

## **Kingskerswell Village Traffic Calming, Pedestrian and Cycle Scheme**

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 numbers B2300211/Cabinet/1-3 be approved for construction at an estimated cost of £581,000;**
- (b) that the Head of Planning, Transportation and the Environment, in consultation with the Cabinet Member for Highways and Flooding and the Local County Council Member, be given delegated authority to make minor amendments to the scheme design;**
- (c) that approval be given to advertise and, if no substantial objections are received, make and seal Traffic Regulation Orders to reduce the speed limit through the village from 40mph to 30mph, to allow the implementation of zebra crossings as shown in Appendix 1, and to revoke the current Traffic Regulation Order in place at the junction of Torquay Road and Southey Lane banning the right turn out of and the left turn in to the junction.**

### **1. Summary**

This report seeks approval to change the character of Newton Road and Torquay Road in Kingskerswell to a local access route which will also act as sustainable transport corridor. It is requested that a series of traffic calming features and pedestrian and cycle facilities be constructed along this route, following the opening of the A380 South Devon Highway, as shown in the scheme drawing.

### **2. Background**

Following the planned opening of the South Devon Highway in autumn and winter 2015 the traffic through the village of Kingskerswell is predicted to drop significantly. Devon County Council are committed to creating a sustainable transport corridor through the village as part of the South Devon Link Road proposals and this presents an opportunity to change the character of the road from a through route to a road that serves the needs of local people. In addition the road will form an important link in the local cycle network, connecting Newton Abbot and Torquay, as well as linking the village to employment sites, secondary schools and rail stations in Newton Abbot and Torbay. The importance of this route has increased now that the Decoy cycle route is open, and will increase further once the planned Aller junction to Newton Road section (due for construction in 2016/17) and further cycle links on the Torbay side are completed.

The Teignbridge Local Plan 2013-2033 seeks to allocate land for at least 215 new homes in Kingskerswell, provide a cycle link between Torquay and Newton Abbot, provide opportunities for sustainable travel and lifestyles and improve air quality.

The current road layout is designed for large amounts of through traffic. This presents a barrier to local travel, particularly when crossing between the upper and lower parts of the

village. With the removal of through traffic there is the potential for traffic speeds to increase, it is therefore prudent to act now to reduce this problem.

The route is due to be resurfaced once the South Devon Highway is opened, programming this scheme to coincide with the surfacing work will enable it to be introduced at a much lower cost and will avoid the need to change any existing road markings.

### **3. Proposal**

The intention is to introduce various traffic calming features along the whole 2.7Km of the route within the built up area of Kingskerswell in order to maximise the benefits resulting in a reduction in through traffic. This proposal seeks to reduce existing problems of community severance, improve walking and cycling facilities through the village, reduce traffic speeds and accidents, and reinforce the roads new role as a village route and also as a sustainable transport corridor which includes a high frequency bus route.

The features that are being proposed are:

- A permanent reduction in the speed limit through the village from 40mph to 30mph, with supporting gateways at both ends of the scheme.
- The construction of two shared space areas, at the junctions with Moor Park Road and Cole's Lane.
- The removal of the signalised junction at Jurys Corner and its replacement with a shared space area.
- A change in the junction layout at Water Lane to provide priority access from Kingskerswell village.
- The construction of a number of pedestrian crossing points, including seven zebra crossings, on the route through the village.
- Improvement to the junction layout and removal of the existing Traffic Regulation Order at the junction of Torquay Road and Southey Lane.
- Widening of the cycle lanes through the village, to produce a high quality cycle route with segregation where possible.

The South Devon Highway is due to open in autumn and winter 2015. Surfacing works, funded separately, are programmed for spring of 2016 and it is proposed that the scheme be implemented to follow on from these works. This approach will reduce the overall combined cost of the two schemes.

As a part of the proposals it is intended to reduce the speed limit on Newton Road and Torquay Road from 40mph to 30mph, approval is also being sought to advertise the Traffic Regulation Order that will be needed to achieve this. Additional Traffic Regulation Orders will also need to be advertised for each of the proposed zebra crossings on the route.

### **4. Consultations/Representations/Technical Data**

Two rounds of public consultation have taken place, the first to determine the major issues in April and May 2013 and the second, to display preliminary designs, in July and August 2014. In each case a public exhibition was held at the Kingskerswell Community and Leisure Centre for two days, where comments were collected and comment leaflets distributed. There was also an unmanned display at the library for more than one calendar month during each consultation period, where comments were collected. A dedicated email address and postal address was also made available for both consultation periods. The display materials and an electronic response form was also available online for the duration of both consultation events. In 2014 leaflets outlining the proposals and inviting comments were also dropped into every residential address in Kingskerswell.

Both consultation events were advertised by a number of methods:

- A press release was distributed by the County Council at the start of the process.
- Teignbridge District Council emailed details to 110 organisations and individuals who have previously expressed an interest in transport issues in the village.
- Posters were put up around the village, and in the post office and a local shop.
- Local County Councillors were individually informed.
- A meeting was held with the Parish Council in the run up to the event.

In 2013 a total of 73 people attended the two consultation days and a number of online responses and phone calls were also received. There was general support for more and better walking and cycling facilities, and for reducing the speed limit through the village to 30mph.

In 2014 a total of 216 responses were received, once duplicate responses had been discounted. The proposals for floating bus islands and extended parking areas were not well received and these have been removed from the proposals. There was strong support for removing the existing Traffic Regulation Order, banning some turning movements, at Southey Lane, and it is now intended to do this. Stagecoach has supported moving the bus stops into the carriageway and this has been included in the proposals.

The consultation reports for both of these will be made available at the meeting and are available on the Council's Web site at: [www.devon.gov.uk/kingskerswell-village](http://www.devon.gov.uk/kingskerswell-village)

In the spring term of 2015 children at the Kingskerswell Church of England Primary School helped in the design of village gateway signing for Kingskerswell, the winning entries will be incorporated into the design of the final gateway features.

## **5. Financial Considerations**

The estimated scheme cost is £581,000. It is proposed that the scheme is fully funded by the Local Transport Plan Integrated Block.

## **6. Environmental Impact Considerations**

The scheme will be built within the existing highway boundary; therefore there should be minimal environmental impacts.

The County Council is committed to making this route a sustainable transport corridor. The improvements to walking and cycling facilities will promote more sustainable methods of travel and encourage more active travel and healthy living, both around and through the village. Encouraging more active forms of travel will act to reduce vehicle emissions.

Slowing traffic speeds, improving the local road environment, and reducing the amount of signing and road lining, will improve the local character and built environment.

## **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 website at: [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)

The scheme aims to calm traffic and reduce vehicle speeds. Together with the improvements to walking and cycling infrastructure this will make it easier to move around the village and beyond for those groups who either cannot drive or do not have access to a vehicle. In particular it will make movement across the village, east to west, easier; the high traffic flows in the past have acted to segregate the village into two separate halves.

## **8. Legal Considerations**

The lawful implications and consequences of the proposals have been considered and taken into account in the preparation of this report/formulation of 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**

These proposals have been assessed and all necessary safeguards or action have been taken/included to safeguard the Council's position.

The following risk has been identified: if there are significant objections to Traffic Regulation Orders – these would be brought back to Cabinet for consideration.

## **10. Public Health Impact**

The scheme improves upon current provision for pedestrians and cyclists and should therefore assist in promoting healthier methods of travel. In combination with the movement of traffic on to the South Devon Highway these proposals should reduce the number of collisions and the level of vehicle emissions through the village. Supporting active travel, such as walking and cycling, is a key component of the Devon 'Joint Health and Wellbeing Strategy 2013–16'.

## **11. Discussion**

The timing of these proposals, to follow the opening of the South Devon Highway and to coincide with programmed resurfacing works, means that the scheme can be introduced at a lower cost than would normally be possible. If the scheme is postponed any future work will require taking up some of the new surfacing and that existing road markings be taken out and replaced.

## 12. Options/Alternatives

The following options have been considered:

- a) To leave the road as it is (including the current signals layout at Jurys Corner);
- b) To leave the road as it is for a fixed period, such as one year, in order to determine what transport issues arise as a result of the opening of the South Devon Highway.

It has not been considered appropriate to leave the road as it is because the current road layout has been developed to suit the high levels of through traffic and it has been highlighted as a route with a poor safety record. Surfacing works are planned on Newton Road and Torquay Road once the South Devon Highway is open and there will be a substantial cost saving if the design proposals are implemented at the same time. Delaying implementation of the scheme will increase its cost substantially as the road markings and surfacing treatments would have to be taken up and replaced.

## 13. Reason for Recommendation/Conclusion

The opening of the South Devon Highway gives a unique opportunity to change the character of Newton Road / Torquay Road from a busy through route to a local village access route which will also act as a sustainable transport corridor. The programmed surfacing works means that this scheme can be introduced at a lower overall cost, representing good value for money.

Dave Black  
Head of Planning, Transportation and Environment

## Electoral Divisions: Teignbridge South

Cabinet Member for Highway Management and Flood Prevention: Councillor Stuart Hughes

*Strategic Director, Place: Heather Barnes*

Local Government Act 1972: List of Background Papers

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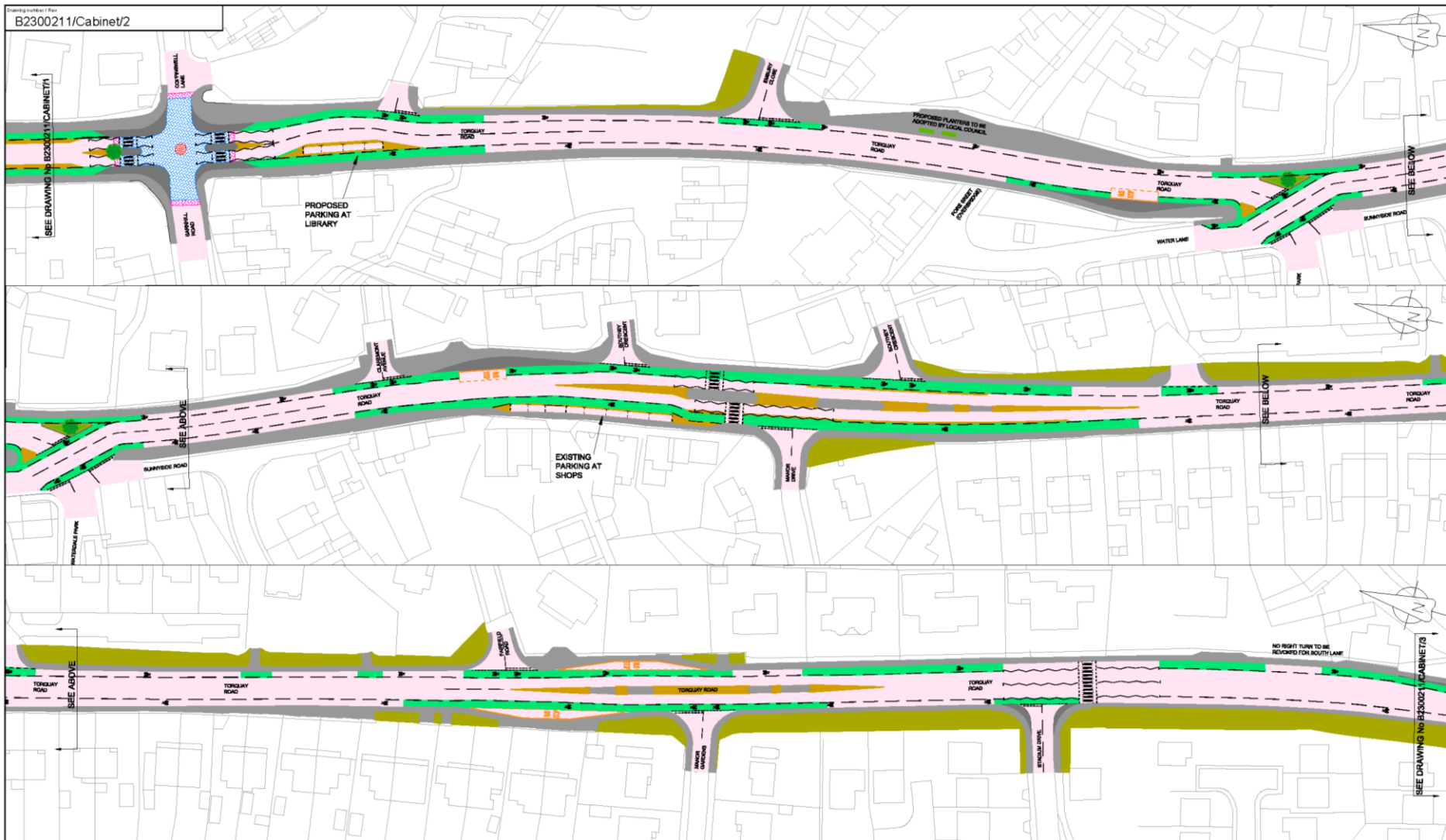
Background Paper	Date	File Reference
1. Design Drawings	August 2015	B2300211/Cabinet/1 to 3
2. Kingskerswell Village Consultation Report	July 2013	B2300211/001
3. Kingskerswell Village Consultation Report 2014	December 2014	B2300211/002
4. A380 Kingskerswell – Collision and Severity reduction Scheme	January 2013	B2300179/REP/001
5. A380 Kingskerswell Route – Collision and Severity Reduction Scheme – Speed Limit Appraisal	February 2013	B2300179/REP/002

Above papers available at [www.devon.gov.uk/kingskerswell-village](http://www.devon.gov.uk/kingskerswell-village)

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hk 07 280815

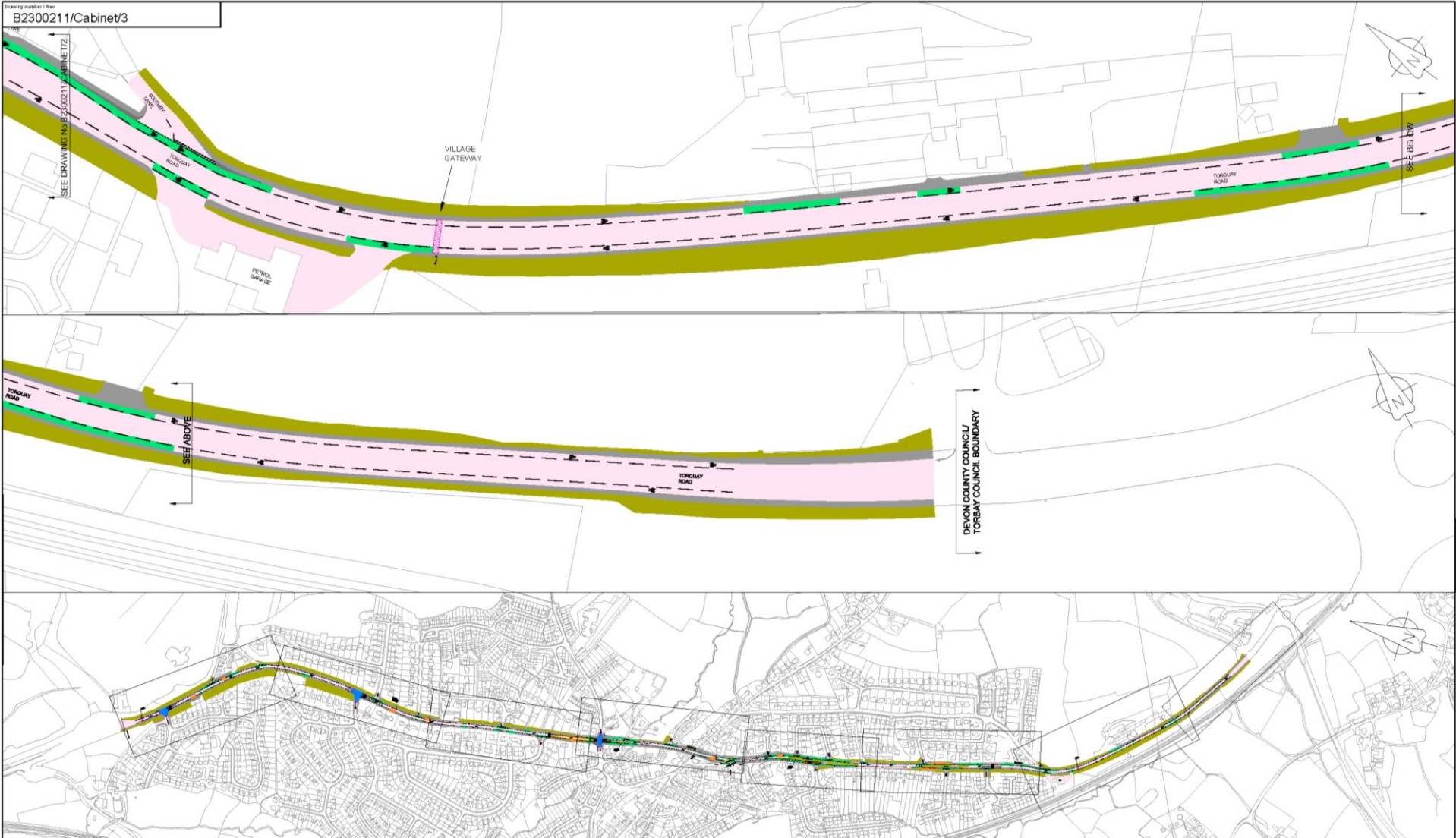


B2300211/Cabinet/2



<p><b>KEY:</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #f0f0f0; border: 1px solid black; margin-right: 5px;"></span> EXISTING CARRIAGEWAY</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #cccccc; border: 1px solid black; margin-right: 5px;"></span> EXISTING FOOTWAY &amp; CENTRAL ISLANDS</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #909090; border: 1px solid black; margin-right: 5px;"></span> EXISTING VERGE</li> <li><span style="display: inline-block; width: 20px; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, #cccccc 2px, #cccccc 4px); border: 1px solid black; margin-right: 5px;"></span> PROPOSED IMPRINT - 'Shared Space'</li> <li><span style="display: inline-block; width: 20px; height: 10px; background: repeating-linear-gradient(-45deg, transparent, transparent 2px, #cccccc 2px, #cccccc 4px); border: 1px solid black; margin-right: 5px;"></span> PROPOSED IMPRINT - 'Hazard Warning'</li> </ul>	<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; border-bottom: 2px dashed black; margin-right: 5px;"></span> PROPOSED CYCLE LANE</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #00ff00; border: 1px solid black; margin-right: 5px;"></span> PROPOSED COLOURED SURFACING (cycle lane)</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #ffa500; border: 1px solid black; margin-right: 5px;"></span> PROPOSED COLOURED SURFACING (hatch replacement)</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #808080; border: 1px solid black; margin-right: 5px;"></span> PROPOSED BUILDOUT</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #90ee90; border: 1px solid black; margin-right: 5px;"></span> PROPOSED VERGE</li> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: #008000; border-radius: 50%; border: 1px solid black; margin-right: 5px;"></span> PROPOSED TREE</li> </ul>	<p><b>NOTES:</b> All road markings shown are proposed</p>	<p>Contains Ordnance Survey data. © Crown copyright and database rights 2015. 100019783</p>	<p>Client <b>Devon County Council</b></p> <p><b>JACOBS</b> Riverside House, Riverside, Exeter, EX1 1DT Tel: +44(0)1392 216 340 Fax: +44(0)1392 214 438 Website: www.jacobs.com</p> <p>Project <b>KINGSKERSWELL NEWTON ROAD/VILLAGE CENTRE</b></p>	<p>Drawing title <b>GENERAL ARRANGEMENT CABINET</b></p> <p>Drawing status <b>Conceptual</b></p> <p>Scale 1:500 @ A1 <b>DO NOT SCALE</b></p> <p>Jacobs No. B2300211</p> <p>Drawing number <b>B2300211/Cabinet/2</b></p> <p>Rev <b>0</b></p>
<p><b>KEY:</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #f0f0f0; border: 1px solid black; margin-right: 5px;"></span> EXISTING CARRIAGEWAY</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #cccccc; border: 1px solid black; margin-right: 5px;"></span> EXISTING FOOTWAY &amp; CENTRAL ISLANDS</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #909090; border: 1px solid black; margin-right: 5px;"></span> EXISTING VERGE</li> <li><span style="display: inline-block; width: 20px; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, #cccccc 2px, #cccccc 4px); border: 1px solid black; margin-right: 5px;"></span> PROPOSED IMPRINT - 'Shared Space'</li> <li><span style="display: inline-block; width: 20px; height: 10px; background: repeating-linear-gradient(-45deg, transparent, transparent 2px, #cccccc 2px, #cccccc 4px); border: 1px solid black; margin-right: 5px;"></span> PROPOSED IMPRINT - 'Hazard Warning'</li> </ul>			<p><small>© Copyright 2015, Jacobs U.K. Limited. The contents and information contained in this document are the property of Jacobs. Sites or copying of this document in whole or in part without the written permission of Jacobs constitutes an infringement of copyright. This drawing has been prepared on behalf of, and for the exclusive use of Jacobs' Client, and is submitted and issued in accordance with the conditions of the contract between Jacobs and the Client. Jacobs accepts no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this drawing by any third party.</small></p>		

Drawing Number / Rev  
**B2300211/Cabinet/3**



- KEY:**
- EXISTING CARRIAGEWAY
  - EXISTING FOOTWAY & CENTRAL ISLANDS
  - EXISTING VERGE
  - PROPOSED IMPRINT - 'Shared Space'
  - PROPOSED IMPRINT - 'Hazard Warning'
  - PROPOSED CYCLE LANE
  - PROPOSED COLOURED SURFACING (cycle lane)
  - PROPOSED COLOURED SURFACING (hatch replacement)
  - PROPOSED BUILDOUT
  - PROPOSED VERGE
  - PROPOSED TREE

**NOTES:**  
 All road markings shown are proposed

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Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	App'd
0	12/05/15	Original	JH	JF	P.C	JF

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Project  
**KINGSKERSWELL  
 NEWTON ROAD/VILLAGE CENTRE**

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Rev  
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