HIW/20/41

South Hams Highways and Traffic Orders Committee
6 November 2020

Proposed introduction of a No Right Turn Order from "True Street Cross at A385 to Blackpost Lane" on to the A385

Report of the 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 results of the consultation be noted; and
(b) the committee approve the implementation of the Traffic Regulation Order as advertised.

1. Background/Introduction

In November 2015 planning approval was granted by South Hams District Council for a residential development of up to 75 dwellings at Great Court Farm, Berry Pomeroy, Totnes, TQ9 6LB under application reference 03/2163/14/O. The location plan can be found in Appendix I.

Prior to planning approval, concerns were raised by the Highway Authority that the proposals would be likely to increase the amount of traffic at True Street Cross, which was deemed to be substandard in terms of its available visibility in a north easterly direction for drivers exiting the junction onto the A385. It was felt that this increase in manoeuvres would be likely to increase danger to traffic on the A385.

2. Proposal

A scheme was drawn up by the developer which proposed a no right turn for all traffic turning right on to the A385. This would mean that drivers would need to utilise the alternative junction at Blackpost Lane/A385 if wishing to turn right towards Torbay. A plan of this proposal can be found in Appendix I.

The Highway Authority is in support of this.

3. Consultations

The statutory consultation for the Traffic Regulation Order (TRO) took place between 30 November 2018 and 21 December 2018. The consultation was advertised on site, in the Totnes Times and was available for viewing at Totnes Library and County Hall Reception during this time.

Two objections were received to the proposals and they are summarised in Appendix II along with the County Council's response.

Following the advertising period, officers met with Councillor Hawkins, Councillor Hodgson (the new development lies within Councillor Hodgson's Electoral Division and the proposed restriction is within Councillor Hawkins' Electoral Division) and the objectors on 15 November 2019 to discuss their concerns. The issues raised were unable to be resolved and it was therefore requested by Councillor Hawkins that proposals were considered at the South Hams Highways and Traffic Orders Committee

4. Alternative Options Considered

A 'no entry' restriction for all traffic from True Street Cross exiting onto the A385 was originally presented with the planning application. This was scaled back to prohibit right turning traffic only to minimise the impact.

It has been suggested the junction onto the A385 could be relocated approximately 30m to the west so the existing junction can be closed. This would have benefits in terms of road safety, road capacity and enforcement. This is likely to involve compulsory purchase of third-party land and is likely to cost in the region of £100,000 - £150,000 depending on various factors. The Council does not have the funds to progress this and it is too late to obtain funding from the developer.

It has also been suggested that a no right turn with an exemption for agricultural vehicles is implemented. This is not supported by Devon County Council's Safer Travel Strategy & Programme Officer. He has also visited site and their comments are "In the current planning system this junction would never now be allowed to be built due to the very poor visibility to the east towards Paignton."

5. Financial Considerations

The scheme is being funded from allocated S106 funds (£5,000).

6. Environmental Impact Considerations (Including Climate Change)

For users of "True Street Cross at A385 to Blackpost Lane" the proposals will increase the distance for drivers heading towards Torbay by approximately 800m.

This will have a negligible impact on the environment.

7. Equality Considerations

There are no known equality issues associated with this proposed TRO.

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 TRO 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.

9. Risk Management Considerations

This proposal has been assessed and all necessary safeguards or action have been taken/included to safeguard the Council's position.

10. Public Health Impact

There is not considered to be any public health impact.

11. Reasons for Recommendation

It is recommended that the proposed no right turn be implemented to mitigate against the additional traffic that is likely to use the junction as a result of the nearby development. The proposal will also improve the safety of the junction for existing road users.

The speed survey undertaken, which was located less than 30m west of the True Street Cross junction on the A385, confirms that the visibility at the True Street Cross junction is substandard. 85th percentile speeds of traffic westbound are 34.4mph according to design standards this would require a visibility of approx. 85-90m, currently there is only 30m to the east, which is why the no right turn is justified. See Appendix III for speed data and location plan of the survey.

The collision data shows a single serious collision at the True Street Cross junction in the last five years. A motorcycle was travelling from Paignton towards Totnes on A385, when a car pulled out in front of the motorcyclist from a nearside junction as it turned right. The motorcyclist collided with the driver's door. The driver provided a positive breath test and was arrested. There are no collisions recorded in the last five years at the Blackpost Lane/A385 junction.

Meg Booth
Chief Officer for Highways, Capital Development and Waste

Electoral Divisions: Dartmouth & Marldon, Totnes & Dartington

Local Government Act 1972 List of Background Papers

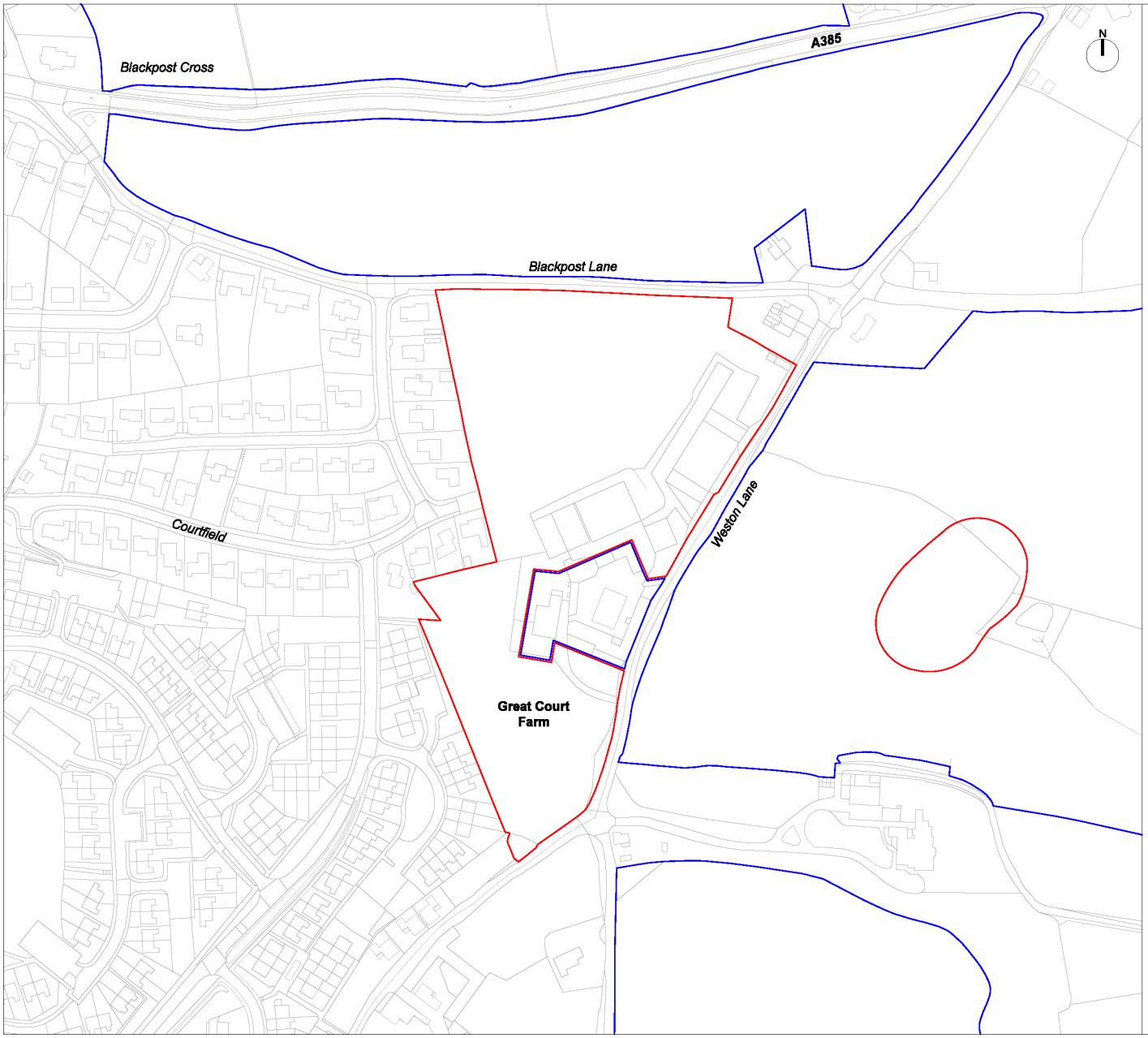
Contact for enquiries: Richard Jackson or Amy Garwood

Tel No: 0345 155 1004

Background Paper	Date	File Ref
Planning Application Decision Notice	November 2015	03/2163/14/O

ag221020shh
sc/cr/Proposed introduction of a No Right Turn Order from True Street Cross A385 to Blackpost Lane on A385
04 291020

Appendix I
To HIW/20/41



NOTES

Application boundary

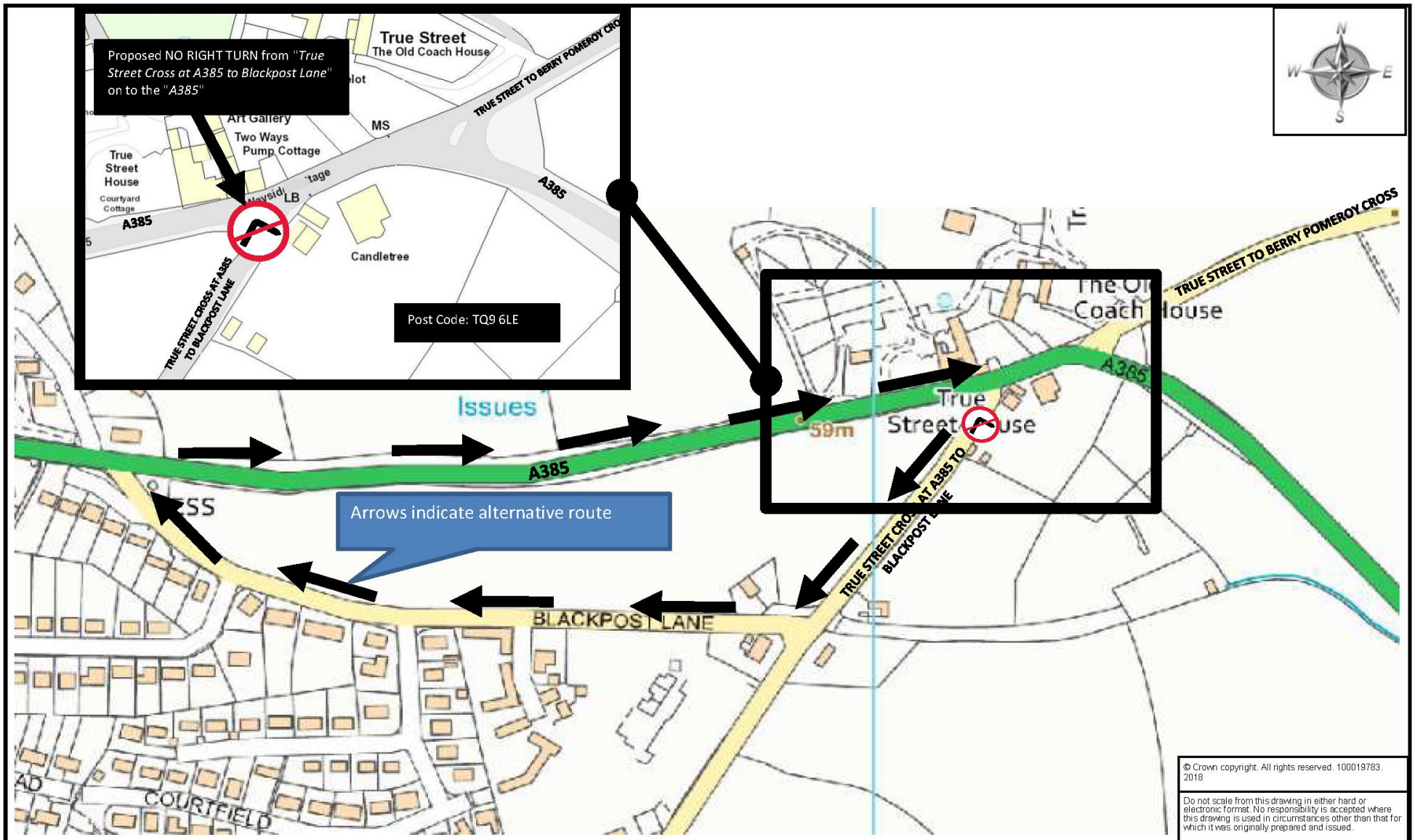
Other land within applicant control

REV	NOTES	DATE
Great Court Farm, Totnes Location Plan		-
		DCC
130605 L 01 01	1:2000 @ A3	Oct 2014

CliftonEmerydesign

Ground Floor, Number 3, Silverdown Office Park, Fair Oak Close, Exeter, EX5 2UX
T: 01392 368866 W: www.cliftonemerydesign.co.uk M: mail@cliftonemerydesign.co.uk

DRAWING STATUS PLANNING



Devon County Council

Meg Booth - Chief Officer for Highways, Infrastructure Development & Waste

TRAFFIC ORDERS & POLICY TEAM
DEVON COUNTY COUNCIL, HIGHWAY MANAGEMENT, LUCOMBE HOUSE, COUNTY HALL, TOPSHAM ROAD, EXETER, EX2 4QD

Telephone 0345 155 1004

SCHEME

True Street Cross at A385 to Blackpost Lane, Berry Pomeroy, Totnes

DRAWING

Proposed ~ NO RIGHT TURN

drawn by	scale
NO	NTS
date	O.S.Ref
05-Nov-2018	282072,60582

drawing number

ENV5697

Appendix II
To HIW/20/41

5697 – Devon County Council
(True Street Cross at A385 to Blackpost Lane, Berry Pomeroy) (No Right Turn) Order

Summary of Representations

Comment	**Devon County Council Response**
First Respondent: Resident of Berry Pomeroy	
Wants to clarify the published order text refers to no right turn from True Street Cross to Blackpost Lane, but your map refers to no right turn FROM Blackpost Lane to True Street Cross at A385.	The official road name according to the National Street Gazetteer is "True Street Cross at A385 to Blackpost Lane". Within the draft order and the advert we state that the no right turn is *from "True Street Cross at A385 to Blackpost Lane" on to the A385*. The plans and draft order are therefore correct.
If it is the junction onto the A385 they wish to object.	Noted.
Believes there is better visibility for drivers at this junction than the alternative suggested, as there is a clear view to the left. Visibility to the left at the proposed junction is restricted due to the curve of the road coming up the hill.	There is approx. 90m visibility to the left at the proposed junction in a 30mph speed limit, this is sufficient for drivers to assess and make the manoeuvre across the road.
Visibility to the right at the Blackpost Lane junction is limited, but believes vehicles are travelling at a much lower speed due to the tight corner. Visibility to the right at the proposed junction is coming over a blind summit and vehicles are only just reducing speed from the 40 into the 30.	Visibility to the right at the current junction is a blind bend and vehicles may be travelling at a slower speed than 40mph speed limit, vehicles should be travelling 30mph or less at the proposed junction. Vehicles should reduce their speed, so they are travelling at the correct speed as they enter the limit. Visibility to the right from the proposed junction is acceptable and an improvement to the current junction on the blind bend.
Agricultural vehicles will struggle, especially tractors pulling large trailers. The gold buses already struggle to get use the junction.	Vehicle tracking for agricultural vehicles pulling a trailer has been produced and the manoeuvre is achievable. The centre line for the junction has yet to be adjusted, this will aid the positioning of vehicles to allow them to make the manoeuvre. See appendix IV.
Everyday farm traffic will potentially leave mud on the road which is at present largely clean.	It is the farmers responsibility to ensure they clear any mud they leave on the road.

Comment	Devon County Council Response
Second Respondent: Berry Pomeroy Parish Council	
Objects to the proposals.	Noted.
Believes that the plans are inaccurate in that the description of the road scheme changes does not match the published plan.	The road name and details within the draft proposals are correct, see above.
Feels visibility is much better at the True Street junction than at the Blackpost Lane junction where traffic is being sent to turn right under the plan.	Visibility at the proposed junction to the left is as good as the current junction and an improvement to the right. The junction is also within the 30mph speed limit.
Believes that the Blackpost Lane turn is extremely dangerous for tractors and trailers.	Vehicle tracking for agricultural vehicles pulling a trailer has been produced and the manoeuvre is achievable. The centre line for the junction has yet to be adjusted, this will aid the positioning of vehicles to allow them to make the manoeuvre. See appendix IV.
However, should this change go ahead the Parish Council would ask that an exception should be made for agricultural vehicles.	Many agricultural vehicles are slow to manoeuvre and therefore it would not be appropriate to allow these vehicles to continue to make the right turn due to the visibility to the right.
Customer would like to receive details of the accident figures for the True Street junction.	Information regarding collisions can be found via our website https://www.devoncctraffweb.co.uk/public/collisionmap.html This currently shows one serious collision at this junction.

Appendix III
To HIW/20/41

Speed Bins Report _TEMPRADAR7 000000007895 2020-01-23 to 2020-01-29

Site Name 7895
Site ID 000000007895
Grid 282045060589
Description Totnes....A385 Junction Radar

Setup 7895 Speed
Lanes All Lanes
Show daily Average
Time Period 1 hour
Speed units mph
Exclude data: None

	Average Flow	<15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	50.0-55.0mph	55.0-60.0mph	60.0-65.0mph	65.0-70.0mph	>70.0mph	85th %ile	Mean Speed	Std Dev
00:00:00	60	0	0	3	18	22	12	4	0	0	0	0	0	0	38.3	32.3	5.4
01:00:00	32	1	0	2	7	11	8	2	1	0	0	0	0	0	39	32.5	6.9
02:00:00	24	0	0	1	6	9	5	2	1	0	0	0	0	0	38.9	33.1	5.7
03:00:00	24	0	0	2	4	9	5	2	1	0	0	0	0	0	39.2	33.2	6.2
04:00:00	44	0	1	4	10	18	9	2	0	0	0	0	0	0	37.9	32.1	5.6
05:00:00	144	0	2	6	38	62	26	8	2	0	0	0	0	0	37.8	32.2	5.2
06:00:00	442	1	2	25	169	182	52	9	1	0	0	0	0	0	34.9	30.8	4.5
07:00:00	1148	25	46	185	539	295	51	6	1	0	0	0	0	0	33.1	27.7	5.4
08:00:00	1267	55	61	277	560	268	40	5	1	0	0	0	0	0	32.3	26.5	6
09:00:00	1092	6	22	145	521	333	61	4	0	0	0	0	0	0	33.5	28.7	4.5
10:00:00	1046	5	15	133	510	325	53	5	0	0	0	0	0	0	33.5	28.8	4.3
11:00:00	1049	20	38	153	476	311	48	3	0	0	0	0	0	0	33.3	28	5.2
12:00:00	1081	25	40	174	489	306	42	4	0	0	0	0	0	0	33.1	27.7	5.4
13:00:00	1083	5	12	123	500	385	53	5	0	0	0	0	0	0	33.6	29.1	4.3
14:00:00	1134	3	13	140	535	379	59	5	0	0	0	0	0	0	33.6	29	4.2
15:00:00	1238	4	15	150	604	403	56	5	0	0	0	0	0	0	33.5	28.9	4.2
16:00:00	1433	9	26	229	720	389	55	5	0	0	0	0	0	0	33	28.2	4.4
17:00:00	1348	9	33	264	689	306	43	4	0	0	0	0	0	0	32.5	27.6	4.4
18:00:00	865	5	13	109	403	272	56	7	1	0	0	0	0	0	33.8	28.9	4.6
19:00:00	472	2	5	31	176	194	57	7	1	0	0	0	0	0	34.8	30.5	4.7
20:00:00	333	1	2	16	121	136	47	8	2	0	0	0	0	0	35.7	31.1	4.7
21:00:00	263	0	1	12	94	112	36	6	1	0	0	0	0	0	35.5	31.1	4.5
22:00:00	208	0	2	13	68	84	32	8	1	0	0	0	0	0	36.5	31.4	5
23:00:00	129	0	1	6	36	52	25	7	1	1	0	0	0	0	37.8	32.3	5.2
07-19	13785	172	335	2082	6546	3970	617	57	4	1	0	0	0	0	33.3	28.2	4.8
06-22	15295	176	346	2166	7106	4594	809	87	9	1	0	0	0	0	33.5	28.5	4.9
06-24	15632	176	348	2185	7210	4731	866	102	11	2	0	0	0	0	33.6	28.5	4.9
00-24	15960	177	351	2204	7292	4861	933	123	16	2	0	0	0	0	33.6	28.6	5
am Peak	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	09:00:00	09:00:00	06:00:00	05:00:00	04:00:00	00:00:00				03:00:00	03:00:00	
Peak Volume	1267	55	61	277	560	333	61	9	2	0	0				39.2	33.2	2781.7
pm Peak	16:00:00	12:00:00	12:00:00	17:00:00	16:00:00	15:00:00	14:00:00	22:00:00	20:00:00	23:00:00	22:00:00				23:00:00	23:00:00	
Peak Volume	1433	25	40	264	720	403	59	8	2	1	0				37.8	32.3	2310.8

Event key: QC failure Atypical (QC) Events Special Holiday Offline
Weekends and defined holidays

Notes on data:

Averages are calculated as the simple average of values across the period.

Holidays & Events:

None

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Site Name	7895
Site ID	000000007895
Grid	282045060589
Description	Totnes....A385 Junction Radar

Setup	7895 Speed
Lanes	Lane: Westbound
Show daily	Average
Time Period	1 hour
Speed units	mph
Exclude data:	None

	Average Flow	<15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	50.0-55.0mph	55.0-60.0mph	60.0-65.0mph	65.0-70.0mph	>70.0mph	85th %ile	Mean Speed	Std Dev
00:00:00	33	0	0	0	6	13	9	4	0	0	0	0	0	0	39.7	34.4	5.2
01:00:00	18	0	0	1	2	6	6	2	1	0	0	0	0	0	40.1	34.8	5.8
02:00:00	11	0	0	0	1	3	4	1	1	0	0	0	0	0	42	36.4	5.4
03:00:00	10	0	0	1	1	4	2	2	1	0	0	0	0	0	43	35.7	6.7
04:00:00	11	0	0	0	1	4	3	1	0	0	0	0	0	0	40.8	35.4	5.7
05:00:00	35	0	1	1	4	12	10	6	1	0	0	0	0	0	41.6	35.2	5.8
06:00:00	99	0	1	4	18	42	28	6	1	0	0	0	0	0	38.6	33.3	5
07:00:00	419	2	12	41	157	160	42	5	1	0	0	0	0	0	34.5	29.8	5
08:00:00	571	8	15	82	243	186	33	4	0	0	0	0	0	0	33.7	28.6	5.1
09:00:00	478	1	6	44	177	197	51	3	0	0	0	0	0	0	34.6	30.1	4.5
10:00:00	480	1	6	39	186	202	43	4	0	0	0	0	0	0	34.4	30.1	4.4
11:00:00	498	17	22	48	183	188	37	2	0	0	0	0	0	0	34.1	28.6	6.1
12:00:00	552	23	27	57	214	195	32	3	0	0	0	0	0	0	33.8	28.1	6.3
13:00:00	602	2	5	55	241	256	40	3	0	0	0	0	0	0	34.1	29.8	4.2
14:00:00	602	2	6	57	241	248	46	3	0	0	0	0	0	0	34.2	29.8	4.4
15:00:00	688	1	6	71	295	266	45	3	0	0	0	0	0	0	34	29.5	4.2
16:00:00	786	8	17	114	362	241	41	3	0	0	0	0	0	0	33.5	28.5	4.8
17:00:00	823	5	20	150	405	207	33	3	0	0	0	0	0	0	32.9	27.9	4.5
18:00:00	509	3	9	62	202	182	45	5	1	0	0	0	0	0	34.3	29.5	4.9
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20:00:00	166	1	1	4	43	77	34	6	1	0	0	0	0	0	37.3	32.3	4.7
21:00:00	149	0	1	3	41	70	29	5	1	0	0	0	0	0	37.1	32.2	4.4
22:00:00	124	0	1	6	30	53	26	7	1	0	0	0	0	0	37.9	32.4	5.2
23:00:00	82	0	0	3	18	33	21	5	1	1	0	0	0	0	38.7	33.2	5.3
07-19	7008	73	150	818	2905	2527	489	42	2	0	0	0	0	0	34	29.1	4.9
06-22	7671	74	154	837	3074	2835	625	65	6	1	0	0	0	0	34.2	29.4	5
06-24	7878	75	155	847	3122	2922	671	78	8	1	0	0	0	0	34.3	29.5	5
00-24	7995	75	156	849	3137	2964	707	94	11	2	0	0	0	0	34.4	29.5	5.1
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Peak Volume	571	17	22	82	243	202	51	6	1	0	0				43	36.4	2397
pm Peak	17:00:00	12:00:00	12:00:00	17:00:00	17:00:00	15:00:00	14:00:00	22:00:00	20:00:00	23:00:00					23:00:00	23:00:00	
Peak Volume	823	23	27	150	405	266	46	7	1	1					38.7	33.2	2355.8

Event key: QC failure Atypical (QC) Events Special Holiday Offline
Weekends and defined holidays

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Holidays & Events:

None

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Site Name 7895
Site ID 000000007895
Grid 282045060589
Description Totnes....A385 Junction Radar

Setup 7895 Speed
Lanes Lane: Eastbound
Show daily Average
Time Period 1 hour
Speed units mph
Exclude data: None

	Average Flow	<15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	50.0-55.0mph	55.0-60.0mph	60.0-65.0mph	65.0-70.0mph	>70.0mph	85th %ile	Mean Speed	Std Dev
00:00:00	27	0	0	3	12	9	3	0	0	0	0	0	0	0	34.6	29.9	4.6
01:00:00	14	1	0	2	4	5	2	0	0	0	0	0	0	0	35.1	29.6	7
02:00:00	14	0	0	1	5	6	1	0	0	0	0	0	0	0	34.6	30.6	4.5
03:00:00	14	0	0	1	3	5	3	0	0	0	0	0	0	0	37.1	31.4	5.2
04:00:00	33	0	1	4	9	13	6	1	0	0	0	0	0	0	36.5	31	5.1
05:00:00	109	0	1	5	34	49	16	2	1	0	0	0	0	0	35.8	31.3	4.7
06:00:00	343	1	1	21	150	140	25	3	0	0	0	0	0	0	34.2	30	4.1
07:00:00	729	24	34	144	382	135	9	1	0	0	0	0	0	0	31.3	26.5	5.3
08:00:00	695	47	47	195	317	82	6	1	0	0	0	0	0	0	29.8	24.8	6.2
09:00:00	614	5	16	101	345	136	10	1	0	0	0	0	0	0	32	27.6	4.2
10:00:00	566	4	10	94	324	124	10	1	0	0	0	0	0	0	32	27.7	4
11:00:00	551	3	16	105	294	122	11	1	0	0	0	0	0	0	32.1	27.5	4.2
12:00:00	528	2	13	117	275	111	10	1	0	0	0	0	0	0	31.9	27.4	4.1
13:00:00	481	4	7	67	259	129	13	2	0	0	0	0	0	0	32.8	28.2	4.2
14:00:00	532	1	8	84	294	131	13	2	0	0	0	0	0	0	32.5	28.1	3.9
15:00:00	551	3	10	79	309	137	11	2	0	0	0	0	0	0	32.5	28	4
16:00:00	647	1	9	115	358	148	14	2	0	0	0	0	0	0	32.3	27.8	3.9
17:00:00	525	4	13	115	284	99	10	1	0	0	0	0	0	0	31.6	27.2	4.3
18:00:00	357	3	4	48	201	89	11	1	0	0	0	0	0	0	32.7	28.2	4.1
19:00:00	223	1	3	22	109	75	12	1	0	0	0	0	0	0	33.6	29	4.3
20:00:00	167	0	1	13	78	59	13	2	1	0	0	0	0	0	34.2	29.9	4.4
21:00:00	115	0	1	9	54	42	8	1	0	0	0	0	0	0	34	29.7	4.2
22:00:00	84	0	1	7	38	31	6	1	0	0	0	0	0	0	34.2	29.8	4.4
23:00:00	46	0	1	3	18	19	4	2	0	0	0	0	0	0	34.7	30.6	4.5
07-19	6777	99	186	1264	3641	1443	128	15	2	0	0	0	0	0	32	27.3	4.6
06-22	7624	102	192	1329	4032	1759	185	22	3	0	0	0	0	0	32.3	27.6	4.6
06-24	7754	102	193	1338	4088	1809	195	25	3	0	0	0	0	0	32.4	27.6	4.6
00-24	7965	102	196	1354	4155	1898	226	29	5	0	0	0	0	0	32.5	27.7	4.7
am Peak	07:00:00	08:00:00	08:00:00	08:00:00	07:00:00	06:00:00	06:00:00	06:00:00	05:00:00						03:00:00	03:00:00	
Peak Volume	729	47	47	195	382	140	25	3	1						37.1	31.4	2303.4
pm Peak	16:00:00	17:00:00	17:00:00	12:00:00	16:00:00	16:00:00	16:00:00	16:00:00	20:00:00	14:00:00	22:00:00				23:00:00	23:00:00	
Peak Volume	647	4	13	117	358	148	14	2	1	0	0				34.7	30.6	2022.3

Event key: QC failure Atypical (QC) Events Special Holiday Offline
Weekends and defined holidays

Notes on data:

Averages are calculated as the simple average of values across the period.

Holidays & Events:

None

Print on: 08 October 2020 at 04:05 PM

Speed data location

Appendix IV
To HIW/20/41