

East Devon Highways and Traffic Orders Committee
24 July 2017

Prohibition of Vehicles – A376 Link, Clyst St George

Report of the Acting 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 committee supports the introduction of a compliant road restraint system on the A376; and
- (b) the traffic regulation order is made and sealed as advertised.

1. Introduction

The road restraint system along a section of the A376 northbound has been damaged and it is proposed that the replacement system be extended so that it complies with national guidance. To do this requires the closure of a link between the northbound and southbound carriageways.

This report is to consider the objections submitted in response to the advertising of the prohibition of vehicles for the closure of the link.

2. Proposal

The offside safety barrier on the A376, Exeter bound between the Clyst St George and A3052 roundabouts was damaged following a collision. A barrier assessment identified a number of safety defects with the damaged barrier which requires a replacement scheme rather than a repair.

In the interim a temporary 40mph speed restriction was implemented as a precaution and will stay in place until a replacement vehicle restraint scheme has been constructed.

The existing barrier protects a large oak tree but not the stone bridge parapet.

The preferred option is to install a fully compliant system which is guaranteed by the manufacturer. This compliant system will have a longer barrier than the existing system that will not only protect the tree, but also the parapet and will suit the road geometry. A plan of this proposal can be found in Appendix I.

The extended barrier will cross a small link road between the northbound and southbound carriageways. It is proposed to introduce a prohibition of vehicles on this link so that the extended barrier can be installed.

The safest alternative route for traffic would via the Clyst St George or Clyst St Mary Roundabouts, however there are links between the carriageways that could be used when the roads are quiet enough.

The proposal was advertised from 16 February to 9 March 2017 by notices on site and in the Express and Echo. Letters were also sent to nearby residents.

As a result of the advertising the council received 4 submissions, 1 of which was submitted by 4 people from 2 addresses.

A summary of the comments submitted and the councils response is found in Appendix II.

It is recommended that the prohibition is implemented as advertised to allow the road restraint system to be installed to improve public safety on this dual carriageway.

3. Options/Alternatives

An option of installing a shorter restraint system has been considered that would leave the link road open, however, this would be non-standard and has been ruled out for safety reasons.

4 Financial Considerations

The scheme is estimated to cost £35,000 to be funded from the capital road restraints budget.

5 Environmental Impact Considerations

The scheme will improve the environment by adding further protection to the tree.

6 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.

7 Legal Considerations

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.

8 Risk Management Considerations

This proposal has been assessed and the recommendation is made to safeguard the Council's position and keep the public safe.

9 Public Health Impact

There is not considered to be any public health impact.

10 Reasons for Recommendations

It is considered that not implementing the proposed changes will introduce a danger to drivers using the A376.

Meg Booth
Acting Chief Officer for Highways, Infrastructure Development and Waste

Electoral Division: Broadclyst

Local Government Act 1972: List of Background Papers

Contact for enquiries: James Bench

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Background Paper

Date

File Ref.

None

jb130717edh
sc/cr/prohibition of vehicles a376 link clyst st george
02 140717

<p>NOT TO SCALE</p> <p>Notes:</p> <p>A376 CLYST ST MARY</p> <p>PROPOSED LAYOUT</p>		<p>P1 terminal - TSR (5.0m)</p> <p>N2W4 in socketed concrete foundations (40.0m)</p> <p>P4 terminal in socketed concrete foundations (12.8m)</p> <p>Min. 7.5m after start of parapet wall</p> <p>Setback 1.5m from trafficked edge of white line</p>
<p>Drawn by: Checked by:</p> <p>B BARRIER SERVICES LTD. <i>Fencing Contractors</i></p>	<p>Drawing No:</p> <p>Q9751/DR/01a</p>	

Summary of Submissions and Responses

Comments	Response
First respondent: Resident, Old Winslade, Clyst St Mary	
Resident since 1982 and use the link on a daily basis. Do not recall any traffic problems.	Noted. However, the road restraint system needs to be extended to ensure it is compliant with national policy.
Problems may occur if grass not cut back making visibility difficult – in those instances use link further up dual carriageway.	Noted. There alternative links available that drivers could use when safe to do so.
To close the link would cause a great deal of inconvenience to all residents of Old Winslade and is unnecessary.	Noted. However, a collision with a non-compliant barrier system could result in a serious injury which is why the system must be extended and close the link.
Second respondent: Resident, Old Winslade, Clyst St Mary	
Object to closure of this link. Resident since 1982 and use the link on a daily basis and do not consider link dangerous.	Objection noted.
No road signs on Exmouth bound dual carriageway indicating there are turnings/exits along road including turn off to Redlands Filling Station – speeding commuters have no regard to fact some road users have indicated to make a turn off. Signs should indicate the links.	The southbound approach to the filling station has a slip road to allow drivers to slow down before turning right. The other links are indicated by changes in the road markings and provide access/egress directly into side roads adjacent to the links. These factors provide information to drivers of the link and the reason for it.
Maybe speed limit would stop moronic behaviour – link road no problem but moronic drivers.	It would not be appropriate to lower the speed limit on this dual carriageway.
Third Respondent: Resident Clyst St Mary	
Object to closure of link – use link on a regular basis to travel to Topsham for work.	Objection noted.
Closing link would add extra time to journey particularly as the narrow stretch of A376 northbound gets heavily congested at peak times. This will increase fuel costs and add to pollution.	The safest alternative route for traffic would via the Clyst St George or Clyst St Mary Roundabouts, however there are links between the carriageways that could be used when the roads are quiet enough.
Closure would be extremely inconvenient for all residents in area – neighbours are all in agreement.	Noted.
Absurd suggesting there may be a 'safety' issue when there are a number of links between north/southbound A376 carriageways – those further down are crossing a dual carriageway on both sides – this link is not.	The safety issue relates to the substandard vehicle restraint system (barrier) at this location which must be extended and would block access to the link.
Used road for over 30 years – no knowledge of any safety issues or accidents.	See above.
Fourth Respondent: Residents of Old Winslade Farm Lane (4 residents)	
Object to closure of link – would cause great inconvenience to residents in surrounding area.	Objection noted.
Many have doctors practice in Woodbury -closing link would add substantial time to journeys rendering us late or missing an appointment.	The safest alternative route for traffic would via the Clyst St George or Clyst St Mary Roundabouts, however there are links between the carriageways that could be used when the roads are quiet enough.
Link used by residents and non-residents on a regular basis.	Noted.
Why not remove barrier and use funds to amend the cut through to conform with standards that a cut through junction should be to.	<p>It is the responsibility of the highway authority to protect road users.</p> <p>The road restraint system protects drivers from colliding with the oak tree and stone parapet on the bend in the road.</p>
Overall feel that order is not best for the residents in surrounding area.	Noted.