

A381 at Bishopsteignton: Investigation into Extension of 40mph Speed Limit Beyond the Bends at Wear Barton

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 contents of the report detailing speed and collision data and is noted; and
- (b) no further action is required.

1. Background

At its meeting on 3 July 2014, when considering HCW/14/55 Proposed 30 and 40mph Speed limit, various Roads Bishopsteignton and Teignmouth, Teignbridge HATOC **RESOLVED** that officers further investigate extending the 40mph speed limit beyond the bends at Wear Farm and report back.

2. Results of Investigation

The investigation has utilised the most up to date Police collision data available but no new traffic surveys were commissioned. No collisions have been reported by the Police on this section of the A381 or the new 40mph section since the HATOC on 3 July 2014.

The length of the A381 between the Bishopsteignton nameplate at Newton Road and its junction with the A380 at the Ware Barton Roundabout is approximately 1,300 metres in length. The most recent speed data available on this section of road, taken in the National Speed Limit to the west of the new 40mph speed limit, indicated that average speeds were in the region of 32mph with the speed at which 85% of drivers travel at or below at 36 mph. The road is unlit, bendy in character, bounded by high hedge banks and has no direct frontage development.

In the 5 years to 31 December 2013 there had been 8 injury collisions reported to the Police on this section of the A381. Seven were classed as slight and one as serious. The police reports indicate that inappropriate speed was a factor in 2 of the collisions.

For comparison purposes the recently introduced 40mph section of the A381 is 1,200m in length and was introduced at a point where frontage development at the start of the village is visible to create a logical gateway to the community. The most recent speed data available, taken to the east of the Forder Lane junction indicated that average speeds were in the region of 31 mph with the speed at which 85% of drivers travel at or below at 35 mph. The road has sections of street lighting, a more open and straighter alignment, includes some frontage development and the junction of one of the main roads into the village.

In the 5 years to 31 December 2013 there had been 11 injury collisions reported to the Police on this section of the A381. 9 were classed as slight and 2 as serious. The Police reports indicate that inappropriate speed was a factor in 4 of the collisions.

Locations and severity of the collisions referred to can be seen in Appendix I.

Speed Limit Policy

Devon County Council's Speed Limit Policy is that the default speed limit within communities should be 30mph and that the National Speed Limit should apply between communities. Whilst this reflects the national position it is particularly relevant in Devon where many of the roads are rural in nature with limited scope to mount repeater posts.

Installation and maintenance of repeater plates on rural roads requires expensive traffic management to protect staff and the public and when the posts become overgrown they are often damaged or removed when landowners cut the hedges which also damages the blades of the cutting equipment.

On roads where speeds are already known to be lower than the national limit, erecting signs confirming this not only increases the maintenance burden on the County Council and landowners but would be likely to have little or no effect.

40mph speed limits can be considered outside of 30mph speed limits where there is a significant speed related collision history. As referred to above, the recently introduced 40mph speed limit on the A381 provides a logical gateway at the start of the settlement and covers a section of road with a higher casualty history where signing could be effectively erected and maintained.

3. Financial Considerations

There are no financial implications arising from the recommendation.

4. Environmental Impact Considerations

There are no environmental impacts arising from the recommendation.

5. Equality Considerations

There are no equality considerations impacts arising from the recommendation.

6. Legal Considerations

There are no specific legal considerations arising from the recommendation.

7. Risk Management Considerations

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

No risks have been identified.

8. Reasons for Recommendations

The recommendation complies with the County Council's Speed Limit policy and avoids additional maintenance expenditure.

David Whitton
Head of Highways, Capital Development and Waste

Electoral Division: Teign Estuary

Local Government Act 1972: List of Background Papers

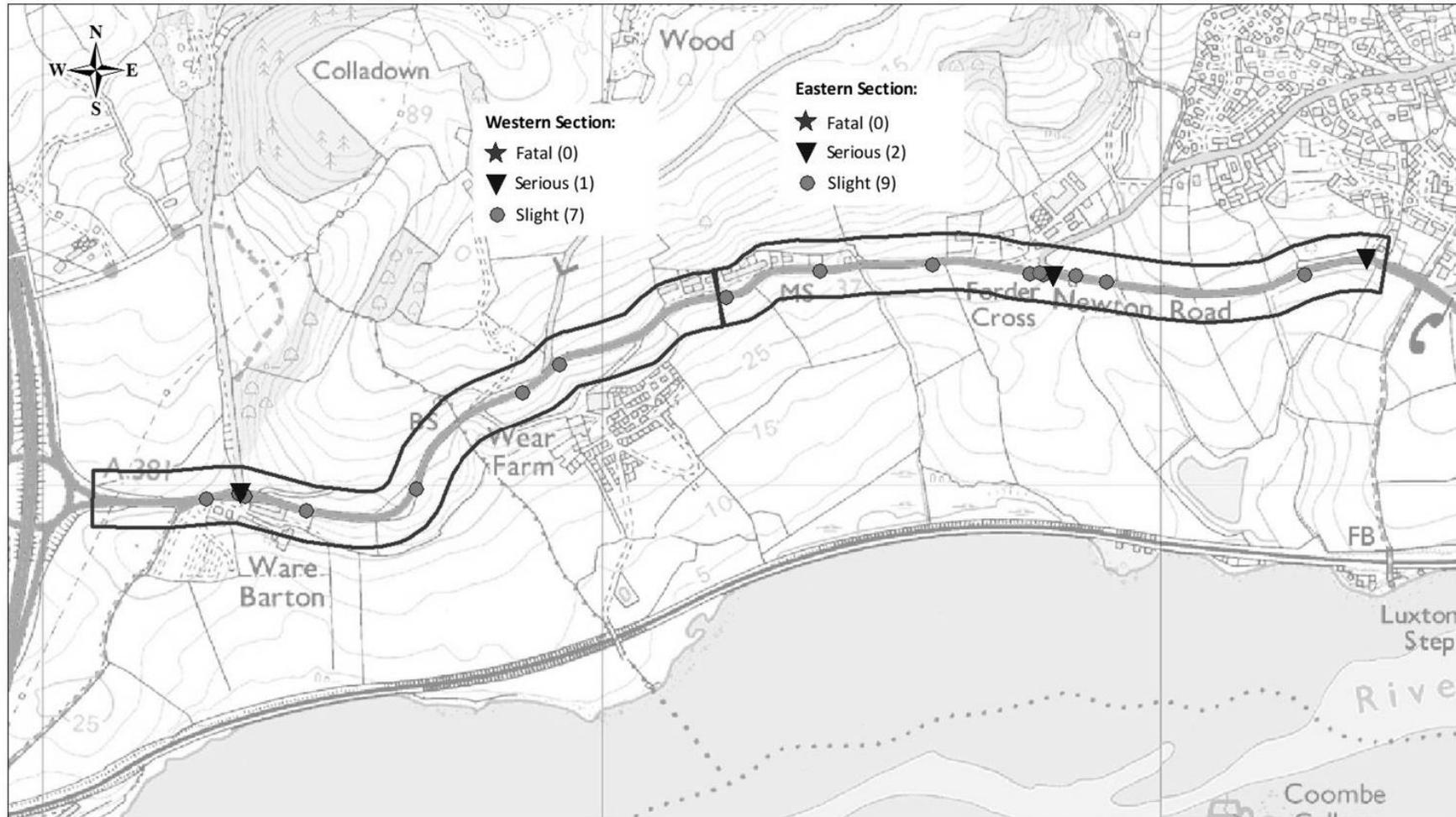
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Background Paper	Date	File Ref.
None		

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A381 Ware Barton to Bishopsteignton

This data covers injury collisions reported to/recorded by the Police
between dates 01/01/2009 and 31/12/2013

SCALE	1 : 9500
DATE	10/03/2015
DRAWING No.	
DRAWN BY	MW