

Devon County Council (Tiverton Road, Cullompton) (Experimental No Right Turn) Order 2014

Report of the Head of Planning, Transportation and Environment

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

Recommendations: It is recommended that:

- (a) the comments received in response to the Order are considered; and**
- (b) with enhanced signage, authority is given to make the Order permanent.**

1. Introduction

In response to concerns that vehicles waiting to turn right out of Tiverton Road can cause disruption and delays to the traffic flow on Fore Street. An Experimental Traffic Regulation Order (ETRO) was introduced in March 2014 to prohibit the right turn manoeuvre from Tiverton Road into Fore Street. A scheme plan for the ETRO indicating the ban, diversion route and associated signing is included in Appendix II. This report details the formal response received to the ETRO and summarises the findings from post scheme monitoring of traffic movements at the junction.

2. Post Scheme Monitoring

A video survey was undertaken on 13 November 2014 to assess the numbers of eastbound vehicles continuing to turn right out of Tiverton Road. A camera was positioned on the High Street facing northbound traffic. This method of data collection was chosen as it provides a discrete method of collecting traffic data without unduly influencing driver behaviour at the junction. It is expected that the footage provides a representative view of the driver behaviour.

A summary of the results from the peak hours is included in the table below. For comparison the table includes corresponding data recorded prior to the right turn ban being introduced.

Date	AM peak (0800 – 0900)		PM peak (1700 – 1800)	
	Vehicles turning right	% of eastbound traffic	Vehicles turning right	% of eastbound traffic
11 July 2012	18	8%	18	10%
13 November 2014	2	1%	3	2%

The results of the traffic survey demonstrate that there is a very low proportion of vehicles contravening the right turn ban. With only 1 to 2% of traffic turning right during the morning and afternoon peak hours.

3. Response to the Experimental Traffic Regulation Order

An ETRO may remain in force for a period of up to 18 months. Any objections or representations to an ETRO becoming permanent are made within the first six months of the order coming into force. If the ETRO is changed, then further objections or comments may be made within a six month from the date of the change.

The ETRO for Tiverton Road right turn ban has not been changed since its introduction in March 2014. During the initial six month period a total of 12 formal responses were received. A summary of the comments is included in Appendix I.

From the 12 formal written responses:

- 7 respondents expressed support for the right turn ban.
- 1 respondent objected to the right turn ban due to the impact on Langlands Road.
- 7 comments requested that improved signage be considered at the junction.
- 1 request was made for the residents of Langlands Road to be surveyed before any decision is made to make an order permanent.
- 1 respondent requested that a right turn ban or right run lane also be considered for traffic turning right into Tiverton Road from Fore Street.
- 1 respondent requested that Tiverton Road be made one-way.

It is clear that while there is general support and limited objection to the ETRO being introduced. There is concern about the level of signage that is in place to support the ban at the junction and concern about the impact on the alternative route via Langlands Road.

4. Conclusions

Although traffic flows in Tiverton Road are low both before and after the ETRO was introduced. The very small proportion of vehicles continuing to turn right against the ban indicates that the experimental order has been effective.

It is not known whether those vehicles contravening the order are doing so due to signage, driver error, or if the ban is being deliberately flouted. But comments received to the ETRO suggest that improved signage at the junction would improve driver awareness and compliance. The plan in Appendix III includes proposals for additional signage and road markings on the approach to Fore Street and amended signage opposite the junction.

Comments in response to the ETRO expressed concern about the alternative traffic route using Langlands Road. At the time the ETRO was introduced, the only public highway suitable for use as the alternative diversion route was Langlands Road. Swallow Way located to the west of Langlands Road is a potential alternative route for diverted traffic. But Swallow Way is not yet an adopted public highway. Swallow Way is indicated on the plan included in Appendix III.

Although the alternative traffic route is essential when considering the right turn ban. It does not form part of the traffic regulation order governing the ban. If consideration is given to making the ETRO permanent then this will not prevent or restrict consideration of alternative traffic routes when available.

5. Recommendations

After consideration of the written comments received in response to the Experimental Traffic Regulation Order it is the officer recommendation that the ETRO should be made permanent with permanent signage enhanced to reinforce the Order.

6. Consultations

Implementing an ETRO involves formal consultation with statutory bodies including local council, emergency services. And members of the public through public notices displayed on site, online and in the local press.

7. Financial Considerations

All costs for the scheme have been provided through developer contributions.

8. Legal Considerations

There are no specific legal considerations.

9. Risk Management Considerations

No risks have been identified.

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Head of Planning, Transportation and Environment

Electoral Division: Cullompton Rural

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Ref.
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Nil

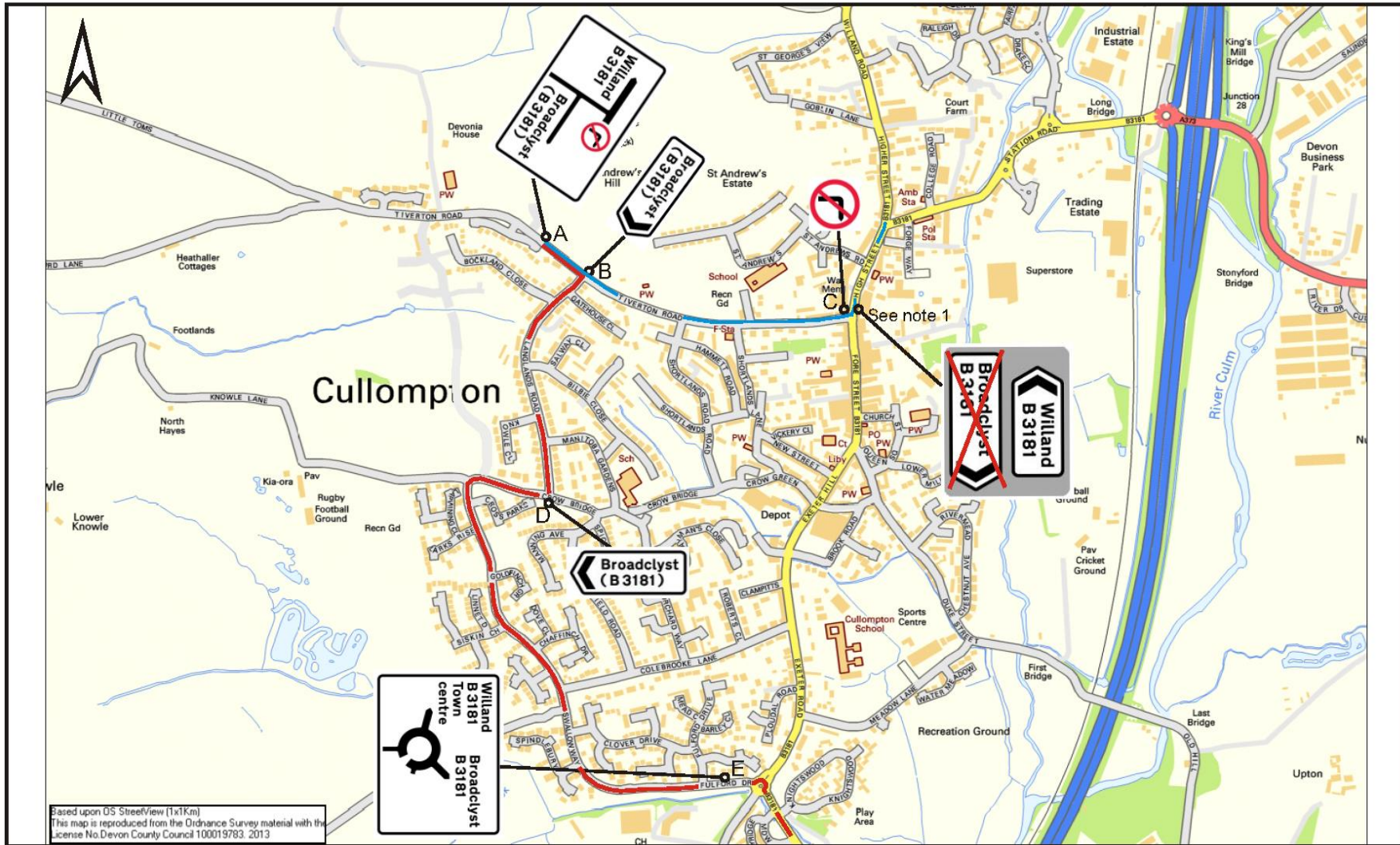
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sc/cr/tiverton road Cullompton experimental no right turn order
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**Appendix I
To PTE/15/19**

APPENDIX 1 SUMMARY OF RESPONSE TO ADVERTISEMENT

Devon County Council (Tiverton Road, Cullompton) (Experimental No Right Turn)
Order 2014

No	Summary of Comments
1. Police	The no right turn at this junction, in principle, is definitely a step in the right direction. It has eased congestion and created a good flow of traffic. There have been a number of contraventions. Some of which have been down to failing to observe the new traffic signs and others intentionally ignoring it. The signage is a problem. Currently there is good advanced warning at the junction of Tiverton road and Langlands Road. However at the junction itself the signage and road markings are poor and confusing. The no right hand turn at the junction is set up high and actually behind the junction itself, being missed by many a motorist. The lines across the mouth of the junction indicate a give way, but there is also a painted STOP on the road to! To improve this and ultimately to reduce the number of contraventions, the STOP paint needs to be removed from the junction mouth, the sign needs repositioning with a give way sign added and a further No Right Sign added to the current sign post opposite the junction, ie in front of the driver. A painted arrow on the road should finish off the order to only turn left. This should alleviate all confusion and improve flow even further
2	Objects to the ETRO. Unhappy that traffic is diverted along Langlands Road as this is a residential estate. The new road through the new housing estate was supposed to be the new link road to remove traffic from Langlands Road.
3	Traffic is regularly turning right at this junction despite the ban
4	Signage is inadequate. Drivers regularly are unaware of the restriction
5	Many drivers are unaware that the restrictions have changed here due to the lack of signage and road markings
6	This has been an improvement. There are less cars backed up along Tiverton Road. Additional signs would help as you cannot see any signs when stopped at the junction.
7	Residents of Langlands Road should be surveyed before any decision is taken to make this order permanent as they are bearing the brunt of displaced traffic
8	The no right turn has worked well for traffic exiting the Tiverton Road junction. The real issue is with traffic turning right into Tiverton Road as they can cause delays with cars waiting behind. Either stop vehicles turning right into Tiverton Road or put in a filter lane and yellow hatching. Due to a lack of traffic information data the experiment should be continued up to 18 months. DCC should carry out 2 more traffic count surveys to check that the vehicle traffic movements have had an effect before making a final decision
9	Our perception is that this has been very beneficial with only a few people ignoring the no right turn sign. This appears very definitely a significant benefit overall.
10	It's an excellent change. It needs better signage
11	The Town Council is supportive of the order and would like the experiment to continue with better signage and a traffic count to find out what is happening at the junction.
12	I feel that this has been a great success with fewer queues of cars waiting for someone else to turn right. However some people still do turn right. I feel that a larger more noticeable sign on the building facing the junction might help to reduce the number of people still turning right. Looking forward I feel that it is essential that Tiverton Road be made one way.



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Experimental Traffic Regulation Order Signing

Notes

1. At Site C replace diag 1002.1 stop line with diag 1003 give way marking and remove Stop Marking. Cover sign opposite for Broadclyst.

Drawing No

N3224/105/C

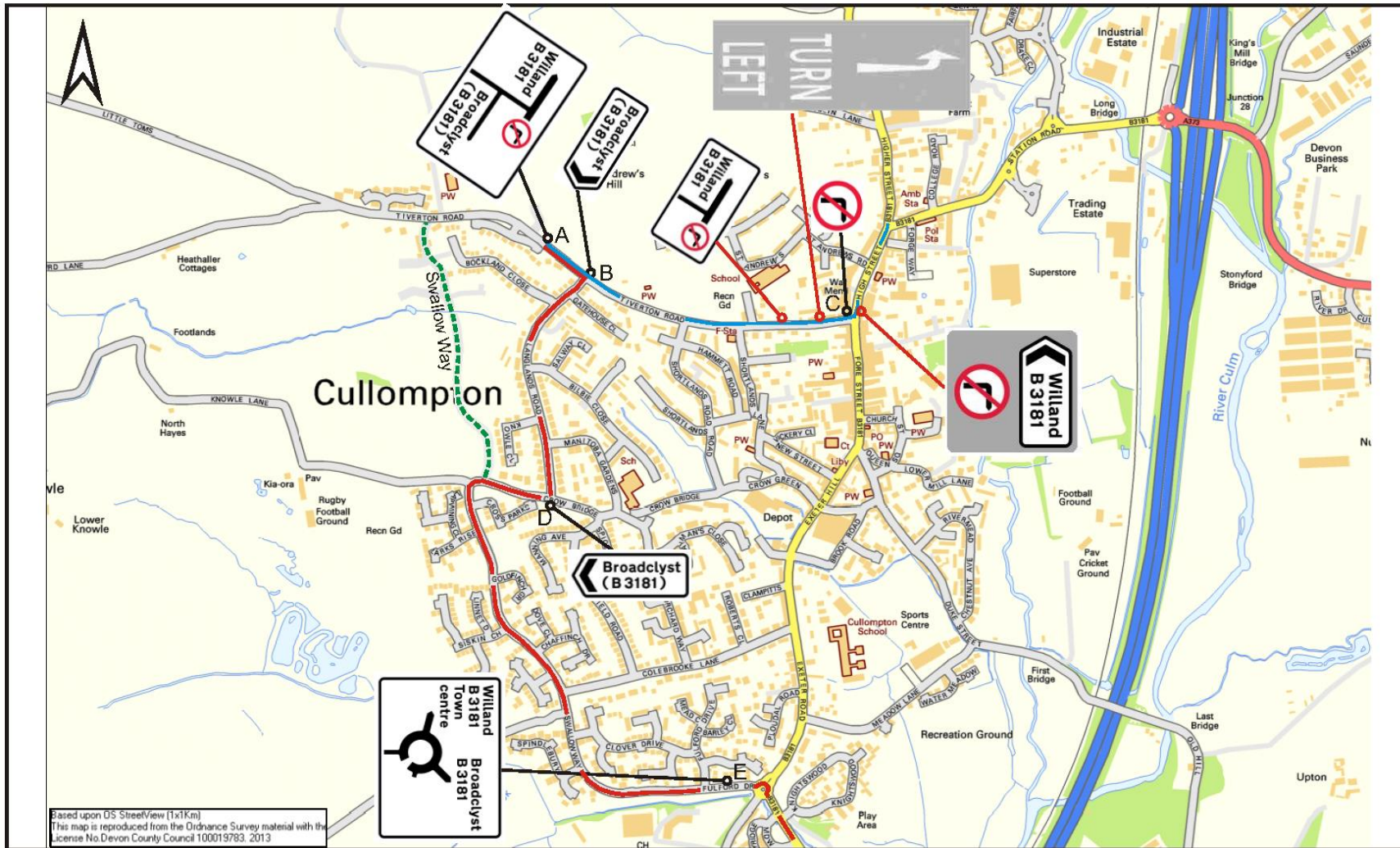
Date

May 2013

Scale

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Experimental Traffic Regulation Order Amended Signing

Notes

1. Additional signage and road markings on the approach to Fore St junction. Amended signage opposite the junction. Shown
2. Potential alternative diversion route (Swallow way)

Drawing No

N3224/105/D

Date

May 2013

Scale

N.T.S

