

## **A380 Telegraph Hill Lane Configuration and A38 Shell Garage On-Slip at Splatford Split**

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 justification for retention of the 3 lane section of the A380 Telegraph Hill be noted;**
- (b) the response received from the Highways Agency regarding the A38 at Splatford split be noted.**

### **1. Background/Introduction**

At a special Teignbridge HATOC meeting, held on 4 February 2014, to consider the removal of the slip lane and median crossover on the A380 Telegraph Hill, two issues were raised in connection with concerns expressed over the safety of current operating conditions.

These were:

- A. The ongoing justification for maintaining 3 lanes on Telegraph Hill and the effect of the 3 to 2 merge near to the crest of the hill with regard to the safety of traffic.
- B. To liaise with Highways Agency to obtain a statement about the safety of the A38 Splatford Split interchange and in particular the ongoing operation of the on-slip from the Shell Garage filling station.

### **2. Proposal**

#### **A. A380 Telegraph Hill Lane Configuration**

The 3 lane section of the A380 Telegraph Hill, which runs from Splatford Split to the Haldon Chalets junction to the southwest, has been in full operation since the completion of the A38 Devon Expressway and A380 interchange in the mid 1970s.

Telegraph Hill and Haldon Hill present the road user, travelling south of Bristol on the M5/A38/A380, with the first hills of any significant gradient for over 80 miles. Both hills rise to heights of over 200 metres with gradients varying between 1 in 10 and 1 in 20 over lengths of 1.5km and 2km respectively.

To avoid the adverse effects of slow moving vehicles negotiating the hills and backing-up traffic through the carriageway split at the Splatford interchange, an additional slow/crawler lane was introduced on both Haldon Hill and Telegraph Hill. These have proven to be very effective over the last 39 years in keeping traffic flowing especially during the daily peak periods and during the summer holiday season.

The 3 to 2 lane merge at the approach to the crest of Telegraph Hill is well signed and understood by drivers as the current collision data indicates. Over the last 5 year period

there has only been one recorded collision in that section of carriageway involving a single vehicle travelling at speed in wet weather conditions. It should also be noted that the 3 lane section aids capacity as well as safety.

Based upon the current safety benefits that the third lane provides for users of Telegraph Hill there is no justifiable reason for making any changes to the existing layout.

## **B. A38 Shell Garage On-Slip at the Splatford Split Interchange**

In consultation with officers from the Highways Agency, a statement has been received which provides the following information:

From: Steve Hellier  
South West Route Based Strategy Lead: Highways Agency  
To: Malcolm James  
Safer Travel Programme Officer: Devon County Council  
Date: 18 February 2014

**Statement:** As you will be aware the section of the A38 route between the end of the M5 and the Splatford Split junction is one of the busiest sections of the strategic road network (SRN) in Devon and Cornwall carrying around 70,000 vehicles on an average day rising to some 80,000 vehicles per day in August.

Eastbound: The Agency is constructing an additional lane for traffic merging with the A38 from the A380. This will increase the capacity of the network in this area and will result in the improved flow of traffic and reduced conflicts between merging traffic streams. The proposals achieve wider benefits in supporting growth in the surrounding area. Further details can be found at <http://www.highways.gov.uk/roads/road-projects/a38-a380-splatford-split-additional-lane/>

Westbound: The westbound approach is the subject of an ongoing safety review which has considered the collision history, traffic flows, and current signing. This has concluded that collisions involving lane changes, merges, and shunts are likely to be resulting from a combination of merging traffic from the garage forecourt and the Kennford westbound on-slip, both of which are relatively close to the A380/A38 split, and driver indecision as to which lane to select approaching that split. As a result we are prioritising the development of a low cost safety scheme which would see the provision of additional signs warning of traffic merging from the left and additional lane destination road markings to give motorists early advance notice of the road layout ahead.

Finally you may be aware that the Agency is currently developing Route Based Strategies (RBS) for the entire SRN. Stage 1 of the RBS included evidence gathering and involved stakeholder workshops which were held in October last year and I can confirm the Splatford Split junction was identified by many at the Exeter workshop as a challenging area. We are currently inviting comments on the draft evidence reports from stakeholders before we publish the final Stage 1 reports later in Spring 2014.

After publication of the evidence reports we will move into Stage 2 of the RBS which will identify the priority challenges and opportunities for each route and where appropriate explore potential solutions. Stage 2 is due to start around May 2014 and we expect to publish the final Stage 2 reports in Spring 2015.

Below is a link to the Stage 1 South West Peninsula report and Technical Annex for your information.

<http://assets.highways.gov.uk/our-road-network/route-based-strategies/Southwest%20Peninsula.pdf>  
<http://assets.highways.gov.uk/our-road-network/route-based-strategies/Southwest%20Peninsula%20ANNEX.pdf>

### **3. Financial Considerations**

There are no costs that Devon County Council will be required to fund in connection with the information contained within this report.

### **4. Sustainability Considerations**

There are no sustainability considerations that Devon County Council will be required to take account of in connection with the information contained within this report.

### **5. Carbon Considerations**

The proposal to maintain the current 3-lane configuration will not increase the output of carbon emissions.

### **6. Equality Considerations**

No new policies are being recommended in this report as it maintains the current situation for those areas which Devon County Council is responsible and therefore an Equality Impact and Needs Assessment is not considered necessary.

### **7. Legal Considerations**

The lawful implications/consequences of the proposals have 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 have been taken to safeguard the Council's position.

### **9. Public Health Impact**

The scheme will have a positive public health impact in helping to reduce the potential for the number and severity of road traffic collisions in the vicinity.

### **10. Options/Alternatives Investigated**

The option of the removal of the third lane on the uphill section of Telegraph Hill was considered, but this arrangement would lead to slower traffic, greater congestion, higher pollution and the potential for road traffic collisions and hence a reduction in road safety.

### **11. Reason for Recommendation/Conclusion**

The proposal to maintain the current third lane on the uphill section of Telegraph Hill helps to maintain and fulfil the County Councils statutory duty to promote safety by reducing the number and severity of road traffic collisions.

David Whitton  
Head of Highways, Capital Development and Waste

## **Electoral Division: Exminster & Kenton**

### Local Government Act 1972: List of Background Papers

Contact for enquiries: Peter J R Brunt

Room No: Ryefields, Avery Hill, Kingsteignton, Devon, TQ12 3QG

Tel No: 01392 380193

Background Paper	Date	File Ref.
------------------	------	-----------

None

pb240214tnh  
sc/cr/A380 Telegraph hill A38 shell garage spaltford split  
03 050314