

## **Clyst Honiton Experimental Road Closure**

Joint report of the Head of Planning, Transportation and Environment and Chief Officer for Highways, Infrastructure 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 responses to the advertised Traffic Regulation Order are noted;**
- (b) a decision on the modification to the prohibition should be delegated to the Chief Officer for Highways, Infrastructure, Development and Waste in consultation with the Local County Councillors and Chair; and**
- (c) the Committee delegates authority to Chief Officer for Highways, Infrastructure, Development and Waste in consultation with the Local County Councillors and Chair to approve minor amendments to the proposed scheme.**

### **1. Background/Introduction**

In relation to the operation of the north roundabout at the A30 Airport junction and the impact of the development accessed via Clyst Honiton Bypass. There has been a perception that traffic has increased through Clyst Honiton village.

Clyst Honiton Parish Council carried out a survey of all the residents in the village. The survey received an 86% response rate, with overwhelming support to close the road to through traffic.

Due to the strong local support of this proposal, it was agreed that an experimental closure would be put in place at the Clyst Honiton roundabout in order to trial the concept of stopping through traffic through the village.

The experimental traffic regulation order (ETRO) to introduce a prohibition of motor vehicles began on 9 November 2017 when the roundabout arm to Clyst Honiton was closed off with concrete barriers.

Following the statutory 6 month consultation period, feedback was received from the public, with the majority in favour of a permanent closure.

A design for such permanent closure currently is being drafted up and an indicative plan outlining the proposals is included in Appendix I. The Committee is requested to approve the scheme subject to minor changes being agreed through delegated decision with Local County Councillor and Chair.

### **2. Proposal**

If the Committee recommends to making this permanent, the following infrastructure is proposed to facilitate this closure as detailed in Appendix I.

1. Bollards and gate to be installed.
2. Wooden fencing across grass verges subject to approval from Highways England – otherwise existing concrete blocks to be maintained.
3. Concrete kerbs across roundabout with bitmac infill. Turning head utilising existing access road to Home Farm buildings.
4. Signing scheme:
  - a. review of all existing non-directional sign; include street name sign 'Clyst Side'. This is part of a separate highway maintenance scheme.
  - b. review of directional signage subject to approval from Highways England.
5. A review of road markings in the village to remove all redundant markings, including centre lines and speed limit roundels.

### **3. Consultations/Representations/Technical Data**

Unlike standard Traffic Regulation Orders (TRO) an Experimental Traffic Regulation Order (ETRO) allows Highway Authorities to physically implement restrictions for up to 18 months as part of the legal consultation process. Any submissions received during the first six months can be considered as a part of the decision-making process. The ETRO was advertised on 9 November 2017, and a total of seven representations were received during the 6 months, five in support and two objecting to the proposals.

A local ballot was also conducted by the Parish Council where residents were asked whether they would like the road to become closed permanently, following their experience of the trial closure. A total of 181 responses were received by the Parish Council, 142 supporting the closure being made permanent, 34 not supporting and 5 with no opinion.

A summary of the representations are shown in Appendix II to this report.

It should be noted that the initial ETRO did not allow access for maintenance vehicles and motorised invalid carriages. Following consultation with the local members and chair, a modification to the ETRO is currently being advertised from 15 October 2018 until 15 April 2019 that invites representations only in relation to this proposed change to the ETRO.

A decision on the modification to allow maintenance and invalid vehicles to access the area within the closure is delegated to the Chief Officer for Highways, Infrastructure Development and Waste in consultation with the Local County Councillors and Chair once the further consultation has ended.

### **4. Financial Considerations**

The total scheme cost, including all design, legal and works costs is estimated to be £115,000. The scheme is funded through the Local Transport Integrated Block.

Subject to approval of a modified ETRO, the total scheme cost incorporates £78,000 for construction costs in 2019/20 that will be required to implement the permanent scheme proposal detailed in this report and included in appendix 1.

### **5. Environmental Impact Considerations**

The scheme is designed to reduce the traffic travelling through Clyst Honiton and as such should improve the local environment of the village.

## **6. Equality Considerations**

Where relevant to the decision, the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding.

Taking account of age, disability, race/ethnicity (includes Gypsies and Travellers), gender and gender identity, religion and belief, sexual orientation, pregnant women/new and breastfeeding mothers, marriage/civil partnership status in coming to a decision, a decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

The proposals meet equality requirements in numerous ways, for example, they will:

- Provide improved routes not just for cyclists but also other non-motorised users.
- Enable people of all ages to enjoy being active for leisure and sport.
- Improve access to help people better connect with their communities and engage in social activities.
- Contribute to physical and mental health and wellbeing among the older population by providing an active means of independent mobility.

## **7. Legal Considerations**

When making a Traffic Regulation Order it is the County Council responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local Authority, so far as practicable, secures the expeditious, convenient and safe movement of traffic and provision of parking facilities.

## **8. Risk Management Considerations**

The following risks have been identified.

Position of services may require bollards to be relocated if possible or use a different type of bollard.

If Highways England approval is not authorised for wooden fencing, concrete blocks may need to be purchased and remain in position along the grass verges.

Site can possibly attract travellers – permission is sought to register the site as a 'no toleration zone' which means that travellers can be moved on more rapidly. The gaps between the bollards are no more than 1.5mtrs wide, which is less than a car width. If concrete bollards are utilised on the grass verges, these would function as additional deterrent.

## **9. Public Health Impact**

The scheme is subject to Road Safety Auditing which is currently being carried out.

The proposals will encourage people to walk and cycle and reducing car traffic through Clyst Honiton will also contribute to reducing air pollution which is better for residents, cyclists passing through, and pedestrians.

## **10. Options/Alternatives**

For the design closure, a number of alternatives were considered.

The removal of the carriageway was considered but ruled out due to the services under the road. Any works would require diversions to services including mains gas and make the scheme cost prohibitive.

A pre-application planning proposal was received related to a sale of a Home Farm adjacent to the roundabout. The developer requested to retain access into the development only (warehouse) via the airport roundabout.

The following considerations were made:

1. Leave concrete blocks in place with the view to proceed at a future date – this option was not favoured due to the risk that funding for this project cannot be ringfenced for the indefinite future.
2. Relocate the closure to outside the Home Farm development with a turning head provided by the development. The current concrete blocks would remain in place until the development would be progressed. This solution carries additional costs and a risk that if the planning application/proposal of development falls through, the closure would be in a compromised location set back from the roundabout. This option was not favoured due to the risk that funding for this project cannot be ringfenced for the indefinite future.
3. Continue with the original plans, communicating to the developer that they will need to apply to the Council to amend the road closure, turning head and signing changes at their own expense when the development has received planning consent.

The third option implementing was deemed to provide the best solution for the project, carrying the lowest risk.

## **11. Reasons for Recommendations**

The scheme has strong local support and enhances quality of life in the village and encourages active travel.

The proposed highway works are light touch, yet robust enough to last for the foreseeable future, but simple enough to be easily removed if the proposed development is approved.

Dave Black  
Head of Planning, Transportation and Environment  
Meg Booth  
Chief Officer for Highways, Infrastructure Development and Waste

**Electoral Division: Broadclyst**

Local Government Act 1972: List of Background Papers

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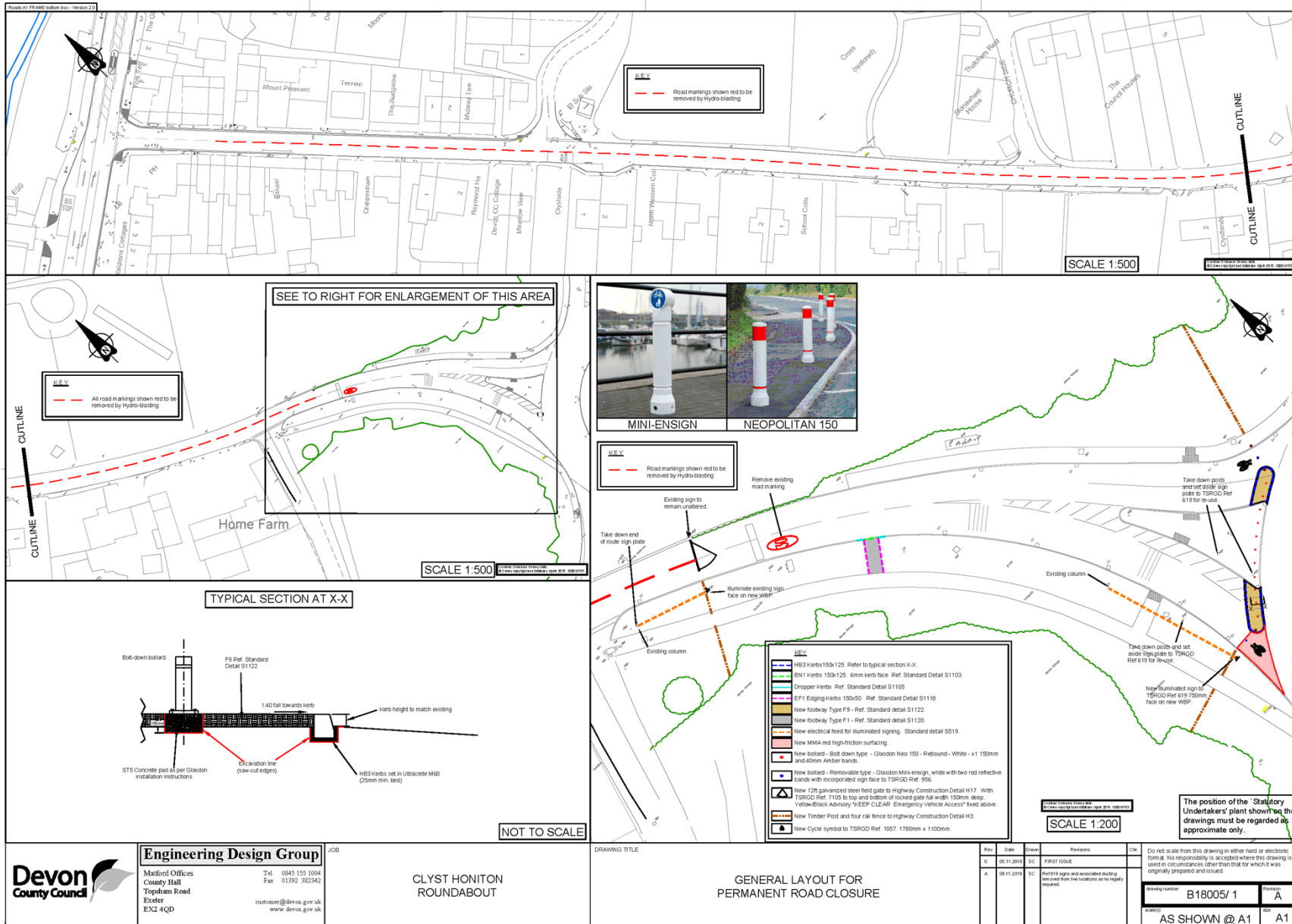
Room No. AB2, Lucombe House, County Hall, Topsham Road, Exeter EX2 4QD

Tel No: (01392) 383000

Background Paper	Date	File Reference
None		

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sc/cr/Clyst Honiton Experimental Road Closure  
03 291118

Should we label this up to identify items 1-6 in the text



**Devon County Council (Clyst Honiton)  
(Prohibition of Motor Vehicles) Experimental Order 2017**

<b>Comment</b>	<b>Officer Response</b>
<p><b>First Respondent – Resident, Shute, Crediton</b> Objects to proposal. States that the road is public highway for benefit of everyone. Diverting HGVs, busses and large vans would be an understandable restriction.</p>	<p>Objection noted Following the completion of the Clyst Honiton bypass there is a viable alternative route for vehicles to take to avoid the village.</p>
<p><b>Second Respondent – Resident, Clyst Honiton</b> Supports proposal Closure has enhanced quality of life in village, cut pollution and provided tranquillity. With recent opening of new distribution and depots in area it is essential that road closed to avoid deliveries travelling through village.</p>	<p>Support noted</p>
<p><b>Third Respondent – Resident, Clyst Honiton</b> Supports proposal Narrow pavements in village and accidently stepping off them used to be very dangerous due to speed and volume of traffic. Volume of traffic increased when road through Science Park opened. Bypass ignored as it has traffic lights and road through village has no traffic lights. Road through village was being used 24 hours for airport traffic and drivers were dangerously fast. Farm traffic used road as shortcut that only just fit along road and occasionally damaged wing mirrors.</p>	<p>Support noted</p>
<p><b>Fourth Respondent – Resident, Clyst Honiton</b> Supports proposal Scheme has made road much quieter and prevented “rat-run” through village.</p>	<p>Support noted</p>
<p><b>Fifth Respondent – Resident, Clyst Honiton</b> Generally, supports proposals with emergency access maintained at southern extent of road. Closure has had a positive impact on life, reduced congestion, improve air quality, reduced noise and improved safety. Instance of 5 March where lorry reversing into Ship Lane broke down blocking road for an hour before it was towed away.</p>	<p>Support noted Scope for police to suspend prohibition of motoring and allow vehicles through.</p>
<p><b>Sixth Respondent – Residents, Clyst Honiton</b> Objects to proposal Regular users of the road and now have a considerable diversion adding 30-40 miles of travel a month, this adds wear and tear and extra fuel costs. Village is now dead and companies at Home Farm have moved away. Suggests a solid width restriction barrier put in place to stop large vans and lorries.</p>	<p>Objection noted.</p>
<p><b>Seventh Respondent – Clyst Honiton Parish Council</b> Support proposal</p>	<p>Support noted</p>
<p><b>Parish Ballot</b> Ballot asked residents whether they would like the road to become closed permanently, following their experience of the trial closure. A total of 181 responses received to the ballot: ‘Yes’ votes - 142 (78%) ‘No’ votes - 34 (19%) ‘No’ Opinion votes – 5 (3%)</p>	<p>Result of ballot noted</p>