

Manteo Way, Bideford

Report of the Head of Highways, Capital Development and Waste

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

Recommendation: It is recommended that a further speed survey is undertaken the results of which to be reported to the next Speed Compliance Action Review Forum (SCARF) meeting so as to determine the most appropriate course of action to be taken.

1. Summary

The report summarises the investigations undertaken to determine the most appropriate course of action to be followed to verify the extent and severity of the reported speeding problems associated with Manteno Way, Bideford.

2. Background

Manteo Way, also known as The East the Water Link Road, was built to enable both a business and residential link to the east part of Bideford circa 2000. It also serves as a suitable alternative diversion route when roadworks are taking place on Torrington Lane (C470) which prior to Manteo Way's construction was the sole access to East the Water.

Manteo Way is currently the main feeder road to one adopted estate and there is a further estate currently under construction (Watkins Way). In addition to this there is a Tesco's store directly adjacent to the road. The road is on a bus route.

Further residential development is planned adjacent to the road, with a roundabout about half way along its length.

3. Investigations

Previous speed surveys show speeds to be generally compliant with the 30 mph speed limit with only occasional non-compliance. The road is not suitable for the introduction of a 20 mph speed limit as it does not meet Devon County Council's current policy criteria. Due to the nature of the road any reduction in the speed limit would not be self-enforcing and would likely lead to more instances of non-compliance than already exist.

In the past five years (2010 to 2014) there have been two injury collisions reported to/recorded by the Police on Manteo Way between the junctions of Mines Road and the A386. One of these collisions involved a car and pedestrian, the other involved a bus and light goods vehicle.

2015 collision data is yet to be fully collected, verified and validated by the Department for Transport; it is due for release in May 2016.

The bus stop outside Biddiblack Way does occasionally cause minor tailbacks as the bus does have to wait against a central island. This however would be similar to a bus stopping at any bus stop on a busy road where vehicles would be unable to pass due to traffic coming in the opposite direction and is in itself, causing minor tailbacks.

4. Proposal

It is proposed that that further hand held speed surveys are undertaken to ascertain up-to-date vehicle speed data that can accurately be analysed.

It is also proposed that the results of the speed data are presented to the next SCARF (Speed Compliance Action Review Forum) meeting in association with the Police and DCC's Road Safety Officers to analyse and interpret the results of the data along with the accident history to ascertain the most appropriate action to be taken, if deemed appropriate.

5. Financial Considerations

The speed survey will be funded from existing revenue budgets.

6. Legal Considerations

There are no lawful implications/consequences in connection with undertaking an additional speed survey

7. Risk Management Considerations

This proposal will need to be assessed and all necessary safeguards or action will need to be taken/included to safeguard the Council's position.

8. Public Health Impact

The proposal to carry out further vehicular speed checks in Manteo Way, Bideford is designed to help make Devon a place to be Safe and Naturally Active in a sustainable and low carbon environment.

9. Options/Alternatives

Options for intervention will be considered by the SCARF meeting with the benefit of the speed and casualty data.

10. Reason for Recommendation/Conclusion

The proposal to carry out further speed checks in Manteo Way, Bideford is to investigate the extent of the expressed safety concerns to both pedestrian and other vehicles due inappropriate vehicle speeds and to determine the most appropriate solution.

David Whitton
Head of Highways, Capital Development and Waste

Electoral Division: Bideford East

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Reference
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None		
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pb150915torh
sc/cr/manteo way bideford
03 300915

Collisions between dates 01/01/2010 and 31/12/2014 - (60) months

Notes:

; Refined using Accidents within selected Polygons - 2015 Data Requests _September
 ("15_09_04_DCC Simon Phillips Manteo Way Bideford")

Police Ref.	Date	Time	Day	Veh No / Type	Manoeuvre	Direction	Casualty Info
Severity	Rd cond	Weather					
Road No.	Speed	Darkness / Light					
Grid Ref.	Location Description						

LAYOUT

ACCOUNT OF COLLISION

Selected Polygon: 15_09_04_DCC Simon Phillips Manteo Way Bideford

14CD2E006 05/08/2014 1545 hrs Tuesday Veh 1 Car Going ahead N - S Casualty: Slight Ped
Slight Dry Fine without high winds
U 30 mph Daylight
E 246,422 BIDEFORD - MANTEO WAY
N 126,606

CAS1 HAS STEPPED OFF OF THE KERB AND INTO THE PATH OF VEH1. VEH1 CLIPS CAS WITH WING MIRROR.

12CD2E002 09/02/2012 1415 hrs Thursday Veh 2 Bus/coach Going ahead N - S Casualty: Slight Seat
Serious Dry Fine without high winds Veh 2 Bus/coach Going ahead N - S Casualty: Serious Seat
C 478 30 mph Daylight: street lights present Veh 1 Goods <3.5T/ van Starting E - N Casualty:
E 246,349 BIDEFORD - A386 OLD BARNSTAPLE
N 126,775 ROAD JMW MONTEO WAY

VEH1 TRAVELLING ALONG MONTEO WAY APPROACHING GIVE WAY JMW OLD BARNSTAPLE ROAD - VEH2 TRAVELLING ALONG OLD BARNSTAPLE ROAD APPROACHING JMW MONTEO WAY- VEH1 STARTED, STOPPED AND THEN STARTED TO PULL OUT OF JUNCTION - VEH2 BRAKED HEAVILY IN ORDER TO AVOID A COLLISION - DRIVER OF VEH1 GESTICULATED AND DROVE OFF.

This information is provided by Devon & Cornwall Police. It includes collisions recorded by the Police that occurred on a highway, involved one or more vehicles and human death or personal injury. It only includes collisions that were notified to the Police within 30 days of occurrence. While every reasonable effort is made to ensure that the information provided is correct, no guarantees for the accuracy of information are made.

