

## **Ermington Road/B3213 Junction Improvements**

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.

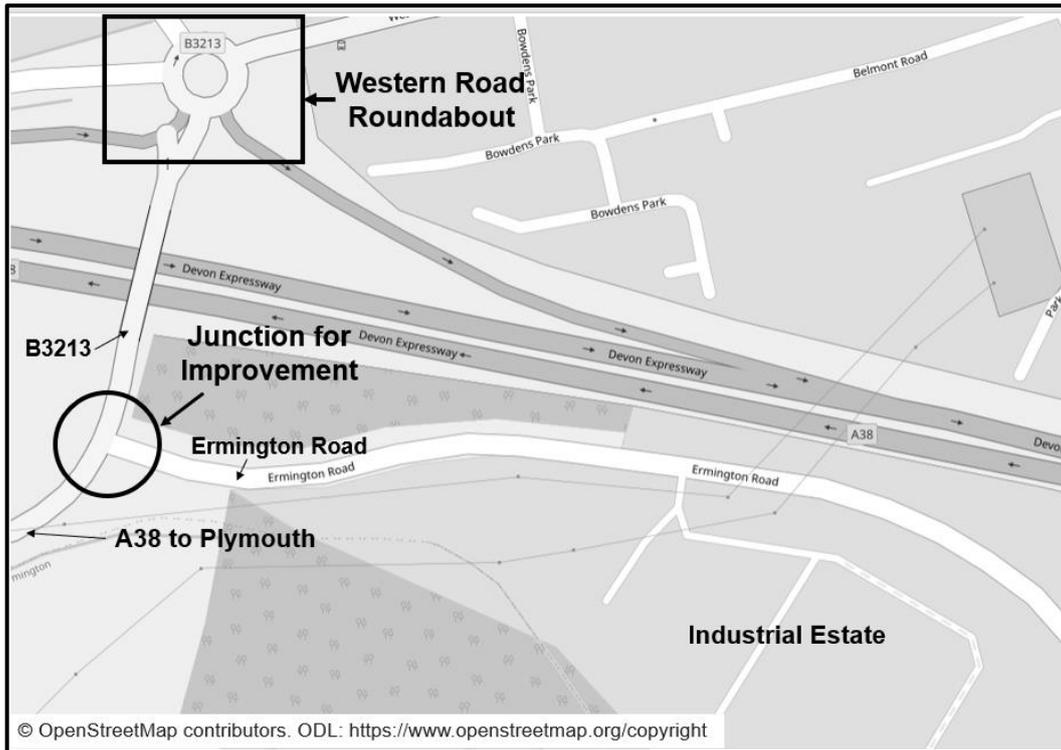
Recommendation: It is recommended that:

- (a) the proposed junction improvements shown on the plans provided in Appendix I are approved for construction at an estimated cost of £63,000; and
- (b) the Head of Planning, Transportation and Environment be given delegated powers, in consultation with the Chair of HATOC and the local member, to make minor amendments to the scheme details.

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

This report sets out a proposal for a junction improvement where Ermington Road meets the B3213, south of the A38, at Ivybridge.

Proposals seek to improve access for vehicles joining the A38 westbound via Ermington Road. Ermington Road connects the businesses and services at the nearby industrial estate with the Strategic Road Network as well as providing access to Ivybridge to the north. Ermington Road is also a key access road for traffic leaving the A38 from the east and wishing to access Ivybridge. As a result, there is a large demand for right-turning traffic at the Ermington Road junction. The location of the junction is shown in Figure 1 below.



**Figure 1: Map showing junction location**

At present, vehicles approaching the B3213 from Ermington Road experience queuing and delays. The minor arm approach is limited in width at the stop line and there is no storage capacity to separate vehicles accessing the A38 westbound from the right-turning traffic accessing Ivybridge and the A38 eastbound. Approximately 50% vehicles approaching from Ermington Road turn left to access the A38 westbound. Maintaining adequate access to the A38 is of strategic importance; westbound movements are critical in providing access to key local destinations to the west via the Strategic Road Network such as Plymouth.

## **2. Proposal**

It is proposed to construct a new left turn flared lane on the Ermington Road minor arm approach to the B3213. A detailed design drawing is in Appendix I.

The creation of a left-turn flare will increase the capacity of the Ermington Road approach, through the provision of additional storage space for two vehicles turning left. It will also increase the usable width of the stop line to allow for two waiting vehicles. This intervention will improve access to the A38 through a reduction in delay and queue lengths and prevent left-turn vehicles being 'blocked' by right-turning vehicles at the stop line.

In order to maintain pedestrian provision, the existing informal crossings on the B3213 and Ermington Road will be retained. Additionally, in order to maintain suitable crossing facilities, the existing informal crossing points will be relocated slightly further away from the junction (B3213 crossing south by 3m, Ermington Road crossing east by 15m). The impact of these changes on pedestrians is considered small and proportional to the benefits afforded by the additional highway capacity.

Additionally, road markings in the vicinity and give way signage will be refreshed and replaced. Any design amendment to those shown in the Appendix will be subject to a Road Safety Audit process.

Subject to the scheme gaining approval, it is programmed that the scheme would be delivered in early 2021.

### **3. Options/Alternatives**

**Do Nothing** – To keep the status quo would result in the continued poor performance of the Ermington Road approach. It is expected that future traffic demand may also increase in light of proposed development in the east of Ivybridge. If this growth is realised, delays and queueing at the junction could be expected to worsen and access to the A38 is likely to be further degraded.

**Signalised Junction** – Signalisation would provide additional priority for the Ermington Road approach. However, its delivery and operation would be significantly more expensive and cause unnecessary delay on the major arm (B3213). This option does not represent good value for money.

**Roundabout** – This would not result in adequate junction performance, since approaching traffic flows are unequally balanced across the three arms. Additionally, a roundabout would result in increased land take and an increased scheme cost. This option is unlikely to represent good value for money.

**Flared lane** – The proposed option represents a proportional solution to the existing problem with a cost-effective scheme requiring minimal land take.

### **4. Consultations**

The proposals, including scheme drawings, were shared with Ivybridge Town Council (ITC) at their meeting in August. The intention to submit proposals to HATOC was communicated to ITC at their September meeting.

A public consultation took place between 28 September and 12 October 2020 via a letter drop to the addresses of 50 nearby businesses and residents. Additionally, as a key stakeholder, Highways England were notified about the proposal and invited to provide comment.

A total of three responses were received. Two of the responses were in support of the scheme, highlighting that the intervention will improve traffic conditions for vehicles accessing the A38. The remaining response suggested double yellow lines, upstream of the junction on Ermington Road, to alleviate congestion caused by parked cars. This has been noted, although this measure is outside the scope of this proposal.

## **5. Financial Considerations**

The scheme is estimated to cost approximately £63,000 and will be delivered using the Minor Works Framework. The bill of quantities includes 3 non-rated items, which have been costed based on past schemes. Additionally, a 10% contingency has been included in the cost estimate. The scheme is planned to be funded through the Local Transport Plan budget with expected delivery in early 2021.

## **6. Legal Considerations**

The parcel of land on which the left-turn lane is proposed to be constructed is designated as Highways Maintainable at Public Expense (HMPE). However, the land is owned by Highways England. Highways England have been approached for comment. This is not expected to be a significant risk to scheme delivery.

## **7. Environmental Impact Considerations (Including Climate Change)**

It is noted that the proposal represents a minor increase in highway capacity for motorised vehicles. In the short term, this additional capacity will serve to reduce queuing, and therefore reduce the stop-start nature of traffic, which could result in reduced carbon and greenhouse gas emissions.

The scheme will improve journeys for private vehicles utilising the junction, and therefore may result in a small increase in trips and associated carbon emissions. However, the journeys impacted will predominantly be utilising the strategic road network and therefore are unlikely to have the breadth of alternative sustainable travel options that short distance, urban trips may have.

The informal pedestrian crossing provisions will be retained, although relocated slightly away from the junction. The impact of these changes on pedestrians is considered small and proportional compared to the benefits afforded by the additional highway capacity.

## **8. 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.

In progressing this proposal, an Impact Assessment has been prepared and has been published at: <https://www.devon.gov.uk/impact/>.

## **9. Risk Management Considerations**

A stage 1 road safety audit has been undertaken and the designer's response completed. A stage 2 audit is now being progressed. Further changes to the design will be subject to a revised Road Safety Audit and could be agreed through delegated powers.

The issue of land ownership, as detailed above, is not expected to be a significant risk since the land is designated Highways Maintainable at Public Expense (HMPE).

## **10. Summary/Conclusions/Reasons for Recommendations**

This proposal represents a proportional and cost-effective solution to improve access to the A38 at Ivybridge. It is recommended that the scheme be approved for construction.

Dave Black  
Head of Planning, Transportation and Environment

### **Electoral Divisions: Ivybridge, South Brent & Yealmpton**

Local Government Act 1972: List of Background Papers

Contact for Enquiries: Hannah Clark

Tel No: 01392 383000      Room: Matford Offices

Background Paper	Date	File Reference
------------------	------	----------------

Nil

jm271020shh  
sc/cr/Ermington Road B3213 Junction Improvements  
02 291020

