

**A3052: Speed Limits and Facilities for Active Travel
Greendale to Cat and Fiddle**

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 contents of the report are noted;**
- (b) The pedestrian crossing on the A3052 between Crealy Adventure Park and Hill Barton Business Park, as shown in Appendix 1 be approved in principle at an estimated cost of £225,000 subject to confirmation of funding; and**
- (c) the Chief Officer for Highways, Infrastructure Development and Waste 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

The local elected member has requested a report is presented to consider the reduction of the speed limit on the A3052, to 40mph, safer crossing points and the provision of a shared cycle and footpath to Greendale.

2. Background

The reduction of the speed limit on the A3052, to 40mph. was considered by Cabinet on 15 December 2010, Minute *279c refers. The Cabinet noted that the East Devon HATOC at its meeting on 1 November 2010 (Minute 5) had considered a report of the Area Engineer (East) (EEC/10/207/HQ), on a request from the local member, on the possibility of reducing the current speed limit on the A3052 in the vicinity of the Cat and Fiddle Residential Park at Clyst St Mary to 40 mph. Arising therefrom the Committee was also minded to seek a reduction in the speed limit to 40 mph from Clyst St Mary to Goosemoor, Newton Poppleford.

The Cabinet further noted that, as the proposal would be an exception to the Council's existing policy, which the HATOC was unable to determine, the matter stood referred to Cabinet for determination and it was RESOLVED that, there being no justification for a departure from current policy, the Cabinet accept the advice of the Executive Director of Environment, Economy Culture that there should be no change to the existing 50 mph speed limit on the A3052 in the vicinity of the Cat and Fiddle residential park nor should there be any change to the speed limit on the route through to Goosemoor, Newton Poppleford.

A report was brought to this committee in March 2012 to again consider the reduction of the speed limit on the A3052 in the vicinity of the Cat and Fiddle, to 40mph. It was again agreed that there is no change to the existing 50 mph speed limit on the A3052.

There is no new data to suggest that the reduction is justified in the current situation.

Requests have been received for improved crossing facilities on the A3052 including at Cat and Fiddle and vicinity of Crealy/Hill Barton Business Park. The latter two sites generate a significant amount of vehicular and public transport movement and the priority for progression. Initial designs have therefore been undertaken for a new crossing and improved facilities for bus passengers to serve staff and visitors to Crealy Adventure Park and Hill Barton Business Park.

East Devon District Council have published a 'work in progress draft of the Local Plan', including a map showing a significant number of homes on the A3052. The County Council will engage with the District Council as their proposals develop and where relevant will create suitable access strategies identifying transport needs for key growth areas. The Cat and Fiddle currently benefits from a pedestrian refuge and any further improvements or future changes to speed limit, as well as options for a facility for cyclists can be explored as part of this work.

3. Proposal

This report seeks approval to progress a pedestrian crossing on the A3052 approximately 65 metres west of the access junction for Crealy Adventure Park and new footway on the north side of the A3052 from the new crossing to Hill Barton Industrial Estate.

The scheme will include new road markings, High Friction Surfacing on approaches to the crossing and the provision of new bus shelters on both westbound and eastbound directions.

The provision of improved bus stops facilities will increase the safety and attractiveness of public transport to and from major employment and visitor destinations.

The proposed scheme is shown in Appendix 1.

4. Consultations

Dialogue has been undertaken with local business owners, including Crealy Adventure Park, prior to and during the development of the proposed scheme.

5. Financial Considerations

The proposed scheme is estimated to cost in the region of £225,000.

£10,000 is currently identified in the approved Capital Program to enable progression of the design.

Funding to construct the crossing is not yet identified and it is anticipated that it would need a combination of Local Transport Plan and external funding, including third party contributions. Approval of a scheme here would assist in being able to lever in money from external sources.

6. Public Health Considerations

The proposed signal-controlled crossing will improve crossing safety to and from bus stop facilities encouraging more people (staff and visitors) to travel by public transport, increasing their physical activity and boosting their health and wellbeing.

7. Equality Considerations

The A3052 has a regular traffic flow, including significant proportion of large vehicles, which can make crossing the carriageway challenging for persons with reduced mobility or less confident pedestrians. There are no direct crossing facilities in this location, with users instead needing to cross in gaps in traffic or cross half way and use painted hatched area as a refuge. The proposed signalised crossing would enable users of a wider range of abilities to cross the carriageway more safely.

8. Legal Considerations

In order to introduce a new or amended pedestrian crossing, a public notice will be required to be advertised in accordance with Section 23 of The Road Traffic Regulation Act.

Not all land within the extent of the proposed scheme is currently recorded as highway. As such, further negotiation would be required prior to the implementation of a scheme within the extents shown.

9. Risk Management Considerations

A stage 1 road safety audit has been undertaken and, where appropriate, recommendations incorporated into the proposed design. A stage 2 audit would also be undertaken as part of the detailed design and prior to construction.

10. Options/Alternatives

An alternative option of changes to the junction of Hill Barton and Crealy with the A3052 was initially considered. This option is not something identified in any of Devon County Council's current transport plans or strategies but such changes are expected to be prohibitively expensive.

11. Reason for Recommendation

There is no new data to suggest that a reduction in speed limit is justified at this time. Were new development that changes the character of the A3052 comes forward in future Local Plans that would be a more appropriate time to consider any changes.

The provision of improved bus stops facilities will increase the safety and attractiveness of public transport to and from major employment and visitor destinations.

Meg Booth
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Division: Broadclyst

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Reference
		<u>Meeting of East Devon Highways and Traffic Orders Committee on Monday, 26th March, 2012 - Democracy in Devon</u>
		<u>Meeting of Cabinet on Wednesday, 15th December, 2010 - Democracy in Devon</u>
		<u>Meeting of East Devon Highways and Traffic Orders Committee on Monday, 26th March, 2012 - Democracy in Devon</u>

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