

Kingskerswell Traffic Calming Scheme

Report of the Head of Planning, Transportation and Environment

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 proposed scheme shown on plans 70081992-100-S1-002, 70081992-100-S2-002 and 70081992-100-TC-001 in Appendix I is approved for construction at an estimated cost of £102,978; and**
- (b) the Head of Planning, Transportation and Environment be given delegated powers, in consultation with the Chair of HATOC and the local member, to make minor amendments to the scheme details.**

1. Summary

This report sets out proposals for additional traffic calming features within Kingskerswell for the 20mph speed zone through the centre of the village within Newton Road and Torquay Road and the 30mph section of Torquay Road.

2. Introduction

Following the opening of the South Devon Link Road in December 2015, the main road through Kingskerswell was declassified from serving as the A380 primary route between Newton Abbot and Torbay.

With their previous primary route status, Newton Road and Torquay Road's carriageway are very wide, generally between 9-11m, much wider than a typical village road. With traffic levels falling by approximately 80%, works were undertaken in 2016 to reduce the effective width by remarking wider advisory cycle lanes either side of the carriageway and removing centre lining throughout Kingskerswell. Additionally, a 20mph zone was implemented starting just south of Avenue Road on Newton Road, extending south just past Water Lane on Torquay Road with the most significant changes at Jury's Corner. These works were generally successful leading to a reduction of average speeds by 5mph and a reduction in road traffic collisions.

Since the inception of the changes, speed surveys at three locations were undertaken in October 2017 due to a sense that vehicles were regularly exceeding speed limits with the results as follows:

20mph Zone

The following speed data was taken from a speed detection radar south of Jurys Corner:

- Northbound 85%ile: 33.6mph and mean speed: 27.5mph.
- Southbound 85%ile: 33.2mph and mean speed: 27.2mph.

30mph section on Torquay Road

The following speed data is taken from a speed detection radar south of Southey Drive:

- Northbound 85%ile: 38.6mph and mean speed: 32.5mph.
- Southbound 85%ile: 37.9mph and mean speed: 32mph.
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Devon County Council Highway Officers were requested to look at options to further reduce the traffic speeds to improve compliance with the speed limit.

3. Proposal

The proposed scheme is detailed on plans 70081992-100-S1-002, 70081992-100-S2-002 and 70081992-100-TC-001 in Appendix I.

20mph Zone

Drawing 70081992-100-TC-001 sets out two types of traffic calming measures proposed to self-enforce the 20mph speed limit.

Measure 1 – Horizontal deflection with width restriction at 20mph zone entry points to be implemented with traffic islands. This requires incoming traffic to the 20mph zone to undertake a horizontal shift in the carriageway forcing drivers to slow the vehicle in order to comfortably navigate the measure. The islands will also act as a gateway feature with which incoming traffic must give way to vehicles leaving the 20mph zone, forcing traffic to slow down and stop as necessary until the route ahead is clear. The optimal range for give/take gateways to have the greatest impact of slowing traffic without any significant impact to traffic flow is at locations with a total traffic count is between 4,000 to 8,000vpd (vehicles per day). Traffic count data also collated during the speed surveys in October 2017 recorded an average count of 5,740 vehicles per day, supporting the use of the proposed horizontal deflection as an effective measure.

Measure 2 – three sets of speed cushions are proposed between Jurys Corner and Water Lane to provide vertical deflection that requires drivers to slow their vehicle in order to comfortably navigate over the measure. Spacing is set to discourage excessive acceleration between sets whilst not providing excessive discomfort for traffic travelling through. Narrow traffic islands are proposed either side of each pair of speed cushions to restrain vehicles from using the advisory cycle lane to circumvent the measure.

30mph Section of Torquay Road

Drawings 70081992-100-S1-002 and 70081992-100-S2-002 set out traffic calming measures to encourage compliance to the 30mph speed limit.

Measure 1 - It is proposed to include enhanced features at the village boundary to provide a highly conspicuous village gateway and change to a 30mph speed limit for traffic heading into Kingskerswell with road markings on the approach to provide additional visual indicators to make drivers further aware of their speed and if it is excessive.

Measure 2 - It is proposed from Southey Crescent, extending south through to the village boundary south of the Esso garage to install a contrasting surface treatment along the centre of the road. As effectively a ghost island, this will reduce the running lane width in each direction of the carriageway to 2.75m but allowing for vehicle overrun if needed.

4. Options/Alternatives

20mph Zone

Speed tables and speed ramps are considered to have a greater impact on reducing speed than speed cushions. However as the main route through the village, it was considered that speed cushions would maintain comfortable access for buses and minimise any impact for emergency vehicle access.

30mph Section of Torquay Road

It was considered installing road narrowing with physical features may have a greater impression on driver behaviour to reduce their speed, however, it was considered that at a more significant cost or detrimental aesthetic value would be disproportionate to any further benefit.

5. Consultations

Consultation has been undertaken with local Devon County Council member and the Kingskerswell Parish Council who have confirmed their support for the scheme. Kingskerswell Parish Council are also looking to fund the provision of a 30mph speed limit vehicle actuated sign which is being considered as part of the SCARF process.

Formal consultation will be required with the Chief Officer of police as part of the road humps regulation process.

6. Financial Considerations

Estimated cost of the proposals is £102,978 from LTP Budget.

7. Environmental Impact Considerations (Including Climate Change)

By reducing speeds, the scheme should have a small but positive impact on encouraging sustainable low carbon active travel alternatives and reducing motor vehicle emissions.

The option to use surface mounted traffic calming products can also reduce the environmental impact of the scheme, made from low carbon construction methods, using recycled material and that reduces waste from site. These also offer flexibility with the option of removing and reusing if necessary.

8. Equality Considerations

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

9. Legal Considerations

The lawful implications of the proposals have been considered and taken into account in the preparation of this report. The implementation of physical traffic calming features within the 20mph zone are subject to The Highways (Road Humps) Regulations 1999 and The Highways (Traffic Calming) Regulations 1999.

10. Risk Management Considerations

The proposal will have no significant additional ongoing revenue costs for the council to maintain the traffic calming features and road layout changes.

11. Public Health Impact

A reduction in traffic speeds should have at least a small but positive benefit to public health and road safety by supporting and encouraging active travel choices.

12. Reasons for Recommendations

It is recommended that proposed scheme will have a positive benefit in reducing average traffic speeds, encouraging better compliance with the existing speed limits.

Dave Black
Head of Planning, Transportation and Environment

Electoral Division: Ipplepen & The Kerswells

Local Government Act 1972: List of Background Papers

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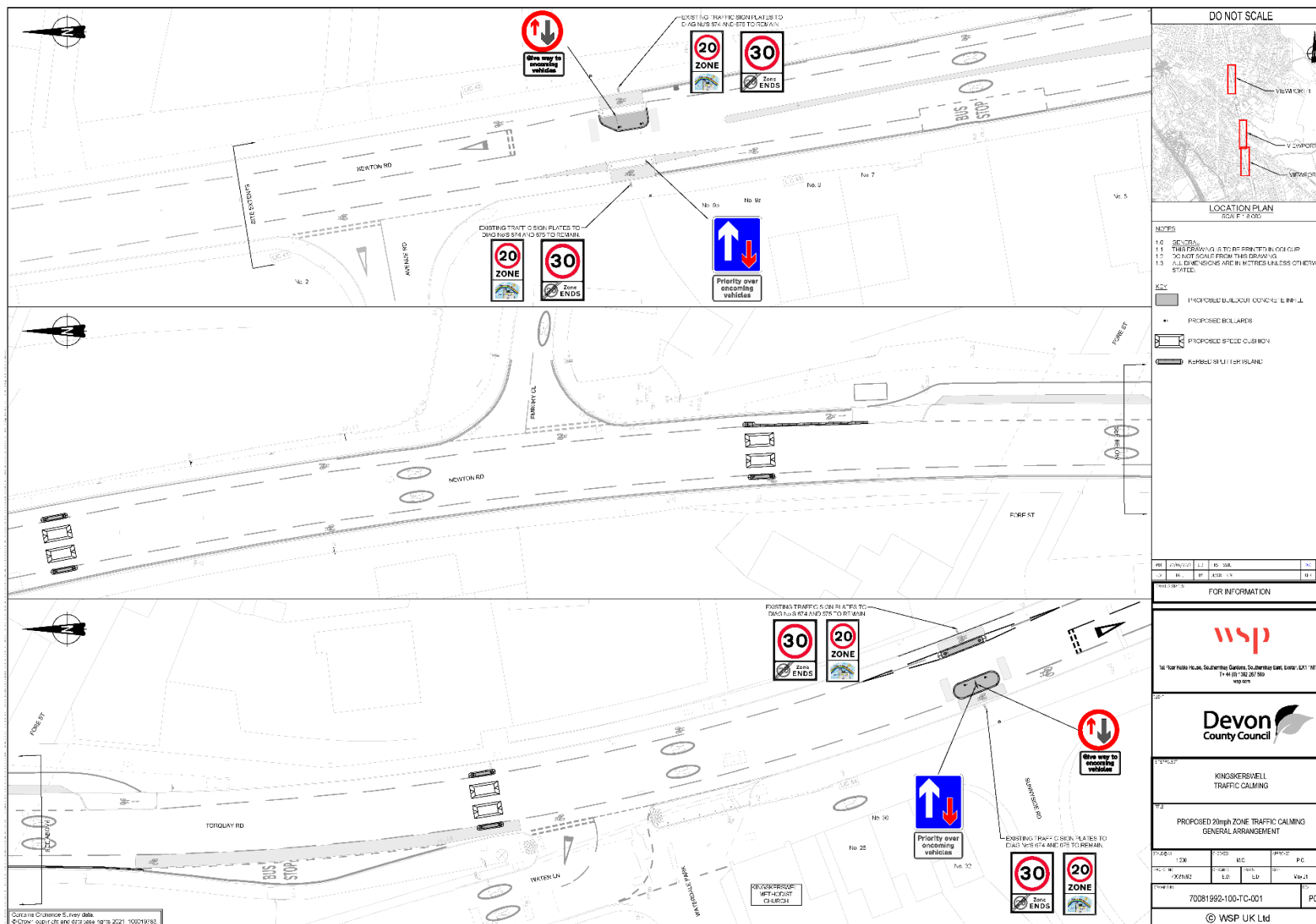
Tel No: 01392 383000

Background Paper	Date	File Ref.
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Nil		
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sc/cr/Kingskerswell Traffic Calming Scheme
02 261021

Appendix I To PTE/21/37



DO NOT SCALE

LOCATION PLAN
SCALE 1:1000

NOTES

- 1.0. CHECKED
- 1.1. THIS DRAWING IS TO BE PRINTED IN COLOUR
- 1.2. DO NOT SCALE FROM THIS DRAWING
- 1.3. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.

KEY

- PROPOSED BUILT-UP CONCRETE CURB
- PROPOSED BOLLARDS
- PROPOSED STEEL CURBING
- KERBSIDE FILTER ISLAND

NO.	DATE	BY	FOR
1	12/11/2021	WSP	WSP

FOR INFORMATION

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wsp.com

Devon County Council

KINGSKERSWELL TRAFFIC CALMING

PROPOSED 20mph ZONE TRAFFIC CALMING GENERAL ARRANGEMENT

DATE	BY	FOR	APP'D
12/11/2021	WSP	WSP	WSP

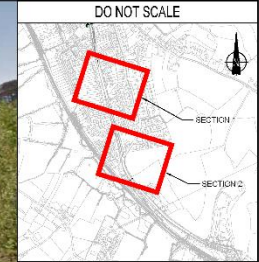
70081992-100-TC-001 P01

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VISUALISATION LOOKING NORTH TOWARDS SOUTHEY DRIVE



DO NOT SCALE

LOCATION PLAN
SCALE 1:10,000

KEY:

	CARRIAGEWAY
	PROPOSED PINK QUARTZITE SURFACING
	PROPOSED LINES
	EXISTING LINES

- NOTES:
- 1.0 USE B24.
 - 1.1 THIS DRAWING IS TO BE PRINTED IN COLOUR.
 - 1.2 DO NOT SCALE FROM THIS DRAWING.
 - 1.3 ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.

DATE	20/02/21	NO.	113	ISS.	004	REV.	-
BY	DM	CHKD.	ES	DR	DM	DATE	04/04/21

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KINGKERSWELL
TRAFFIC CALMING

SOUTHERN 30mph ZONE
SECTION 1 PROPOSED LAYOUT
OPTION 2

SCALE	1:400	DATE	02/02	PROJECT	PC
CLIENT	20201967	DESIGN	PC	DATE	04/02/21

PROJECT NO. 70081992-100-S1-002

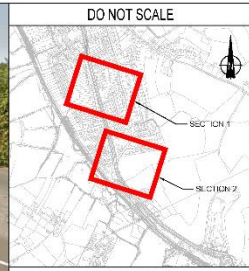
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VISUALISATION LOOKING NORTH TOWARDS STADIUM DRIVE



VISUALISATION 2 LOOKING NORTH TOWARDS ESSO FILLING STATION



DO NOT SCALE

LOCATION PLAN
SCALE 1:10,000

KEY

	CARRIAGEWAY
	PROPOSED PINK QUARTZITE SURFACING
	PROPOSED LINES
	EXISTING LINES

- NOTES
- 1.0 GENERAL
 - 1.1 THESE DRAWINGS TO BE PRINTED IN COLOUR. PRINT NOT SCALE FROM THESE DRAWINGS.
 - 1.2 ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
 - 2.0 VAS
 - 2.1 IF INSTALLATION ONLY VISURE & SCORF ASSESSMENT DEEMED FIT AN APPROPRIATE MEASURE.
 - 2.2 LOCATION MUST BE REFERRED TO TOWN PLAN 05-8311 COUNCIL POLICE AND DEVON COUNTY COUNCIL.

REV	DATE	BY	CHKD	DESCRIPTION
01	17/07/20	LA	LA	FOR SIGNATURE
02	06/08/2021	LA	LA	1151 28
03	01/11/21	LA	LA	1151 28

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KINGSKERSWELL
TRAFFIC CALMING

SOUTHERN 30mph ZONE
SECTION 2 PROPOSED LAYOUT
OPTION 2

DATE	1/4/21	DESIGN	M.C.	APPROVE	P.C.
DESIGN	7/02/19	DESIGNED	E.D.	CHECKED	E.J.
DATE	1/4/21	DATE	1/4/21	DATE	1/4/21

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