

## **A3052 Four Elms Hill, Newton Poppleford: Safety Review**

Report of the Chief Officer for Highways, Infrastructure 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 this report are noted;***
- (b) the proposal contained in Section 3 of this report is undertaken and that a report on the potential for amending the Double White Line System on Four Elms Hill is brought to a future meeting of this Committee.***

### **1. Background**

This report was requested by the Chair and Local Member following local concerns about the record of collisions on Four Elms Hill, and requests for a review of the double white line system.

A review of the risk ranking of Devon's A roads is undertaken on an annual basis. The review separates A Roads in the County into 144 sections that are subject to a risk ranking that considers the number of collisions; the number and severity of injuries; the volume of traffic and the length of the section.

Four Elms Hill is located within one of these sections – specifically on the A3052 to the east of Newton Poppleford (junction with the B3178) and west of The Bowd Inn (junction with the A375).

This section is listed as 79 out of 144 in terms of its countywide risk ranking (where section 1 is the worst performing and 144 the best performing). A plan of this road section showing collision locations is attached as Appendix I to this report.

Four Elms Hill has been the location for 8 injury incidents during the period 1 January 2012 to 31 December 2016. There are currently no collision clusters identified on Four Elms Hill (where a cluster is defined as 5 incidents of any severity occurring within a 30m radius over a period of 5 years). A plan of Four Elms Hill showing collision locations is attached as Appendix II to this report.

The analysis below relates to the whole of the section on which Four Elms Hill sits as shown in Appendix I.

### **2. Analysis**

#### **5 year collision data (1 January 2012 to 31 December 2016)**

A number of indicators are used when comparing collision sites and road sections. These are:

- Total number of recorded injuries: 23 Sight and 3 Serious.
- Killed and Seriously Injured (KSI) as a percentage of the total number of recorded injuries.

This was 12% compared to 22% for Rural A roads in Devon over the same 5 year period.

- Collision rate per Billion Vehicle Kilometres. (An index showing the relationship between the number of vehicles using the road each year and the number of collisions.)

This was 177 compared to 223 on Devon's A roads over the same 5 year period (The Control Group).

### **Contributory Factors**

Factors listed by the Police as contributing to collisions on this section mainly relate to the actions of drivers or riders involved in the collisions (70%) half of which (35%) specifically related to driver or rider error.

The road environment was cited as a factor in 13% of collisions – similar to control group's 12%.

This section performs better than the control group in a number of areas – these include:

- loss of control incidents
- collisions occurring in darkness
- collisions resulting in overturned vehicles
- incidents involving overtaking
- incidents involving younger drivers

The section performs worse for incidents involving:

- Older drivers (over 65 years)
- Pedestrians, (largely concentrated in Newton Poppleford village).

Collisions on this section occur all year but most commonly in August. Casualties are predominantly local and are mainly resident in the EX10 postcode area. This is also true for the road user considered by the police to be the most blameworthy party in each collision.

### **Tree canopy management**

Four Elms Hill is subject to a standard procedure for managing low hanging vegetation that may affect safety on the carriageway. When such circumstances arise officers will write to the landowner requesting action. Direct intervention will only occur where a dangerous tree is reported and, following inspection, there is thought to be a risk that the tree or a branch will fall imminently.

In 2017 there is no record of highways inspectors having noted tree issues on Four Elms Hill. This includes a visit in April 2017 by a Neighbourhood Highway Officer following an enquiry from a member of the public. A recent and planned inspection by a professional tree surveyor also identified no issues.

### **3. Review of Double White Line System**

It has been suggested that road safety on Four Elms Hill might be improved if the existing Solid White Line System, preventing overtaking, could be reviewed. The procedure for installing a Solid White Line system is set out in Chapter 5 of the Traffic Signs Manual which may be viewed by following the web-link below. As the enforcement authority for Solid White Line systems, gaining support from the Police is recommended before making any changes.

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/223667/traffic-signs-manual-chapter-05.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/223667/traffic-signs-manual-chapter-05.pdf)

An initial visual inspection of lining on the road has suggested that some changes to the lining might be appropriate. It is therefore proposed that a full survey should be undertaken to assess the matter. This will involve installing traffic control on the road to undertake the survey and to install speed detection equipment. It is anticipated that the survey will be undertaken within the first quarter of 2018 depending on the availability of road space.

#### **4. Financial Considerations**

The total costs of the survey are estimated to be in the region of £3,000 and will be funded from a Road Safety Allocation from the On-Street Parking Account.

#### **5. Environmental Impact Considerations**

The environmental effects of the scheme are thought to be neutral.

#### **6. Equality Considerations**

There are not considered to be any equality issues associated with the proposals. The impact will therefore be neutral.

#### **7. Legal Considerations**

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

#### **8. Risk Management Considerations**

The risks involved will be managed by installing appropriate traffic control when the survey is being undertaken. A Minor Schemes Safety Assessment or Road Safety Audit procedure will be undertaken before any changes to the lining are undertaken.

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

There is not considered to be any public health impact.

#### **10. Reasons for Recommendations**

The proposal will establish whether any changes are required to either ensure the existing lining system on the A3052 Four Elms Hill conforms to regulations or would improve the safety of road users.

Meg Booth  
Chief Officer for Highways, Infrastructure Development and Waste

**Electoral Division: Otter Valley**

Local Government Act 1972: List of Background Papers

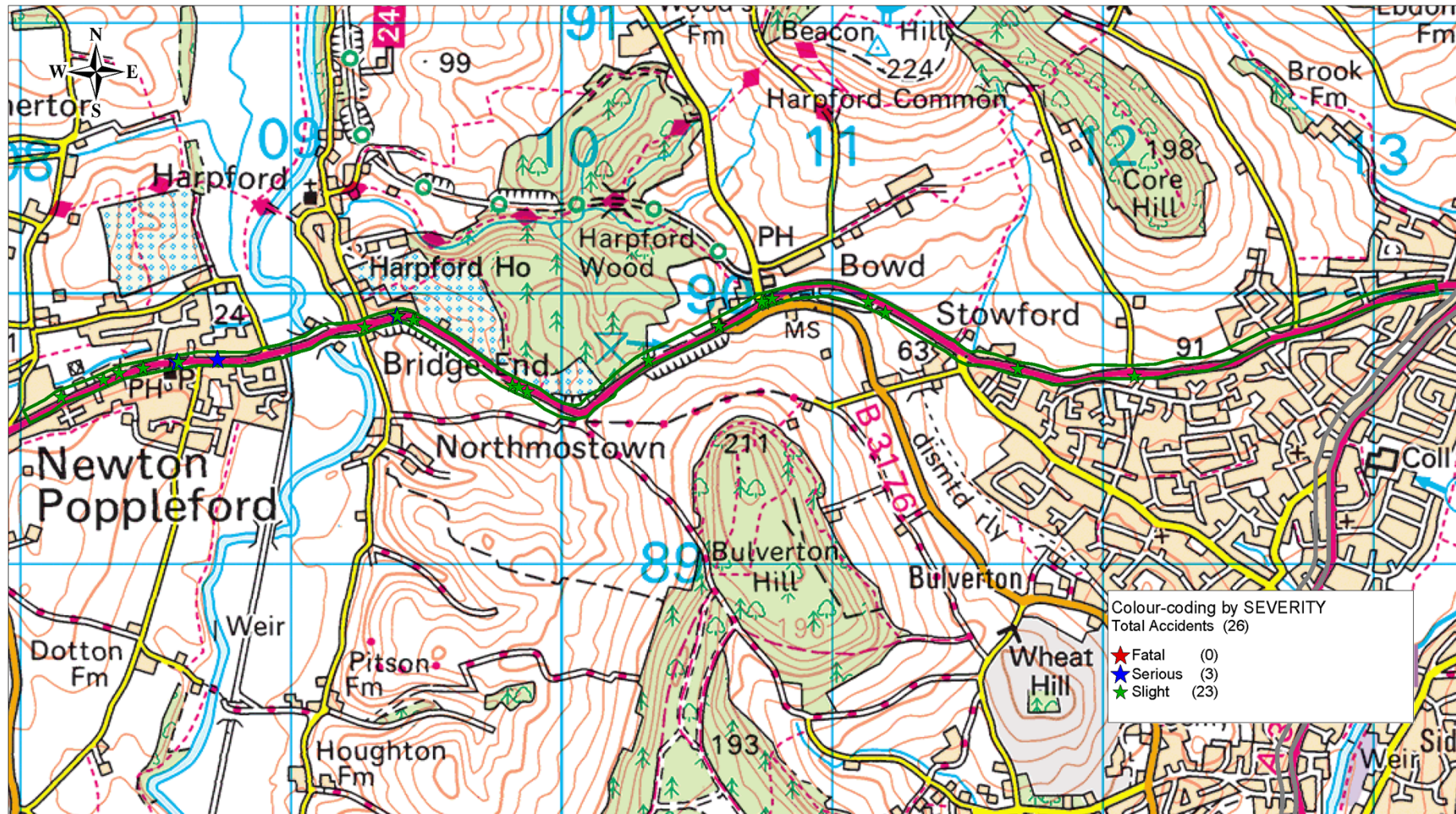
Contact for enquiries: Mike Jones

Room No: ABG, Lucombe House

Tel No: 0345 155 1004

Background Paper	Date	File Ref.
None		

mj211117edh  
sc/cr/A3052 Four Elms Hill Newton Poppleford Safety Review  
02 221117

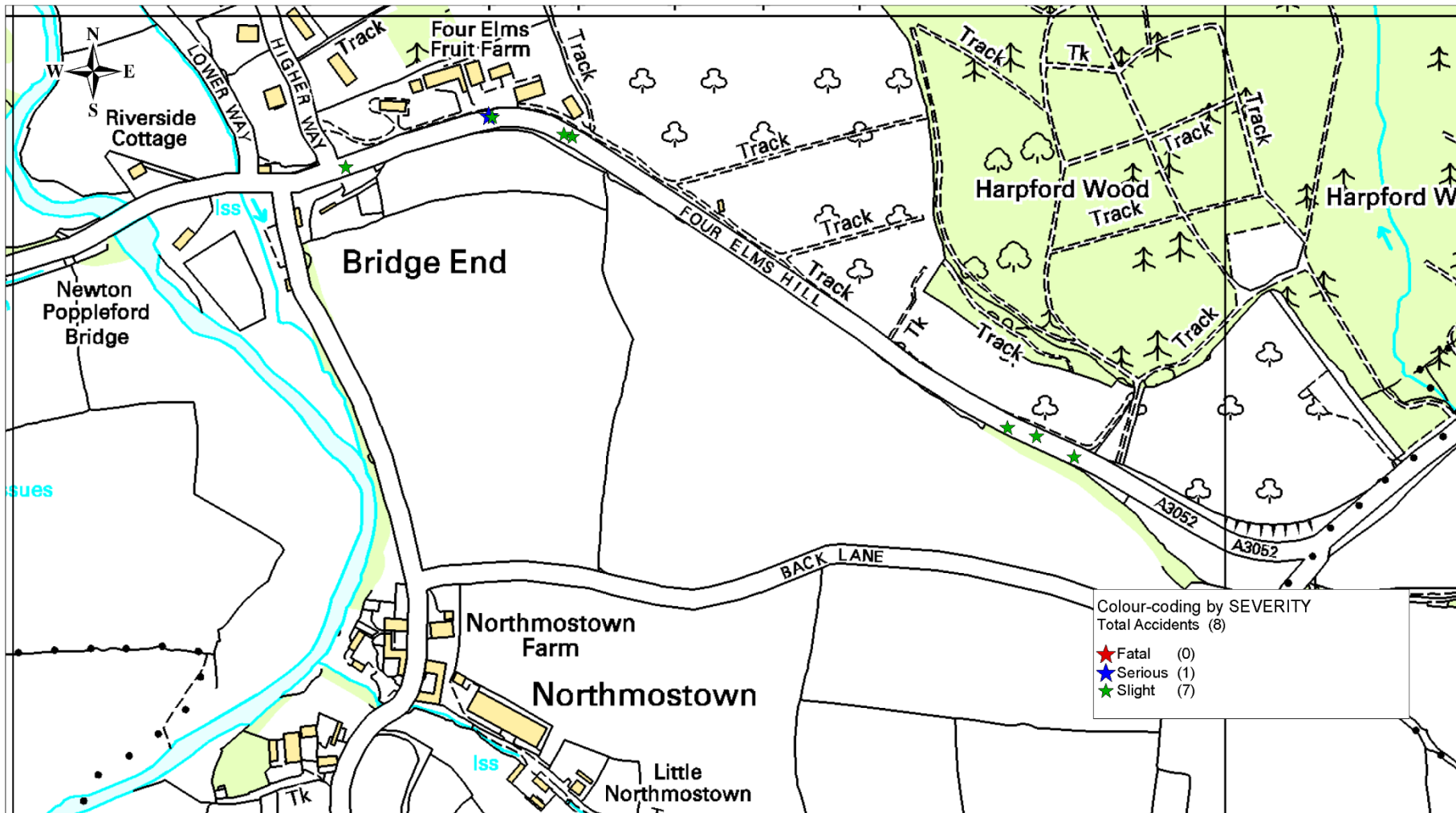


### A3052 Newton Poppleford

This data covers injury collisions reported to/recorded by the Police between dates 01/01/2012 and 31/12/2016

COLLISION MAP: [www.devonctrtraffweb.co.uk/public/collisionmap](http://www.devonctrtraffweb.co.uk/public/collisionmap)

SCALE	1 : 19662
DATE	17/11/2017
DRAWING No.	
DRAWN BY	
	Page 1 of 1



**A3052 Newton Poppleford Four Elms**

This data covers injury collisions reported to/recorded by the Police between dates 01/01/2012 and 31/12/2016

COLLISION MAP: [www.devonctravweb.co.uk/public/collisionmap](http://www.devonctravweb.co.uk/public/collisionmap)

SCALE	1 : 4380
DATE	17/11/2017
DRAWING No.	
DRAWN BY	
	Page 1 of 1