teignbridge HATOC committee requested a review of enforcement options in response to the traffic speed data presented at the July 2016 meeting. There are a number of options that display a range of effectiveness and associated costs.

The County Council and the Police have developed a joint procedure to allow concerns regarding the speed of vehicles to be assessed in a consistent manner (SCARF). It is suggested that speed and collision data is recorded and when available the scheme is considered through the normal process.

The Police have been contacted regarding the enforcement of the prohibited turning manoeuvres at the junction of Aller Brake Road and St Marychurch Road. While the junction is not a policing priority further discussions will take place to look at what steps can be taken to improve compliance.

David Whitton
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: Newton Abbot North, Newton Abbot South, and Teignbridge South

Local Government Act 1972: List of Background Papers

Contact for enquiries: Robert Richards

Room No: M11

Tel No: 01392 382656

Background Paper	Date	File Ref.
A380 South Devon Highway: Review of Traffic Speeds	July 2016	

rr241016teigh
sc/cr/A380 South Devon Highway review of traffic enforcement options
04 261016