

COLATON RALEIGH

Following a meeting of HATOC on 30 November 2017 it was resolved that a further speed survey and study of options be conducted to look at possible traffic calming measures including school signage and increased speed signage.

SPEED STATISTICS

In accordance with current policy, Colaton Raleigh has a 30mph speed limit.

	Daily Volume	Mean Speed	85 th % ile Speed
29/10/2010 to 08/11/2010	4212	25.2 mph	32.4 mph
25/09/2013 to 04/10/2013	4820	26.8 mph	32.4 mph
15/01/18 to 18/01/18	4615	27.7 mph	33.1 mph

In general there was no observed countywide increase in traffic between 2010 and 2013 and Sept Oct figures are generally a bit higher than November. + 2018

SCARF

Colaton Raleigh has been the subject of reviews by the Speed Compliance Action Review Forum (SCARF), in 2010 and 2014. SCARF is a joint procedure attended by The Police Road Casualty Reduction and Traffic Management Officer (RCRO), Devon County Council Road Safety Officer and members of the Highway Team.

The speed data collected in 2010 and 2013 was presented and considered at the forums along with any reported casualty collision data, which showed 2 collisions between 01/01/2012 and 31/12/2016, both of which are south of the Otter Inn. Neither incident involved pedestrians. There have been no reported collisions in 2017.

The conclusion of the 2010 SCARF meeting was that, at that time, there were no recorded speed related collisions, there were compliant mean and 85th%ile speeds and therefore no further action would be taken.

At the 2014 SCARF meeting, whilst the data considered was very similar, it was agreed that the carriageway lining would be reviewed as a part of the surface dressing programme. This was completed in 2014.

TRAFFIC CALMING SUGGESTIONS

30 MPH REPEATER SIGNS



As there is a system of street lighting in part of the village, speed limit repeater signs are prohibited by direction 11(4), Section 82 of the Road Traffic Regulation Act 1984. The presence of street lighting means that a road has a speed limit of 30 mph with lamps taking the place of repeaters.

30 MPH ROUNDAL ROAD MARKINGS



Speed limit roundel markings on the road may not be used as repeaters to indicate a 30 mph speed limit on roads with street lighting.

SIGNS



We would not object in principle to introducing triangular pedestrian warning signs between Hawkerland Road and Church Road junctions.

High hedges and walls abutting the highway may make it difficult to find an appropriate location where there is adequate visibility and the sign would not be a distraction to drivers.

RAISED TABLE JUNCTION – SPEED HUMPS



The B3178 forms a part of the Devon strategic highway network and therefore, due to the composition of traffic on the route, DCC would not consider vertical traffic calming.

In our experience, speed humps and other traffic calming measures near residential properties have generated complaints that they have increased noise and air pollution in the vicinity.

Many of the properties appear to be of an age where their limited foundations may be vulnerable to ground born vibrations affecting the structure of buildings.

PEDESTRIAN REFUGE ISLAND



During the 1990s traffic calming was introduced in Colaton Raleigh in the form of pedestrian refuge islands. These were subsequently removed following concerns being raised about vehicles passing on the wrong side of the islands when overtaking waiting buses introducing a potential risk to highway safety.

There is not the scope to relocate the Bus Stop and markings in the vicinity.

VILLAGE NAME PLATE GATEWAY



The Village sign and 30 mph gateway at the north end as well as the signs at the south end are a long distance from the main centre of the village.

There is not a convenient and prominent site to relocate these closer to the village to have more relevance to drivers.

VAS - FLASHING LIGHTS



There is no suitable location on the approach to the village to site a VAS.

Vehicle Activated Signs (VAS)

Solar Powered units require a clear location with no trees or high hedges obstructing the Solar panel to enable it to recharge.

Mains Powered units require power to be connected from a lamp column. As the Street lights are mounted on Telegraph Posts a separate post would need to be erected and power connected.

PEDESTRIAN CROSSING



The main criteria looks at Traffic flow, including the Heavy Goods Vehicle & Public Service Vehicle % content, compared with pedestrians crossing, including vulnerable road users.

The assessment tool also looks at other relevant factors such as vicinity of schools, the average time to cross the road and is based on the advice issued by the DFT in Local Transport Note 1/95.

Given the figures we have a Pv^2 Calculation, which takes into account of the factors above, would not justify a formal crossing at this location.

We also consider pedestrian injury collisions and the data shows there have been no recorded collisions involving pedestrians in the area in question.

It would not be appropriate to locate a controlled crossing where there is no footway either side leading to the crossing.

RUMBLE STRIPS



We would not mark rumble strips on the road due to noise issues.

Flat lines on the roads into the village with decreasing gaps have little or no effect. DCC do not have the available resource to maintain the lines.

DRAGONS TEETH



We have not been installing or maintaining Dragons Teeth for several years. They are not an authorised marking by the Department for Transport in the Traffic Signs, Regulations and General Directions.

HGV AT HAWKERLAND JUNCTION

Large vehicles can easily be seen when entering or exiting Hawkerland Road.

There is no scope to make any alterations at this junction.

FOOTWAY IMPROVEMENTS



Colaton Raleigh is recorded by the Environment Agency as a historic flood site and a status of Flood Zone 2.

The introduction of a kerbed footway to the south of Church Road where the stream crosses under the B3178 would be likely to increase the risk of flooding to the highway.

A possible solution would be to erect closely spaced bollards which would allow water to flow but they would need to be between 1m and 1.5m apart to ensure vehicles are unable to enter.

One issue to be considered is the parking displacement.