

A3121
Collisions between dates
01/01/2012 and
31/12/2016

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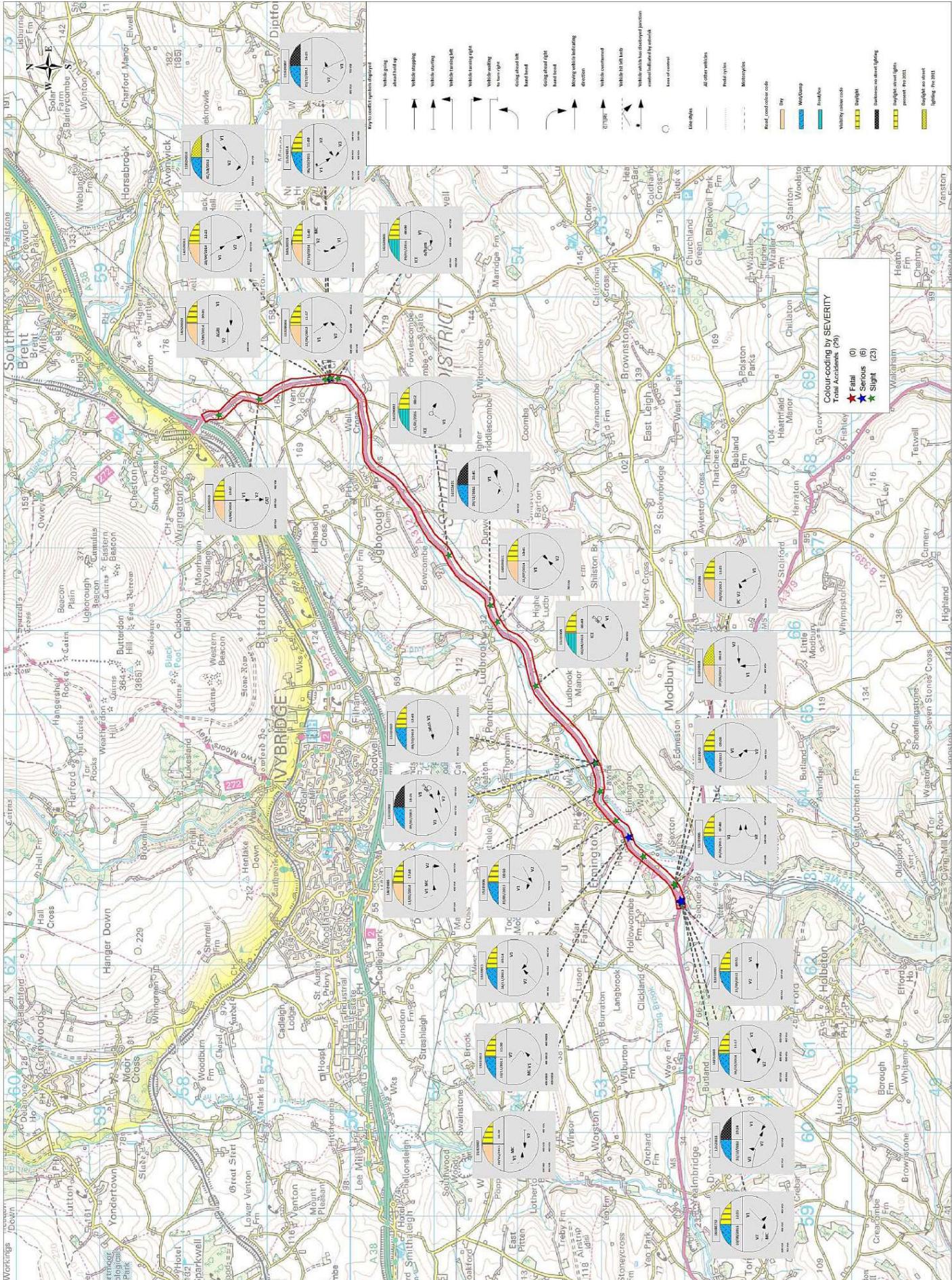
A3121

SCALE 1:32000

DRAWING NO.

100

27



Impact Assessment

Version 2016

Assessment of:	Devon's Safer Roads Fund Bid – A3121
Service:	PT&E – Road Safety
Head of Service:	Dave Black
Assessment carried out by (incl. job title):	Dan Trump – Road Safety Engineer

Section 1 - Background

Description:	The Department for Transport (DfT) identified through their own analysis a list of the 50 most dangerous roads in Britain in terms of road safety and route risk. Two were identified in Devon one of which being the A3121 near Ermington in South Hams district, between Wrangaton and Modbury Cross. Capital funding is available via a formal bidding process to improve the overall road safety related risk of the route. Devon County Council (DCC) will be bidding for this funding.
Reason for change/review and options appraisal:	Although safety improvements have been made historically to the A3121 the funding available from the DfT is significantly larger than any previous. If successful the funding will enable DCC to undertake larger scale interventions e.g. junction realignment at Modbury Cross, visibility improvements at Kitterford Cross, localised carriageway widening near Sign of the Owl Cross, and numerous side road junction improvements along the whole route.

Section 2 - Key impacts and recommendations

Social/equality impacts:	<p>The road will be wide enough along its extents to accommodate two vehicle flow with pinch points being removed. Junctions will have improved visibility splays and radii tightened to reduce vehicle entry speeds.</p> <p>Modbury Cross will be realigned closing the junctions of Hollowcombe Cross and Sequers Bridge Lodge with the A379 creating one single priority give way junction, and the northern approach of Kitterford Cross will be realigned to improve drivers visibility.</p> <p>Cumulatively, these measures will offer a positive social impact by decreasing risk of injury, and injury severity, arising from road travel. Concern about road risk is typically cited as a blocking factor to people opting for healthier and more sustainable travel choices, and associated reductions in perceived road danger may offer opportunities for some road users to travel shorter journeys using active modes.</p> <p>Additional benefits will include eased congestion at the localised pinch point near Sign of the Owl Cross and improved journey times throughout.</p>
Environmental impacts:	<p>The scheme will reduce journey times as well as localised congestion on the A3121. The scheme will however require major earthworks and construction of the new road in an existing green field at Modbury Cross. This single new access road onto the A379 will replace two existing roads which it is proposed will be broken up and returned to agricultural land.</p>
Economic impacts:	<p>The scheme is designed to reduce injury collisions with an average value of prevention of £76,466 per collision across all severities. In the five years to December 2016 the A3121 generated 29 injury collisions.</p> <p>Further analysis of the road safety and non-road safety benefits will be undertaken and a refined benefit cost ratio will be published online within the permitted time periods outlined by the Department for Transport of the 13th October 2017. A revised version of the bid document will be uploaded onto the Devon County Council Road Safety – Capital Schemes website which can be found at the following address:</p> <p>https://new.devon.gov.uk/roadsandtransport/safe-travel/road-safety/safer-roads/capital-schemes/</p>
Other impacts (partner agencies, services, DCC	A reduction in KSI collisions will not only benefit road users but also Devon County Council, local businesses and emergency services. The latter will achieve cost savings by attending fewer, and less severe, collisions and

policies, possible 'unintended consequences':	<p>Public Health will benefit from fewer and shorter term hospital admissions. Local businesses will benefit from fewer delays following KSI collisions and improved route resilience. Finally, Devon County Council will benefit from reduced collision investigation and associated highway repairs.</p> <p>How will impacts and actions be monitored?</p> <p>DCC will annually assess the collision performance of the A3121 applying additional scrutiny to Killed and Seriously Injured (KSI) collisions and any collisions occurring at large scale intervention locations e.g. Modbury Cross. Stage 4 Road Safety Audits at 12 months and 36 months post construction will be undertaken in compliance with HD 19/15 (the national Road Safety Audit Standard)</p> <p>The DfT also intends to conduct programme-level monitoring and evaluation of the Safer Roads Fund across all local authorities which DCC will fully support.</p> <p>Factor analysis of future collisions will routinely include demographic profiling of those most directly responsible for, and/or injured in, collisions - allowing us to determine the extent to which especially vulnerable groups (for example according to age or modal choice) have been affected by the scheme.</p>
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Section 3 - Profile and views of stakeholders and people directly affected

People affected:	Local residents, local business owners including agricultural land owners, local drivers using the A3121 along with increased tourism traffic crossing Kitterford Cross when travelling from the A38 towards the Kingsbridge/Salcombe areas.
Diversity profile and needs assessment of affected people:	The scheme will provide benefits to motorists and road users in the area and will be of particular benefit to younger (17-24) and older (65+) road users.
Other stakeholders:	South Hams District Council, Local Members,

Consultation process:	Public consultation will be undertaken as part of this scheme. Details of which are yet to be confirmed although consultation with local Members began at an early stage in the process, pre-funding application.
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Background Analysis

This section describes how relevant questions and issues have been explored during the options appraisal.

Section 4a - Social Impacts

Giving Due Regard to Equality and Human Rights

The local authority must consider how people will be affected by the service, policy or practice. In so doing we must give due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation
- Advance equality of opportunity and
- Foster good relations.

Where relevant, we must take into account the protected characteristics of age, disability, gender, gender reassignment, pregnancy and maternity, marriage and civil partnership, sexual orientation, race, and religion and belief.

This means considering how people with different needs get the different services they require and are not disadvantaged, and facilities are available to them on an equal basis in order to meet their needs; advancing equality of opportunity by recognising the disadvantages to which protected groups are subject and considering how they can be overcome.

We also need to ensure that human rights are protected. In particular, that people have:

- A reasonable level of choice in where and how they live their life and interact with others (this is an aspect of the human right to ‘private and family life’).

- An appropriate level of care which results in dignity and respect (the protection to a private and family life, protection from torture and the freedom of thought, belief and religion within the Human Rights Act and elimination of discrimination and the promotion of good relations under the Equality Act 2010).

- A right to life (ensuring that nothing we do results in unlawful or unnecessary/avoidable death).

The Equality Act 2010 and other relevant legislation does not prevent the Council from taking difficult decisions which result in service reductions or closures for example, it does however require the Council to ensure that such decisions are:

- Informed and properly considered with a rigorous, conscious approach and open mind, taking due regard of the effects on the protected characteristics and the general duty to eliminate discrimination, advance equality and foster good relations.
- Proportionate (negative impacts are proportionate to the aims of the policy decision)
 - Fair
 - Necessary
 - Reasonable, and
 - Those affected have been adequately consulted.

Characteristics	In what way are you eliminating or reducing the potential for direct or indirect discrimination, harassment or disadvantage?	In what way are you advancing equality (meeting needs, encouraging participation, making adjustments for disabled people, 'closing gaps').
	Are there any reasonable and proportionate, unavoidable negative consequences?	In what way are you fostering good relations between groups (tackling prejudice and promoting understanding), if relevant?

All residents (include generic equality provisions):	The scheme will have positive impacts on all groups of people.	The scheme will have positive impacts on all groups of people.
Age:	Our demographic analysis of key collision factors shows over-representation of the younger (17-24) and older (65+) ages for those involved in A3121 collisions. We would expect these interventions to benefit these two age groups especially.	Educational interventions will include bespoke training and coaching opportunities for these two groups within a community context. This should help to reduce the disproportionate level of risk they experience.
Disability (incl. sensory, mobility, mental health, learning disability, ill health) and carers of disabled people:	The scheme will be subject to full Road Safety Audit procedures which will explicitly examine the extent to which designs accommodate the needs of those road users who are mobility impaired.	Scheme design should accommodate wherever possible the needs of those road users mobility impaired.
Culture and ethnicity: nationality/national origin, skin colour, religion and belief:		
Sex, gender and gender identity (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right to breastfeed).	Young males tend to be over-represented in road traffic collisions and safety schemes will tend to favour positive outcomes for this group.	Educational interventions will include bespoke training and coaching opportunities younger male drivers within a community context. This should help to reduce the disproportionate level of risk they experience.

Sexual orientation and marriage/civil partnership:	
Other socio-economic factors such as families, carers, single people/couples, low income, vulnerability, education, reading/writing skills, 'digital exclusion' and rural isolation.	Individuals from lower social economic groupings tend to be generally over-represented in road traffic collisions. Consequently safety schemes will tend to favour positive outcomes for this group
Human rights considerations:	The right to life applies.
	Socio-demographic analysis of collision victims and those most directly responsible for injury collisions will help educational interventions to focus on the needs of higher risk groups which may typically over-represent those in lower income households.

Section 4b - Environmental impacts

An impact assessment should give due regard to the following activities in order to ensure we meet a range of environmental legal duties.

The policy or practice does not require the identification of environmental impacts using this Impact Assessment process because it is subject to (please select from the table below and proceed to the 4c, otherwise complete the environmental analysis table):

Devon County Council's Environmental Review Process for permitted development highway schemes.
Planning Permission under the Town and Country Planning Act (1990).
Strategic Environmental Assessment under European Directive 2001/42/EC "on the assessment of the effects of certain plans and programmes on the environment".

<p>Describe any actual or potential negative consequences.</p> <p>(Consider how to mitigate against these).</p>	<p>Describe any actual or potential neutral or positive outcomes.</p> <p>(Consider how to improve as far as possible).</p>
<p>Reduce waste, and send less waste to landfill:</p>	<p>Where roads are returned to agricultural use waste will be generated from the break up of the existing carriageway.</p> <p>Where practicable all construction waste material will be recycled and only local sources used and we will reduce the overall length of maintainable carriageway as part of the scheme.</p>
<p>Conserve and enhance biodiversity (the variety of living species):</p>	<p>A new length of carriageway will be created from existing green space.</p>
<p>Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:</p>	<p>Localised widening near Sign of the Owl Cross will maintain Devon Hedgebanks.</p>
<p>Conserve and enhance the quality and character of our built environment and public spaces:</p>	<p>Features associated with the 40mph speed limit through Ermington will be improved to increase driver compliance with the posted speed limit with associated local quality of life improvements.</p>
<p>Conserve and enhance Devon's cultural and historic heritage:</p>	<p></p>
<p>Minimise greenhouse gas emissions:</p>	<p>Localised widening at Sign of the Owl Cross will reduce amount of stationary and stop/start traffic at historic pinch point reduce emissions.</p>

Minimise pollution (including air, land, water, light and noise):	No new lighting columns are required as part of the scheme.
Contribute to reducing water consumption:	
Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):	
Other (please state below):	

Section 4c - Economic impacts

Describe any actual or potential negative consequences. (Consider how to mitigate against these).	Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).
Impact on knowledge and skills:	Educational programmes – focussing on risk identification and risk management – will accompany the capital project and will be available to communities using this carriageway.
Impact on employment levels:	

Impact on local business:	Improved journey times along the A3121 could make the area more attractive for new businesses and improve connectivity for existing business owners.
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Appendix C

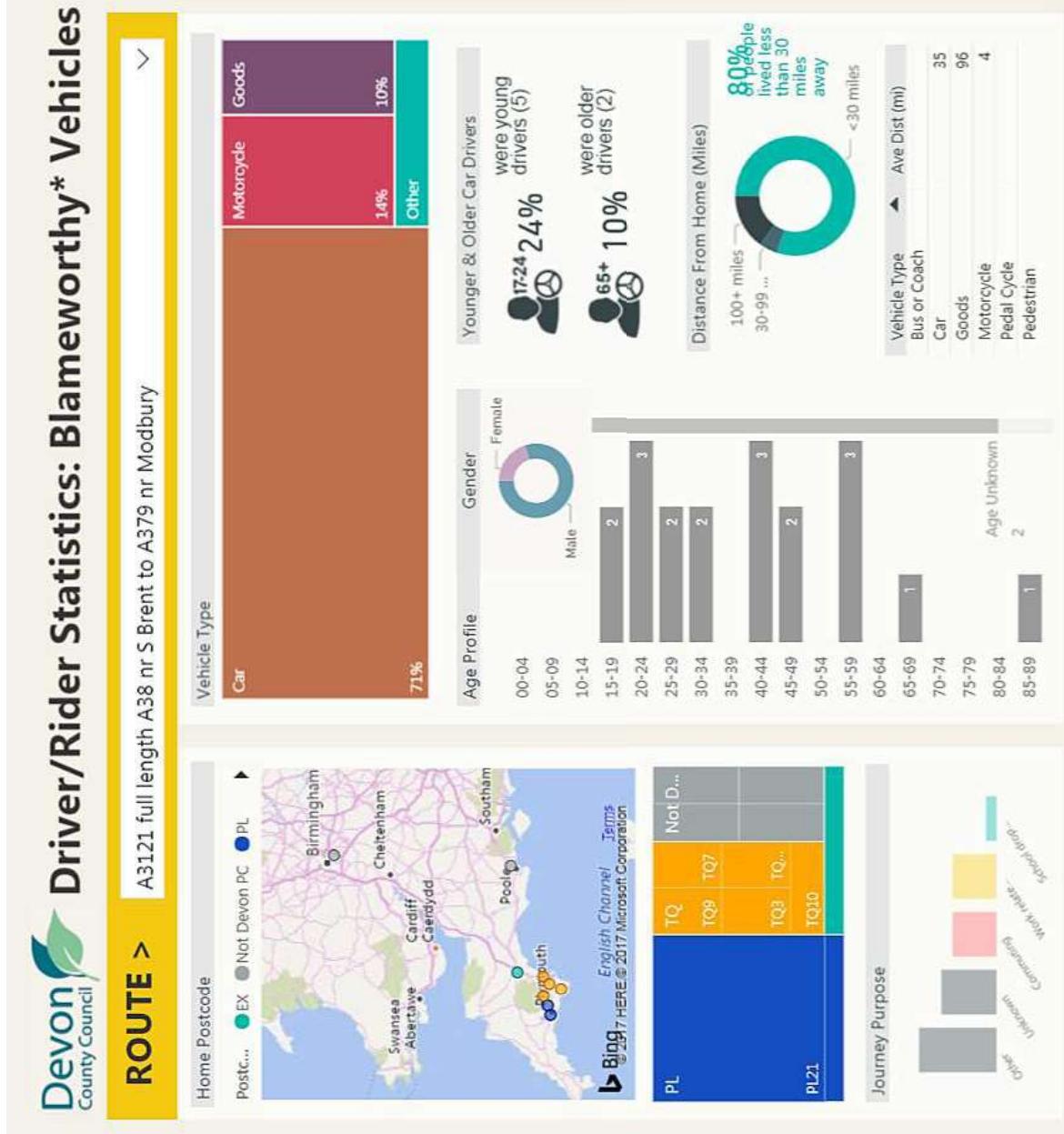


Rural A Roads: A3121 full length A38 nr S Brent to A379 nr Modbury



DATA DISCLAIMERS APPLY TO THIS DATASET:
See Data Disclaimers Page of this Report

Appendix D

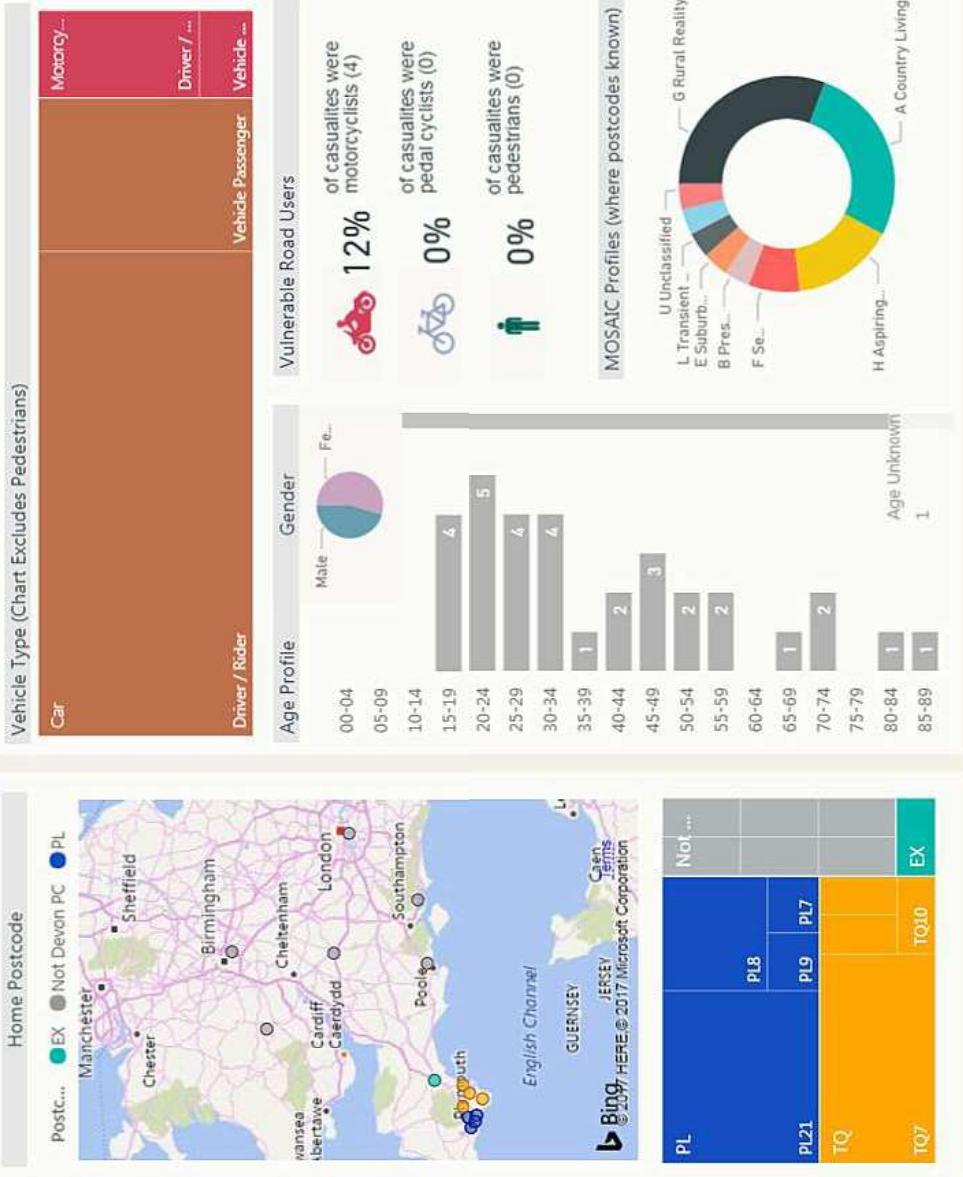
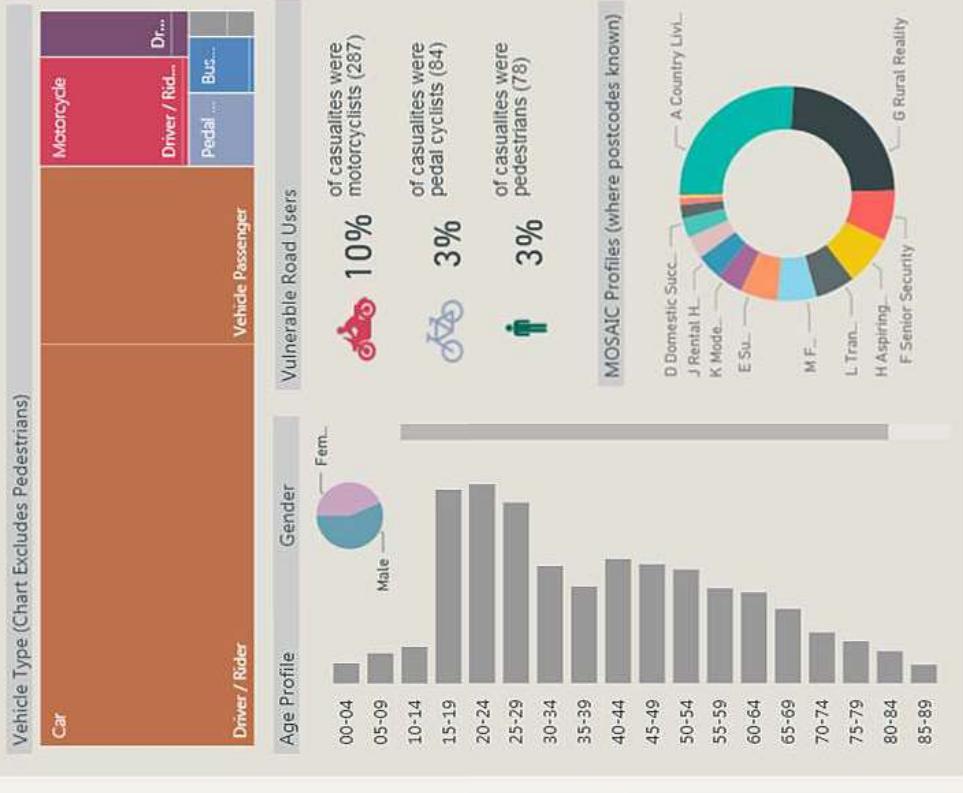


Appendix E

Devon County Council Casualty Statistics and Demographic Data

ROUTE > A3121 full length A38 nr S Brent to A379 nr Modbury

CONTROL DATA: Rural DCC A Roads



Appendix F

A3121 Collision Data (01st January 2012 to 31st December 2016)

Year	1. Fatal	2. Serious	3. Slight	Grand Total
2012	-	1 (1)	5 (16)	6 (17)
2013	-	2 (2)	5 (9)	7 (11)
2014	-	2 (3)	5 (11)	7 (14)
2015	-	-	5 (7)	5 (7)
2016	-	1 (1)	3 (3)	4 (4)
Grand Total	0	6 (7)	23 (46)	29 (53)

*Casualty numbers in brackets

Month	1. Fatal	2. Serious	3. Slight	Grand Total
Jan	-	-	2	2
Feb	-	1	-	1
Mar	-	-	1	1
Apr	-	-	3	3
May	-	-	4	4
Jun	-	-	1	1
Jul	-	-	1	1
Aug	-	1	-	1
Sep	-	-	3	3
Oct	-	1	5	6
Nov	-	1	1	2
Dec	-	2	2	4
Grand Total	0	6	23	29

Day	1. Fatal	2. Serious	3. Slight	Grand Total
1. Sunday	-	-	1	1
2. Monday	-	2	2	4
3. Tuesday	-	2	4	6
4. Wednesday	-	1	3	4
5. Thursday	-	-	4	4
6. Friday	-	-	6	6
7. Saturday	-	1	3	4
Grand Total	0	6	23	29

Time	1. Fatal	2. Serious	3. Slight	Grand Total
0700-0759	-	-	1	1
0800-0859	-	-	4	4
0900-0959	-	-	5	5
1000-1059	-	-	1	1
1100-1159	-	-	2	2
1200-1259	-	1	2	3
1300-1359	-	1	1	2
1400-1459	-	-	-	0
1500-1559	-	1	-	1
1600-1659	-	1	2	3
1700-1759	-	-	2	2

1800-1859	-	1	1	2
1900-1959	-	1	1	2
2000-2059	-	-	-	0
2100-2159	-	-	-	0
2200-2259	-	-	1	1
Grand Total	0	6	23	29

Weather	1. Fatal	2. Serious	3. Slight	Grand Total
1. Fine without high winds	-	4	19	23
2. Raining without high winds	-	2	4	6
Grand Total	0	6	23	29

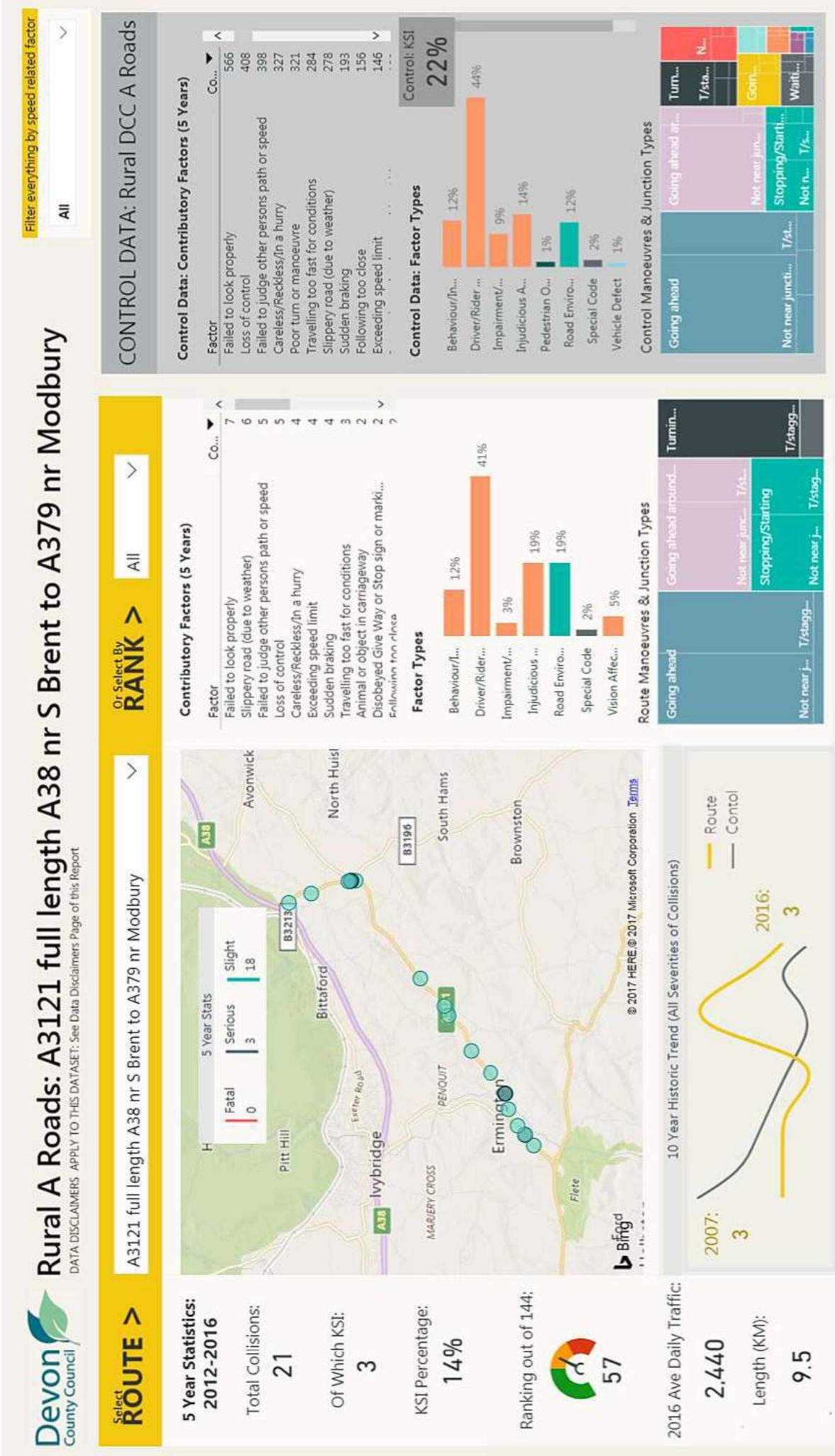
Road Condition	1. Fatal	2. Serious	3. Slight	Grand Total
1. Dry	-	1	10	11
2. Wet/Damp	-	5	10	15
4. Frost/Ice	-	-	3	3
Grand Total	0	6	23	29

Visibility	1. Fatal	2. Serious	3. Slight	Grand Total
1. Daylight	-	4	21	25
6. Darkness: no street lighting	-	2	2	4
Grand Total	0	6	23	29

Casualty Sex	1. Fatal	2. Serious	3. Slight	Grand Total
1. Male	-	5	22	27
2. Female	-	2	24	26
Grand Total	0	7	46	53

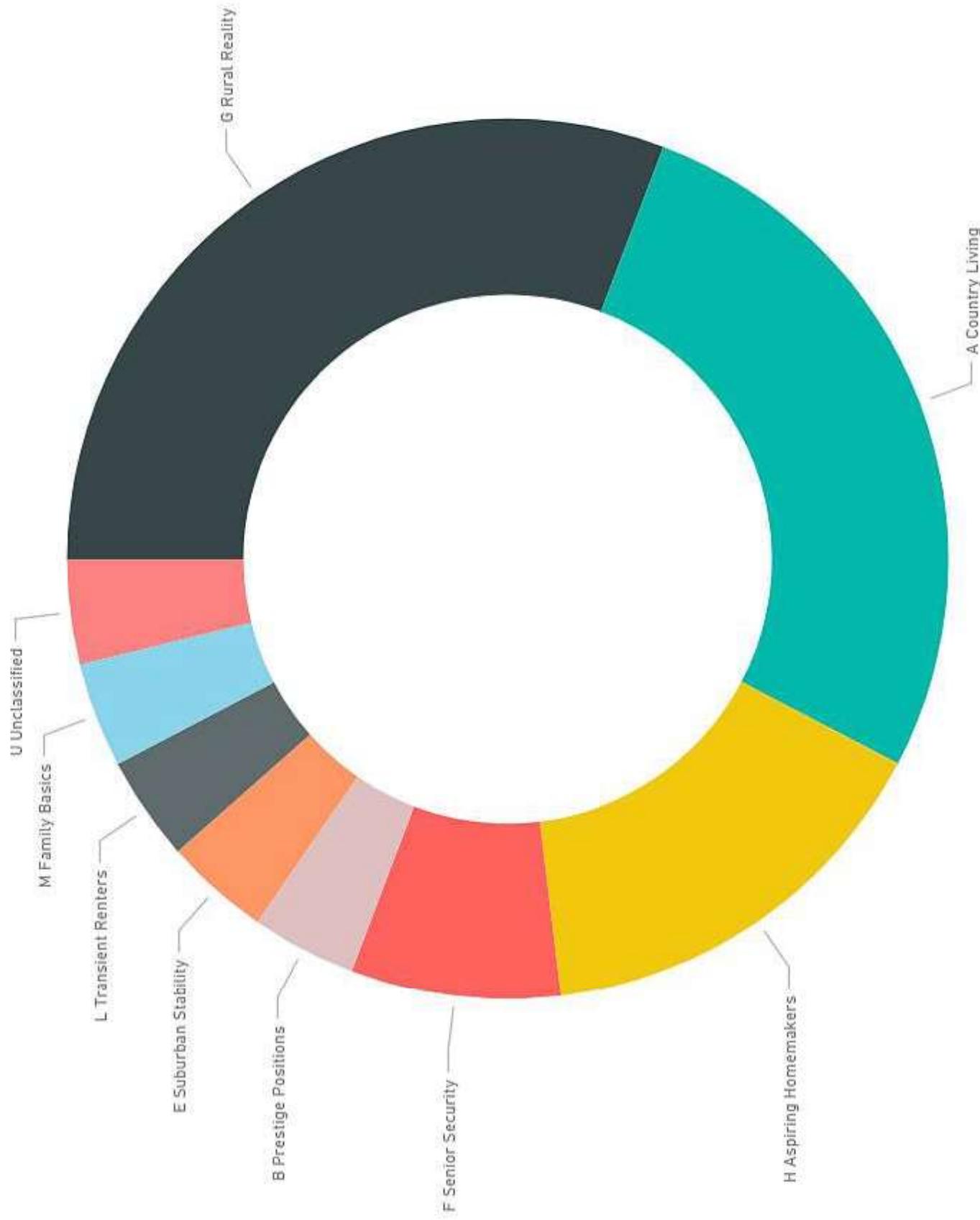
Casualty Age	1. Fatal	2. Serious	3. Slight	Grand Total
15 to 19	-	1	6	7
20 to 24	-	1	6	7
25 to 29	-	1	8	9
30 to 34	-	1	3	4
35 to 39	-	-	3	3
40 to 44	-	1	1	2
45 to 49	-	-	6	6
50 to 54	-	1	2	3
55 to 59	-	-	3	3
60 to 64	-	-	1	1
65 to 69	-	1	2	3
70 to 74	-	-	2	2
80 to 84	-	-	1	1
85 to 89	-	-	1	1
Unknown	-	-	1	1
Grand Total	0	7	46	53

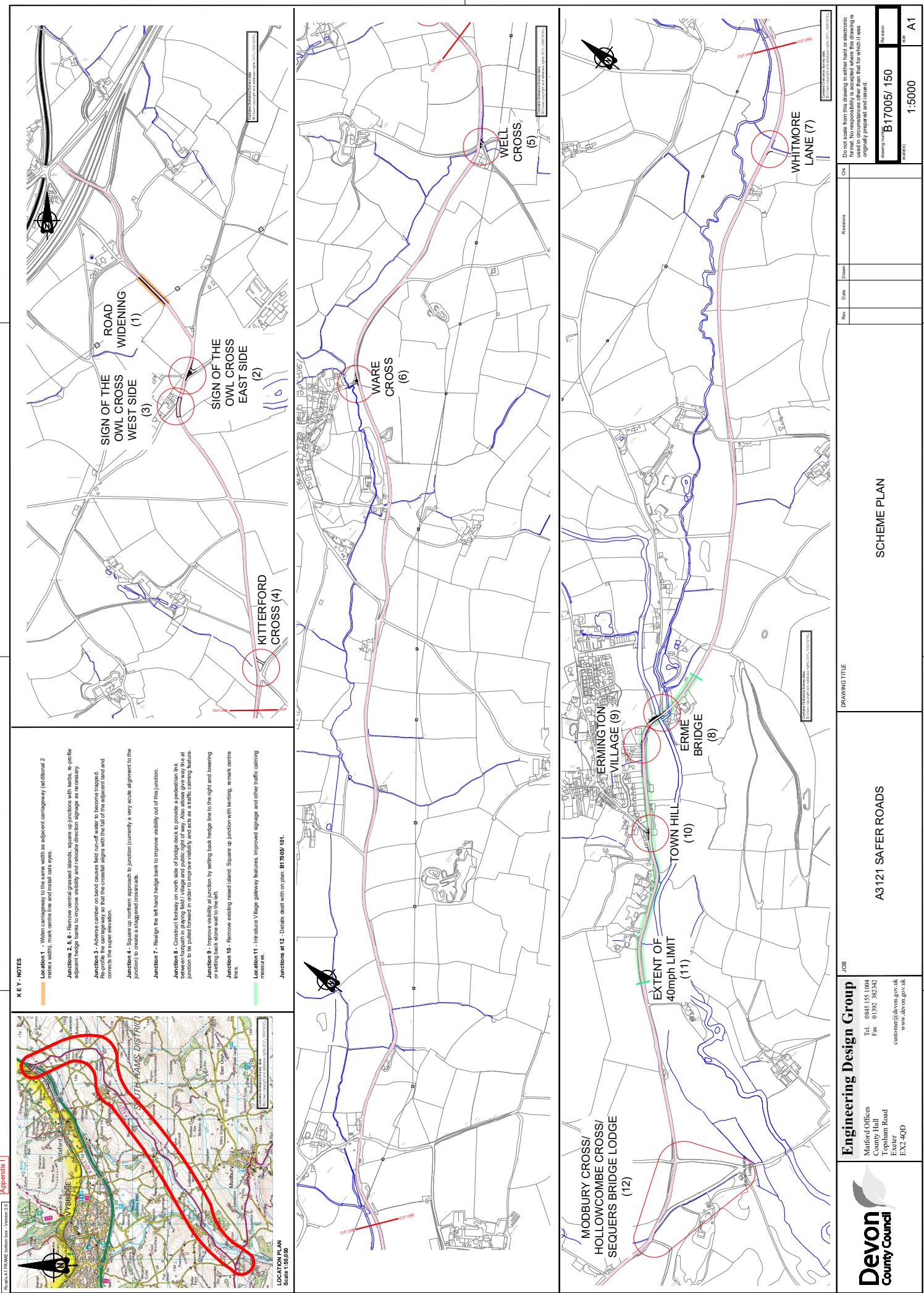
Appendix G

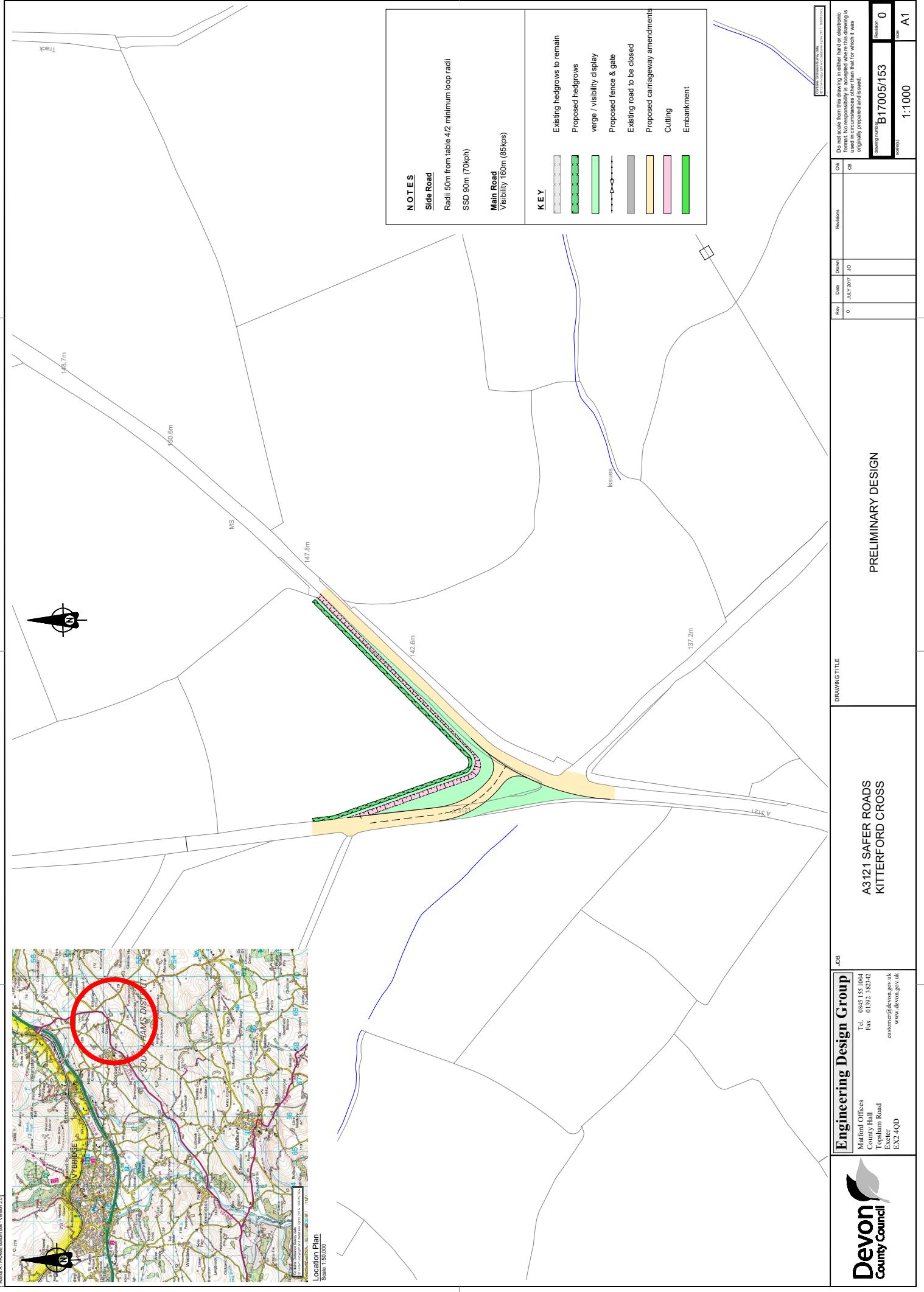


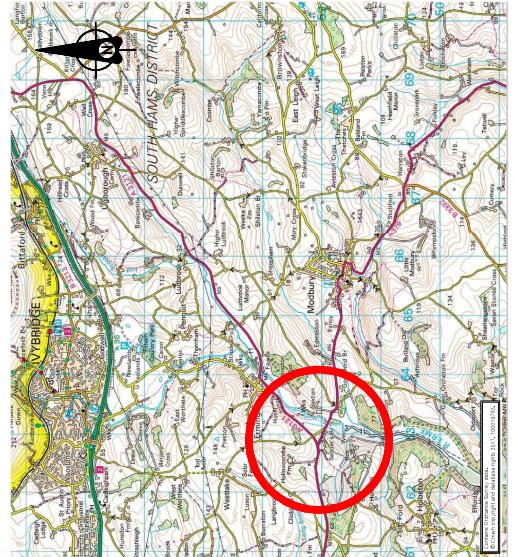
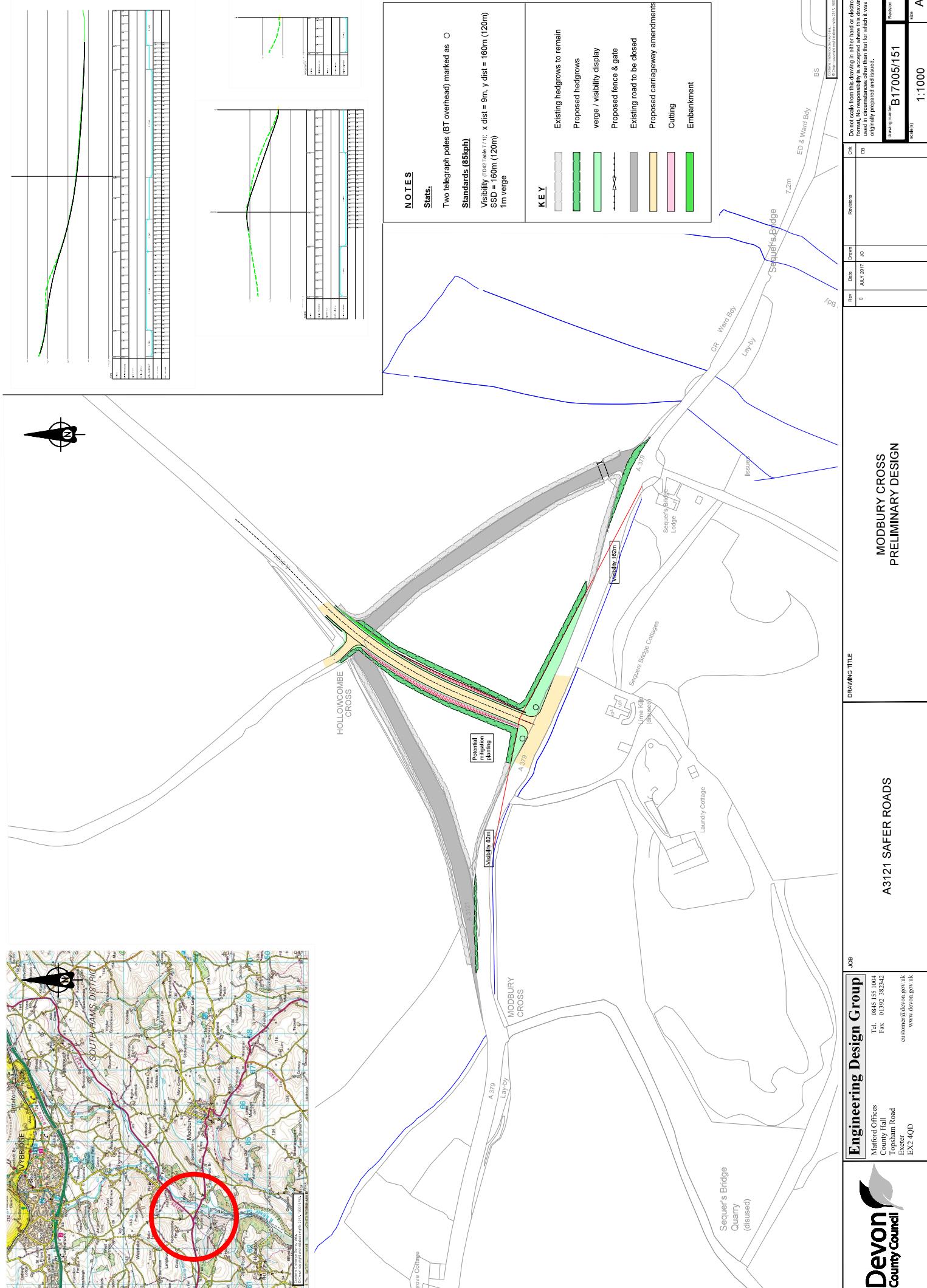
MOSAIC PROFILES (WHERE POSTCODES KNOWN)

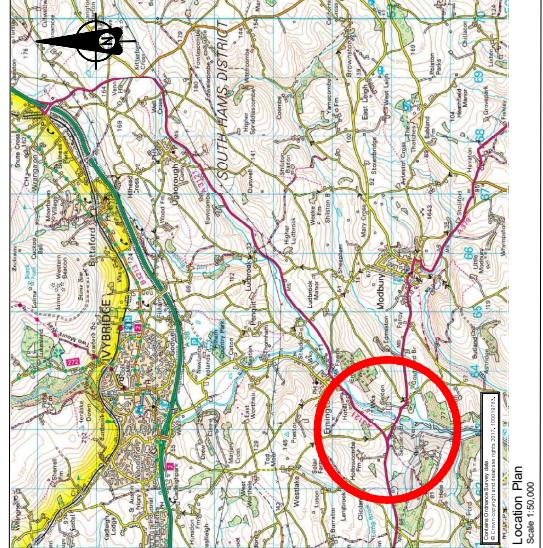
Appendix H











KEY

Proposed roundabout

- Scheme :
- New roundabout at Hollowcombe Cross and Modbury Cross

Reasons for Dismissal:

- Planning risk, not supported by landscape officer
- due to urbanising area
- High cost
- Excessive land take risk

Realignment

- Scheme :
- New Carriageway from point **C** to **E**
- New Carriageway from point **B** to **G**
- Widening from point **E** to **F**

Reasons for Dismissal:

- Environmental issues

Realignment

- Scheme :
- New Carriageway from point **B** to **D**

Reasons for Dismissal:

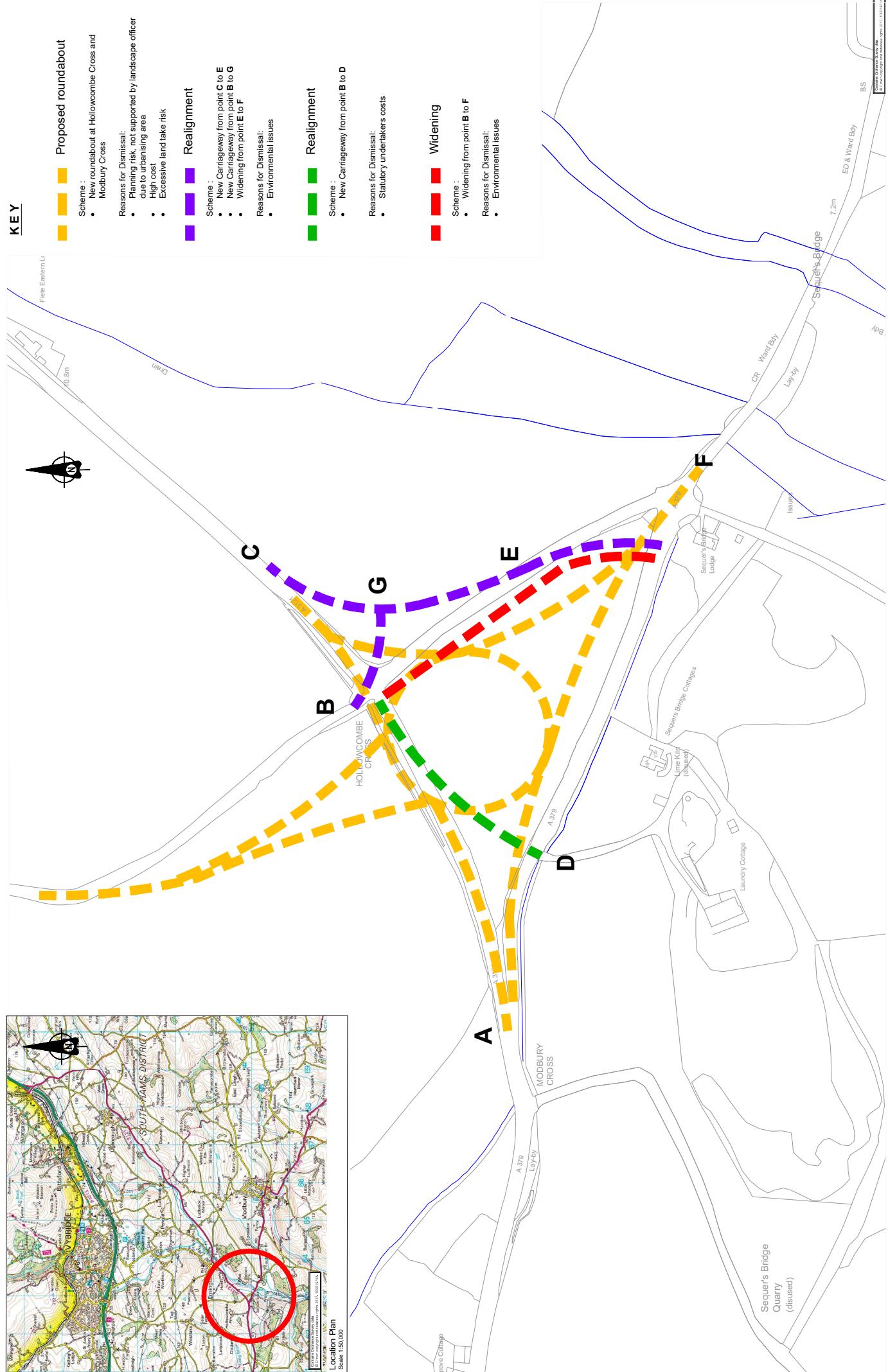
- Widening from point **B** to **F**
- Environmental issues

Widening

- Scheme :
- Widening from point **B** to **F**

Reasons for Dismissal:

- Environmental issues



DRAWING TITLE

**MODBURY CROSS
ALTERNATIVE CONSIDERED
ROUTES**

JOB

Rev

Date

Drawn

Revised

Ok

BS

ED & Ward Bay

7.2m

7.5m

7.8m

8.0m

8.2m

8.4m

8.6m

8.8m

9.0m

9.2m

9.4m

9.6m

9.8m

10.0m

10.2m

10.4m

10.6m

10.8m

Do not scale from this drawing in either hard or electronic format. Not necessarily to scale or true to scale than that for which it was originally prepared and issued.

drawing number B17005/152

Revision

Site

Scale

A1

Engineering Design Group

Matford Offices

County Hall

Topham Road

Exeter

EX2 4QD

Tel: 0845 155 0044

Fax: 01392 382342

customer@devon.gov.uk

www.devon.gov.uk



Project Risk Register

Project RI

Project Risk Register

Project RI

CCC Risk Management Strategy		Impact				
Likelihood		5	10	15	20	25
- Rare	- 10%	4	8	12	16	20
- Unlikely	- 20%	3	6	12	15	20
- Possible	- 40%	2	4	6	8	10
- Likely	- 60%	1	2	3	4	5
IMPACT						
Impact		1 - Negligible (<1% of Scheme Budget or no effect on programme)	2 - Minor (5% of scheme budget or moderate effect on programme)	3 - Moderate (15% of scheme budget or major effect on programme)	4 - Major (25% of scheme budget or unreliable programme)	5 - Catastrophic (>25% of scheme budget or unrealistic programme)

Notes: _____

Safer Roads Fund - A3121 Route Improvements																
ID	Task Name	Duration	Start	Finish	2018				2019				2020			
					Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
1	Bid	45 days	Fri 29/09/17	Thu 30/11/17					1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
2	Submission of bid document	45 days	Fri 29/09/17	Thu 30/11/17					Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
3	Bid approved	0 days	Thu 30/11/17	Thu 30/11/17					Apr	May	Jun	Jul	Aug	Sep	Oct	Sep
4	Design	181 days	Fri 01/12/17	Fri 10/08/18					Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr
5	Preliminary Design	66 days	Fri 01/12/17	Fri 02/03/18					Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
6	Detailed Junction 1-11	140 days	Mon 05/03/18	Fri 14/09/18					Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
7	Detailed Design - Modbury Cross	240 days	Mon 05/03/18	Fri 01/02/19					Mar	Apr	May	Jun	Jul	Aug	Sep	Oct
8	Planning - Modbury Cross	265 days	Mon 05/03/18	Fri 08/03/19					Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
9	Prepare planning application	180 days	Mon 05/03/18	Fri 09/11/18					May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
10	Ecological investigations	180 days	Mon 05/03/18	Fri 09/11/18					June	July	Aug	Sept	Oct	Nov	Dec	Jan
11	Submit planning application	85 days	Mon 12/11/18	Fri 08/03/19					July	Aug	Sept	Oct	Nov	Dec	Jan	Feb
12	Obtain planning permission	0 days	Fri 08/03/19	Fri 08/03/19					Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar
13	Land acquisition	120 days	Mon 02/04/18	Fri 14/09/18					Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr
14	Public consultation	3 days	Thu 05/07/18	Sat 07/07/18					Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
15	Procurement	330 days	Mon 05/03/18	Fri 07/06/19					Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
16	Early Contractor Involvement	11 days	Mon 05/03/18	Mon 19/03/18					Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr
17	Junctions 1-11	15 days	Mon 17/09/18	Fri 05/10/18					May	Jun	July	Aug	Sept	Oct	Nov	Dec
18	Modbury Cross	65 days	Mon 11/03/19	Fri 07/06/19					June	July	Aug	Sept	Oct	Nov	Dec	Jan
19	Mobilisation	235 days	Mon 08/10/18	Fri 30/08/19					Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
20	Junction 1-11	20 days	Mon 08/10/18	Fri 02/11/18					Feb	Mar	April	May	June	July	Aug	Sept
21	Modbury Cross	60 days	Mon 10/06/19	Fri 30/08/19					July	Aug	Sept	Oct	Nov	Dec	Jan	Feb
22	Construction	446 days	Mon 05/11/18	Mon 20/07/20					Sept	Oct	Nov	Dec	Jan	Feb	March	April
23	Junction 1-11	185 days	Mon 05/11/18	Fri 19/07/19					May	June	July	Aug	Sept	Oct	Nov	Dec
24	Modbury Cross	231 days	Mon 02/09/19	Mon 20/07/20					Oct	Nov	Dec	Jan	Feb	March	April	May
25	Construction Complete	0 days	Mon 20/07/20	Mon 20/07/20					June	July	Aug	Sept	Oct	Nov	Dec	Jan
Project: 170928 Programme v2		Task Split			Milestone	Deadline			Critical				Critical Split			
Date: Thu 28/09/17		Summary			Manual Milestone	Deadline			Progress				Progress			
Construction Complete 20/07/20																