

## **Crediton Link Road: Traffic Impacts**

Report of the Head of Highways and Traffic Management

***Please note that the following recommendation is subject to consideration and determination by the Committee before taking effect.***

**Recommendation:** It is recommended that the Committee note and welcome the effects of the proposed Crediton Industrial Link Road on traffic in the town.

### **1. Summary**

This report is based upon the conclusions within the detailed Transport Assessment (TA) and provides a summary of the predicted traffic impact of the scheme upon Crediton.

### **2. Background/Introduction**

Mid Devon Highways and traffic orders committee at its meeting on Monday 17 October 2011 resolved that a report on the effects of the Crediton Link Road be brought.

The Crediton Industrial Link Road (CILR) has been in development for some time. The preferred route was approved by Cabinet at its meeting on 10 March 2010 and subsequently granted Planning Permission by the Devon County Council's Development Management Committee on Wednesday 18 January 2012.

The main aims of the CILR are to improve air quality along Exeter Road and to facilitate economic development by improving accessibility to the Lords Meadow Industrial Estate and by serving the development sites allocated in local planning documents.

### **3. Summary of the effects of the CILR**

The proposed Crediton Industrial Link Road between the Wellparks roundabout on the A377 and Lords Meadow Industrial Estate will have a positive impact on traffic levels and congestion, particularly along Exeter Road, Charlotte Street, East Street and Mill Street.

To cater for the redistributed traffic flows, a mini roundabout is proposed for the Exhibition Road/Commercial Road junction. This would be complemented by a change of priorities at the Marsh Lane/Commercial Road junction and future improvements to Marsh Lane itself. All other junctions are predicted to be under capacity following the introduction of the CILR.

Traffic Modelling has predicted that upon opening in 2014, the CILR will remove a significant volume of traffic from Exeter Road, which will improve the air quality and noise environment along this narrow street. This will provide an improved environment for pedestrians and cyclists, reducing the negative health impacts of poor air quality on these road users and people living adjacent to the road.

The impact of the CILR on public transport would be positive, as it will remove some conflict between buses and large vehicles on Exeter Road. The impact upon pedestrians and cyclists would be minimal, with the Public Right of Way across the CILR route being maintained through the construction of a bridge over the CILR.

Network resilience will be improved as the CILR will provide an alternative route in times when Exeter Road is blocked, for example, during utility works or essential highway maintenance. There are also potential safety improvements resulting from reduced traffic movements through the junction of the A377 Charlotte Street and East Street. Finally, an analysis of the Transport User Benefits (through the DfT scheme assessment process) indicates that the CILR would provide benefits to transport users within Crediton and that the scheme has a high Benefit-to-Cost ratio.

As stated in LTP3, Exeter Road suffers from severe congestion and traffic management options will not resolve congestion problems. With existing congested roads and an identified AQMA, it is imperative that any future growth is accommodated for by appropriate infrastructure as also stated within the LDF Core Strategy and Allocations & Infrastructure DPD. The provision of the CILR will benefit the east of Crediton by enhancing the environment in terms of congestion, air quality, noise and safety together with improved access to the town.

For further information the full details of the impacts of the CILR are contained with the Planning Application with traffic impacts specifically described within the accompanying Transport Assessment. The TA can be viewed on the Devon County Website at the following location [http://www.devon.gov.uk/dcc3272\\_100.pdf](http://www.devon.gov.uk/dcc3272_100.pdf)

The modelled traffic flows are shown in Appendix I attached.

#### **4. Sustainability Considerations**

Sustainability considerations are addressed in PTE/12/1 - Development Management Committee, County Council Development - Mid Devon District: dated 18 January 2012.

#### **5. Carbon Impact Considerations**

Carbon impacts are considered in PTE/12/1 - Development Management Committee, County Council Development - Mid Devon District: dated 18 January 2012.

#### **6. Equality Considerations**

Equality considerations are considered in PTE/12/1 - Development Management Committee, County Council Development - Mid Devon District: dated 18 January 2012.

#### **7. Legal Considerations**

Legal considerations are addressed in PTE/12/1 - Development Management Committee, County Council Development - Mid Devon District: dated 18 January 2012.

#### **8. Risk Management Considerations**

Risk management issues are reported in PTE/12/1 - Development Management Committee, County Council Development - Mid Devon District: dated 18 January 2012.

## 9. Options/Alternatives

Various options for the scheme have been considered. The preferred scheme option was identified and approved by Cabinet in March 2010 (report EEC/10/46/HQ refers - CREDITON Industrial Link Road and CREDITON Bypass).

## 10. Reason for Recommendation/Conclusion

The information provided in this report is based on traffic modelling undertaken by the Planning, Transport and Environment Service and reflects the best understanding of the effects on traffic flows of the proposed CREDITON Industrial Link Road. It is recommended that these are noted and welcomed by the Committee.

Lester Willmington  
Head of Highways and Traffic Management

### Electoral Division: CREDITON Rural

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

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Background Paper	Date	File Ref.
1. EEC/10/46/HQ – Cabinet - CREDITON Industrial Link Road and CREDITON Bypass	10 March 2010	
2. PTE/12/1 - Development Management Committee County Council Development - Mid Devon District: Proposed construction of a Link Road within cutting, including new footbridge and lit junctions, new planting and drainage on land between the Wellparks roundabout on the A377 and Commonmarsh Lane on the Lords Meadow Industrial Estate at land to the east of CREDITON	18 January 2012	

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**Appendix I  
To HTM/12/17**

**Crediton Industrial Link Road – Modelled Traffic Flows 2014 and 2026**

**2014**

Link	Without Link	With Link
Exeter Road- Wellparks to Taw Vale	14,000	8,800
Exeter Road - Taw Vale to Four Mills Lane	15,500	9,800
Exeter Road – Four Mills lane to Charlotte Street	16,000	10,000
East Street	13,000	9,800
Mill Street	8,500	5,000
Exhibition Road –Mill Street to Commercial Road	10,000	10,500
Commercial Road – Exhibition Road to Hawkins Way	6,500	9,000
Marsh Lane	3,000	7,500
High Street	11,500	11,000
Blagdon	6,000	7,000
Jockey Hill	5,000	5,500
Link Road	0	6,000

**2026**

Link	Without Link	With Link
Exeter Road- Wellparks to Taw Vale	16,000	10,000
Exeter Road - Taw Vale to Four Mills Lane	17,500	11,000
Exeter Road – Four Mills lane to Charlotte Street	18,000	11,500
East Street	15,000	11,000
Mill Street	9,500	5,500
Exhibition Road –Mill Street to Commercial Road	12,000	11,500
Commercial road – Exhibition Road to Hawkins Way	7,500	11,000
Marsh Lane	3,500	9,000
High Street	12,000	12,000
Blagdon	6,500	7,500
Jockey Hill	5,500	6,000
Link Road	0	7,500