

Cullompton Tiverton Road Footway Reconfiguration, Cullompton

Report of the Head of Highways, Capital Development and Waste

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

Recommendation: It is recommended that the results of investigations are noted and changes to the footways in Tiverton Road are not proceeded with.

1. Background

This report provides an update following the request at HATOC on 17 June to investigate if footways along Tiverton Road could be reconfigured to provide an improved pedestrian environment.

2. Investigations

Tiverton Road at the junction with High Street in Cullompton is constrained on either side by buildings. Manor House Hotel to the south is Grade II* listed building, and both buildings fall within the conservation area in the town.

The current layout of Tiverton Road provides a narrow footway to the northern side, and a wider footway to the southern side. Vehicles often overrun the southern footway particularly during busy peak periods. The suggestion involved removal of the southern footway and provision of kerbing the minimum distance required to protect the Manor House Hotel from being hit by vehicles. The space gained would be used to widen the northern footway. Footway realignment was to be focused on the narrowest section between the junction and the rear car park entrance into the Hotel, a distance of some 40m.

The first stage of work required assessing the feasibility of moving the road closer to the building on the southern side (Manor House Hotel). Initial conversations with Mid Devon District Council indicated that they would require a structural assessment of the building in order to confidently ascertain the impacts such a scheme would have on the structural integrity of the building. MDDC specified that a scheme would only be acceptable if it was shown that any impacts were negligible, or could be mitigated. Local highway officers also raised concerns regarding the structural integrity of the building.

As a result, permission to access to the property was obtained, and a condition and structural survey carried out. Inspection of the building noted cracking in stonework and render in numerous locations suggesting evidence of structural movement. The surveyor noted that 'certain locations externally and internally along the flank wall of Tiverton Road are showing signs of fatigue'. The recommendation of the surveyor was that any movement of the highway closer to the building would 'slightly increase the severity of the existing problems' and concluded that such a scheme would 'possibly increase damage caused to the hotel'.

Due to the findings of the condition and structural survey design work has not been progressed.

In conjunction with the study of Tiverton Road minor traffic order amendments have been proposed within the town to assist traffic movement at peak hours. These proposals are that an experimental traffic order to prohibit the right turn movement from Tiverton Road into Fore Street

is introduced and also the restriction of loading and waiting in Fore Street during morning and afternoon periods of peak traffic flow.

The experimental traffic order prohibiting right turn movements has been dated (26 February) and the advert was placed in the Mid Devon Gazette on 4 March. The works on site begin in the week beginning 10 March and the order will be sealed on 17 March. This work will be carried out in conjunction with SWW works which require a road closure.

The County has been in informal consultation with Cullompton Town Council regarding the possible introduction of parking and loading restrictions on Fore Street. The matter was debated by Town Council but no formal response has been forthcoming. It is understood that the Town Council is broadly in favour of restriction but there is vociferous opposition from those businesses that would be affected by it.

It is proposed that an order be advertised for a restriction of parking and loading and the responses are considered in due course.

3. Options

An alternative option for improving the footways in Tiverton Road involves narrowing of the northern pavement and widening the southern pavement. This option is deemed unacceptable due to housing frontages along the northern pavement.

4. Financial Considerations

Condition and structural survey costs were £1,770.

5. Legal Considerations

There are no specific legal considerations arising from this report.

6. Conclusion

It is recommended that following the advice of the surveyor changes to the footways in Tiverton Road are not proceeded with.

David Whitton
Head of Highways, Capital Development and Waste

Electoral Division: Cullompton Rural

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Reference
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Nil

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