

A380 South Devon Highway: Review of Traffic Speeds

Report of the Head of Highways, Capital 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 data regarding vehicle speeds on the A380 South Devon Highway is noted and the comments regarding potential for enforcement in Section 3 are welcomed.

1. Background/Introduction

This report provides information on the speed of vehicles using the A380 South Devon Highway. The report was requested by the Teignbridge HATOC to enable the discussion of the broader impacts of the scheme.

This report does not consider the speed of traffic on the C91 Maddacombe Road which is a local matter being monitored by the Neighbourhood Office.

2. Traffic Speed Data

The South Devon Highway opened to the public on 15 December following a 3 year construction period. Initial reports indicate that the road is operating well and has seen some regular journey times reduce by 30 minutes. Recent traffic counts indicate traffic flows approaching 40,000 per day, in line with predictions.

The dual carriageway road between Penn Inn and Edginswell is subject to a 50mph limit. Early anecdotal reports regarding compliance with the speed limit were mixed with some feedback indicating the speed limit was poorly adhered to whilst others noted the relatively good level of compliance.

In order to gather accurate data on the speed of drivers a temporary speed radar was erected adjacent to the bottom of Aller Brake Road. The radar recorded both north bound and south bound traffic speeds on the A380 from 29 April until 9 May 2016. In addition, between Maddacombe Road and Yon Street a permanent automatic traffic counter was installed as part of the works. Data for May is included in Table 1. The approximate location of the traffic counters can be seen in Appendix A.

Table 1 - Recorded Traffic Speeds

	85 th percentile (mph)	Mean (mph)
Aller Brake Road – 29/4 – 9/5		
Northbound	56.5	48.9
Southbound	53.0	46.1
Maddacombe Rd – Yon St – 1/5 – 31/5		
Northbound – near side	58.4	51.6

Northbound – off side	65.9	58.5
Southbound – near side	58.4	51.6
Southbound – off side	65.9	58.5

3. Representations

As the authority responsible for enforcement of traffic speed Devon and Cornwall Police and Devon and Cornwall Safety Camera Partnership were both asked to provide comment on the recorded speeds.

The Devon and Cornwall Safety Camera Partnership gave the following response;

The speeds recorded seem to straddle the sort of speeds where some attention might need to be paid to the road in terms of enforcement (only some locations give cause for concern), however the relatively few injury collisions recorded to date does not suggest that this would require immediate attention, however I note the potential for under reporting of collisions due to the road not being on the police casualty mapping systems.

...it might be of value to review the possibilities for enforcement so we know what might be feasible should it be deemed that this is required...

Devon and Cornwall Police added that the general public are likely to view the dual carriageway as 70mph and felt that the recorded speeds indicated that occasional enforcement would be beneficial.

4. Environmental Impact Considerations

The environmental issues associated with excessive speed is increased road noise and a reduction in air quality.

4.1 Road Noise

The evidence produced for the 2009 Public Inquiry included predicted post construction noise levels for all properties affected by the project. Whilst the new road offers a net reduction in overall traffic noise experienced by residents, there were several notable increases predicted. Some properties in the residential area of Aller Park were predicted to experience up to a 10db increase. At the time of the Public Inquiry the scheme included a 50mph limit between Penn Inn and the Aller Interchange with national speed limit (70mph) for the remainder. The completed scheme has imposed a 50mph limit throughout the length of the new road.

In addition to lower speed limits, negotiations with the contractor during the works led to an improved low noise surface course being provided. This material offers a significant reduction in road noise over a standard material. It is thought that both of these items will lead to residents and the community experiencing lower noise levels than anticipated at the Public Inquiry.

Detailed noise surveys are to be carried out following the summer, in anticipation of resident's claims under Part 1 of the Land Compensation Act.

4.2 Air Quality

Teignbridge District Council (TDC) has been monitoring air quality in and around the Air Quality Management Area associated with the old A380 through Kingskerswell.

They have provided a preliminary view of the changes in air quality, based on the limited, uncorrected, data available to date.

The data shows that Nitrogen Dioxide pollution levels along the old route through Kingskerswell have dropped by almost 50%. Nitrogen Dioxide levels at three locations in the vicinity of the new road have shown a slight increase (Greenhill Road, Junction of Huxnor Road and Edginswell Lane, and Maddacombe Road).

From a human health perspective the exposure to what were dangerous levels of pollution along the old route through Kingskerswell appears to have been removed. At the 3 locations where pollution levels have risen, the increased exposure is still below the levels now being experienced on the old route.

Nitrogen Dioxide pollution levels at all locations in Kingskerswell are now well below the National Objective for Nitrogen Dioxide (currently 40 micrograms/m³). If this improvement is maintained for a period of three years TDC will be in a position to apply for the revocation of the Air Quality Management Area in Kingskerswell.

5. Equality Considerations

There are no negative equality impacts recognised. There is the positive effect of reducing health inequality by improving air quality.

6. Legal Considerations

The enforcement of the traffic speeds is the responsibility of Devon and Cornwall Police.

7. Conclusions

The early traffic speed data available for the A380 South Devon Highway indicates that it is generally performing as anticipated. Devon and Cornwall Police anticipate occasional enforcement to help maintain compliance with the speed limits.

Whilst road noise data is not yet available, the reduced speed limit and higher quality surfacing materials indicate that emissions should be in line with predictions produced for the Public Inquiry in 2009.

Preliminary air quality data shows that Nitrogen Dioxide pollution levels along the A380 through Kingskerswell have dropped by almost 50% with a moderate increase at locations adjacent to the new road. On this basis, TDC hope to be able to revoke the Air Quality Management Area in Kingskerswell in the future.

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Electoral Divisions: Newton Abbot North, Newton Abbot South, and Teignbridge South

Local Government Act 1972: List of Background Papers

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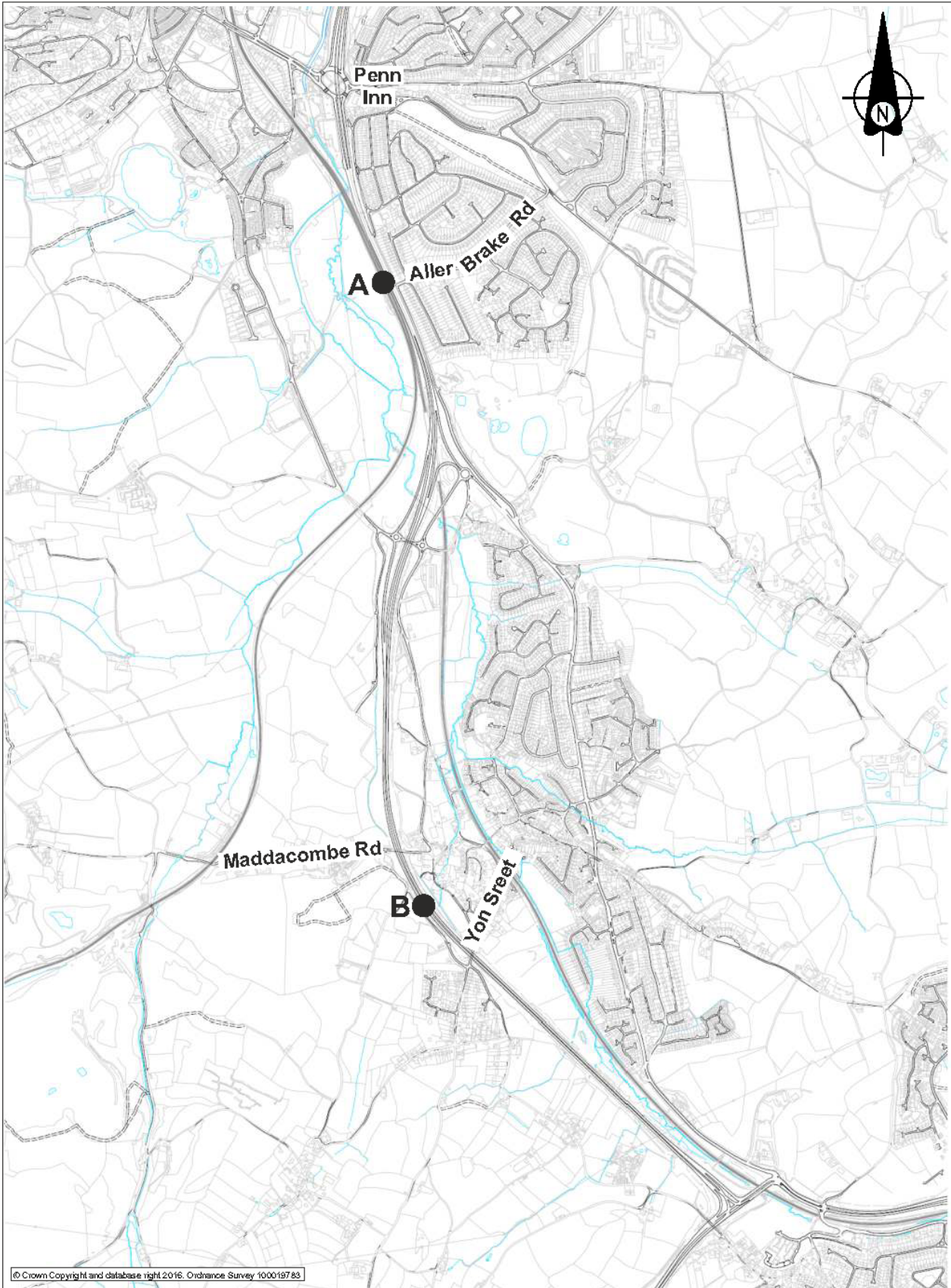
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Background Paper	Date	File Ref.
A380 SDLR, Proof of Evidence, Noise and Vibration, Vol 3: Appendices	June 2009	

The above mentioned Report has been published on the Council's Website at
<http://www.devon.gov.uk/kkbp-dcca9-1.pdf>
<http://www.devon.gov.uk/kkbp-dcca9-2.pdf>

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	Head of Highways Capital Development and Waste	Teignbridge HATOC South Devon Highway Location of Traffic Counters	<i>date</i> July 2016	<i>scale</i> NTS
			Appendix A	