

East Devon Highways and Traffic Orders Committee
8 February 2021

Liverton Business Park/Salterton Road Priority Junction

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 plan provided in Appendix 2 are approved for construction at an estimated scheme cost of £200,000; and
- (b) the Head of Planning, Transportation and Environment be given delegated powers, in consultation with the Chair of HATOC and the local Members, to make minor amendments to the scheme details.

1. Introduction/Background

This report sets out a proposal for a junction improvement at the Liverton Business Park access on Salterton Road (B3178) in Exmouth.

Liverton Business Park is situated on the eastern edge of Exmouth. Businesses on the park include major retail outlets and industrial units, as well as a station for Ambulance and Fire & Rescue Service. The site is very well used throughout the day with approximately 800 vehicles entering/exiting the site in an average hour. The site is accessible via a single priority junction as shown in Figure 1 below.

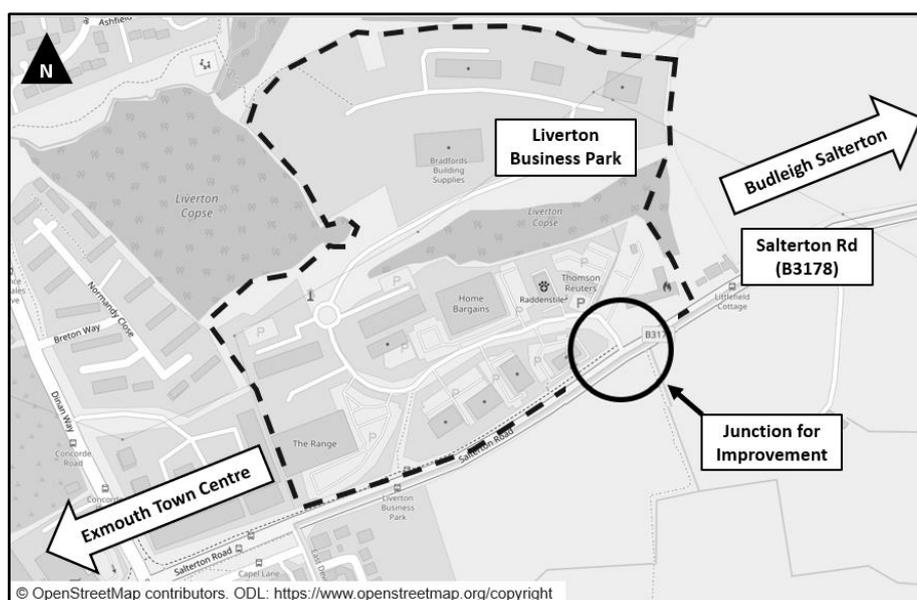


Figure 1: Map showing junction location

The present single lane arrangement has led to queuing and delays for business park traders and customers exiting the site. Queue surveys demonstrate that during peaks, queues can build up and occasionally extend approximately 300m. This can cause delays to vehicles and is a source of frustration for customers of the park and traders seeking to conduct their daily business. Blue light services, although closest to the access junction, have also expressed concerns about the delays caused by the current junction arrangement and issues with cars parked in the yellow box.

2. Surveys and Analysis

12-hour traffic counts were undertaken covering a Thursday, Friday and Saturday in October and November 2019. These counts evidence that approximately 30% of traffic exiting the business park turn left towards Budleigh. However, the current single-lane arrangement results in queues quickly building up as right-turning traffic waits to exit and blocks left-turning vehicles from proceeding. Queue lengths varied throughout the day, but were observed to regularly reach at least Halfords (150m). In some instances, the queueing reached the estate internal roundabout (325m), taking on average 7 minutes to clear. The survey data is presented in Appendix 1.

3. Proposals

Within the limited funding available, it is proposed to improve traffic conditions when exiting the business park through a small-scale scheme, expanding the single lane exit to two-lanes onto Salterton Road. A design drawing can be seen in Appendix 2.

The two-lane exit will extend back approximately 55m, to between the entrances of Thomson Reuters and the Raddenstiles Veterinary Surgeons. This arrangement will create storage space for five additional vehicles and increase junction capacity. This will be achieved by enabling a greater number of left-turning vehicles, which account for approximately 1 in 4 vehicles throughout the day, to clear the junction more quickly and reduce the overall queueing and delay.

Junction modelling analysis has demonstrated that the proposals are expected to lead to a reduction in delay for left-turning traffic by approximately 3 minutes during the weekday peak and by nearly 2 minutes during the Saturday peak. Benefits to right-turning traffic would be smaller, however, these combined effects will result in an overall reduction in queue lengths and delays for vehicles exiting the site.

To ensure there remains suitable access for emergency vehicles to the Ambulance and Fire & Rescue Service station, the yellow hatching will be extended across both lanes. The existing footway, on the western side, will be moved back and will tie in with the Salterton Road footway.

Any design amendment to those shown in Appendix 2 will be subject to a Road Safety Audit process. Subject to the scheme gaining approval, it is programmed that the scheme would start construction in April 2021.

4. Options/Alternatives

Do Nothing – To keep the status quo would result in a continued poor level of service for business park traders and customers. This may risk making the site less attractive to major retail outlets, traders, and customers in future, particularly in an uncertain economy.

Signalised Junction – Signalisation would provide additional priority for vehicles exiting the site. However, this option would be significantly more expensive and would create additional delay for business park users outside traffic peaks and for vehicles on Salterton Road. Junction modelling analysis has demonstrated that eastbound queues on Salterton Road may equate to roughly 60m during the business park traffic peaks. Whilst benefits to right-turning traffic would be more significant than those expected under the proposals, the reduction in delay for left-turning traffic would be less.

Roundabout – This option would also result in additional delay for business park users outside traffic peaks and for vehicles on Salterton Road. It would also result in increased land take and an increased scheme cost.

Priority Junction Lane Expansion – The proposed option is considered a proportional solution to the existing problem. It will deliver benefits for business park users, whilst not unduly impacting the level of service for through traffic on Salterton Road. This option represents good value for money and is deliverable in the short term.

5. Consultations

The scheme has been developed through ongoing liaison with key stakeholders, including the business park owners, Clinton Devon Estates and Exmouth Town Council from project conception.

A public consultation took place between 5 January and 19 January 2021 via a letter drop to the addresses of every premise on the Liverton Business Park site. Additionally, local East Devon district councillors, local Town Councils and Exmouth Chamber of Trade & Commerce were notified.

A total of six responses were received. The responses recognised the need for improvement at the junction, including support from Exmouth Town Council and Budleigh Salterton Town Council. There were also alternative suggestions, such as signalisation and improving traffic conditions for emergency vehicles. One response suggested the trial of a one-way system on the site, preventing right turning vehicles from businesses on the south side of the access road. This option would result in unnecessary delay outside peak period and is not considered enforceable or compliant with design guidance.

6. Financial Considerations

The scheme is estimated to cost approximately £200,000 and will be split with project partners as follows:

- Devon County Council (£100,000)
- Clinton Devon Estates (£50,000)
- Exmouth Town Council (£50,000)

The match funding from Clinton Devon Estates has been agreed and will be payable upon commencement of construction and Exmouth Town Council has also agreed their Community Infrastructure Levy contribution.

Devon County Council, as project lead, will deliver the scheme using the Minor Works Framework and fund its portion of costs through the Local Transport Plan budget with work expected to start in April 2021.

7. Legal Considerations

There will need to be a dedication of the Devon Clinton Estates land as highway and the principle of this has already been agreed. The remaining land required for the improvement is within existing highway.

8. 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 using the junction, and therefore may result in a small increase in trips and associated carbon emissions.

9. 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/>.

10. 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 subject to a revised Road Safety Audit and could be agreed through delegated powers.

11. Summary

This proposal represents a proportional and cost-effective solution to improve traffic conditions when exiting Liverton Business Park. It is recommended that the scheme be approved for construction.

Dave Black
Head of Planning, Transportation and Environment

Electoral Division: Exmouth

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Ref.
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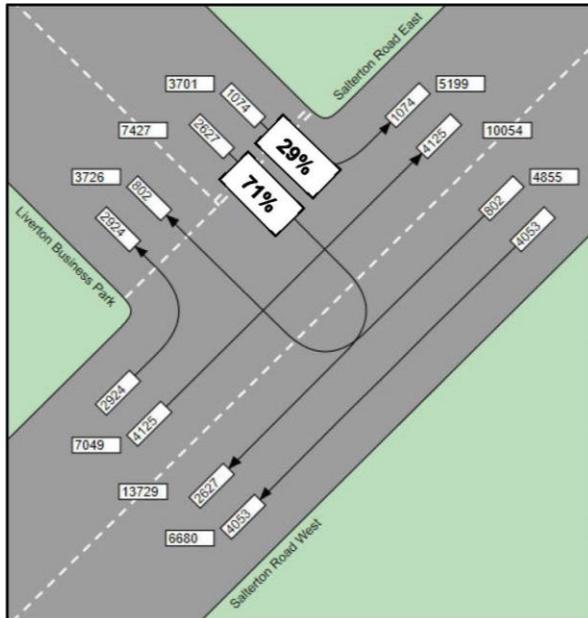
Nil

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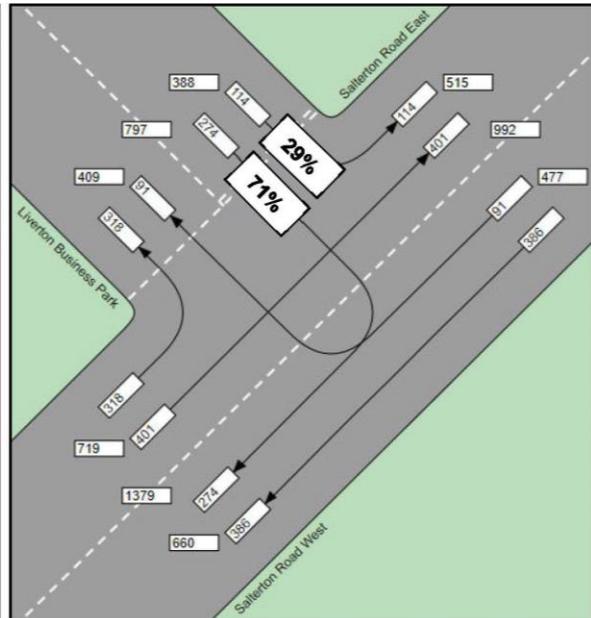
Appendix 1A – Traffic Count Surveys

Thursday, October 31, 2019

12 Hour Total (0700-1900)

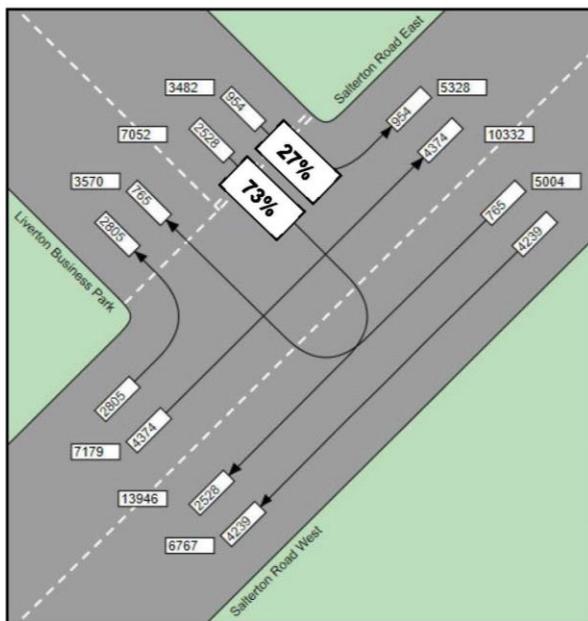


Peak Hour (1100-1200)

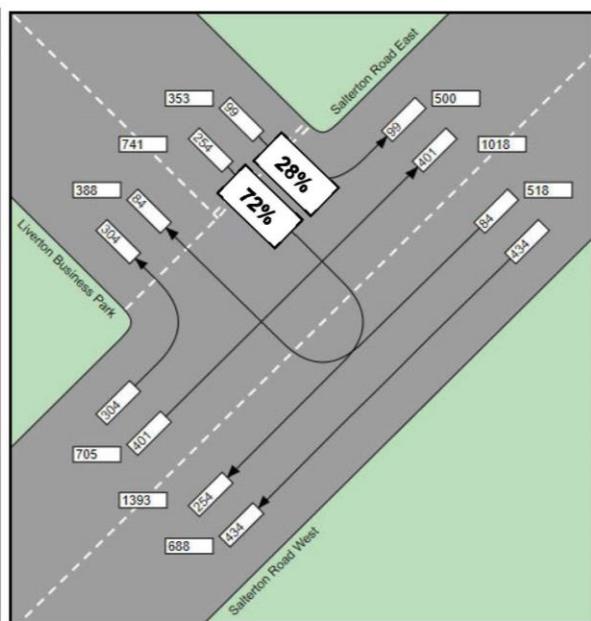


Friday, November 1, 2019

12 Hour Total (0700-1900)



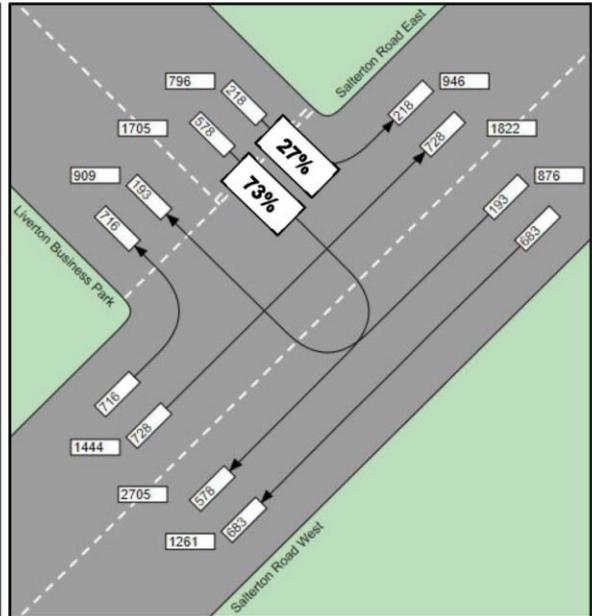
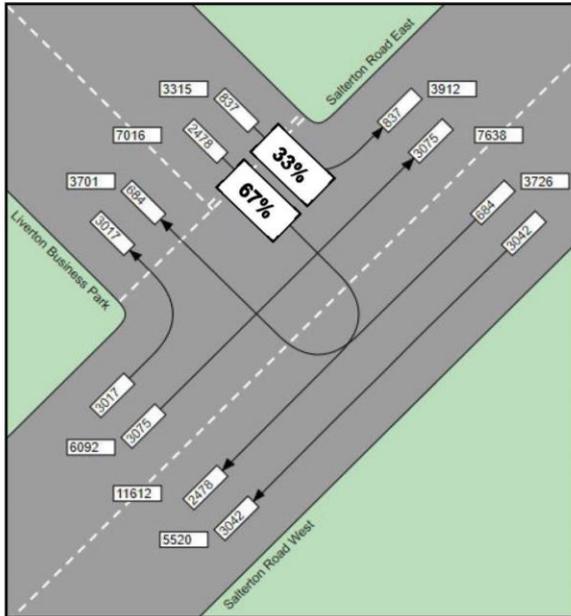
Peak Hour (1100-1200)



Saturday, November 2, 2019

12 Hour Total (0700-1900)

Peak Hour (1100-1200)

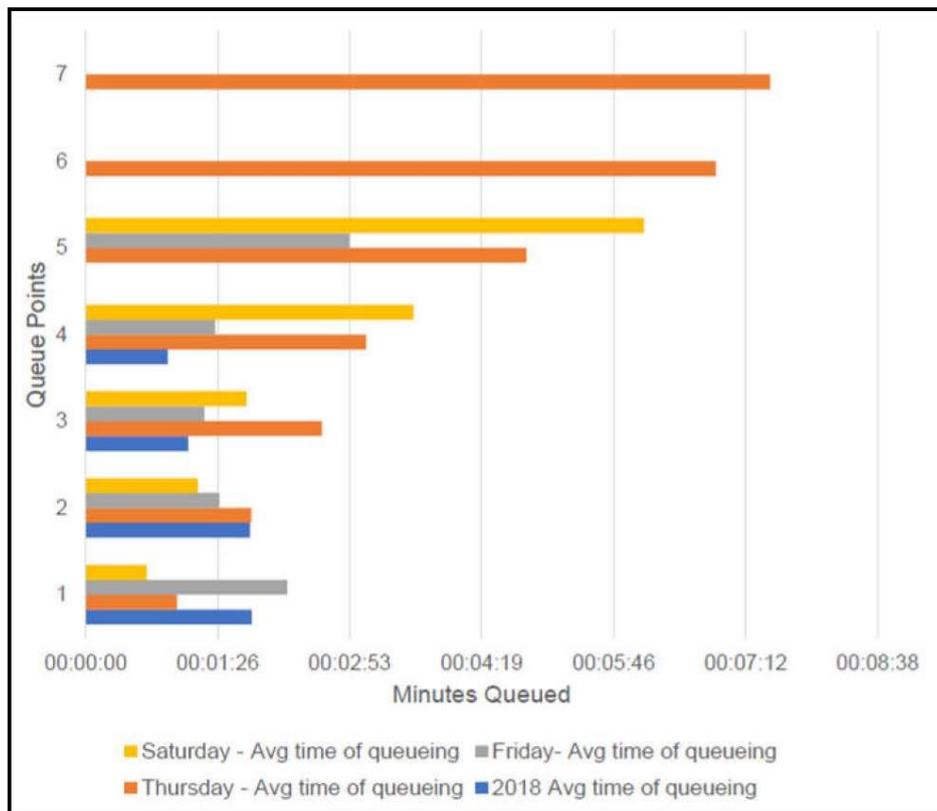


Appendix 1B – Queue Surveys

Queue Point Locations



Minutes Queued



Maximum Queue Point Reached

