

**Devon Local Transport Plan - Scheme for Formal Approval
A386 Bishopsmead Roundabout to Facilitate Access to Residential Development**

Report of the Local Service Officer (Okehampton)

Recommendation: It is recommended that the developer's proposal to progress a scheme as shown on drawing No CO5713/CO12/P1 and P2 at their expense be noted.

Note: This recommendation is subject to confirmation by West Devon Highways and Traffic Orders Committee before taking effect.

1. Summary

The purpose of this report is to present to the Committee, the developer's proposal to construct a new junction with the A386.

2. Background

The West Devon Local Plan for Tavistock identifies an area south of Bishopsmead and east of the A386 for residential development. This will be for approximately 220 houses.

Planning permission has been granted for the development by the West Devon Borough Council subject to the completion of a Section 106 Planning Agreement. Whilst the consent is for outline planning permission, access was not a reserved matter which means that the form and location of the junction has planning approval in detail.

The A386 is a National Primary Route and any new junction must perform to the objectives prescribed in Structure Plan Policy TR10 and must be safe and efficient. The proposed roundabout will provide a traffic calming feature and minimise delay for through traffic.

3. Current Situation

This section of the A386 where the roundabout is proposed is a straight section of road not subject to any speed limit other than the 60mph national limit. There is a 30 mph speed zone approximately 230 metres north west of the proposed roundabout.

Anderton Lane joins the A386 approximately 270 metres south east of the proposed roundabout.

There has been one damage only crash recorded on the section of A386 between Anderton Lane and the start of the 30mph zone on the approach to Tavistock since January 2002. Casualty reduction measures were implemented at the junction with Anderton Lane in 2002 and since then there have been two damage only crashes.

4. Proposal

The proposed roundabout will provide a safe access to the new development and calm through-traffic speed to achieve a safe junction arrangement.

It is not intended as an alternative to Anderton Lane, but when complete a new estate road will link between the A386 and a point on Anderton Lane 170 metres north east of the A386.

A 40 mph speed limit is proposed between the existing 30 mph limit and a point 440 metres south east of its junction with Anderton lane. A 30 mph speed limit is proposed for Anderton Lane between the A386 and a point 400 metres to the north east join with the existing 30 mph limit. This should help further reduce the risk of crashes at Anderton Lane junction.

The proposal also improves safety for users of the nearby public footpath who cross the A386 by providing a new centre refuge to cross and by improving visibility.

The roundabout scheme will be carried out entirely at the developers own expense and will be covered by an Agreement entered into under Sections 38 and 278 of the Highways Act 1980. Work is currently planned to commence in January 2006 and be substantially complete by May. This avoids the sensitive travel periods that occur during late spring and summer. Completion will allow proper access into the site by construction traffic associated with the new development rather than the hazards associated with temporary site accesses.

It is intended that the roundabout scheme is progressed by the developer at their expense.

The Police support this scheme.

5. Sustainability Considerations

It is considered that the proposed roundabout will have a neutral effect on sustainability. It has the potential to improve safety should existing users of Anderton Lane wish to use it. There is enhanced safety for users of the public footpath who cross the A386.

6. Reasons for Reaching the Recommendation

The proposal provides a junction that allows safe and convenient access to the site with minimal delay to traffic using the A386. It also will provide a natural calming feature on the approach to Tavistock.

The arrangement allows for maximum retention of the existing hedge.

It allows for the retention of the existing Anderton Lane Junction.

Much of the construction work is clear of the existing highway which will enable disruption to the free flow of traffic to be kept to a minimum.

7. Alternative Options Considered

- (a) Create T junction - discounted as not as safe.
- (b) Create T junction with traffic lights – discounted as increases delay to through traffic and more environmentally intrusive.

Brian George

County Electoral Divisions: Tavistock
District Council Wards: Tavistock, Walkham

Local Government Act 1972

List of Background Papers

Contact for enquiries: Clive King – Brian George

Tel No: 01837 52773

bg161205wdb
cn/dltp a386
5 hq 040106