

HTM/12/22

East Devon Highways and Traffic Orders Committee
26 March 2012

Speed Limit, A3052 Sidmouth Road, Clyst St. Mary

Report of the Head of Highways and Traffic Management

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

Recommendation: It is recommended that there is no change to the existing 50 mph speed limit on the A3052 in the vicinity of the Cat and Fiddle residential park.

1. Summary

At the East Devon HATOC of 31 October 2011, Councillor Bowden asked that in reference to Minute *13 (request for a lower speed limit on the A3052 Sidmouth Road, in the vicinity of the Cat and Fiddle Residential Park) that this item be placed on the agenda for the next meeting in March 2012. This was agreed.

2. Background

A report was considered by the East Devon HATOC on 1 November 2010, relating to a reduction of the speed limit on the A3052 to 40mph, in the vicinity of the Cat & Fiddle Park, copy attached at Appendix I. The Committee resolved that the matter be submitted to the Cabinet for determination and were also minded to seek a reduction in the speed limit to 40 mph from Clyst St Mary to Goosemoor, Newton Poppleford.

The matter was considered by Cabinet on 15 December 2010, Minute *279c refers and attached at Appendix II where it was resolved that, there being no justification for a departure from current policy, there should be no change to the existing 50 mph speed limit on the A3052 in the vicinity of the Cat and Fiddle residential Park nor should there be any change to the speed limit on the route through to Goosemoor, Newton Poppleford.

3. Proposal

Councillor Bowden has requested that consideration is again given to lowering the speed limit on the A3052 in the vicinity of the Cat & Fiddle Residential Park.

4. Accident Data

Since the November 2010 report, there have been a further 3 crashes in the vicinity of the Cat & Fiddle, and the full details of the crashes in August 2010 have been released. We have included the 2011 crash data, however this data is provisional and has not been checked or validated by the Department for Transport. During 2010 and 2011 there have been 5 crashes, involving injuries. The crashes happened in August 2010 (2), September 2010 (1), November 2011 (1) and December 2011 (1). Three were vehicles in opposing directions colliding, one was a rear end shunt and one was a junction turning manoeuvre.

The Contributory Factors are listed as:

<u>Very Likely</u>		<u>Possible</u>	
poor turn or manoeuvre	2	following too close	1
failed to look properly	2	failed to judge other persons path or speed	2
failed to judge other persons path or speed	2	poor turn or manoeuvre	1
swerved	1	illegal turn or direction of travel	1
Impaired by drugs (illicit or medicinal)	1	careless/reckless in a hurry	1
careless/reckless in a hurry	1	Nervous/uncertain/panic	1

More than one factor can be listed for any crash, the numbers above refer to the number of crashes where the factor is listed. Very likely and possible indicate the degree of confidence of the officer recording the information.

None were reported as involving excessive speed.

The site did not appear in the 2011 annual cluster review process.

5. Consultations

The Police have been consulted on the proposed lowering of the speed limit. Their view is that there is currently a compliant 50mph speed limit, and having looked at the crash record have concluded that there is insufficient volume of collisions that are speed related to justify a change of speed limit.

6. Financial Considerations

If the speed limit were to be lowered than the estimated cost of implementation would be £5,000. This does not include for the changing of the size of the signs and the spacing of the lines which will be carried out when the signs and lines next require maintenance. The lowering of the speed limit would not support the objectives of the Local Transport Plan, so a separate funding source would need to be identified.

7. Legal Considerations

The lawful implications of the proposal has been considered and taken into account in the preparation of this report.

8. Risk Management Considerations

This proposal has been assessed and all necessary safeguards or action has been taken to safeguard the Council's position.

9. Options/Alternatives

The alternative to the proposal of lowering the speed limit is to leave the speed limit at 50 mph. This would comply with the County Council policy and national guidance on the setting of speed limits, and furthermore there is no crash data to suggest that a lowering of the speed limit is warranted. This option has no financial implications.

10. Reason for Recommendation

This proposal was considered by Cabinet as recently as December 2010, and there was no justification for a departure from policy at that time. There is no new data to suggest that the reduction is justified now.

Lester Willmington
Head of Highways and Traffic Management

County Electoral Division: Broadclyst & Whimble East Devon District Ward: Clyst Valley

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Reference
1. Correspondence File	various	PE16

mb080312edh
sc/cr/A3052 cat fiddle speed limit
02 hq 150312

EEC/10/207/HQ

East Devon Highways and Traffic Orders Committee
1 November 2010

Speed Limit, A3052 Sidmouth Road, Clyst St. Mary

Report of the Area Engineer (East)

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

Recommendation: It is recommended that there is no change to the existing 50 mph speed limit on the A3052 in the vicinity of the Cat and Fiddle residential park.

1. Summary

This report has been requested by the Local Member, Councillor Bowden, to consider the current speed limit on the A3052 in the vicinity of the Cat and Fiddle residential park at Clyst St. Mary.

2. Background

The existing speed limit on the section of the A3052 from the main vehicular access to Westpoint Showground up to the entrance to the Cat and Fiddle residential park is 50 mph. The Parish Council and some of the residents of the Cat and Fiddle residential park have made representations regarding the speed limit on this section of the A3052 requesting that it be lowered to 40 mph.

3. Existing Speed Limits

In August 1991, a 40 mph speed limit was introduced on the A3052 from its junction with the A376 at Clyst St. Mary roundabout to a point just to the west of its junction with Oil Mill Lane. At the same time, a 50 mph speed limit was introduced from that point to a point just to the east of the access to the Cat and Fiddle residential park. This 50 mph speed limit was extended to the Halfway Inn junction with the B3180 in March 2005.

4. Speed Data

The most recent speed check was carried out from 14 June to 27 June 2010. Analysis of the data has shown that for vehicles travelling in a westbound direction, the speed at which 85% of drivers travelled at or below was 47.9 mph which gave a mean speed of 41.3 mph and for vehicles travelling in an eastbound direction, the speed at which 85% of drivers travelled at or below was 45.4 mph which gave a mean speed of 39.7 mph. The average daily traffic flows during this period was 6,914 in a westbound direction and 6,764 in an eastbound direction.

5. Collision Data

Analysis of the recorded collision data for the three year period from 1 January 2007 to 31 December 2009 has revealed that there have been three recorded collisions on the

section of this road from the start of the 50 mph speed limit to the entrance to the residential park which resulted in a slight personal injury. One collision was as a result of the driver not looking properly when directed to stop by a Police Officer and collided with a vehicle pulling out of a junction, one was a loss of control due to sudden braking and the third was an inexperienced driver who drove into the back of queue of stationary vehicles. There were also two damage only collisions recorded in the same period. Up to July this year, no further collisions have been recorded on our database. However, we are aware of two collisions that have occurred since July, but from the information that we have to date, there is no suggestion that excessive speed was the cause of either of these collisions.

6. Speed Compliance Action Review Forum (SCARF)

At the SCARF meeting that was held on 9 August, all the data for section of the A3052 was reviewed again. With good compliance with the current speed limit, and no collisions resulting from excess speed, the team considered that the current limit of 50 mph was the most appropriate. Speed limits on the A3052 have recently been assessed for compliance with both National Guidance and Local Speed Limit Policy. The speed and collision data indicate that the current 50 mph speed limit is appropriate for this length of the A3052. The team for the SCARF meetings is made up of the Traffic Team and Road Safety Officer for this area together with the Road Casualty Reduction Officer from the Police.

7. Interactive Signs

It has been suggested that interactive signs be erected on the section of the A3052 to remind drivers of the 50 mph speed limit. The estimated cost of providing a sign in each direction on this road is of the order of £15,000. There is currently no provision in the Local Transport Plan for the funding of these signs.

8. Conclusions

The data from the recent speed check clearly shows that the current speed limit is self enforcing with the mean speeds well inside the limit of 50 mph. Even the 85 %ile speeds show good compliance with this limit. For a lower limit to be achieved, it is considered that significant engineering measures would have to be put in place to achieve the same level of compliance. In the current economic climate, there is little justification to implement a lower limit on this section of the A3052.

Tony Matthews

County Electoral Division: Broadclyst & Whimble East Devon District Ward: Clyst Valley

Local Government Act 1972: List of Background Papers

Contact for enquiries: Paul Wilson

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Background Paper	Date	File Ref
Correspondence File	Various	PE16

pw041010eda
sc/a3052 speed limit
3 hq 211010

Extract Minute – Cabinet, 15 December 2010

5. *279 References from Committees
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Councillors Bowden, Greenslade, Hannon, Newcombe, Spence and Westlake attended in accordance with Standing Order 25(2) and spoke to this item.

The Cabinet noted that the East Devon HATOC at its meeting on 1 November 2010 (Minute 5) had considered a report of the Area Engineer (East) (EEC/10/207/HQ), on a request from the local member, on the possibility of reducing the current speed limit on the A3052 in the vicinity of the Cat and Fiddle Residential Park at Clyst St Mary to 40 mph. Arising therefrom the Committee was also minded to seek a reduction in the speed limit to 40 mph from Clyst St Mary to Goosemoor, Newton Poppleford.

The Cabinet further noted that, as the proposal would be an exception to the Council's existing policy, which the HATOC was unable to determine, the matter stood referred to Cabinet for determination.

It was MOVED by Councillor Hughes, SECONDED by Councillor Clatworthy and RESOLVED that, there being no justification for a departure from current policy, the Cabinet accept the advice of the Executive Director of Environment, Economy Culture that there should be no change to the existing 50 mph speed limit on the A3052 in the vicinity of the Cat and Fiddle residential park nor should there be any change to the speed limit on the route through to Goosemoor, Newton Poppleford.

Electoral Division: Broadclyst and Whimble