

HIW/19/67

East Devon Highways and Traffic Orders Committee  
18 July 2019

## **Four Elms Hill, A3052 – Safety Review**

Report of the Chief Officer of 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) that a Traffic Regulation Order (TRO) be advertised for an extension to the 40mph speed limit on the A3052 from the Bowd to the existing 30mph limit at Newton Poppleford, as shown in Appendix I;**
- (b) subject to the results of the proposed amendment to the speed limit and consultation with Devon & Cornwall Constabulary regarding the Double White Line System that the revised road markings are implemented as detailed in Appendix II; and**
- (c) that the TRO and amendments to the road markings be funded through the On-Street Parking account at an estimated combined cost of £10,000.**

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

A previous report was brought to the committee on 30 November 2017 with a recommendation that a future report on the potential for amending the Double White Line System on the A3052 at Four Elms Hill be submitted to the committee.

The procedure for installing a Solid White Line system is set out in Chapter 5 of the Traffic Signs Manual. Following a site survey in May 2019 it has been identified that amendments can be made to the current lining arrangement, including the Double White Line System.

At the previous committee meeting on the 12 March 2019, discussion also took place on reducing the National speed limit to 40mph. Based on the results of speed surveys, collision data and Devon County Councils current speed limit policy (DTP34/05) there is scope to seek an amendment to the speed limit, subject to the necessary legal procedure associated with a TRO.

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).

In the previous 5 years (1/1/2014 to 31/12/2018) there have been 4 recorded injury collisions between Newton Poppleford and the Bowd within the area currently subject to national speed limit. The following table details how this compares with the section from Newton Poppleford to The Bowd Inn and also against rural A road collisions in Devon.

<b>Area</b>	<b>Police injury collisions in last 5 years (2014-2018)</b>	<b>Number of Speed Related Collisions based on Contributory Factor data*</b>	<b>Percentage Speed Related Collisions based on Contributory Factor data*</b>
Four Elms Hill A3052 Section	4	2	50%
A3052 Newton Poppleford to Sidford (A375 jct)	31	4	13%
<i>All DevonCC Rural A Road Collisions</i>	1,851	387	21%

*\* This is based on whether either factor 'Exceeding speed limit' or factor 'Travelling too fast for conditions' were associated with any of the parties involved. Contributory factor data is based on the opinion of the officer and therefore subjective.*

## **2. Proposal**

Devon County Councils current speed limit policy defines that 40mph speed limit can be considered outside of 30mph limits where there is a speed related casualty accident history; through departures from policy; or for transitional speed limits where communities are located closely together.

Subject to formal approval and a departure from policy, which has been agreed in principle, it is recommended that a TRO be advertised seeking to reduce the current National Speed limit on the A3052 between the existing 40mph limit at the Bowd junction and the 30mph limit at Newton Poppleford, a length of approximately 950 metres as detailed in Appendix I.

Road markings make a vital contribution to safety, for example by clearly defining the path to be followed through hazards, by separating conflicting movements and by delineating the carriageway on unlit roads at night.

In order to achieve safe and efficient operation of a highway network, it is essential that all road markings provided are necessary, clear and unambiguous, and gives its message to road users at the appropriate time.

The appropriate lane delineation road markings are based on the permanent speed limit of a road, and subject to the results of formally advertising a TRO for a 40mph speed limit amendments will be required to the warning and centre line markings adjacent to the Double White Line System.

## **3. Consultations and Representations**

The advertising of a TRO will be subject to the statutory consultation process

It is not necessary to obtain formal authorisation for extending a Double White Lines system because discretion in deciding whether to use the lines is left to traffic authorities. However, as contravention of the prohibitory line is an endorsable offence and is subject to penalty points (section 36 of the Road Traffic Act 1988) the appropriate Commissioner of Police or Chief Constable should always be consulted whenever it is proposed to install new Double White Line Systems.

#### **4. Options**

An alternative would be that the current arrangement and speed limit is maintained. The existing speed data indicates that the majority of motorists are driving at an appropriate speed, with a mean speed of 27.5mph (85<sup>th</sup> percentile of 40.5mph) uphill and a mean speed of 38.3mph (85<sup>th</sup> percentile of 45mph) downhill.

There is no legal requirement for Highway Authorities to introduce a Double White Line System where forward visibility falls below recommended thresholds and the existing warning lines indicate to motorists that the line should not be crossed or straddled unless it is safe to do so.

When setting out Double White Line Systems it is important that the marking is not used where the appropriate criteria are not satisfied, otherwise it will be brought into disrepute and eventually lose the respect of drivers.

#### **5. Financial Considerations**

Estimated cost of the proposals is £10,000 which will be funded through the road on-street parking account.

#### **6. Environmental Impact Considerations (Including Climate Change)**

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

#### **7. Equality Considerations**

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

#### **8. Legal Considerations**

When making a Traffic Regulation Order it is the County Council responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, secures the expeditious, convenient and safe movement of traffic and provision of parking facilities.

It is not necessary to obtain formal authorisation for the lines because discretion in deciding whether to use double lines or warning lines is left to traffic authorities. However, as contravention of the prohibitory line is an endorsable offence and is subject to penalty points (section 36 of the Road Traffic Act 1988) the appropriate Commissioner of Police or Chief Constable should always be consulted whenever it is proposed to install new double line markings.

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

The risks involved will be managed by installing appropriate traffic control when any road markings are amended. A Road Safety Audit procedure will be undertaken before any changes to the lining are undertaken.

## 10. Public Health Impact

There is not considered to be any public health impact.

## 11. Summary/Conclusions/Reasons for Recommendations

The recommendation is to proceed with advertising a 40mph speed limit and subsequent amendment to lining to improve safety for road users.

Meg Booth  
Chief Officer for Highways, Capital Infrastructure and Waste

### Electoral Division: Otter Valley

Local Government Act 1972: List of Background Papers

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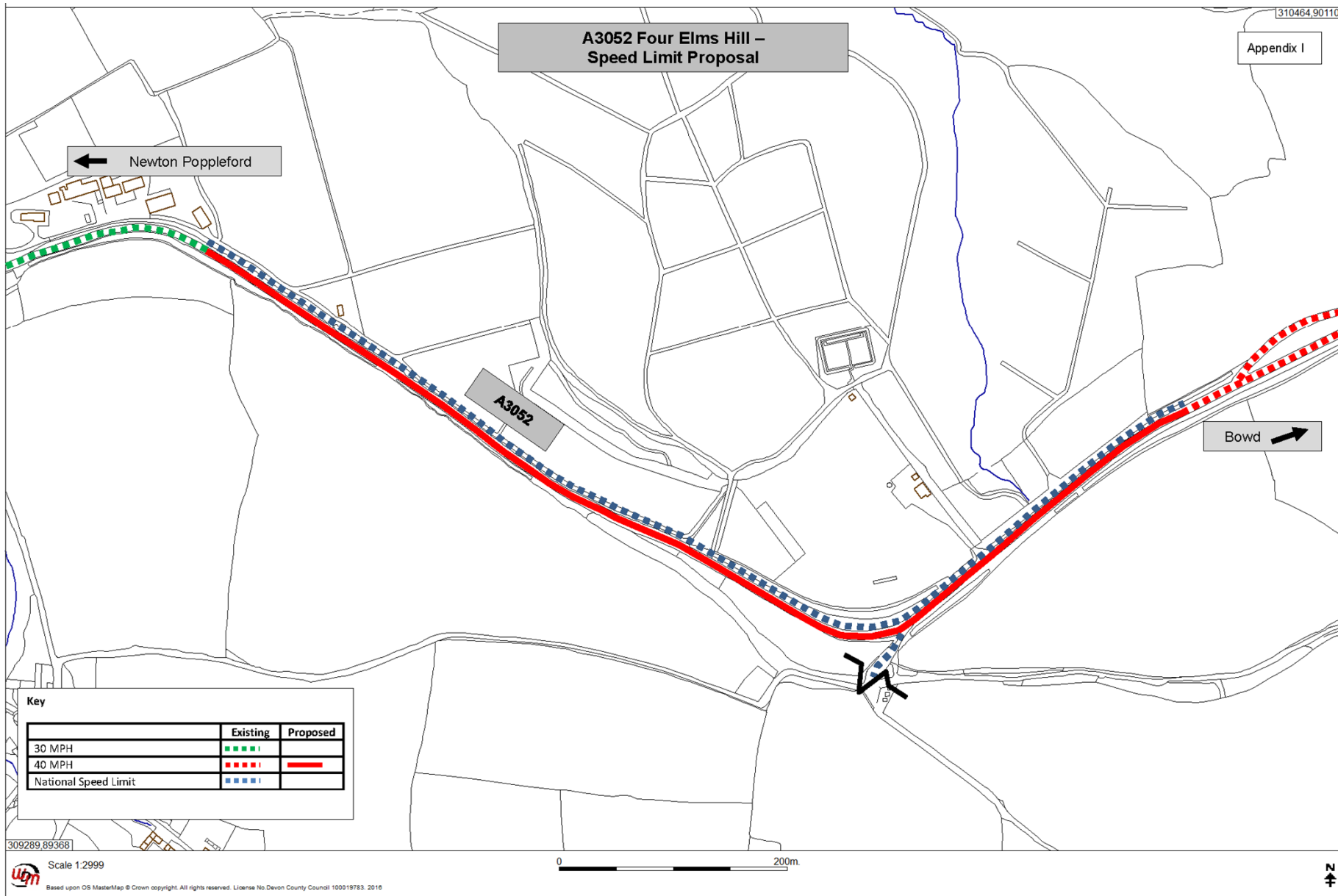
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Background Paper	Date	File Ref.
None		

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# Appendix I To HIW/19/67



# Appendix II To HIW/19/67

