

C474 Whitchurch Road, Tavistock

Report of the Area Engineer (South)

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

Recommendation: It is recommended that the report be noted.

1. Summary

HATOC requested this report be prepared following safety concerns raised by Tavistock Town Council, Horrbridge Parish Council, Plasterdown Grouped Parish Council and others. The report examines the available data regarding speed and collisions on the C474 Whitchurch Road between Tavistock and Horrbridge.

2. Background

The C474 runs from the A386 Dolvin Road Roundabout in Tavistock to the junction with the C647 Walkhampton Road in Horrbridge. The road varies along its 6.1 km length from urban residential in Tavistock (see plan I/SH/0739) to rural between Tavistock and Horrbridge (see plan I/SH/0738).

The residential section has street lighting and private gardens and driveways meet the road, and several sections have on street parking requiring vehicles to 'give and take'.

Between Whitchurch and Horrbridge the road is more rural, bounded on both sides by farm land. There are some long straights and sharp bends. There are clusters of houses at Grenofen and Sortridge.

As the road descends into Horrbridge, it becomes more urban with private houses on either side and a return to on street parking.

3 Analysis of Collision and Speed Data

The collision data between 2004 and 2009 has been reviewed.

At Anderton Lane junction and Pixon Lane junction there are a small number of injury collisions, but there is no obvious treatable pattern and at present these junctions are not identified as sites of significant concern.

Between Pixon Lane and Anderton Lane (excluding these two junctions) a review of injury collisions has indicated an increase in 2007 and 2008 compared to previous years (see table 1). Data so far available for 2009 indicates this may have reduced to previous levels.

Between the residential start of Tavistock and Horrbridge whilst there is no significant injury collision trend at the rural gateway, there was near Sortridge (see table 2).

Collision data for the section between Pixon Lane and Anderton Lane and for Sortridge is summarised in the following 2 tables.

Table 1. Summary of Annual Collision Data Reported to the Police between Pixon Lane and Anderton Lane (excluding these two junctions)

	Fatal	Serious	Slight	Damage Only	Total
2004					0
2005			1		1
2006			1	3	4
2007		1	2	2	5
2008		1	4	1	6
2009 to Oct			1		1
Total		2	9	6	17

The average injury collisions (excluding Pixon Lane and Anderton Lane junctions) were:

Between 2004 – 2006= 0.32 injury collisions per million vehicle km.

Between 2007 – 2008= 1.71

In 2009 to date = 0.64

In the period from 1996 to 1999 the average for the road including junctions was 0.96, and from 2000 to 2003 the average for the road including junctions was 0.50.

Whilst the collisions in 2007 and 2008 show an increase they are spread along the road and no individual cluster sites were identified. Several of these collisions appear to have random causation factors and there is no treatable pattern for these.

A few collisions at locations A, B and C on plan I/SH/0739 seem to be related to drivers failing to stop when cars are on the main road stationary waiting to turn into side roads.

Table 2. Summary of Annual Collision Data Reported to the Police near Sortridge

	Fatal	Serious	Slight	Damage Only	Total
2004	1		1		2
2005			1	1	2
2006					0
2007			1	1	2
2008			2		2
2009 to Oct			1		1
Total	1	0	6	2	9

The majority of these collisions related to young drivers losing control on the bends at Sortridge during wet road conditions ringed on plan I/SH0738. As part of the Area South programme of

regular maintenance works, the road had a new surface dressing in 2009. Recognising the injury collision trend on the bend it was also decided at that time to mark a centre line and add SLOW markings and a new double bend warning sign to highlight the bends to less experienced drivers. The site continues to be monitored and if an injury collision trend continues further measures may need to be considered.

As a result of this study and others on the A386 a young driver concern has been identified in the south part of West Devon.

Speed measurement devices were erected between the Rural Gateway and Tavistock and to the south east of Sortridge for the period 11 September to 20 September 2009. These devices recorded the speed of all vehicles as:

Table 3. Summary of Speed Measured between 11 September - 20 September 2009

	Northbound mph	Southbound mph
South of Sortridge - mean	36.5	37.5
85 th percentile	45.0	46.0
South edge of Tavistock – mean	29.5	27.5
85 th percentile	34.2	32.6

The speed measurements indicate that most drivers are not driving at excessive speed near Sortridge and that the rural gateway continues to help reduce speeds at the Whitchurch entrance to Tavistock.

4. Conclusions

An analysis of the collision data and speed for Whitchurch Road between Dolvin Road and Horrabridge identified 2 locations of concern.

The first at Sortridge has already had further measures identified and implemented as described in section 3. It continues to be monitored to see if an injury trend continues when further measures would be considered.

As a result of this study and others on the A386 it is intended to promote young driver awareness during 2010.

The sites identified at A, B and C on plan I/SH/0739 need to be investigated further as part of the 2010 casualty severity reduction review to see if further measures are required.

Speeds measured taken at the locations stated in Table 3 indicate that most drivers are not driving at excessive speed.

5. Financial Considerations

The works at Sortridge were funded from the maintenance budget as part of the planned 2009 programme. If as part of the 2010 review further measures are identified funding will be sought from the casualty severity reduction budget in 2010 or 2011.

6. Alternative Options

At Sortridge an alternative would have been to leave the highway unchanged which would have been unlikely to help reduce the number and or severity of recorded collisions.

At the locations A, B and C marked on plan I/SH/7039 alternative options will be considered when further investigation is undertaken as part of the 2010 casualty severity reduction review.

7. Sustainability Considerations

There are no sustainability considerations at this time.

8. Equality Considerations

An Equality Impact and Needs Assessment (EINA) was undertaken for the Local Transport Plan 2006-2011, which included the provision of schemes similar to the one described in this report. No negative impacts were identified.

9. Legal Considerations

There are no direct implications at this time.

Brian George

County Electoral Divisions: Tavistock and Yelverton District Council Ward: Tavistock South and Walkham

Local Government Act 1972

List of Background Papers

Contact for enquiries: Chris Watkins

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Background Paper

Date

File Ref.

None

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2 hq 010410