

## **Proposed Prohibition of Vehicles, Washfield Lane (Farleigh Meadows), Tiverton**

Report of the Head of Planning, Transport and Environment

***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 be noted;**
- (b) that approval is given to make and seal the Traffic Regulation Order as advertised.**

### **1. Summary**

This report is to consider the representations received during the proposed prohibition of vehicle Traffic Regulation Order (TRO) consultation the proposals form part of planning application 14/01047MARM granted by Mid Devon District Council (MDDC) for the junction realignment of Washfield Lane in association with the residential development at Farleigh Meadows, Tiverton.

### **2. Background**

Farleigh Meadows residential development was subject to outline planning consent in 2012 which was granted subject to a section 106 legal agreement, part of which was the approved access arrangements at Washfield Lane. The site was resubmitted for reserve matters consent through planning Application 14/01047MARM. The design of Washfield Lane junction changed very little from the original design. The Local Planning Authority granted consent and the works were approved as part of the section 278 legal agreement under the Highways Act.

In both applications the existing section of Washfield Lane, which is very narrow and only allows passage of a single vehicle was to be retained as a footpath and would require the necessary TRO to prevent vehicle access. Works have commenced on site and the TRO is required to allow the developer to complete the approved design.

### **3. Proposal**

As part of the scheme it is planned to provide a new junction from the residential development onto Rackenford Road which realigns the northwest junction of Washfield Lane with Rackenford Road and gives vehicle priority to the residential development over that of Washfield Lane. The redundant section of Washfield Lane will be reconstructed as a footpath with bollards to prevent vehicle access, but will remain as public highway. Therefore it was proposed to advertise a TRO for a prohibition of vehicles order on the redundant section of Washfield Lane. The extent of the prohibition is shown on drawing number ENV5542/1 (A) in Appendix I.

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

A statutory consultation was undertaken in May 2016 and 7 representations were received to the proposed prohibition of vehicles order. A summary of the representations is shown in Appendix II to this report.

The use of the existing lane in conjunction with a new access to the development was considered by the Highway Authority to be unacceptable in operational and safety terms and this consideration was backed up by the developer's designs. The proposal provides for an improved highway and safer junction arrangement than that of the existing at its junction with Rackenford Road.

After consideration of the comments received it is recommended that the TRO is made and sealed as advertised.

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

There are no financial implications to the proposal as all works associated with the TRO are to be borne by the developer.

#### **6. Sustainability Considerations**

This scheme will enable the developer to deliver a safe housing development to meet the needs of MDDC 5 year land supply and provide jobs through the construction process of the development.

#### **7. Equality Considerations**

There are no equality issues relevant to the proposal.

#### **8. Legal Considerations**

The lawful implications and consequences of the proposal have been considered and taken into account in the preparation of this report.

When making a Traffic Regulation Order it is the County Council's 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, to secure the expeditious, convenient and safe movement of traffic having regard, amongst other things, to the desirability of securing reasonable access to premises. It is considered that the proposal complies with Section 122 of the Act as it secures safe and convenient movement to the new development and to users of Washfield Lane and the safe movement of pedestrians by prohibiting through traffic by vehicles and it also delivers reasonable access to the development through the consented design.

#### **9. Risk Management Considerations**

An independent Road Safety Audit has been undertaken by the developer which has considered a road layout giving priority to Washfield Lane and the consented scheme with priority to the residential development and concluded a preference to the consented design subject to minor amendments. These have been included as part of the revised scheme. Further stage 3 and stage 4 Safety Audits will be undertaken as part of the section 278 legal agreements.

## 10. Public Health Impact

It is considered that there is no public health impact as a result of the recommendation.

## 11. Options/Alternatives

No Acceptable alternatives.

## 12. Reason for Recommendation/Conclusion

The TRO regularises the designed restriction subject to planning approvals granted by the Local planning Authority.

Dave Black  
Head of Planning, Transport and Environment

### **Electoral Division: Tiverton West**

Local Government Act 1972: List of Background Papers

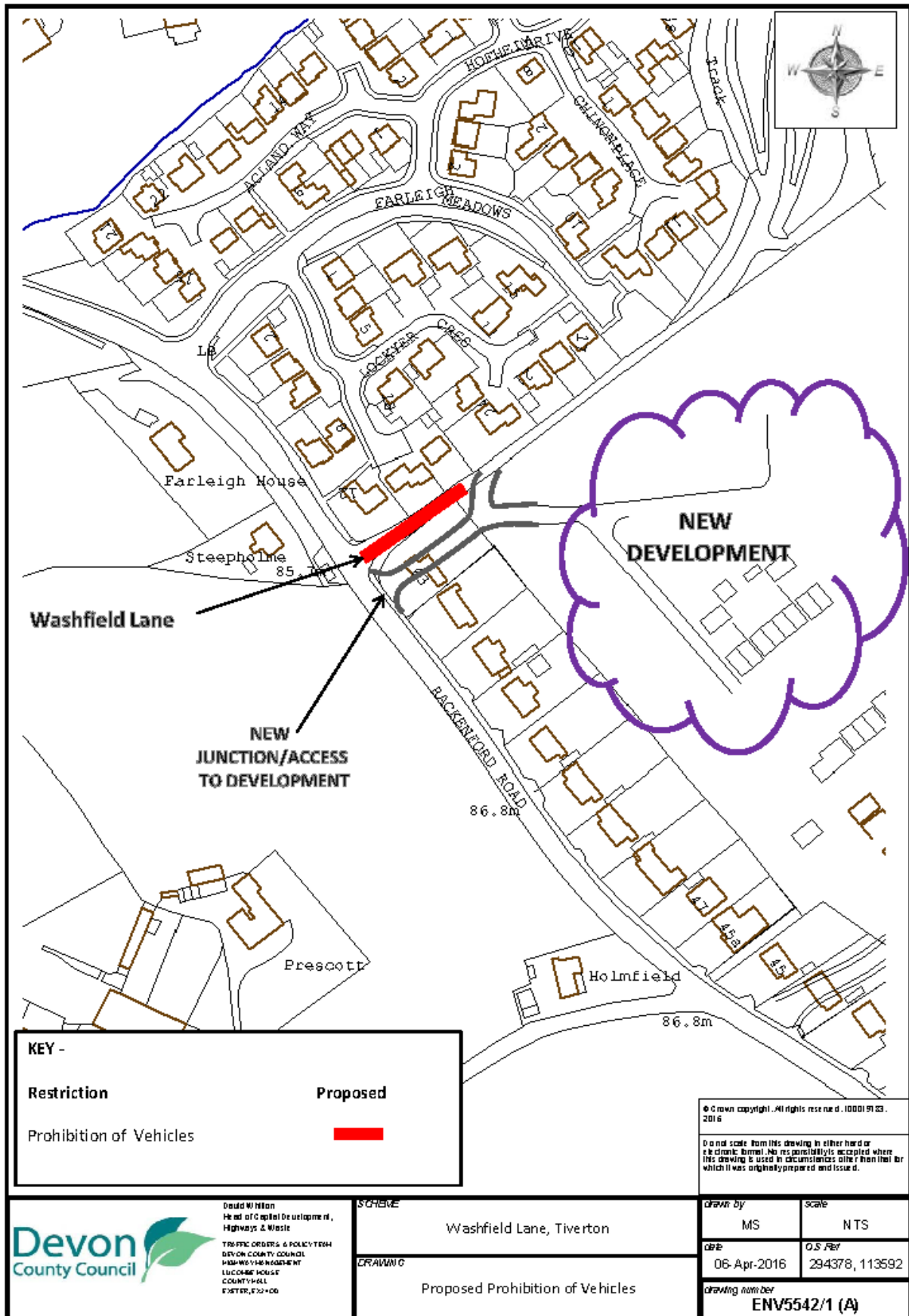
Contact for enquiries: Ian Sorenson

Room No. AB2 Lucombe House, County Hall, Exeter

Tel No: (01392) 381301

Background Paper	Date	File Reference
1. Drawing 16002/001 Revision B	February 2016	MD/450

is310516mdh  
sc/cr/ prohibition vehicles washfield lane tiverton  
02 200616



David Wilson  
Head of Capital Development,  
Highways & Waste  
TRAFFIC ORDERS & POLICE TEAM  
DEVON COUNTY COUNCIL  
HUMPHREYS HOUSE  
LUCCKE HOUSE  
COURTYARD  
EXETER, EX2 100

SCHEME

Washfield Lane, Tiverton

DRAWING

Proposed Prohibition of Vehicles

DATE

MS

06-Apr-2016

SCALE

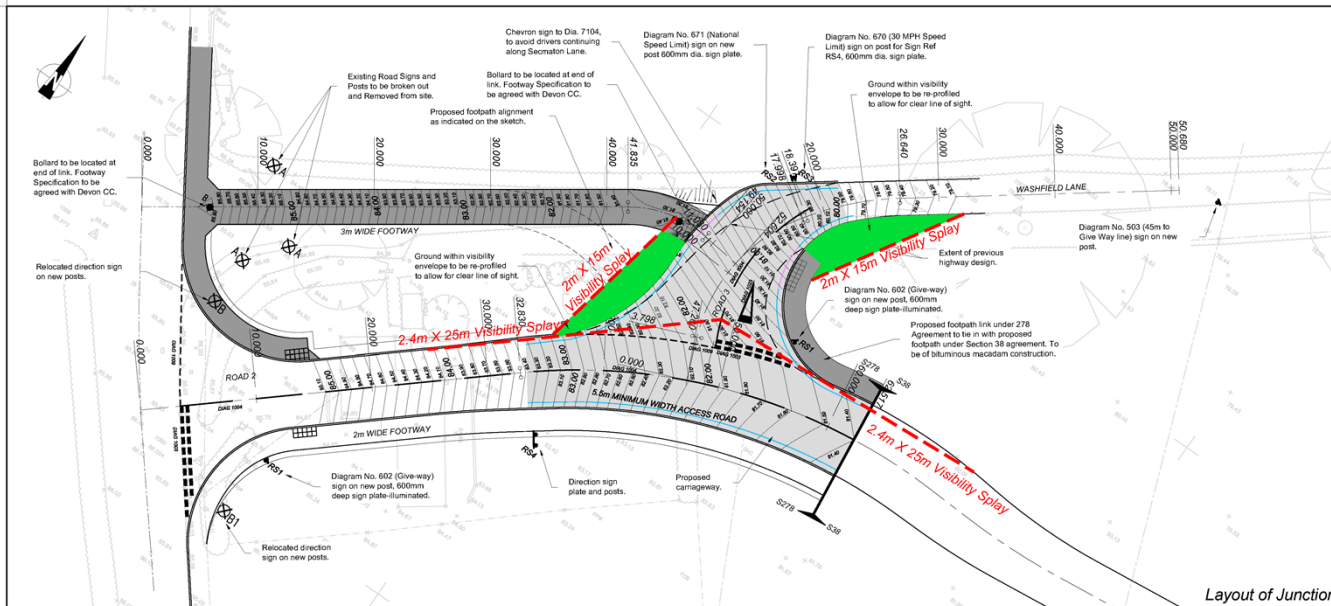
NTS

D.S. Ref

294378, 113592

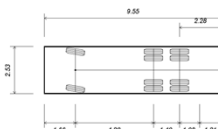
DRAWING NUMBER

ENV5542/1 (A)

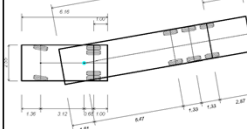


**VEHICLE KEY**

Vehicle Wheel Swept Path  
 Vehicle Body Swept Path



Vehicle name: Olympus 6x4 DL-23W  
 Overall length: 8.55  
 Overall width: 2.53  
 Max. track width: 2.30  
 100% to kerb radius: 10.25



Vehicle name: Articulated Vehicle (FTA 1998)  
 Overall length: 16.48  
 Overall width: 2.55  
 Max. track width: 2.47  
 Kerb to kerb radius: 6.55  
 Max. articulation: 90.00

**GENERAL NOTES**

- This drawing is to be read in conjunction with all other relevant Architects, Engineers & Specialist drawings, details and the relevant Health and Safety Plan (as appropriate).
- DO NOT SCALE FROM THIS DRAWING. Use figured dimensions only.

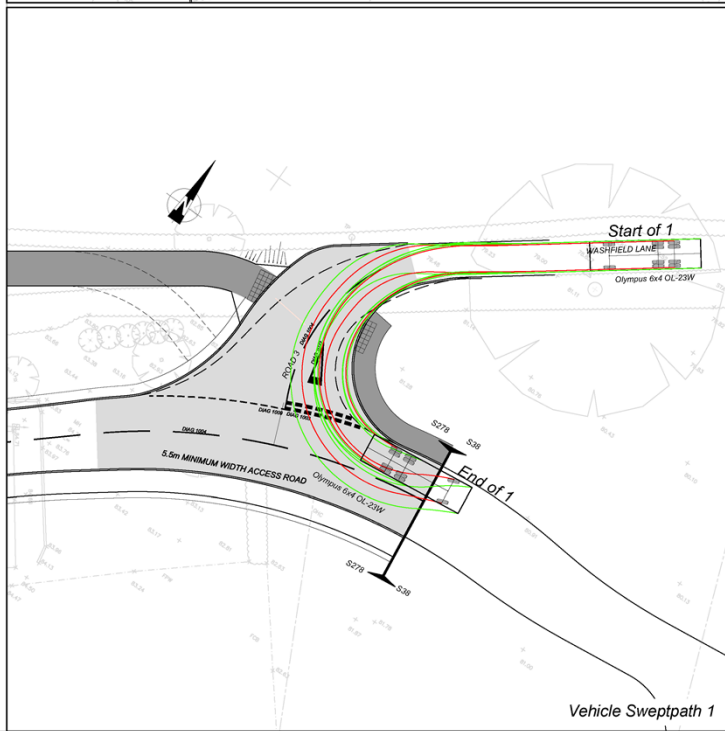
**NOTES**

- This drawing relates to approval of widening of the Cole Easedon Washfield Road junction design as required by Devon County Council for Articulated Lorry tracking.
- This drawing is based on previous design drawings by Cole Easedon Consultants. Please refer to all Cole Easedon Consultants S278 Junction Site Access drawings. Drawing numbers 41121/50 to 158.
- All carriageway longsections remain as designed by Cole Easedon Consultants. Longsection of the footpath adjusted in length, maintaining same principles as initial design. Long sections are shown for reference on drawing 16002-003 Highway Long Sections.
- Drainage design will need to be checked for the additional area

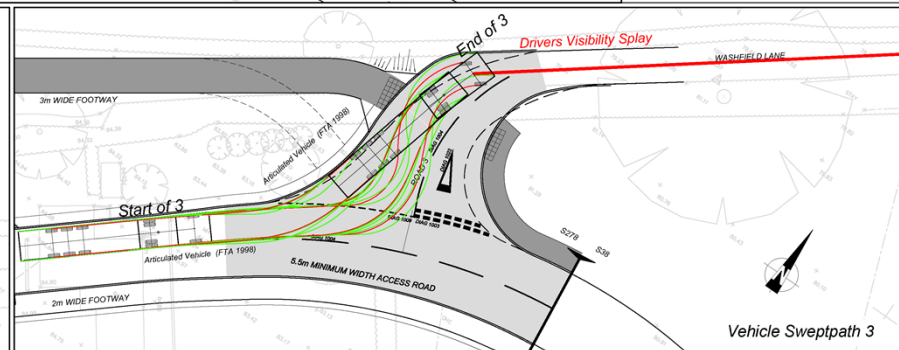
**KEY**

- BN Kerb with 0mm upstand
- HB2 Kerb with 125mm upstand
- Area within visibility envelope to be clear of obstructions to height of 600mm above the re-profiled ground

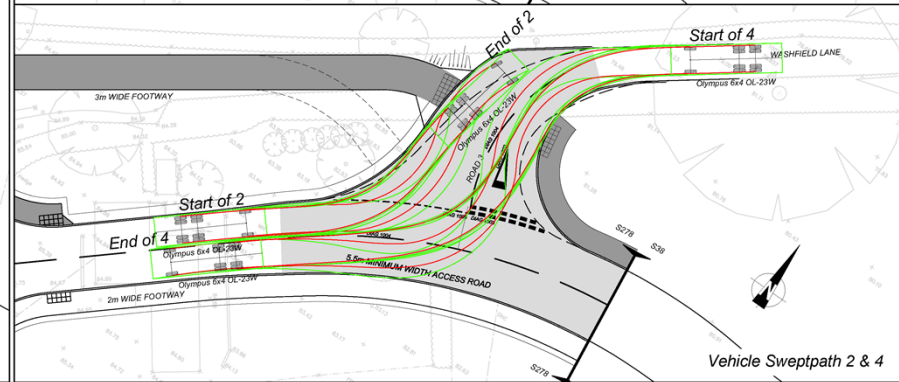
Layout of Junction



Vehicle Sweptpath 1



Vehicle Sweptpath 3



Vehicle Sweptpath 2 & 4

REV	DATE	ISSUED FOR	COMMENTS
B	04.03.2016	VSP ADDED	
A	25.02.2016	Issued for COMMENTS	

**InfraDesign**  
 Civil Infrastructure Engineers

THE GRIST MILL BUILDING, COLDBARBOUR MILL  
 UFFCULME, CULLOMPTON, DEVON EX15 3EE  
 Email: office@infadesign.co.uk

**Taylor Wimpey**

FAIRLEIGH MEADOWS  
 TIVERTON

WASHFIELD LANE  
 JUNCTION LAYOUT  
 & VEHICULAR TRACKING

Scale 1:200 @ A1

DRAWING NUMBER	REVISION
16002/001	B

Drawn by: JTM Date: Feb 2016 Checked by: WP Date: Feb 2016

THIS DRAWING IS THE COPYRIGHT OF INFRADESIGN AND MUST NOT BE COPIED, REPRODUCED OR SUBMITTED TO OTHER PARTIES WITHOUT THEIR PERMISSION. ©Copyright

**5542 – Devon County Council  
(Washfield Lane, Tiverton)  
(Prohibition of Vehicles)**

**Summary of Representations**

<b>Comment</b>	<b>Devon County Council (DCC) Response</b>
<b>First Respondent: Cycling UK</b>	
Requests that the proposed order be modified to Prohibition of Motor Vehicles' so that cycles are not prohibited from using Washfield Lane.	Comment noted. The provision of allowing cycles on the footway at this location does not link in with any strategic cycle network. However this will be reviewed in the future if the need arises.
<b>Second Respondent: Resident of Washfield</b>	
Disagrees with the proposal to ban vehicles from the top of Washfield Lane onto Rackenford Road.	Comment noted.
The new road currently under construction, will not be suitable for the amount of traffic using Washfield Lane. This road has little viable vision for vehicles as they leave the new estate and re-join Washfield Lane. This will undoubtedly cause many problems in the future (especially when meeting large vehicles such as lorries and tractors and trailers).	The detail design was subject to both outline planning application and reserve matters application and given consent by Mid Devon District Council as the Local Planning Authority with the redundant section of carriageway on Washfield Lane being retained as a footpath.
Closing off the top of Washfield Lane is unnecessary and, when problems for users of the new road become apparent (as they will) the existing piece of Washfield Lane will need to be re-instated in order to calm traffic (and drivers tempers) as they become more and more frustrated with the lack of insight used from the beginning of this project.	The realignment of the junction is required to provide safer access to the residential development and to cater for the increase usage.
The Parish Council in Washfield have had meetings with Taylor Wimpey and Devon County Council Highways and pleaded with them to reconsider this unworkable move to push traffic from the Washfield Road through the estate but to no avail.	The road construction layout has been subject to a transport assessment and independent road safety audits and has taken into consideration the concerns of the Parish Council. Visibility splays have been included and improved as well as road width and alignment altered to take into consideration the recommendations of the independent safety officer.
To close off the top of Washfield Lane is not necessary and should not be an option.	See above comments.

Comment	Devon County Council (DCC) Response
<b>Third Respondent: Resident of Washfield</b>	
<p>Currently when entering either end of the stretch of Washfield Lane between Rackenford Road and Worth Lodge we have a clear line of vision from both ends and space to wait, out of the way of traffic coming from the other direction, until the lane is clear before committing to travelling along it. The traffic to and from Washfield can vary from pedestrians, bicycles and horses, through cars to extremely large commercial vehicles and large tractors with towed/attached machinery.</p>	<p>The road construction layout has been subject to a transport assessment and independent road safety audits and has taken into consideration the concerns of the Parish Council. Visibility splays have been included and improved as well as road width and alignment altered to take into consideration the recommendations of the independent safety officer.</p>
<p>The proposal to close the top 44 metres and introduce a dog-leg giving priority to the estate traffic will cause a significant hazard particularly as large vehicles leaving the village are forced to negotiate the dog-leg in the road as well as having to give way twice in less than 50 metres without clear vision and provision for oncoming traffic.</p>	<p>See above comments.</p>
<p>Traffic coming into the village needs to have space to wait out of the way of oncoming traffic, i.e. where the new road meets the existing lane, to allow clear sight of any traffic coming from the village on the existing lane. To see and be seen.</p>	<p>See above comments.</p>
<b>Fourth Respondent: Resident of Washfield</b>	
<p>Objects to the closing of the above road. Lives in a very rural area, with large egg collection lorries, milk tankers also large tractors with very large implements, silage combines etc.</p>	<p>Comment noted.</p>
<p>No one is listening to the Parish Council, speaking on behalf of the local people.</p>	<p>Parish Council has been listened to and developer has gone to the expense of designing additional junction alignments and arranged for independent audit of the designs. They have also redesigned the consented design to improve the alignment and visibility splays which have been cause of concern to the Parish. Such amendments do not require a full planning application and the Local Planning Authority are content that they represent a minor amendment to the proposal.</p>

Comment	Devon County Council (DCC) Response
<b>Fifth Respondent: Resident of Washfield</b>	
Concerned that the views of the Parish Councillors who have had long experience of using the lane have not been listened to and we wish to add our own voice to theirs.	The road construction layout has been subject to a transport assessment and independent road safety audits and has taken into consideration the concerns of the Parish Council. Visibility splays have been included and improved as well as road width and alignment altered to take into consideration the recommendations of the independent safety officer.
At present vehicles wishing to drive to Washfield/Stoodleigh can see, as they turn into the lane from Rackenford Road, anybody using this stretch and wait at the top end for a clear way. Under the new layout, visibility is restricted until turning the bend. Large lorries and modern agricultural vehicles with trailers that use the lane will have to reverse back around the bend to make way.	See above comments.
Coming in the reverse direction, these long vehicles will have a very sharp bend to navigate apparently with kerb edging.	See above comments.
Consider that there is room for improving the layout by starting the connection at a longer, gentler angle or by removal one or both large trees.	The larger trees were a specific concern to the Local Planning Committee and were required to be retained. Their removal would be subject to a new application which would have incurred an expense to the developer which is an unreasonable request given the scheme has been consented through two planning application. See additional comments above.
<b>Sixth Respondent: Chairman of Washfield Parish Council</b>	
Strongly opposes plans to close this section of road.	Comment noted.
The very dangerous safety aspect of plan is the complete lack of visibility, the very steep elevation of our new junction both being very bad for cars but doubly dangerous for the lots of larger vehicles [articulated lorries and tractors and trailers] that use this very busy main road to Washfield.	The road construction layout has been subject to a transport assessment and independent road safety audits and has taken into consideration the concerns of the Parish Council. Visibility splays have been included and improved as well as road width and alignment altered to take into consideration the recommendations of the independent safety officer.



Comment	Devon County Council (DCC) Response
<p>The way that the plans originally discussed and passed [£250,000 being given to DCC] without the Parish Council and parishioners being made aware or consulted.</p> <p>We became aware at a very late stage, the Parish Council made strong objections and proposed alternatives which were discussed with Highways at a site meeting where we were led to believe were a better plan, only to be told eventually that they were all too late to change.</p>	<p>Consultation of the applications is a matter for the Local Planning authority and the monies referred to are contributions sought by DCC to the junction 27 improvements scheme.</p>
<p><b>Seventh Respondent: Washfield Parish Council</b></p>	
<p>Washfield Parish Council objects to the prohibition of vehicles proposal for Washfield Lane.</p>	<p>Comment noted.</p>
<p>The Council is very disappointed that, despite a site meeting with Highways Development Management (Mid Devon District), and several emails, their concerns about the changes to this junction have not been fully addressed. Residents of Washfield will now find their access onto Rackenford Road more difficult.</p>	<p>The detail design was subject to both outline planning application and reserve matters application and given consent by Mid Devon District Council as the Local Planning Authority with the redundant section of carriageway on Washfield Lane being retained as a footpath.</p> <p>The road construction layout has been subject to a transport assessment and independent road safety audits and has taken into consideration the concerns of the Parish Council.</p>