

## **Request for a One Way System – Westward Ho!**

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 assessment made from the information currently available in the Northam Traffic Management Plan is noted;**
- (b) any further work is undertaken by officers in connection with the request for a one-way system based upon the recommendations of the Northam Traffic Management Plan.**

### **1. Summary**

This report considers the request made for the provision of a defined one-way system in Westward Ho!

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

At the request of the chairman the imposition of a one-way system in Westward Ho! settlement involving Stanwell Hill, Atlantic Way and Fosketh Hill has been considered. This request was made in connection with concern over the volume of traffic on Stanwell Hill and the potential for vehicle conflict.

In July 2015, the Northam Traffic Management Plan was produced which covered the settlements of Appledore, Northam, Orchard Hill and Westward Ho!. Following a meeting with Northam Town Council a working party was set up to review, process and develop the Traffic Management Plan. This group contained representatives from the Town Council, District Council, the local County Councillor and representatives from local residents. The working group was supported by representatives of the County Council's Traffic Team and the Local Neighbourhood Highway Officer.

A whole range of local highway schemes were submitted for consideration by the working group from which a programme of Short, Medium and Long Term Proposals was devised for delivery. A complete list of these schemes is contained within Appendix A to the final Northam Traffic Management Plan.

### **3. Proposal**

The review that was undertaken during 2013/2014 by the formalised Working Party to produce the Northam Traffic Management Plan included a detailed assessment of the viability of introducing a one-way system on Stanwell Hill and Fosketh Hill. It was recommended by the working party, after due consideration that the proposal for the implementation of a one-way system on Stanwell Hill and Fosketh Hill should not be progressed. The main reason for this recommendation centred on serious concerns over

increased vehicle speeds and accidents, especially on corners where drivers currently have to proceed with caution due to the presence of on-coming vehicles.

As a consequence of the earlier rejection of the one-way system on Fosketh Hill, a 95 metre length of a new footpath has been constructed from its upper junction with Stanwell Hill downhill as far as Fosketh House. Funded by a nearby development, this footway has significantly reduced the width of the carriageway, particularly on the bend, which will make the safe passage of HGVs impracticable due to this and in combination with the steepness in gradient.

In terms of route hierarchy, records indicate that Stanwell Hill is classified as a B Road whereas Fosketh Hill is an Unclassified Road which in terms of winter maintenance would not form part of the Primary Salting Network. This could very well present a logistical problem to local traffic during periods of icy road conditions.

#### **4. Consultation & Representations**

There is a legal requirement to advertise a traffic regulation order for the introduction of any change to the direction of traffic flow. Any subsequent objections must be considered by the Highway Authority before progressing to making and sealing the order.

#### **5. Financial Considerations**

The costs of introducing a change in the direction of travel on any section of the highway network will include the cost of progressing a Traffic Regulation Order which is around £3,500 to cover the legal, advertising, survey and design work involved. To this must be added the actual cost of the required number of road signs and their installation.

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

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

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

There is a legal requirement for the Highway Authority to give due consideration to the Road Traffic Regulation Act 1984, Traffic Management Act 2004, The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and all other enabling powers.

It is the duty of the local authority in exercise of its functions under the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic and the provision of suitable and adequate parking facilities having regard, so far as it is practicable, to the following factors:

- (a) the desirability of securing and maintaining reasonable access to premises;
  - *Officer recommendation: Not relevant to this proposal.*
- (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
  - *Officer recommendation: Not relevant to this proposal.*
- (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
  - *Officer recommendation: Not relevant to this proposal.*

- (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles;
  - *Officer recommendation: Not relevant to this proposal.*
- (d) any other matters appearing to the local authority to be relevant;
  - *Officer recommendation: Not relevant to this proposal.*

## **8. Risk Management Consideration**

The risks that have been identified, associated to the recommendations above, are in relation to the location and robustness of the drainage systems and public utilities that currently exist within the extent of the carriageway in Fosketh Hill.

## **9. Options/Alternatives**

The considered option would be to undertake a one-way trial study to test the viability of undertaking such a change to the local road network. This will involve conducting a detailed investigative survey to determine the location and assessed vulnerability of drainage and public utilities situated in Fosketh Hill and to track the path of HGVs so as to determine the ongoing safety of other road users. It is estimated that this exercise would cost in the order of £10k to £12k for which there is no identified source of funding.

The alternative measure that has been considered, in brief outline, is to consider making Stanwell Hill one-way coming into Westward Ho! which would require traffic having to go out via Atlantic Way. This option has not been tested as resources are restricted.

## **10. Reason for Recommendation**

The reason for the recommendations set out in this report is that the requests for any changes to existing local road network must be introduced in accordance with best practice.

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## **Electoral Division: Northam**

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Reference
1 Northam Traffic Management Plan	July 2015	

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