

Traffic Calming, St Georges Road, Barnstaple

Report of the Chief Officer for Highways, Infrastructure Development and Waste

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 scheme shown on the Consultation Plan included in Appendix I be approved for construction at an estimated cost of £41,656;**
- (b) That approval is given to advertise the associated traffic regulation order and notices to introduce a 20mph Zone and road humps.**

1. Introduction

In order to manage traffic speeds in St Georges Road and promote safety for vulnerable road users, this report seeks approval to introduce a 20mph speed restriction supported by the introduction of speed reducing traffic calming measures.

2. Proposal

In response to concerns about speed and road safety in St Georges Road, the committee at its meeting of 24 November 2014 agreed that traffic calming measures be investigated in liaison with the local member. With financial support through the Investing In Devon fund, design work and consultations were commenced in 2015 to prepare traffic calming proposals for the road.

St Georges Road is currently subject to a 30mph speed restriction. The adjacent streets around Yeo Vale to the south are part of a 20mph Zone. The scheme shown on the Consultation Plan in Appendix I details the proposal to extend the Yeo Vale 20mph Zone to cover St Georges Road between its junctions with Riddell Avenue and Vale Close.

‘A build-out will be constructed at the western end to protect parking on the northern side of the road and form a gateway feature to the new 20mph Zone. A gateway feature to the eastern end of the 20mph Zone will be created by utilising an existing pedestrian refuge crossing point’.

To reduce vehicle speeds to 20mph standards, traffic calming features will be incorporated at regular intervals by providing pairs of speed cushion roads humps.

The current on-road painted cycle lane to the south of the road will be removed as part of this scheme. The cycle lane is narrow and only makes provision for westbound cyclists. Speed cushions will still provide level space on either side of the road for cyclists to pass the road hump features in both directions and it is anticipated that the reduction in vehicle speeds will be of greater benefit to vulnerable road users including cyclists. Speed cushions are also a more bus friendly form of traffic calming that allows wide tracked vehicles like buses and fire engines to pass with less disruption.

3. Options/Alternatives

Traffic calming options to reduce speeds were considered as part of the feasibility design process. The recommended scheme makes consideration for local parking needs and the use of the route by buses, emergency services and cyclists.

4. Consultations

Statutory consultation has been undertaken in 2015\16 with key stakeholders including the bus operators, cycle groups and the emergency services. Statutory consultation with residents has been undertaken by the local member through letter drops and public meetings. Any additional responses to the consultation process will be summarised and considered with the local member prior to proceeding to formal advertisement.

5. Financial Considerations

The estimated cost of the works is £41,656. £38,521 is being funded through Investing In Devon and £3,135 is being funded through the County member locality budget.

6. Environmental Impact Considerations

The scheme will have a minor but positive impact on the environment by reducing traffic speeds, vehicle emissions and by supporting sustainable modes of travel.

7. Equality Considerations

An Equality Impact and Needs Assessment (EINA) was undertaken for the Local Transport Plan. No negative impacts were identified. 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.

8. Legal Considerations

The scheme will require advertisement for a Traffic Regulation Order to implement a 20mph Zone. And advertisement of a notice under the Road Hump Regulations to construct speed cushions.

When making a Traffic Regulation Order it is the County Council responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, secures the expeditious, convenient and safe movement of traffic and provision of parking facilities.

9. Risk Management Considerations

No risks have been identified.

10. Public Health Impact

The scheme aims to reduce traffic speeds and promote a safer environment for walking and cycling. St Georges Road is a key route for walking and cycling access to schools in the Pilton area. The scheme is anticipated to have a positive impact on public health.

11. Reasons for Recommendations

The scheme has been developed in response to local needs. Following positive feedback from consultation, it is recommended that the scheme be approved for construction following formal advertisement.

David Whitton
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Division: Barnstaple North

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Ref.
None		

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sc/cr/traffic calming st georges road barnstaple
02 230317

Appendix I
To HIW/1732

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NOTES				
no	details			
	<div><div></div>Existing 20mph Zone</div> <div><div></div>Proposed Extended 20mph Zone</div>			

Rev	Date	Drawn	Revisions	CHK
0	July 2015	PCR	Original Issue	
1	Aug 2015	PCR	Build out added	
2	Aug 2016	PCR	Intermediate build out removed	
3	Sept 2016	PCR	Build out added to remaining build out	

Devon

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St George's Road,
Barnstaple - traffic calming

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Scale

1:500

Size

A1

Revision

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