

CET/24/20
Cabinet
13 March 2024

Blundell's Road Traffic Calming Phase 2a (Barberry Way to Gornhay Orchard)

Report of the Director of Climate Change, Environment and Transport

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.

1) Recommendation

That the Cabinet be asked to:

- (a) approve the scheme layout shown on drawing C21032/9 (Appendix 1) for tender and construction at an estimated cost of £636,135;
- (b) advertise any necessary Traffic Regulation Orders and road humps and if no objections are received, be made and sealed;
- (c) give delegated authority to the Director of Climate Change, Environment and Transport, in consultation with the Local Member and Cabinet Member for Highway Management, to make minor amendments to the scheme;
- (d) subject to approval of recommendations a, b and c, give approval to enhance the 2024/25 capital programme by £588,000 from developer contributions.

2) Background

Tiverton is planned to accommodate 2,000 dwellings to the east of the town, with the most direct access for walking and cycling between the development and the town being along Blundell's Road. Phase 1 of the traffic calming outside Blundell's School was approved in February 2016 (report PTE/16/10) and subsequently constructed. As development is built out along Blundell's Road and with the new left-in, left-out junction on the A361 now open, additional phases of traffic calming and footway widening are required. Phase 2a between Barberry Way and Gornhay Orchard is being considered as part of this report, with Phase 2b to the east of Barberry Way on Post Hill to be delivered when further development of the Tiverton Eastern Urban Extension comes forward. This is shown in the figure below, with a detailed scheme plan included in Appendix 1.

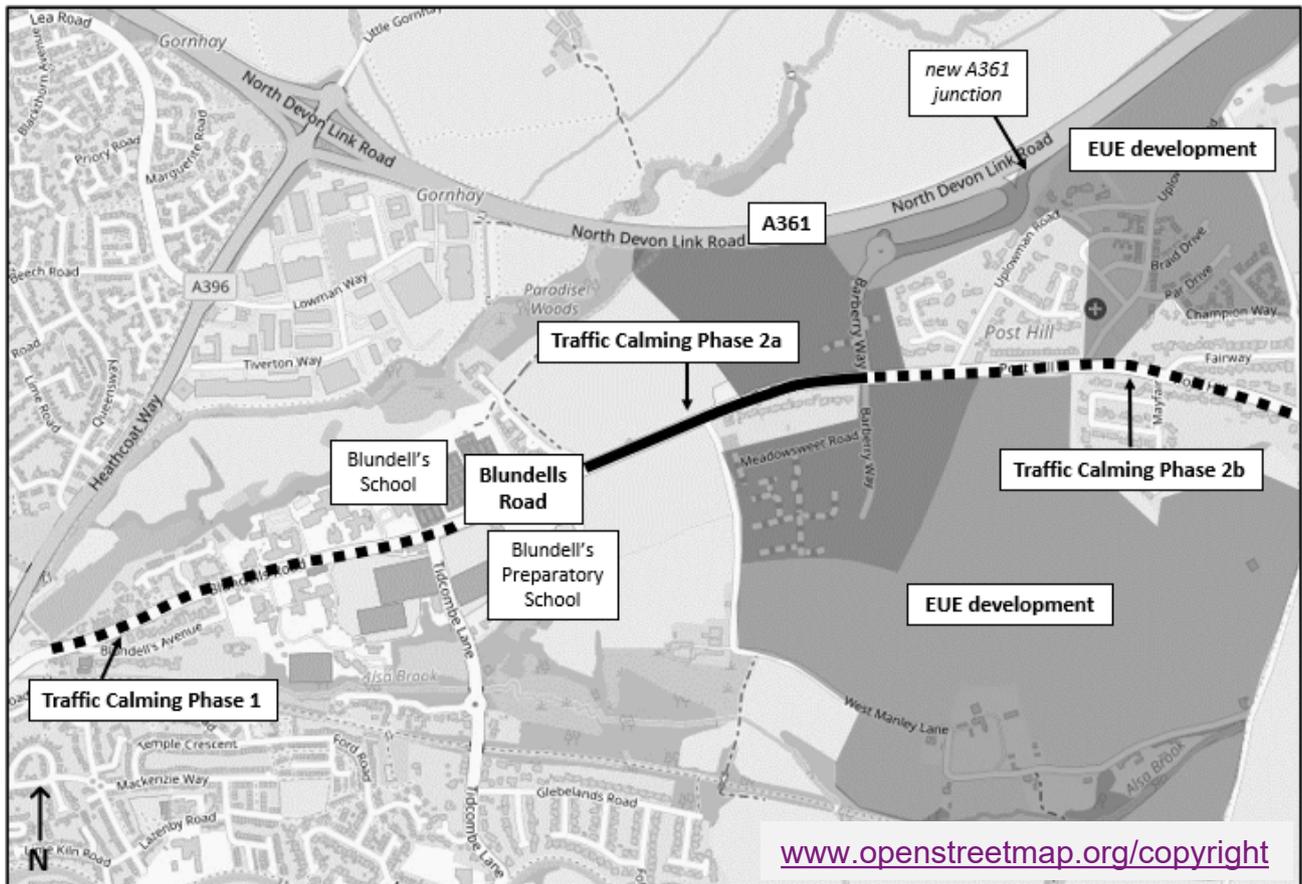


FIGURE 1: SCHEME LOCATION

3) Proposal

Now the A361 junction is open, this offers an alternative route for traffic from the area east of Tiverton to access the town centre. Blundell's Road passes through the middle of Blundell's school which has over 3,000 pedestrian movements across it each day. Reducing speeds and the number of vehicles along this section will help manage traffic and improve the environment for pedestrians and cyclists and the perceived safety of the route. Traffic calming and environmental enhancements of Blundell's Road is a policy in the Mid Devon Local Plan to help mitigate the impact of the Tiverton Eastern Urban Extension development.

The scheme shown in Appendix 1 aims to reduce vehicle speeds and improve overall safety for pedestrians, cyclists, and residents within the area. Phase 2a will see the road narrowed to 6.5 metres with raised table junctions, which will need to be advertised, and narrowing of side roads to reduce vehicle speeds. It is also proposed to advertise a traffic regulation order to lower the speed limit from 40mph to 30mph which would be more in keeping with the new road layout. It also provides sufficient width for a 3 metres shared pedestrian / cycle route on the northern side, which accords with the Department for Transport's Cycle Infrastructure Design (LTN 1/20 Guidance) and will provide connectivity from the new Tiverton Eastern Urban Extension development to the shared use path on Blundell's Road.

This will connect to the existing route along the western end of Blundell's Road and towards Tiverton Town Centre. It will include narrowing of the existing road and raised table junctions to slow down vehicles and help support the reduced speed limit. These proposals will improve the walking and cycling infrastructure for existing and new residents, offering an attractive, alternative method of travel for short to medium distance journeys towards key services and facilities in the town.

4) Options

The scheme has followed the same design principles used in phase 1 of the traffic calming. An option to provide the footway on the south side of Blundell's Road was considered but discarded as it would have required the removal of all the trees next to the road between Gornhay Orchard and West Manley Lane.

Not providing the scheme was also considered and discounted as there is potential for traffic leaving the high speed A361 to maintain high speeds onto the local road network and impact negatively on the Blundell's Road corridor and walking and cycling environment. It would also not fulfil the policy stated in the Mid Devon Local Plan.

5) Consultations

Public Consultation on the traffic calming scheme took place in 2015 which included two in-person events. This mainly focussed on Phase 1 which has already been implemented but did include some designs for Phase 2a. A total of 285 responses were received to this consultation with 55% in support of the proposals.

The development sites that make up the Eastern Urban Extension have been subject to the planning process which included public consultation. Section 106 contributions were received from these sites towards traffic calming measures along Blundell's Road to help mitigate the impact of development traffic. Therefore, although there has been no specific consultation on this particular phase, the principle of delivering calming measures on this section of route has been supported and builds upon the phase 1 scheme delivered.

More recent liaison with the Local Member and Mid Devon District Council have taken place on the updated plans.

Further statutory consultations would be required to advertise the proposed 30mph speed limit and the raised table junctions (road humps).

6) Strategic Plan

The scheme is well aligned with a range of Strategic Plan priorities by supporting sustainable travel and helping communities be safe, resilient and connected. The table below summarises how the proposals would impact achievement of relevant Strategic Plan actions.

Strategic Plan Priority	Strategic Plan Action	Alignment
Respond to the Climate Emergency	Prioritise sustainable travel and transport	+3 (large positive)
	Encourage sustainable lifestyles	+2 (moderate positive)
Invest in Devon's Economic Recovery	Secure Investment in transport infrastructure	+1 (slight positive)
	Maintain and, where necessary, improve our highway network and improve sustainable transport options	+2 (moderate positive)
Help Communities to be Safe, Connected and Resilient	Enable a range of transport options, including public transport	+2 (moderate positive)
Improve Health and Wellbeing	Give people greater opportunities for walking and cycling to increase their physical activity	+2 (moderate positive)
Being Ambitious for Children and Young People	Provide an independent and healthy life	+2 (moderate positive)

7) Financial Considerations

The estimated overall cost of Phase 2a of the traffic calming scheme is £636,135. Expenditure in 2022/23 was £18,135 and estimated design cost of £30,000 is included in the 2023/24 capital programme. The remaining £588,000 is projected in 2024/25.

This will be funded fully from Section 106 contributions from Tiverton Eastern Urban Extension developments that Devon County Council has already received.

The 2024/25 £588,000 is not yet included in the transport capital programme but if the scheme is approved by Cabinet, this report seeks an enhancement to the 2024/25 programme.

8) Legal Considerations

The lawful implications of the recommendations have been considered and taken into account in the preparation of this report.

Traffic Regulation Orders (TROs) for the scheme will be advertised in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and the raised tables (road humps) will be advertised in accordance with The Highways Act 1980 and The Highways (Road Humps) Regulations 1999. Any comments submitted will be considered in line with the legislation and council's procedures with any final decision on the orders made under delegated powers to the local member in consultation with the Chair of the Highways and Traffic Orders Committee.

9) Environmental Impact Considerations (Including Climate Change, Sustainability and Socio-economic)

The delivery of the scheme will provide improved walking and cycling facilities to link the emerging Local Plan development with the existing town, encouraging sustainable travel and positively impacting the local environment. The reduction of traffic speeds may impact on carbon emissions but it will reduce congestion and stop-start traffic, providing a smoother flow of traffic which will reduce emissions. Emissions will be further reduced by the modal shift gained away from cars as part of the scheme. This supports the objectives of the Devon Carbon Plan as well as the Devon Strategic Plan.

10) Equality Considerations

Where relevant, in coming to a 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

in relation to the protected characteristics (age, disability, gender reassignment, marriage and civil partnership (for employment), pregnancy and maternity, race/ethnicity, religion or belief, sex and sexual orientation).

A decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

In progressing this particular scheme, an Impact Assessment has been prepared which has been circulated separately to Cabinet Members and also is available on the Council's website at [Blundells Road Traffic Calming - Impact Assessment \(devon.gov.uk\)](https://www.devon.gov.uk/Blundells-Road-Traffic-Calming-Impact-Assessment)

Members will need to consider the Impact Assessment for the purposes of this item.

Delivery of the Blundell's Road Traffic Calming Phase 2a scheme takes into consideration the need to improve facilities for all, ensuring accessibility for disabled people. This includes widening the pavement to provide sufficient width for people using mobility aids and including raised table junctions so there is no height difference for pedestrians and cyclists to cross.

11) Risk Management Considerations

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

The scheme is subject to the normal engineering risks and the cost estimate includes 15% contingency.

The scheme will be subject to the road safety audit process. The road safety team has been consulted on the proposed scheme design and a Stage 2 road safety audit will be carried out at the completion of detailed design. The remaining, Stage 3 will be carried out after the scheme is built. All recommendations made to date have been accepted and designs amended as required. These assessments are a formal, independent process for assessing risks to different road users during the development and post implementation of schemes.

12) Summary

Extending the traffic calming along Blundell's Road will help reduce the negative impacts of additional traffic in the area as a result of Local Plan development. This will build upon and enhance the existing scheme to provide a traffic-calmed route aiding transition from the A361 into the local road network. The segregated walking / cycling route along the northern side of Blundell's Road, will improve sustainable travel connections link the new development to the existing facilities within the Town Centre and Blundell's School.

Meg Booth

Director of Climate Change, Environment and Transport

Electoral Divisions: Tiverton East

Cabinet Member for Highway Management: Councillor Stuart Hughes

Local Government Act 1972: List of background papers

Nil

Contact for enquiries:

Name: Stuart Jarvis

Telephone: 01392 383372

Address: Transport Planning, Room 120, County Hall, Topsham Road, Exeter, EX2 4QD

Blundell's Road Traffic Calming Phase 2a (Barberry Way to Gornhay Orchard) – Final

