

Church Hill, Pinhoe, Exeter

Report of the Head of Highways, Capital 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) the results of traffic speed survey be noted; and**
- (b) a traffic calming/junction realignment scheme incorporating improved pedestrian and cycle safety measures be progressed when funding through development is identified.**

1. Summary

The purpose of this report is to update the committee on the results of traffic speed data, collected between 25 April and 5 May 2014, in response to safety concerns of local residents that Church Hill is being used by commuter traffic which is perceived to be travelling at speeds exceeding the 20mph speed limit.

2. Background

The local Ward Member attended the meeting of this Committee on 22 April 2014, in accordance with Standing Order 25(2), and spoke to this item, circulating information relating to resident's concerns including the effects of increased traffic on Church Hill, the poor condition of the road and associated safety issues for pedestrians and cyclists.

The need for a safety review, to include consideration through the Speed Complaint Action Review Forum (SCARF) process was identified.

The purpose of the SCARF procedure is to provide a process for managing non compliant speeding problems and associated road safety issues.

- To maintain safety for road users.
- To provide evidence based audit trail in response to a complaint.
- To investigate complaints in a consistent manner.
- To identify appropriate speed management interventions where necessary.
- To help inform the enforcement activities of the Safety Camera Partnership.

3. Results

To facilitate the consideration of this location under the SCARF process, a speed survey was undertaken between 25 April and 5 May 2014 using a radar Speed Data Recorder (SDR). The radar device was attached to a streetlight column fronting Home Farm and recorded vehicle speeds in both directions continuously throughout the survey period.

The average daily flow of traffic driving along Church Hill recorded was 1,741 vehicles with the majority of vehicles travelling between 07.00hrs and 18.00hrs, peaking at 08.00hrs and 17.00hrs.

The mean speeds per hour vary between 25.9mph and 32.1mph with 85th percentile speeds (the speed that 85% of vehicles do not exceed) varying between 31.8mph and 40mph.

Consideration was given to the location at a meeting of the review forum on 13 June 2014 where it was considered that the recorded speed data exceeded intervention levels and further traffic management and/or speed reducing features are required.

4. Options

Church Hill is, in places, a single lane carriageway, narrowing to approximately 3.5 metres bounded by hedgebanks and of insufficient width for two vehicles to safely pass each other. These restraints offer natural traffic calming, but by their nature are inappropriate locations for speed enforcement by the police.

The lower section of Church Hill, approaching its junction with Harrington Lane, widens to accommodate two way traffic. The SDR was located just north of this widening at a point at which vehicle speeds increased, as evidenced by the collected data.

Options identified to address vehicle speeds at this location are as follows:

1. Traffic calming features in the form of raised cushions to assist the reduction of vehicle speeds on the approach to the junction of Harrington Lane and the School crossing patrol which is situated 20 metres south of the junction;
2. Re-prioritisation of the junction arrangement, making Harrington Lane the through route, creating a 'Give-Way' for Church Hill;
3. A junction realignment comprising a mini roundabout and the provision of a safer facility for the School Crossing Patrol.

The final option would compliment proposals, currently receiving consideration, to accommodate anticipated increases in traffic flows generated by local residential and commercial developments to the east of Exeter and the construction of the Tithebarn Link Road. Measures which have been outlined for this purpose incorporate revised traffic management arrangements on B3181 including the redesign and realignment of the double mini roundabouts.

5. Financial Considerations/Recommendation

The sequence of options, above, reflects the priority and value of the remedial work, the cheapest and most easily achieved solution being the first listed. For the reasons given, it is proposed that option 3 be pursued, when a source of funding is identified, as being the most suited to providing pedestrian and cycle safety.

There is little prospect of Local Transport Plan funding for this type of scheme in the foreseeable future, and funding through development with an impact on the locality is the only realistic way to progress such a scheme.

Proposals for residential development at Home Farm, Church Hill would require the inclusion of traffic calming, but it is unlikely that this would be a priority for the limited section 106 funding from this development should it get permission.

6. Sustainability Considerations

The scheme is expected to improve pedestrian and cycle safety by reducing potential for vehicle conflicts and collisions at this junction.

Evidence suggests that the proposed traffic management changes to provide a narrower crossing point for pedestrians is an appropriate measure, taking into account the vehicle numbers, pedestrian/cycle movements and safety concerns in the area.

7. Carbon Impact Considerations

The proposals should have a positive impact by encouraging more children to walk to school and helping to reduce levels of car use and HGVs through a residential area.

8. Equality Considerations

No new policies are being recommended in this report. The improvements are anticipated to improve safety and accessibility for all road users. No adverse impacts on any particular group are therefore expected.

9. Legal Considerations

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

10. Risk Management Considerations

This proposal will be fully assessed as part of the design process and all necessary action will be taken to safeguard the Council's position.

11. Public Health Impact

The scheme will have a positive public health impact by improving safety and encouraging more children to walk to school. Pinhoe Primary School has a high proportion of children dropped off by car and it is anticipated that this scheme will make the routes to school more attractive on foot/by cycle, thereby promoting more healthier modes of travel.

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Electoral Division: Pinhoe & Mincinglake

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Ref.
1. HATOC Report	22 April 2014	Item *58

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sc/cr/church hill pinhoe
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