

Pedestrian Crossing on A3125 southern approach to Cedars Roundabout

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) Public consultation be carried out to seek views on the proposed signalised crossing scheme shown on plan 70086553-WSP-HGN-100-DR-01 in Appendix 1, and;**
- (b) Subject to public consultation a report is taken to Cabinet at a future date seeking:**
 - (i) The approval for the proposed signalised crossing scheme shown on plan 70086553-WSP-HGN-100-DR-01 in Appendix 1 subject to detailed design, stage two road safety audit, and;**
 - (ii) Delegated powers for the Head of Planning, Transportation and Environment, in consultation with the Cabinet Member for Climate Change, Environment and Transport and relevant local member, to make minor amendments to the scheme design and to progress towards construction.**

1. Summary

A trial was carried out in February 2019 of temporary traffic signals on the A3125 southern arm of Cedars Roundabout with red signals given to drivers at constant intervals. This was followed by a report to this committee on 27 June 2019 recommending the progression of scheme. This report confirms the progress of the scheme to consultation and then for approval to Cabinet.

2. Introduction

For many years traffic from the Bickington/Fremington corridor entering the Cedars Roundabout has been subject to delay in entering the roundabout due to priority being for traffic from the south (Roundswell).

Over 1,300 houses are planned/expected to be built in the current Local Plan period to 2031 along this corridor, and that will add traffic through the Cedars Roundabout as there is no alternative route to drive to Barnstaple. Alternative modes of transport are available, but the no.21 bus has no priority above other vehicles on this corridor and sits in the same traffic and delays as all vehicles.

3. Proposal

Approval is sought for the crossing scheme shown on plan 70086553-WSP-HGN-100-DR-01 in Appendix 1 which is a preliminary design that has been subject to stage one road safety audit and amended. Further detailed design work is required, including stage two road safety audit and minor amendments are expected.

The proposal includes a staggered pedestrian crossing which will allow the traffic signals on the northbound carriageway (towards Cedars Roundabout) to turn red for a fixed amount of time within a pre-arranged period of time, initially in the morning peak. Signal timings could be amended in the future to also carry out this function at other times, or these signals could function purely as an 'on demand' traditional crossing.

To accommodate the staggered crossing, along with the requirement for a bay for signal engineers to stop, the road needs to be widened slightly on both sides into the highway verge. This will result in the loss of a small number of trees within the highway.

Sections of the stone bank on either side of the road are also required to be removed to allow pedestrian access between the footways on both sides of the road via the crossing.

4. Options/Alternatives

Other options were considered by this committee previously at 29 June 2017 meeting. The staggered pedestrian crossing option from that meeting was agreed to be progressed.

5. Consultations

No formal consultation has been carried out.

6. Financial Considerations

The estimated cost of the scheme is over half a million pounds (to be approved at Cabinet). This is to be funded by section 106 contributions from committed and expected housing developments in the area which have a requirement to pay towards improvements to the Cedars Roundabout or improvement to the traffic flow on this corridor.

7. Legal Considerations

To introduce a controlled crossing, the Council is required to issue a public notice in accordance with Section 23 of The Road Traffic Regulation Act 1984.

When introducing new traffic schemes 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, secures the expeditious, convenient, and safe movement of traffic and provision of parking facilities. While this scheme will result in additional delay to some

motorists, it is designed to reduce journey times for others including but limited to public transport users.

8. Environmental Impact Considerations (Including Climate Change)

The scheme is likely to result in some localised additional queuing at the northbound approach to the new crossing. The introduction of a new pedestrian crossing will aid non-car travel options.

The route choice of drivers is hard to predict, but it is likely that many drivers currently driving towards the Cedars roundabout will alter their travel patterns and use alternative routes including via Roundswell Roundabout and Lake Roundabout towards the town. This is likely to result in localised peak period queuing elsewhere on the network.

The proposal is trying to improve journey times for bus users on the Bickington corridor, which could result in additional bus patronage and fewer vehicle trips with a minor positive impact on carbon and other vehicle emissions.

9. Risk Management Considerations

The proposal is considered to reduce risk to the travelling public on the public highway by providing a facility for pedestrians to cross the carriageway.

The proposal could result in additional queuing at other junctions on the A3125 as drivers use different routes, causing additional delay and congestion at those junctions. A transport strategy for the whole area is being developed (as requested by this committee at the 27 June 2019 meeting) and interventions are being considered to deal with transport issues in this area in the long term. This includes the Larkbear access onto the A361, new cycle bridge over the A361 and railway line, and bus priority measures on Gratton Way/A3125.

10. Public Health Impact

There is small likelihood that the scheme will result in increased levels of walking which will have a positive impact on public health.

11. Summary

Approval is sought for a pedestrian crossing scheme which will have the ability to set the signal timings to show red lights to traffic even when there is no pedestrian demand. This is considered likely to have a positive impact on traffic from the Bickington/Fremington corridor as indicated by the two week trial of temporary lights in February 2019. However, there are likely to be other queues and delays formed elsewhere on the road network as traffic diverts to other routes to avoid the traffic lights.

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Electoral Division: Fremington Rural

Local Government Act 1972: List of Background Papers

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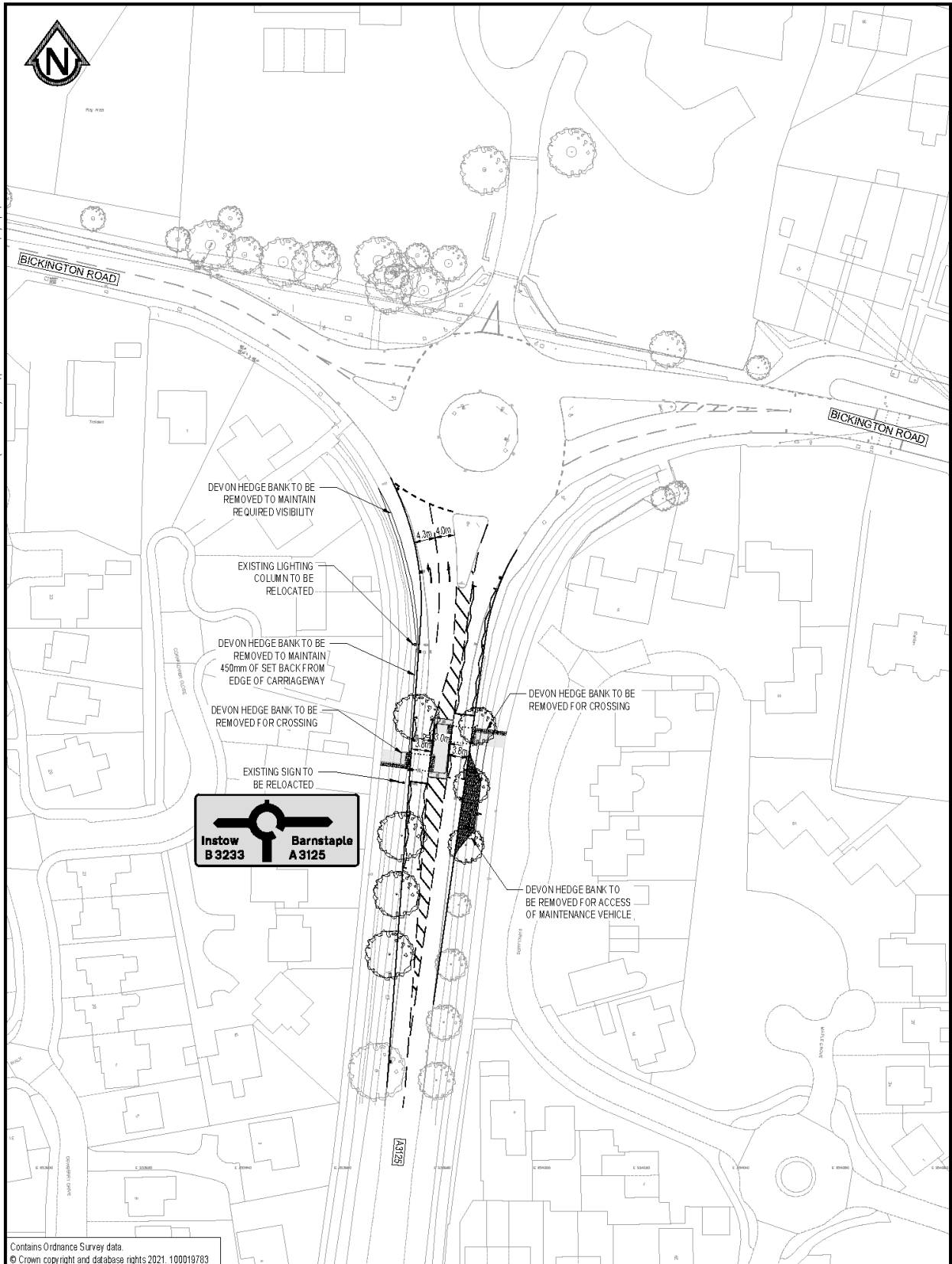
Background Paper	Date	File Reference
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Nil


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	<p>TITLE: Cedars Roundabout Junction Improvements HaTOC Plan</p>	<p>FIGURE No: 70086553-WSP-HGN-100-DR-01</p>
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