

A380 Telegraph Hill – removal of slip lane

Report of the Head of Highways and Traffic Management

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

Recommendation: It is recommended that:

- (i) the scheme shown on attached plan no. A12003/001A be approved at an estimated cost of £45,000;
- (ii) a traffic regulation order to prohibit access to the slip lane, with exemptions for authorised vehicles, be advertised and made and sealed if no objections are received.

1. Summary

This report seeks approval to a proposed scheme to improve road safety and reduce the number of collisions by removing a redundant slip lane on the A380 at Telegraph Hill.

2. Background/Introduction

An analysis of collision data for the A380 at Telegraph Hill has indicated that during the four year period 2009 to 2012 there were a total of eight reported personal injury road traffic collisions involving vehicles turning right into the slip lane linking the uphill (Newton Abbot bound) carriageway with the downhill (Exeter bound) carriageway. Three of these involved serious injury. The slip lane was originally provided to allow access from the A380 to Old Haldon Hill. This arrangement, where a slip road is accessed from the offside (fast lane) of a main carriageway, is historic and no longer meets current design standards. It involves a potentially hazardous manoeuvre, both when exiting the uphill carriageway with following traffic and when entering the 'fast' lane of the downhill carriageway at the far end of the slip lane. As an alternative access to Old Haldon Hill has now been provided via the Haldon Chalets overbridge, it is considered that the slip lane should now be closed to general traffic on the grounds of road safety.

3. Proposals

The attached plan no. C11035/2 shows the proposed scheme, which involves the removal of the uphill deceleration lane. The link road will remain as it will still be required for winter maintenance operations and for police emergency use in the event of road closures, for example during severe snow conditions. In order to prevent unauthorised use, access to the lane will be controlled by means of a gate. A traffic regulation order will be required to enforce the restrictions.

4. Financial Considerations

The total estimated cost of the scheme is £45,000 and funding has been identified in the 2013/14 Local Transport Plan Casualty and Severity Reduction (Market and Coastal Towns) programme.

5. Sustainability Considerations

The proposals will have neutral sustainability impact.

6. Carbon Impact Considerations

The proposals will involve slightly increased travel distance for vehicles accessing Old Haldon Hill.

7. Equality Considerations

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

8. Legal Considerations

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

9. Risk Management Considerations

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

10. Public Health Impact

The scheme will have a positive public health impact by reducing the number, and severity, of road traffic collisions in the vicinity.

11. Options/Alternatives Investigated

The option of total removal of the link road was considered, but this arrangement would not facilitate winter maintenance arrangements or emergency use during road closures.

12. Reason for Recommendation/Conclusion

The proposed scheme will help to fulfil the County Council's statutory duty to promote road safety by reducing the number and severity of road traffic collisions.

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Head of Highways and Traffic Management

Electoral Division: Exminster & Kenton

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Reference
None		

ro050213tnh
sc/cr/A380 telegraph hill removal of slip lane
02 hq 060213

