

B3180 Exmouth Road West Hill

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 content of the report is noted.

1. Summary

This report advises Members of the outcome following the recent Speed Compliance Action Review Forum which considered the B3180 through West Hill.

2. Background

At the East Devon Highways and Traffic Orders Committee Friday, 23rd July, 2021, the local member reported on representations from the B3180 Action Group which referred to excessive speeding on 30 mph section, lack of enforcement by the police and involvement of the Neighbourhood Watch, a speed survey carried out by the Parish Council, the road layout, overuse by HGVs and impact through West Hill and conflict with cyclists and pedestrians; and damage to the highway.

The Neighbourhood Highways Manager confirmed that the road was part of the County's Strategic Network and indicated that Officers would continue to work with the local Community and also refer the vehicle speed issue to the Speed Compliance Action Review (SCARF) process and report to this meeting.

Two sites for Vehicle Activated Signs requested by the Parish Council, are in place within the extent of the 30mph limit and are a reminder of the speed restriction to drivers.

West Hill benefits from a Community Speed Watch group supported by Devon and Cornwall Police

3. SCARF Assessment

Devon County Council and Devon and Cornwall Constabulary regularly receive concerns regarding the speed of vehicles outside people's homes, schools and other places. To avoid duplication and to provide a better response, the County Council and the Police have developed a joint procedure to allow the concerns to be assessed in a consistent manner. This process is called SCARF, which stands for Speed Compliance Action Review Forum. The team is normally made up of the Police Road Casualty Reduction and Traffic Management Officer, Devon County Council Road Safety Officer and members of the Highway Team. The process

includes a study of any reported collision details and an analysis of the speed data collected by a detection device located at the site. The team may decide that no further action is required or that an intervention is necessary ranging from education and enforcement through to engineering.

The results of the objective speed data show that the average mean vehicles speeds are:

Southbound 33.3 mph
Northbound 31.1 mph

The recorded 85th percentile speeds are:

Northbound 36.5 mph
Southbound 39.3 mph

These speeds reflect what the majority of drivers perceive as an appropriate speed to be driven for that road. The average speeds are used as the basis for determining speed limits and are the national speed recommendation for speed assessment purposes.

Police records show 4 slight injury collisions between Brickyard Road and Oak Road on the B3180 over the five year period between 1 January 2016 and 31 December 2020.

The SCARF meeting concluded that it would not be suitable to extend 30 mph a short distance northwards as requested as signs would be hidden by vegetation at the requested location. If extended further, the 30mph limit would not meet the current policy as it would be beyond the limits of the frontage development.

Analysis of the speed data concluded that an appropriate outcome is:

Northbound - level 3 - Regular enforcement
Southbound - level 2 - Occasional Enforcement

Enforcement is a matter for the Police and will be dependent on availability of resource and force prioritisation.

The County Council has committed to reviewing and checking that the repeater signs are compliant with regulations.

4. Financial Considerations

There are no financial considerations associated with this report.

5. Sustainability Considerations

Directing traffic to use the most effective route possible will minimise the environmental impact of traffic.

6. Reasons for Reaching the Recommendation

The SCARF process is a multiagency approach which considers a number of sources of information and data to provide a consistent approach to speed management.

7. Alternative Options

Introduction of traffic calming measures or changes to the extent of the 30 mph speed limit were not recommended outcomes from the SCARF process.

Meg Booth
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Division: Otter Valley

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Reference
Nil		

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