

Traffic Issues Affecting Hartland

Report of the Area Engineer (North)

Please note that the following recommendations are subject to confirmation by the Committee before taking effect.

Recommendation: It is recommended that:

- (a) the contents of this report are noted;**
- (b) the Committee support further work to identify a cost effective local access improvement scheme as proposed.**

1. Summary

This report outlines some traffic issues affecting Hartland. The report provides an update on work already undertaken and recommends some actions for the future.

2. Background

At the Torrige HATOC Meeting on 19 March 2008 Councillors discussed speeding and safety of pedestrians at Eastdown and Harton, Hartland. (Minute 40 refers.)

The Chairman, Councillor Barton, subsequently arranged a site meeting with concerned residents to see what measures might be possible. This meeting took place on 7 July 2008 and was attended by local officers.

Site Visit

The meeting convened at Eastdown near the Coastguard station buildings. Councillor Barton introduced himself and local officers. He invited residents to comment on their concerns. These concerns related to safety fears in walking journeys to and from Hartland village along the B3248. Residents invited Councillor Barton and the officers to join them on a walk along the route. During the walk, safety concerns were pointed out. These included traffic speeds, the absence of footway provision and poor visibility for both motorists and pedestrians. In particular there were two key locations of concern. Firstly on the bend between Eastdown and Harton Cross Industrial Estate and secondly on the area between Harton Cross and Pengilly Way where there is a road narrowing and shading from trees in a road cutting.

At the meeting residents reiterated their desire for an extension of a 30mph speed limit from Harton to Eastdown and also footway provision along this route.

Speed Management Policy

The County Council work to the Department for Transport traffic advice regarding the implementation of speed limit restrictions. This advice is that speed limits should extend within built up areas only. A requirement for a village speed limit is a minimum density of three houses per 100m length. The area between Eastdown and Harton Cross is outside the existing 30mph limit and it does not meet these criteria, and consequently the County Council should not introduce or extend a speed limit here.

Improving Walking Routes

Devon County Council has submitted a 5 year Local Transport Plan to Government to cover the period between 2006 and 2011. Within the plan, walking journeys will be improved by identifying strategic routes within towns and urban areas which provide safe and convenient means of access to facilities. The plan also aims to improve walking journeys by linking settlements and adjacent rural areas.

Improved walking facilities will also be achieved by ensuring that development proposals make provision for pedestrians.

Update on Work to Date

The County Council has undertaken a feasibility design which looks at providing a continuous footway between Eastdown and Pengilly Way. The estimated cost for such a scheme is £500,000. The cost of such a scheme must be balanced against the relatively small number of users that the scheme would serve. Such levels of expenditure cannot be justified when considered against other transport priorities.

3. Sustainability Considerations

The County Council is keen to work with communities and schools to encourage sustainable transport such as the provision of safe walking routes. There is a school travel plan for Hartland Primary School and there are a number of students who regularly walk along the route.

In view of their concerns regarding this walking route, 148 residents have signed a petition to request an extension to the 30mph speed limit and/or interactive signing.

4. Proposal

The extension of a speed limit is not an option available to the Council due to policy considerations.

A continuous footway scheme is prohibitive in terms of overall cost. However, development opportunities may be able to assist with this option in due course. There are two distinct locations which have been highlighted as major concerns and officers would support further work to identify what might be achievable to reduce pedestrian vulnerability and increase walkers' perception of safety at these locations. The attached overview/location plan EATS(N)327-3-0 refers.

The first location is the sweeping right hand bend between Eastdown and Harton Cross. Some further design work on the provision of a length of footway on the southern side of the B3248 for approx 300m is recommended at a cost of £60,000.

The second location is the tree lined cutting between Harton Cross and Pengilly Way. Removal of some trees at this location could provide improved visibility. Any such work would need to be undertaken sensitively and would need to involve discussion with adjacent landowners. There are also some signing and lining safety measures that could be undertaken to encourage speed reduction and pedestrian safety along this part of the route.

5. Alternatives Considered

Local officers considered a number of alternatives and suggestions in this matter. Policy and guidance prevent some suggestions from being recommended or implemented.

6. Reasons for Reaching the Recommendation

The recommendations have been made so that the Committee can consider traffic issues affecting Hartland and support further measures and proposals.

Joe Deasy

**County Electoral Division: Bideford South & Hartland
District Council Ward: Torridge**

Local Government Act 1972

List of Background Papers

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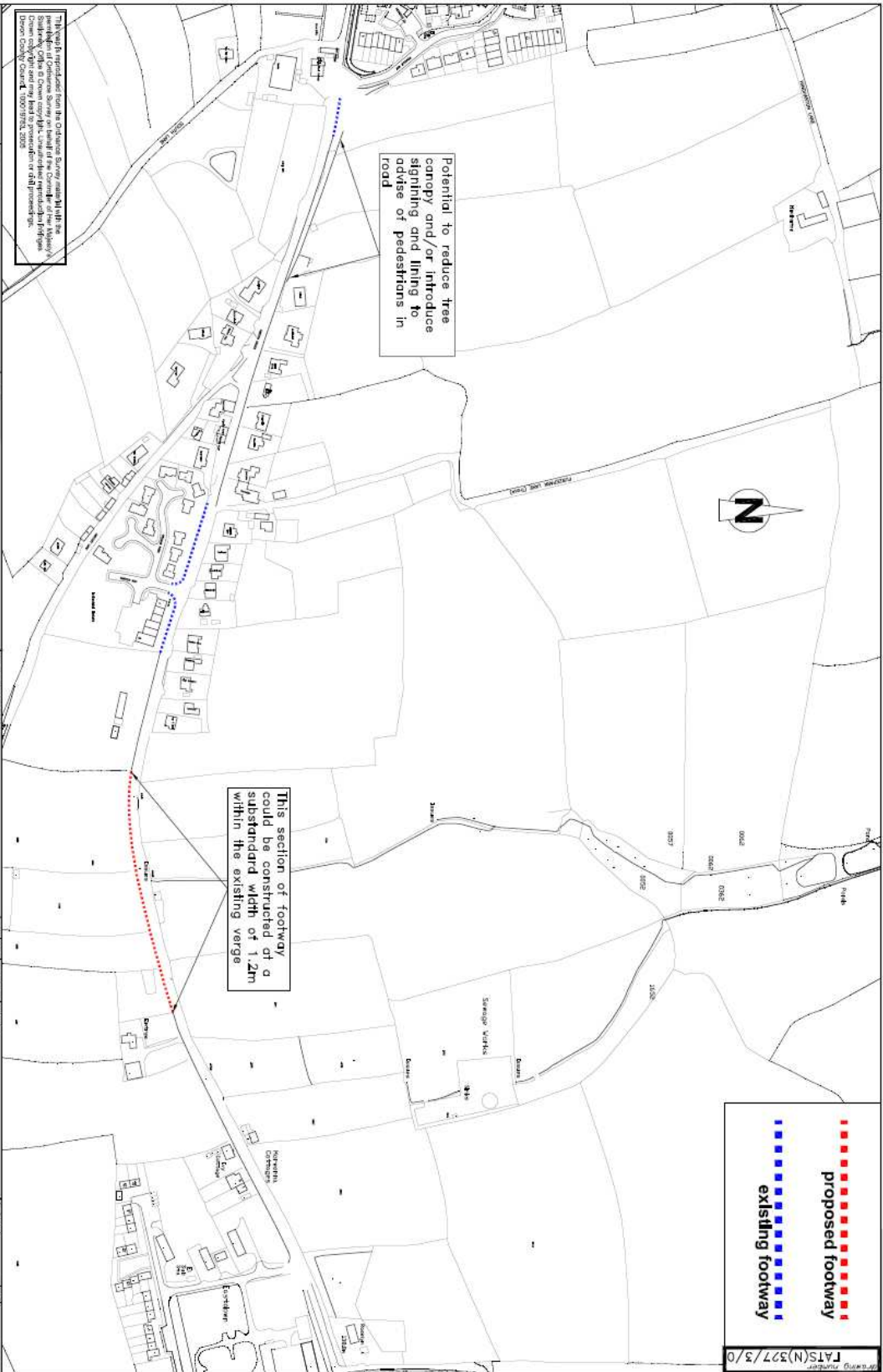
Background Paper	Date	File Ref.
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None

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sc/traffic issues
3 hq 011008

proposed footway

existing footway



Potential to reduce tree canopy and/or introduce signing and lighting to advise of pedestrians in road

This section of footway could be constructed of a substandard width of 1.2m within the existing verge

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JOB
 E3234
 Footway to Eastdown
 Hartland

DRAWING TITLE
 Consultation Plan

Job No.	Date	By	Reviewed

Drawn by: TMS
 Checked by: TMS
 Date: 16/09/2020
EDG
 EATS(N)327/3/0