

## **Safety issues - A3072 Brandis Corner**

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) Members note the contents of this report;**
- (b) Subject to funding being identified the actions identified in section 3 of this report be undertaken.**

### **1. Introduction**

At the meeting of this Committee on 8 October 2019 it was resolved that a Report be circulated to Members and, if necessary, consideration be given to convening a special meeting of this Committee to consider the safety issues at Brandis Corner relating to poor visibility which had led to incidents and near misses.

### **2. Background**

Brandis corner is a junction in Bradford and Cookworthy Parish where the C462 from Holemoor meets the A3072 running between Highampton and Holsworthy. The Bickford Arms lies to the west of the junction, the Old Post Office to the east, and Bickford Cottage and a row of storage buildings to the south.

Devon County Council carries out an annual Collisions cluster review, in 2019 the criteria used was five reported injury collisions in a 30m radius in the last five years of validated data (2014-2018).

The 2019 review identified 78 clusters in Devon, 8 of which were on the Highways England network and discounted. The clusters are analysed and prioritised by the number of collisions and their severity. These cluster sites are the sites Devon County will promote for road safety improvements when finance becomes available. Brandis Corner had two reported slight injury collisions during this period.

Following the request for a report the site was visited by the Neighbourhood Highways Manager, and Safer Travel Strategy & Programme Officer, on 17 January 2020.

During the site visit the following issues were identified:

1. The straight nature of the A3072, with good forward visibility, encourages high traffic speeds through the junction. There are centre warning lines, in accordance with the Traffic Signs Manual. The use of double unbroken white lines to prevent overtaking is not permitted as forward visibility on the main road is not constrained.
2. The Brandis Corner junction lies in a slight dip on the A3072, and consequently is not evident to drivers until they are almost at the junction. This is especially so for drivers approaching from the east as there is a slight rise on the approach.

3. Visibility is constrained for drivers exiting the side road to enter the A3072 by the frontages of the properties on either side. This is especially so for drivers wanting to turn right as they are not able to see to the east (left) until they are some way over the stop line.

During the site visit an impromptu meeting was held with a local resident who owns land on the south side of the junction and The Old Post Office on the east side of the junction. The resident has stated that he would not be willing to give up any land on the south side of the junction to allow a change in the road alignment.

### **3. Options**

The owner of the land and buildings on the south side of the junction has stated that he would not be willing to give up any land. Without changing the alignment of the road it is not possible to introduce any features that are likely to reduce vehicle speeds on the A3072. Devon County Council current policy also stipulates that speed limits are not to be reduced for isolated hazards, but states instead that hazards should be appropriately signed. Therefore, it is not proposed that the speed limit will be changed.

The main aim is therefore to make the junction more visible to drivers on the A3072.

The two proposed options are:

1. Clean the direction signs and ensure that suitable forward visibility of the signs is maintained, this will make the junction more visible.
2. Apply light coloured High Friction Surfacing (HFS) on both approaches of the A3072, this will make drivers more aware that they are approaching a junction and aid braking.

Keep Clear markings are painted on the C462, approximately one vehicle length back from the stop line. The purpose of these markings is to allow anyone who has moved over the stop line to enter the A3072 to reverse back if traffic is approaching. Keep clear markings are detailed in the Traffic Signs Manual to keep accesses clear, they are not proscribed for this type of use.

### **4. Representations**

The request for a report was made by Councillor Barry Parsons and supported by Parish Councillors Bill Pennington and Nigel Manners.

### **5. Financial Considerations**

No funding has currently been identified for this proposal.

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

There are no environmental impact considerations in these proposals.

### **7. Equality Considerations**

No equality considerations have been identified for the proposals highlighted in this report.

### **8. Legal Considerations**

There are no specific legal considerations identified in the proposals in this report.

## 9. Risk Management Considerations

This policy/proposal has been assessed and all necessary safeguards or action have been taken/included to safeguard the Council's position

The use of HFS is under review as it has led to damage to the top layer of the road surface in some locations. Any surfacing materials would therefore need to be considered by the Materials Laboratory before use.

## 10. Public Health Impact

Safety issues have been raised at this junction, the proposals in this report seek to address these issues.

## 11. Summary/Conclusions/Reasons for Recommendations

Safety at this junction has been raised as an issue by local members, who have asked for a report on options. Due to the physical layout of the junction, particularly the proximity of properties, it is not feasible to change the alignment. Therefore, there is no easy solution, and there have been attempts to solve the problem in the past. The proposals outlined above present a practical approach.

Meg Booth  
Chief Officer for Highways, Infrastructure Development and Waste

### Electoral Division: Holsworthy Rural

Local Government Act 1972: List of Background Papers

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| Background Paper | Date | File Ref. |
|------------------|------|-----------|
| None             |      |           |

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Location and Junction Plan

