

Casualty Severity Reduction Scheme – A381 Halwell to Totnes

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 the scheme for the A381 Halwell to Totnes is approved at a cost of £33,000.

1. Summary

A study of the A381 between Halwell and Totnes has been undertaken following analysis of collisions and casualties that have occurred in the period January 2006 to December 2008. Design has taken place over a 2 year period to enable the scheme to conform to a new signing and lining methodology "Toolkit" developed for the County Council by consultants Jacobs. Details of the Toolkit are available as a part of the A379 Yealmpton to Modbury report also presented at this Committee.

The study has recommended several changes to signing and lining along the route in line with the Toolkit and the extent of the scheme is illustrated in Plans 1 and 2 appended to this report. Plan 1 shows the casualties which initially identified the scheme for remedial action and Plan 2 shows the most up to date three year casualty record available.

2. Background/Introduction

A recent study of the 99 worst performing roads within Devon in terms of vehicle collisions has identified the A381 between the Redworth Junction in Totnes and Churchstow as being the 9th worst performing. The section of the A381 between Totnes and Halwell forms a significant portion of this route.

In the period 1 January 2006 to 21 December 2008 a total of 17 collisions were recorded on this part of the network. There were 21 casualties associated with those collisions. By implementing changes to the current signing and lining along the route it is estimated that 5 collisions and 6 casualties could be saved over a similar three year period.

Continued monitoring over the three year period 1 January 2008 to 21 December 2010 has indicated that 14 collisions have occurred resulting in 21 casualties.

3. Proposal

The scheme has examined collision records, highway geometry and condition factors along the A381 between Halwell and Totnes, a distance of over five miles. The study involved a site survey of the entire length of road concerned. Recommendations include the removal of 38 sign assemblies, installation of signs at 76 locations and installation of a solid white line system along part of the route to discourage overtaking on bends and their approaches. Full details of the scheme can be seen on plans that will be tabled at the HATOC meeting.

4. Financial Considerations

The overall cost of the route study scheme is £33,000. Approximately 50% of the costs involved have been incurred in the production of the route study by Jacobs. The DfT annual report, "Reported Road Casualties in Great Britain: 2010" states that an average value of all severity collisions is £68,320. In this case a saving of 5 collisions will provide an economic rate of return (ERR) of 345%.

5. Sustainability Considerations

The scheme is proposed in order to save collisions and casualties occurring on the main road highway network in this locality. Savings to the community will be considerable in economic and social terms and contribute significantly to sustainability of resources.

6. Carbon Impact Considerations

Reduction in collisions will have a beneficial effect on carbon impact by reducing the resource needed to attend on such collisions and casualties.

7. Equality Considerations

There are no known equality issues.

8. Legal Considerations

The Highway Authority has a Statutory Duty imposed by Section 39 of the Road Traffic Act 1988 to investigate the causes of collisions and to take measures to both reduce and prevent collisions.

9. Risk Management Considerations

The risk to the County Council by not undertaking this scheme is that it will not meet its Statutory Duty under Section 30 of the Road Traffic Act 1988.

10. Options/Alternatives

The option of leaving the status quo is not acceptable due to the Highway Authority's Statutory Duty.

11. Reason for Recommendation/Conclusion

The recommendations are made following a detailed study of the collision records and highway geometry and condition.

Lester Willmington
Head of Highways and Traffic Management

Electoral Divisions: Thurlestone, Salcombe & Allington and Totnes Rural

Local Government Act 1972: List of Background Papers

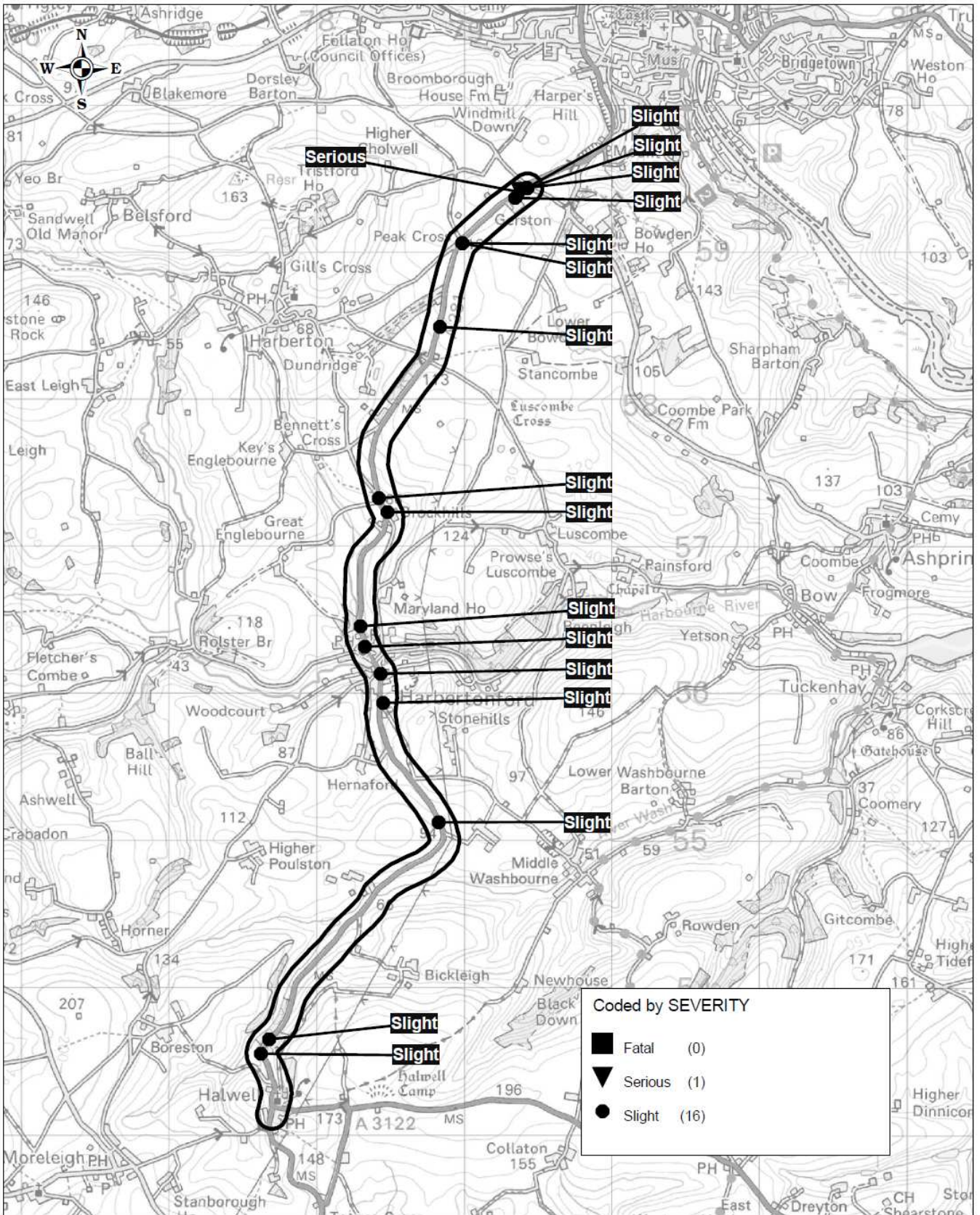
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Background Paper	Date	File Reference
1. Collision Cluster Review 2009	April – May 2009	
2. Route Studies Toolkit	June 2011	B2300006/C.06a/0002 revP1

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sc/cr/casualty severity reduction A381 Halwell to Totnes
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Plan 1: Injury Collisions 2006-2008

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