

Victoria Road/Imperial Road Junction Exmouth

Report of the Head of Highways, Capital 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 condition of the existing highway drainage system continues to be monitored and it is ensured that, as far as possible, it continues to run to capacity to the shared system;**
- (b) the Exmouth Traffic Review, which is currently being undertaken, considers the impact of improvements being made to the Mamhead Slipway on traffic flows in Victoria Road.**

1. Background/Introduction

It was resolved at the last East Devon HATOC that investigations be undertaken into the flooding and congestion issues at the Victoria Road/Imperial Road Junction Exmouth, and that a report be brought to the next meeting outlining the results of the investigations together with any proposals for managing both the flooding and the congestion concerns identified at this location.

2. Main Text/Proposal

Drainage

The Highway Drainage system has been jetted to ensure that it is working to capacity at the junction of Victoria Road and Imperial Road.

The highway drainage system runs into a combined system which is maintained by South West Water.

The South West Water Integrated Urban Drainage Study Phase 3 - Flood Risk & Options was commissioned, following partnership consultation on 30 April 2012. It had the aim of identifying options to increase the catchments resilience to future change and promote increased cooperation between the key flood risk management authorities, as required by the Flood Act 2010.

Section 6.2 of the report refers to Victoria Road/Imperial Road.

This area was identified in the Surface Water Management Plan as a 'Wetspot' catchment with a hazard rating of severe.

The key sources of flooding, determined from the historical evidence and model predictions, include the following:

- High levels of surcharge in the local sewer network which prevents the efficient discharge of surface water.*

- *Out-of-sewer flooding, caused by a lack of downstream capacity and pumped inflows from Imperial Road SPS.*
- *Wave overtopping, from both The Duckpond to the north and over the Esplanade to the south.*

During consultations with the EA, flooding was suspected to occur during extreme high tides.

The model indicates the combined system drains approximately 40% of the total impermeable area upstream. The highways and roofs are roughly similar in terms of their individual contributions.

The junction of Victoria Road and Imperial Road is located in a topographic low point within this area of the catchment and will draw in surface waters from the surrounding area, which is almost entirely impermeable.

Pooled flood waters largely remain within the site until surcharge levels in the combined sewer subside and allow the highway gullies to drain it away.

In addition, the model identifies that wave overtopping occurs along The Royal Avenue and in the Duckpond area to the north, flowing down Imperial Road and exacerbating the severity of flooding during more extreme storm conditions.

The report makes a number of proposals for future drainage improvements that should seek to mitigate out-of-sewer flooding, surface water flooding which pools at the junction of Victoria Road and Imperial Road, and wave overtopping. Within the proposals it is stated that *“upgrading the surface water and highway drainage networks to resolve surface water flooding is considered impractical and is unlikely to be cost effective. In addition, the risk of flooding from wave overtopping also indicates the necessity to better manage surface water”*.

Congestion

Camera surveys were undertaken on the 3rd and the 8th October and analysed.

The report demonstrated that throughout the survey period traffic flows were generally good with no delays greater than 20 seconds recorded.

3. Options/Alternatives

Drainage

To continue to monitor the condition of the existing highway drainage system and ensure, as far as possible, it continues to run to capacity to the shared system which is the responsibility of South West Water.

To continue to work with and support South West Water and other partnership agencies and projects, such as the East Devon District Council Exmouth Tidal Defences study, as required by the Flood Act 2010.

Congestion

The Exmouth Traffic Review is currently being undertaken and consideration will be given to the impact of improvements being made to the Mamhead Slipway. Local concerns and professional judgement about the impact of the improved facility on traffic flows on Victoria Road will be considered as a part of this project.

4. Sustainability Considerations

The proposals are expected to be carbon neutral

5. Equality Considerations

There are not considered to be any equality issues in regards to this scheme.

6. Legal Considerations

The lawful implications of the proposals have been considered and taken into account in the preparation of this report.

7. Risk Management Consideration

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

8. Summary/Conclusions/Reasons for Recommendations

The South West Water Flood Risk & Options Report states upgrading the surface water and highway drainage networks to resolve surface water flooding is considered impractical and is unlikely to be cost effective. The recommendation is therefore to continue to work with and support South West Water and other partnership agencies as required by the Flood Act 2010.

Survey data does not demonstrate a current issue with congestion in Victoria Road and therefore it is recommended to consider the issue as a part of the Exmouth Traffic Review and Mamhead Slipway improvement works.

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Electoral Division: Exmouth Littleham & Town

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Ref.
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Nil

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