

A3121 Safer Roads Fund – Kitterford Cross Roundabout Improvement - Scheme for Approval

Report of the Head of Planning, Transportation and Environment

Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.

Recommendation: It is recommended that:

- (a) the proposed roundabout junction shown on Plan 17356-04KIT /18 in Appendix 1, is approved for construction at an estimated cost of £1.411 million; and
- (b) the Head of Planning, Transportation and Environment be given delegated powers, in consultation with the Cabinet Member for Highway Management and the local member, to make minor amendments to the scheme details.

1. Summary

The report seeks approval to construct a roundabout junction on the A3121 at Kitterford Cross. The roundabout scheme is being proposed to improve road safety on the A3121 corridor as part of the Safer Roads Fund Project.

2. Introduction

In 2016 the Government announced a £175 million Safer Roads Fund (SRF) that was targeted at improving road safety on the most dangerous A-Roads across the country. The supporting evidence report was published by the Road Safety Foundation and identified a national list of 50 high risk A-road corridors based on their road safety performance over the five year period 2012-2016. This list included both the A3123 and the A3121 corridors within Devon.

Between 2012 and 2016 the A3121 had recorded 31 injury collisions of which six resulted in a Killed or Serious category Injury (KSI) to road users. On the A3121 there were also two identified collision cluster sites, one at Kitterford Cross and one at the A379 junction to the west of Modbury, where there is a separate roundabout improvement scheme currently being completed as part of this SRF project. The cluster site at Kitterford Cross recorded seven injury collisions between 2012-2016. In the following period 2017-2020 a further 4 injury collisions have been recorded. There is a casualty pattern evident at the junction for vehicles failing to give way.

The current layout of the Kitterford Cross junction takes the form of a crossroads. A3121 traffic travelling from the A38 and B3196 traffic from Loddiswell must both give way to traffic travelling between Avonwick and Modbury on the C793\A3121. The dominant A3121 traffic flow does not have priority through the junction.

Visibility at the junction is restricted by the road layout, topography and hedgebanks. Approach visibility of the junction from Avonwick and Modbury is limited. And in particular the approach visibility to the give way point and junction from the direction of the A38 is very limited.

Grant funding bids were submitted to the Department for Transport in 2017 and the Council was subsequently awarded £1.9 million funding from the SRF for the A3121 and £2.2 million for the A3123.

The A3121 bid proposals submitted to the Department for Transport incorporated a preliminary design for a realigned junction with double side road junctions to Avonwick and Loddiswell. This proposal was aimed at improving visibility and giving priority to the A3121 traffic through the junction. Local consultation identified concerns about the proposals for Kitterford Cross and requests were made for further consideration of a roundabout junction.

The A3121 SRF project was given Cabinet approval in September 2019. But subject to a further review of a roundabout junction option for Kitterford Cross.

3. Proposal

The proposed scheme is shown on Plan 17356-04KIT/18 in Appendix 1. The proposed four arm roundabout is offset to the northeast of the existing crossroads junction.

To accommodate a new roundabout in this location, departures from design standards had to be considered. This included: -

- Design speed
- Horizontal alignment
- Approach gradient
- Width of circulatory carriageway
- Street lighting

Departures from design standards have been agreed for the proposed scheme. In addition, the scheme has been subject to a Stage 1 Road Safety Audit.

Land agreements, ecological surveys and archaeological surveys are currently being progressed towards completion. Subject to concluding these elements of the design process and subject to final scheme approval, it is anticipated that a scheme could commence construction in early Autumn 2021.

4. Options/Alternatives

Alternative options for a double side road junction and a staggered crossroads have been considered as part of the preliminary design, bid process and consultation stages for this SRF project. These options have been rejected.

5. Consultations

The proposed scheme has the support of the local Member and the local Parish Councils. A preliminary design scheme plan for the roundabout has been included on the Council's website for consultation since Summer 2020.

6. Financial Considerations

Funding for the SRF project is limited to the £1.9 million external grant received by the Council in March 2021. The inclusion of a roundabout junction at Kitterford Cross will significantly increase the overall cost for the SRF project. Additional Local Transport Plan funding of £1 million, to implement the scheme, has been identified under the Cabinet approved 2020/21-2021/22 Transport Capital Programme report in April 2020.

7. Legal Considerations

Land agreements are well advanced and are currently progressing towards completion. Planning requirements for changes to protected hedgerows have been completed. Ecological surveys and archaeological surveys are currently underway.

8. Environmental Impact Considerations (Including Climate Change)

As part of the grant application bid an impact assessment was carried out and can be found at

https://devoncc.sharepoint.com/:b:/s/PublicDocs/Highways/EV1M_-ynZedHmoJaRsTXDuEBaV-K2aZkreyyP-wyEWLiw

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.

As part of the grant bid application an impact assessment was carried out. No adverse impacts were identified. Road safety improvements are expected to be of general benefit across the road user demographic. The proposed scheme will offer a positive social impact by decreasing the risk of injury, and injury severity, arising from road travel.

10. Risk Management Considerations

A risk management plan has been maintained for the scheme. Any outstanding risks are identified, and appropriate contingency sums included within the scheme estimate for approval.

11. Public Health Impact

There will be a small but positive benefit to public health by supporting safer road travel and reducing the impacts that are linked to personal injury resulting from road traffic collisions.

12. Reasons for Recommendations

This project is in line with Devon's Road Safety Vision that every route should be available to everyone, free from risk or fear of harm. The scheme will help to improve the A3121's safety record at Kitterford Cross where a number of people have been and continue to be injured.

Dave Black

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Electoral Divisions: South Brent & Yealmpton

Cabinet Member for Highway Management: Councillor Stuart Hughes

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Reference
Nil		

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Scheme for Approval - Final

Appendix 1 to PTE/21/22

