

## **Turks Head Junction Improvement, Honiton**

Report of the Head of Planning, Transportation and Environment

***Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.***

### **Recommendations:**

- (a) that the scheme design shown in Appendix 1 as drawing number B2300323/0116 (also on display at the meeting as drawing B2300323/0117) be approved for construction at an estimated cost of £565,000 of which £339,786 comes from the Devon Local Transport Plan, the rest is from external sources;**
- (b) that the Head of Planning, Transportation and Environment, in consultation with the Cabinet Member for Economy, Growth and Cabinet Liaison for Exeter and the Local County Council Member, be given delegated authority to make minor amendments to the scheme design;**
- (c) to advertise and if no substantial objections received, make and seal a traffic regulation order for the implementation of the zebra crossing as shown on drawing attached as Appendix 1.**

### **1. Summary**

This report seeks approval to construct a mini roundabout and associated pedestrian crossing facilities at Turks Head Corner junction, Honiton as shown in the scheme drawing.

### **2. Background**

Turk's Head junction is currently a priority T-junction joining the A30 trunk road with Honiton. The junction is currently operating at capacity with significant queues forming on the Turks Head Lane approach during peak periods; this is the arm which connects to the eastbound and westbound A30 off slips.

There is a considerable safety risk associated with traffic queues extending back onto the main line of the A30 dual carriageway. Highways England is concerned that without mitigation, development in Honiton could have an unacceptable impact upon the junction's safe operation.

An improvement to the junction would enable development proposed in the emerging East Devon Local Plan to proceed. Until now it has not been possible to create a satisfactory junction improvement, in the form of a roundabout, due to land constraints around the previous Motel site. The redevelopment of the motel site has created an opportunity to provide a suitable scheme through the dedication of the land required for a mini roundabout. An agreement for this has been signed with the developer.

The improvement is required to enable approximately 450 new homes in Honiton within the emerging East Devon Local Plan; of which up to 300 dwellings have been approved on a site to the West of Hayne Lane subject to improvement of Turks Head junction. This development already has a signed a S106 agreement committing to provide funding towards

the improvement scheme. Two retail developments (Aldi and Lidl), which have been in situ for some time, have also been developed. Each of these stores has a signed S106 contribution towards the improvement of Turks Head junction which expire in summer 2016.

### **3. Proposal**

The proposed scheme would see the current T-junction converted to a mini roundabout to accommodate the proposed increase in traffic. This would require widening of the current approaches to the junction.

The central island of the roundabout will be a raised white dome to allow occasional overrun by larger vehicles.

In accordance with the signed s106 agreement with the Aldi development, a zebra crossing will be provided on the western arm of the junction to improve pedestrian access, particularly between the supermarket and Sidmouth Road, Rosemount Lane and the surrounding residential areas via Beggars Lane.

A Non-Motorised User Audit, informed by pedestrian surveys, has also identified a need to accommodate a safer crossing of the Turks Head Lane itself. To meet this need, a pedestrian crossing refuge has been included on the Turks Head Lane arm which will allow users to cross the road in two stages rather than in one stage at present.

### **4. Consultations, Representations and Technical Data**

The improvement to Turks Head junction is referred to within the emerging East Devon Local Plan as a requirement in order to mitigate the capacity and safety impacts of development traffic. The Plan was subject to extensive public consultation concluding in an Examination in Public led by the Planning Inspectorate; no issues were identified in relation to the Turks Head junction improvement.

A detailed design has been prepared now that all the necessary land has been assembled. The Local County Council Members have been consulted on the detailed design and are supportive.

A presentation was made to Honiton Town Council on 8 June 2015 with a summary briefing of the scheme circulated with the agenda prior to the meeting, a question and answer session followed the presentation and Honiton Town Council discussed the details of the scheme at the formal meeting where it was resolved that:

‘The Town Council agreed that Devon County Council should proceed with a roundabout at this stage with a proviso that weight limit signs be added when turning left from Turks Head Lane towards the High Street and that this situation be continuously monitored and reviewed. The Town Council would like to comment that it had grave concerns that the roundabout proposal was not fully pedestrian friendly but recognised that it was an improvement on the current situation for traffic, and that this proposal was subject to comments from the county archaeologist.’

### **5. Financial Considerations**

The estimated scheme cost is £565,000. It is proposed that the scheme would be partly funded through developer contributions which have been agreed during recent years in order to mitigate development impacts upon this junction. The balance of the scheme would currently need to be funded through the County Council's Local Transport Plan capital

resources and/or partly funded using funds allocated for a highway maintenance scheme at this same location.

Developer s106 contributions to date include:

<b>Development Site</b>	<b>Agreed Section 106 contribution (£)</b>
Aldi	44,664
Lidl	30,550
West of Hayne Lane Mixed Use	150,000
<b>TOTAL</b>	<b>225,214</b>

Under this funding scenario, Devon County Council would need to contribute £339,786. Officers are in discussions with Highways England regarding a possible contribution from its funding sources.

## **6. Environmental Impact Considerations**

The historic environment around this area is rich however there is no evidence according to our records of any direct impact. As a precaution, advice from the County Archaeologist is for key stages of excavation to be supervised by an archaeological contractor.

The section of Exeter Road towards the town centre is designated an Air Quality Management Area. Earlier feasibility studies undertaken for Highways Agency looked at improvements to this junction and highlighted that a roundabout would have a more beneficial impact upon air quality than a signalised junction by reducing off peak operational delays.

Because the scheme is likely to sit upon a boundary between the local and Trunk Road networks, a Non-Motorised User Audit was undertaken to establish the requirements of pedestrians and cyclists and inform the design accordingly. The scheme includes two new crossing points which aim to improve accessibility and safety for pedestrians.

## **7. Equality Considerations**

Where relevant to the decision, the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding.

Taking account of age, disability, race/ethnicity (includes Gypsies and Travellers), gender and gender identity, religion and belief, sexual orientation, pregnant women/new and breastfeeding mothers, marriage/civil partnership status in coming to a decision, a decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

An Impact Assessment has been carried out for this scheme, a copy of which has been circulated to Cabinet Members, and is available alongside this report on the Council's website at: [http://www.devon.gov.uk/index/councildemocracy/decision\\_making/cma/index\\_exc.htm](http://www.devon.gov.uk/index/councildemocracy/decision_making/cma/index_exc.htm)

This shows that it improves access across and through the junction for all road users compared to the current layout.

## **8. Legal Considerations**

The lawful implications/consequences of the recommendations have been considered and taken into account in the recommendations set out above.

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**

This proposal has been assessed and all necessary safeguards or action have been taken to safeguard the Council's position.

It should be noted that this scheme may also be subject to a parallel process of approval by Highways England. The highway involved is currently the responsibility of Devon County Council but a Trunking order is in progress for Turks Head Lane.

## **10. Public Health Impact**

This scheme provides new facilities to improve pedestrian safety and amenity which should assist in healthy, active travel and also provides the best means of managing traffic growth and air quality. The scheme provides safety benefits by reducing the risk of traffic queueing from Turks Head Lane onto the main A30 in the future.

## **11. Options/Alternatives**

Devon County Council has assessed the options of:

- a) A signalised junction
- b) A mini roundabout
- c) Retaining the existing junction

All the above options have been assessed in terms of capacity with future traffic flows. Of the options above, the mini roundabout option offers the greatest increase in capacity and is predicated to operate within capacity at peak times. Whilst a roundabout cannot provide a fully controlled pedestrian crossing, it does allow the zebra crossing and pedestrian crossing refuge to be incorporated. A zebra gives pedestrians greater priority over traffic compared to a signalised crossing. It is also more efficient in terms of minimising average traffic delays. On balance, the mini roundabout provides the most effective and immediate improvement to safety with regard to the main objective: reducing queues on Turks Head Lane and minimising the risk of high speed collisions with stationary traffic on the mainline of the A30 dual carriageway.

Retaining the current layout would not meet accommodated planned growth within the emerging East Devon Local Plan; some of which has already progressed through the Planning process and funds for mitigation already committed in the form of the s106 contributions. Retaining the existing layout would increase the risk of collisions on the A30 near the exit slip roads.

## 12. Reason for Recommendation/Conclusion

The recommendation is made to enable an immediate improvement for road safety and capacity to be made at Turks Head junction, which accords with the availability of external funding whilst it is available. The scheme also enables planned growth as proposed in the emerging East Devon Local Plan.

Dave Black  
Head of Planning, Transportation and Environment

### **Electoral Divisions: Honiton St Michaels, Honiton St Pauls**

Cabinet Member for Economy and Growth and Cabinet Liaison for Exeter:  
Councillor Andrew Leadbetter

*Strategic Director, Place: Heather Barnes*

#### Local Government Act 1972: List of Background Papers

Contact for enquiries: Lewis Ward

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Background Paper	Date	File Reference
Nil		

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