

## **Request for the introduction of highway safety measures in Colaton Raleigh**

Report of the Chief Officer for Highways, Infrastructure 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 the outcome of the Speed Compliance Action Review Forum is noted

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

The local Member has asked this Committee to consider the introduction of traffic calming measures or a length of footway south of Church Road in Colaton Raleigh.

### **2. Main Text/Proposal**

In accordance with current policy, Colaton Raleigh has a 30mph speed limit and has been the subject of reviews by the Speed Compliance Action Review Forum (SCARF), which is a joint procedure attended by representatives of the Police and Devon County Council, in 2010 and 2014.

The following speed data, collected in 2010 and 2013, was presented and considered at the forums:

	Daily Volume	Mean Speed	85 <sup>th</sup> % ile Speed
Nov 2010	4,212	25.2 mph	32.4 mph
Sept/Oct 2013	4,820	26.8 mph	32.4 mph

Casualty data is also considered by SCARF. Current data shows 2 collisions between 01/01/2012 and 31/12/2016 both of which are south of the Otter Inn. Neither incident involved pedestrians.

The conclusion of the 2010 SCARF meeting was that, at that time, there were no recorded speed related collisions, there were compliant mean and 85<sup>th</sup>%ile speeds and therefore no further action would be taken.

At the 2014 SCARF meeting, whilst the data considered was very similar, it was agreed that the carriageway lining would be altered as a part of the surface dressing programme. This was completed in 2014

During the 1990s traffic calming was introduced in Colaton Raleigh in the form of pedestrian refuge islands. These were subsequently removed following concerns being raised about vehicles passing on the wrong side of the islands when overtaking waiting buses introducing a potential risk to highway safety.

Colaton Raleigh is recorded by the Environment Agency as a historic flood site and a status of Flood Zone 2. The introduction of a kerbed footway to the south of Church Road where the stream crosses under the B3178 would be likely to increase the risk of flooding to the highway.

The B3178 forms a part of the Devon strategic highway network and therefore, due to the composition of traffic on the route, DCC would not consider vertical traffic calming in Colaton Raleigh

### **3. Options/Alternatives**

1. Note the outcome of SCARF and take no further action.
2. Accept the risk of increased flooding to the highway and pursue funding to construct a footway.
3. Accept the risk of inappropriate passing manoeuvres, previously experienced, and pursue funding to construct positive traffic calming in the form of pedestrian refuge islands.

### **4. Consultations/Representations/Technical Data**

Colaton Raleigh was considered by SCARF in 2010 and 2014. The team is normally made up of the Police Road Casualty Reduction and Traffic Management Officer (RCRO), Devon County Council Road Safety Officer and members of the Highway Team.

The process included a study of any reported collision details and an analysis of the speed data collected by a detection device located in Colaton Raleigh.

Speed data recorded between 29/10/2010 and 08/11/2010

Speed data recorded between 25/09/2013 and 04/10/2013

### **5. Financial Considerations**

A source of funding would need to be identified to introduce any traffic calming features.

### **6. Environmental Impact Considerations**

Colaton Raleigh is recorded by the Environment Agency as a historic flood site and a Flood Zone 2.

### **7. Equality Considerations**

No new policies are being recommended in this report and therefore an Equality Impact and Needs Assessment is not considered necessary.

### **8. Legal Considerations**

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

### **9. Risk Management Considerations**

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

## 10. Summary/Conclusions/Reasons for Recommendations

It is recommended that the outcome of the Speed Compliance Action Review Forum is noted and no further action is taken as the recorded speeds and collision data are within an acceptable level of compliance.

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: Tom Vaughan

Room No: Heron Road, Exeter, EX2 7LL

Tel No: 01392 383000

Background Paper	Date	File Ref.
Speed survey data 2010 and 2013	2010 and 2013	

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