

Phil Norrey
Chief Executive

To: The Chairman and Members of
the Teignbridge Highways and
Traffic Orders Committee

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

(See below)

Your ref :
Our ref :

Date : 22 March 2017
Please ask for : Fiona Rutley 01392 382305

Email: fiona.rutley@devon.gov.uk

TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Thursday, 30th March, 2017

A meeting of the Teignbridge Highways and Traffic Orders Committee is to be held on the above date at 10.00 am at Forde House (Council Chamber, Teignbridge District Council) to consider the following matters.

P NORREY
Chief Executive

A G E N D A

PART I - OPEN COMMITTEE

- 1 Apologies for absence
- 2 Minutes (Pages 1 - 4)
Minutes of the meeting held on 3 November 2016 attached.
- 3 Items Requiring Urgent Attention
Items which in the opinion of the Chairman should be considered at the meeting as matters of urgency.

STANDING ITEMS

- 4 Petitions/Parking Policy Reviews
[An item to be taken under s18 of the Traffic Management Act 2004 relating to any reviews of parking policy sought in line with the Council's Petition Scheme]
(<https://new.devon.gov.uk/democracy/guide/constitutionparts2-4/part-4-section-7-petition-scheme/>).

MATTERS FOR DECISION

- 5 Annual Local Waiting Restriction Programme (Pages 5 - 30)
Report of the Chief Officer for Highways, Infrastructure Development and Waste(HIW/17/27) attached.
Electoral Divisions: All in Teignbridge
- 6 South Devon Highway - DCC (South Devon Highway & Various Roads, Abbotskerswell, Kingskerswell & Newton Abbot)(40/50mph Speed Limits) Order (Pages 31 - 38)
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/17/28) attached.
Electoral Divisions: Newton Abbot N, Newton Abbot S, and Teignbridge South
- 7 A380 South Devon Highway: Review of Traffic Enforcement Options (Pages 39 - 44)
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/17/29) attached.
Electoral Divisions: Newton Abbot N, Newton Abbot S, and Teignbridge South

MATTERS FOR INFORMATION

- 8 Actions Taken Under Delegated Powers (Pages 45 - 46)
In accordance with Minute *3 of the Meeting of this Committee on 27 June 2003 this report details the actions taken in respect of traffic regulation orders under Delegated Powers since the last meeting.

Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/17/30) attached.
Electoral Divisions: Newton Abbot South, Newton Abbot North, Dawlish
- 9 Calendar of Meetings
Please use link below for County Council Calendar of Meetings;
<http://democracy.devon.gov.uk/mgCalendarMonthView.aspx?GL=1&bcr=1>

PART II - ITEMS WHICH MAY BE TAKEN IN THE ABSENCE OF THE PRESS AND PUBLIC

Part II Reports

Members are reminded that Part II reports contain exempt information and should therefore be treated accordingly. They should not be disclosed or passed on to any other person(s).

Members are also reminded of the need to dispose of such reports carefully and are therefore invited to return them to the Democratic Services Officer at the conclusion of the meeting for disposal.

Agenda Items and Attendance of District & Town/Parish Councillors

Under the provisions of Standing Order 23, any member of the HATOC (including the District Council representatives) may put an item on the Agenda for the HATOC relevant to the functions of the Committee, subject to them giving notice in writing to the Chief Executive of the matter to be discussed by 9.00am on the eighth working day before the meeting.

Any member of the District Council for the area covered by the HATOC who is not a member of the Committee, or a Town or Parish Councillor within the area covered by the HATOC, may, after giving 24 hours' notice in writing to the Chief Executive, attend and speak to any item on the Agenda with the consent of the Committee.

For further information please contact Fiona Rutley on 01392 382305.

MembershipCounty Councillors

Councillors J Brook (Chairman), E Barisic, S Barker, C Clarence (Vice-Chair), J Clatworthy, A Connett, T Dempster, A Dewhirst, G Gribble, G Hook and R Younger-Ross

Teignbridge District Council

Councillors S Cook, M Haines, R Prowse and R Winsor

Devon Association of Local Councils

Councillor R Winsor (Observer)

Declaration of Interests

Members are reminded that they must declare any interest they may have in any item to be considered at this meeting, prior to any discussion taking place on that item.

Access to Information

Any person wishing to inspect any minutes, reports or lists of background papers relating to any item on this agenda should contact Fiona Rutley on 01392 382305.

Agenda and minutes of the Committee are published on the Council's Website and can also be accessed via the Modern.Gov app, available from the usual stores.

Webcasting, Recording or Reporting of Meetings and Proceedings

The proceedings of this meeting may be recorded for broadcasting live on the internet via the 'Democracy Centre' on the County Council's website. The whole of the meeting may be broadcast apart from any confidential items which may need to be considered in the absence of the press and public. For more information go to: <http://www.devoncc.public-i.tv/core/>

In addition, anyone wishing to film part or all of the proceedings may do so unless the press and public are excluded for that part of the meeting or there is good reason not to do so, as directed by the Chairman. Any filming must be done as unobtrusively as possible from a single fixed position without the use of any additional lighting; focusing only on those actively participating in the meeting and having regard also to the wishes of any member of the public present who may not wish to be filmed. As a matter of courtesy, anyone wishing to film proceedings is asked to advise the Chairman or the Democratic Services Officer in attendance so that all those present may be made aware that is happening.

Members of the public may also use Facebook and Twitter or other forms of social media to report on proceedings at this meeting. An open, publicly available Wi-Fi network (i.e. DCC) is normally available for meetings held in the Committee Suite at County Hall. For information on Wi-Fi availability at other locations, please contact the Officer identified above.

Public Participation

Any member of the public resident in the administrative area of the County of Devon may make a presentation on any proposed traffic order being considered by the Committee. Any request to make a presentation must be given to the Chief Executive's Directorate, County Hall, Exeter by 12 noon on the third working day before the relevant meeting.

For further information please contact Fiona Rutley on 01392 382305.

Emergencies

In the event of the fire alarm sounding leave the building immediately by the nearest available exit, following the fire exit signs. If doors fail to unlock press the Green break glass next to the door. Do not stop to collect personal belongings, do not use the lifts, do not re-enter the building until told to do so.

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Please switch off all mobile phones before entering the Committee Room or Council Chamber

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Induction loop system available

TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

3 November 2016

Present:-

Devon County Council:-

Councillors J Brook (Chairman), J Clatworthy, T Dempster, A Dewhirst, G Gribble, G Hook and R Younger-Ross

Teignbridge District Council

Councillor M Haines and Councillor R Prowse

Apologies:-

Councillors A Connett, S Cook

* **13** **Minutes**

RESOLVED that the minutes of the meeting held on 14 July 2016 be signed as a correct record.

* **14** **Items Requiring Urgent Attention**

There were no items requiring urgent attention.

* **15** **Petitions/Parking Policy Reviews**

There was no petition received from a Member of the public or the Council.

* **16** **Devon Highway Update**

The Chief Officer for Highways, Infrastructure Development and Waste reported on the Cabinet's decision to award the County Council's Highways Term Maintenance Contract to Skanska Construction UK Limited, as a single lot bid for the County Council (for the period 1 April 2017 to 31 March 2024, with extension options to 2027). Transitional arrangements would be made at the appropriate time and members were assured that South West Highways (the current contractor) remained totally committed to deliver the 2016/17 programme.

* **17** **Community Road Warden Scheme**

The Committee received the report of the Head of Highways, Capital Development and Waste (HCW/16/70) on changes to the Community Road Warden Scheme in light of feedback since the scheme's introduction 2 years ago. Some 70% of local councils had responded who were either carrying out highway maintenance or who would like to. The scheme guidance was being simplified and updated, and its scope widened to include the option to undertake minor carriageway surfacing repairs (including potholes following successful trial) and a process to apply for financial grants towards materials, labour and equipment introduced. The intention was to relaunch the scheme through a number of local Parish and Town Council events to be held during November.

Members' raised the requirement for Chapter 8 Training for tasks perceived as simple and bureaucracy around temporary road closures for small community events eg Remembrance

Agenda Item 2

Sunday parades and village fetes. The Head of Highways, Capital Development and Waste advised however that the County Council was following national guidance on safe practices, protecting local councils and the County Council from litigation, but aimed to have a lighter touch with simplified procedures for local volunteers wherever possible.

* 18 **A380 South Devon Highway: Review of Traffic Enforcement Options (Minute *6 14/7/16)**

The Committee considered the report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/16/1) in response to the Committee's decision 14 July 2016 to defer consideration of enforcement of traffic speed on the South Devon Highway (SDH), for a report on the financial implications.

In July the traffic counter recorded poor compliance in the Yon Street area with the 50mph speed limit on the northbound carriageway and speeds had remained constant since June 2016.

The Report gave a number of options with a range of effectiveness and associated costs. As the SDH had not yet been open 12 months it was recommended that further speed and collision data was collected (as due to the limited history of the new road scheme there was no validated collisions data, usually released to the County Council in May of the following year). When the data was available it was recommended this was considered within the County Council and Police joint procedure to allow concerns regarding the speed of vehicles to be assessed consistently (SCARF) across Devon. No budget was allocated at the time for speed enforcement within the building of the scheme. It was also noted Part 1 compensation claims were anticipated from residents in Spring 2017 for noise and other effects on properties arising from the new road.

Local members were concerned that speeds remained well above 50mph speed limit with significant noise issues affecting residents in the Aller/Kingskerswell areas which was worst at night. Two major incidents on the SDH had so far occurred, affecting the economy and operation of this main artery serving the South Devon area. The local members reiterated that enforcement was key and would like to see action now but recognised the benefit of more comprehensive data, to enable to move forward within the next six months. Members wished to see a more detailed report to fully understand the financial implications, particularly of installing average speed cameras due to their effectiveness over other measures and whether these were likely to be cost neutral due to revenue and accident reduction, with evidence of use by other LAs.

In relation to the junction of Aller Brake Road and St Marychurch Road the former turn towards Newton Abbot at the bottom of Aller Brake Road had been removed with the new scheme due to the inability to turn across the dual carriageway. However a new restricted junction at the top of Aller Brake Road enabled drivers to turn right into Aller Brake Road and left out, on to St Marychurch Road towards Newton Abbot. Some drivers were ignoring the turning restriction and making illegal manoeuvres at the junction. Whilst not a policing priority the Police had confirmed that enforcement would be carried out if a valid Traffic Regulation Order was in place. Further discussions would take place to see what steps could improve compliance.

Members considered the layout was not popular with the wider community (nor with the Police and Crime Commissioner), encouraged increased usage following the new SDH and with lack of enforcement saw frequent dangerous illegal manoeuvres, speed and regular shunts. Members would welcome further data collection including traffic flows/camera to be discussed with local County Councillors, before any decision on the future of the junction.

RESOLVED

(a) that data regarding vehicle speeds and collisions on the South Devon Highway be collected and considered in accordance with the County Council's Speed Compliance Action

Review Forum (SCARF) procedure and officers come back to this HATOC with a more detailed report on average speed cameras including the experience of other LAs;

(b) that the County Council work with the Police to improve compliance with the turning restrictions at the junction of Aller Brake Road and St Marychurch Road, with further data collection and report back to HATOC.

* 19

Southey Lane, Kingskerswell - Removal of Turning Restrictions

(Councillor Haines declared a disclosable pecuniary interest in this matter by virtue of being the owner of land or property affected by the proposal and withdrew from the meeting during its consideration).

(Mr Cann attended under the Council's Public Participation Scheme and spoke in favour of the proposal).

The Committee considered the report of the Head of Planning, Transportation and Environment (PTE/16/53) on an Order advertised to remove turning restrictions following construction of the South Devon Highway (SDH).

The proposal effectively addressed concerns raised by local residents, especially those of Fairfield Road.

One objection had been received to the proposed Order, objecting to the removal of the left turn in restriction due to the lack of visibility for vehicles turning into Southey Lane from Torquay Road. Officers advised the road safety audit had highlighted a risk in relation to forward visibility of drivers turning left into the lane. However warning signs could be erected to advise drivers and on balance it was considered the risk to all road users would be less in taking this route rather than travelling through the old village and negotiating Fore Street/Fluder Hill.

The local County Councillor commented this proposal had the support of the vast majority of the local community and raised during the SDH public consultations and would be of real benefit.

RESOLVED

(a) that the responses to the advertised Traffic Regulation Order be noted; and

(b) that an Order be made and sealed to revoke the banned turns at Southey Lane/Torquay Road.

* 20

Request for extension of 30mph speed limit on St Marychurch Road, Newton Abbot

The Committee considered the report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/16/2) following a request to consider extending the 30 mph speed limit on St Marychurch Road from its current extent SE of Newtake Rise junction to a position SE of the junction with Twickenham Road (approximately 425m). There had been 7 collisions (all slight injury) 2011-2015, 1 of which speed related, below the threshold action normally considered. However congestion and traffic flow along this stretch had reduced with the new South Devon Highway. Until a minimum of one year's validated collision data was available (June 2017) following the new road it was not possible to adequately assess the impact. No budget had been identified for any future changes.

The local members commented that although this looked like a rural road it was on the urban boundary of Newton Abbot and requested extension of the 30mph past the junction given the unacceptable speed on the St Marychurch Road. Residents were at risk when crossing to the local shop and dog walking, nor was it safe for cyclists.

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Members recognised the road network around Newton Abbot was evolving given the new South Devon Highway and increased house building on a number of sites across the town and would welcome more details on what constituted rural/urban areas, which officers undertook to forward on.

RESOLVED

(a) that the County Council's policies on speed limits be noted;

(b) that the historic collision data on St Marychurch Road, Newton Abbot be noted and the Committee be updated at its July 2017 meeting when a full one year's data was available following the opening of the S Devon Highway.

* 21

B3344 New Bridge, Clay Lane, Kingsteignton

In accordance with Standing Order 23(2) Councillor Gribble had requested that the Committee consider this matter, as the local County Councillor for a neighbouring division whose residents were affected by increased traffic problems due to continued local development and damage caused by lorries, requesting a meeting on site with officers to assess what may need to be done including a review of signing.

Councillors Brook and Dempster as the local County Councillors indicated their willingness to proceed on this basis and it was:

RESOLVED that officers liaise with Councillor Gribble and the local members to consider the current situation.

* 22

Transport Capital Programme 2016/17 (Cabinet minute *70)

The Committee received the report of the Head of Planning, Transportation and Environment (PTE/16/43) approved by the Cabinet at its meeting on 14 September 2016 (Cabinet Minute 70 refers) on the revised Capital Programme for 2016/17 to reflect changes in scheme costs, funding sources and timing, but for the Teignbridge area remained substantially unchanged.

Members raised the progress of local some local schemes, including cycle paths around Dawlish/Teignmouth/Teign Estuary and the strategic cycle network around Newton Abbot - Torbay border and officers undertook to report back to local members as necessary.

* 23

Calendar of Meetings

All meetings to be held at Teignbridge District Council, Forde House, Newton Abbot.

Thurs 30 March 2016

Thurs 13 July 2017

Thurs 2 Nov 2017

Thurs 29 March 2018.

Please use link below for County Council Calendar of Meetings;
<http://democracy.devon.gov.uk/mgCalendarMonthView.aspx?GL=1&bcr=1>

***DENOTES DELEGATED MATTER WITH POWER TO ACT**

The Meeting started at 10.00 am and finished at 11.40 am

HIW/17/27

Teignbridge Highways and Traffic Orders Committee
30 March 2017

Annual Local Waiting Restriction Programme

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) work on the annual waiting restrictions programme and the prioritisation process applied in 16/17 is noted;**
- (b) the recommendations contained in Section 4. of this report are agreed and the proposals implemented where relevant;**
- (c) pending Cabinet support, and decisions on funding and scope of works; a further programme is developed for 17/18.**

1. Background

The County Council regularly receives requests for waiting restrictions to be introduced or amended. These can be difficult to deliver due to resource and funding pressures which, in turn, can have a negative impact on the County Council's relationship with local communities.

Recognising this difficulty, a managed process has been developed to deliver an annual local programme for each HATOC area for the funding and delivery of waiting restriction schemes.

The agreed process was reported to Members at the March 2016 meeting along with the proposed programme for this Committee's area for approval.

Building on the success of this process, officers propose that a further programme is developed for 2017/18.

2. Proposal

Pending Cabinet support, decisions on funding and scope of works, officers propose that:

- (a) the sites that have received objections in the 2016/17 programme are reported to this committee and decided individually, in line with the recommendations in Section 4.**
- (b) consideration is given to extending the scope of the programme in 2017/18 to include other restrictions and minor aids to movement improvements such as dropped crossing points.**

In preparation for the 17/18 programme, and assuming Cabinet support, Members may wish to discuss sites for consideration with local officers in the Neighbourhood Highways Teams.

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3. Consultations

The 2016/17 Programme advertised proposals from Exeter City and all District Council Areas. A budget of £100,000 was allocated to the project with indicative budgets of £12,500 for each area. The number of requests received in some areas significantly exceeded others but have all been contained within the overall budget.

The table below shows the number of proposals advertised in each area, the number of sites progressed without significant objection, the number of sites to be reported to HATOC in each area and the number of objections received respectively.

Area	Available Funding	No. of Sites advertised	No. of Sites Progressed	No. of Sites to be reported to HATOC	No. of Objections received
Torridge	£12,500	8	6	2	1
Mid Devon	£12,500	10	9	1	5
East Devon	£12,500	58	21	37	49
West Devon	£12,500	14	8	6	39
South Hams	£12,500	54	32	22	71
Exeter	£12,500	81	58	23	43
Teignbridge	£12,500	34	20	14	28
North Devon	£12,500	22	14	8	8
Total	£100,000	282	168	114	247

4. Representations Received in the Teignbridge District

Objections have been received to the following proposals:

Summary of Representations

Comments	Devon County Council (DCC) Response
Bickington (Plan TB ENV5551-020)	
Sixth Respondent – Resident of South Knighton	
Feels restriction would be dangerous for school children at Blackpool school and would only cause illegal parking.	No recorded injury collisions in the past 5 years support the respondent's comments.
Area of the road is used for short periods twice a day for the drop off & collection of school children and would affect 50-100 parents who use it or force them further up the road increasing the danger.	Comments noted.
The road is fast and will cause dangerous drop offs, children will need to walk along the narrow paths or no path (on one side)	Using the east side of the carriageway where there is no footway and then crossing between parked vehicles is not recommended practice.
Parking in the school car park is restricted so the school will lose parent attendance for events and therefore reduced funding.	Comments noted.

Comments	Devon County Council (DCC) Response
Tenth Respondent – Resident of Flowers Meadow, Liverton	
This will remove the natural traffic calming at drop off/pick up & render the road more hazardous to children & adults crossing. Parking is already oversubscribed without the removal of these spaces. Uncertain of any benefits to the scheme.	No recorded injury collisions in the past 5 years support the respondent's comments.
Eleventh Respondent – Resident of The Torrs, South Knighton	
Creates a safety hazard to children and as road is National Speed Limit lorries travel at high speed.	Comments noted.
School has circa 400 pupils 4-11, high risk that speeding vehicles wouldn't be able to stop when children in the road.	Using the east side of the carriageway where there is no footway and then crossing between parked vehicles is not recommended practice.
Current situation provides natural traffic calming and costs nothing to Council, Respondent or tax payer, Public available Stats show no traffic incidents in the last 8 years	No recorded injury collisions in the past 5 years support the respondent's comments.
The proposal will displace approximately 45 cars/90 children in to more hazardous areas increasing the probability of an accident	Comments noted.
Fourteenth Respondent – The Torrs, South Knighton	
Will cause disruption during school pick up/drop off time	Comments noted.
Vehicles parked act as a natural traffic calming scheme, the safety risk should not be underestimated, and additionally the yellow lines will displace approximately 30 cars which still need to park. Displaced vehicles may cause further disruption by parking on the sharp corners.	No recorded injury collisions in the past 5 years support the respondent's comments.
Accepts that some vehicles are parked illegally and agrees to Double Yellow Lines being marked on the junctions.	Comments noted.
Due to the rural nature and no other viable mode of transport (no bus or safe cycle routes) the only alternative is by car.	Comments noted.
Eighteenth Respondent – Bickington Parish Council	
Supports proposals for No Waiting At Any Time in Bickington.	Support noted.
RECOMMENDATION – Advertise a Modification Order to shorten the proposed restriction to provide protection at the junction to the school.	

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Comments	Devon County Council (DCC) Response
Bovey Tracey (Plan TB ENV5551-015)	
Twenty-first Respondent – Bovey Tracey Town Council	
Members support removal of Police bay but not an alteration to the Limited Waiting Times which were incorrectly advertised. These should remain as shown.	Comments noted – the proposed restrictions were to correspond with existing limited waiting restrictions on Mary Street to ensure consistency.
RECOMMENDATION – Subject to the agreement of the Local Member it is recommended that Limited Waiting in the Town Centre on Town Hall Place, Mary Street, Orchard Terrace, Fore Street, Abbey Road & Cromwell's Way is consolidated to ensure consistency. It is initially recommended that it is advertised as Monday to Saturday, 9am to 6pm, 1 hour, no return 2 hours.	
Buckfastleigh (Plans TB ENV5551-021, TB ENV5551-025)	
Sixteenth Respondent – Resident of Jordan Street, Buckfastleigh	
Objects to Double Yellow Lines except on the junctions, what parking is on offer for the people of Jordan Street? Putting in restrictions will move the problem to other areas of the town, example Barn Park. Not all have the luxury of off road parking, find some land to change use to a car park.	The proposed restrictions seek to either protect junctions or replace Access Protection Markings to ensure that the road is not obstructed.
Seventeenth Respondent – Resident of Market Street, Buckfastleigh	
Proposal excessive & will only worsen the town's parking problems. People park due to inadequate parking provision in the town	The proposed restrictions are to protect existing dropped kerbs.
Resident's parking not welcome. Consider limiting restrictions to areas adjacent to junctions and provide parking elsewhere.	The proposed restrictions have been kept to a minimum prevent obstructive parking.
Twenty-third Respondent – Resident of Jordan Street, Buckfastleigh	
Although understands proposal, objects as the plans only address concerns and not the cause of the problem and will only move the problem to other parts of the network. Neighbourhood Plan 29/09/15 shows an urgent need for additional parking for residential and commercial growth.	The proposed restrictions seek to either protect junctions, dropped kerbs or replace Access Protection Markings to ensure that the road is not obstructed.
Better communication required between councils to address the issues in Buckfastleigh	Comments noted.
Twenty-sixth Respondent – Resident of Barn Park, Buckfastleigh	
Supports proposal for Jordan Street but thinks the waiting restrictions don't go far enough. Suggests entire length along the north side including the wider section to allow easy access for larger/emergency vehicles. The	The proposed restrictions are a compromise between acknowledging the parking pressures in the area whilst preventing obstructive parking.

Comments	Devon County Council (DCC) Response
pavement is narrow and vehicles which are parked close means mothers with buggies/prams are forced to walk in the road.	
Consider the same restrictions on all corners of the spurs of Barn Park due to the increase of parking for those who can't park in Jordan Street due to current inconsiderate parking	The proposed restrictions are a compromise between acknowledging the parking pressures in the area whilst preventing obstructive parking.
Understands headache to local residents of Jordan Street without off street parking but suggest the use of the unused area once occupied by the mill for residents to park.	Comments noted – Beyond scope of this project.
RECOMMENDATION - Proceed with proposals as advertised.	
Chudleigh (Plans TB ENV5551-023, TB ENV5551-032)	
Fourth Respondent – Resident of Lawn Drive, Chudleigh	
Concerned that with the introduction of Double Yellow Lines, the cul-de-sac will become congested causing further problem gaining access or exiting his property.	The proposed restrictions seek to prevent inappropriate parking on junctions.
Request that Double Yellow Lines are applied around the houses in the cul-de-sac.	Implementation of parking restrictions within a residential road away from junctions and main road network is not considered appropriate.
Twentieth Respondent – Resident of Millstream Meadow, Chudleigh	
Totally against changes to Millstream Meadow due to limit parking. Residents of surrounding street use these spaces and removal will cause displacement problems in other streets. Notes are often left on vehicles of strangers and heated conversations have taken place.	The proposed restriction seeks to prevent obstructive parking adjacent to junction and bus stop.
Issue of safety, traffic calming already exists and removal of these spaces will mean drivers having a free run and increased speeds. Currently no accidents in the area but this may change due to the change of driving habits.	Comments noted – Proposal will extend existing restriction by approximately a single vehicle length, it is not considered that this will have a detrimental affect on vehicle speeds.
RECOMMENDATION - Proceed with proposals as advertised.	
Exminster (Plans TB ENV5551-013, 033)	
Third Respondent – Resident of Brownlees, Exminster	
Supports waiting restrictions.	Support Noted.
Request lines be extended further up the west side of Brownlees due to parked vehicles and blocked visibility for turning vehicles at the junction forcing vehicles on to the wrong side	Proposed restrictions make an allowance for vehicle movements at the junction.

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Comments	Devon County Council (DCC) Response
of the road.	
Request for introduction of 20mph speed limit	Beyond scope of this project.
Seventh Respondent – Exminster Parish Council	
Supports proposals for No Waiting At Any Time in Miller Way and Brownlees.	Support noted.
Suggests proposed lines on Dawlish Road are shortened to Manleigh House including the dropped kerb.	Comments noted.
Thirteenth Respondent – Resident of Dawlish Road, Exminster	
Approve the scheme but would ask that the length be shortened to only run 6m (or remain if measurements are the same) in front of Manleigh House thus reducing the total length from 28 to 26 metres due to current restrictions, this would still allow larger vehicles to access Exminster Hill and visitors to Berrybrook Showroom to park and avoid the blind corner.	Proposal sought to maintain free flow of vehicles along Dawlish Road although there is scope within the proposal to reduce the length of the restriction.
Easier access near the pinch point for pedestrians and improve sight lines for Springlands and Manleigh House whilst still retaining parking.	Comments noted.
RECOMMENDATION – Advertise a Modification Order to shorten the proposed No Waiting at Any Time restriction.	
Kennford (Plan TB ENV5551-024)	
Twenty-fourth Respondent – Kenn Parish Council	
Objects to proposal which wasn't requested by the Parish Council or residents of the parish.	Objection noted.
Shortage of off street parking, restrictions are excessive. There is no issue here, will limit attendance to Seven Stars Pub.	The proposed restriction seeks to provide a turn over of vehicles for local business. Restriction only in place Mon-Sat 9am to 5pm, and will be unrestricted outside of these hours.
RECOMMENDATION – Proceed with proposals as advertised.	
Kenton (Plan TB ENV5551-030)	
Fifth Respondent – Resident of High Street, Kenton	
Resident lives on High Street and often parks in Higher Down due to current restrictions, further restrictions would be very problematic. Being close is vital due to having a disabled son.	Comments noted.

Comments	Devon County Council (DCC) Response
Feels there is no reason to have further Double Yellow Lines. No restriction to drivers view or creates a dangers and is being done due to complaints and not road sense on Council part. Where are people suppose to park?	Proposed restrictions seek to protect access and visibility at junction. Comments noted – Not the responsibility of Devon County Council to provide parking spaces.
Twelfth Respondent – Resident of High Street, Kenton	
Considers the suggested meterage to be to extensive and cause parking problems for Torrington Place and High Street and village including those wishing to eat in Kenton as car park is often full. Please consider lesser amount of metres.	Proposed restrictions have been kept to a minimum to protect access and visibility at junction.
Twenty-fifth Respondent – Resident of High Street, Kenton	
Agrees with restrictions but goes too far on Higher Down. This should be reduced to 5 metres or where the brick work is located on the road. Removal of 11 metres would mean the loss of too many spaces and cause problems for residents of High Street given that the free car park is often full.	The proposed restriction mirrors the No Waiting at Any Time on the opposite side of the carriageway and seeks to protect access and visibility at the junction.
RECOMMENDATION – Proceed with proposals as advertised.	
Kingsteignton (Plans TB ENV5551-009, TB ENV5551-002, TB ENV5551-010)	
First Respondent – Resident of Exeter Road, Kingsteignton	
Objects to increase of no waiting restriction.	Objection noted.
Believes parking has been made worse since enforcement by business 'Hair@Rehab' and lack of toleration for local parking out of business hours.	The proposed restrictions seek to address obstructive parking.
Residents with small children often forced to park metres along Exeter Road northwards causing potential safety issues. With the lack of speed enforcement and frequent excess of speeding motorists, clearing the road of vehicles will increase perception of drivers to speed increasing risk to pedestrians and children especially during school times.	Comments noted – The implementation of No Waiting at Any Time seeks to address obstructive parking and maintain visibility along Exeter Road. It is not considered that a short section of waiting restrictions will have a detrimental impact on vehicle speeds.
Second Respondent – Resident of Leaze Road, Kingsteignton	
Supports proposed changes in Kingsteignton.	Support Noted.
Proposes additional lining on the blind bend of Leaze Road and Newpark Road where vans park on the pavement outside No.10 Leaze Road. Loss of space may likely increase parking in this area.	Comments noted – Additional waiting restrictions could be considered as part of future review.

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Comments	Devon County Council (DCC) Response
Proposes additional lining at junction of Ley Lane and Captains Road, traffic from Exeter Road seem to race making the exit from Captains Road on to Ley lane bad.	Comments noted – Additional waiting restrictions could be considered as part of future review.
Eighth Respondent – Kingsteignton Town Council (Various Roads)	
Please consider adding Longford Lane, junction of Coombesend Road, Corner of Blindwell Avenue/Longford Lane, Junction Ley Lane/Captains Road.	Comments noted – Additional waiting restrictions could be considered as part of future review.
Ninth Respondent – Kingsteignton Medical Practice (Whiteway Road)	
Order doesn't specify length of Double Yellow Lines. Already issue with parking for patients and will cause problems especially for those less mobile.	The length of restriction is specified in the Draft Order. The proposed restriction seeks to prevent parking obstructing the visibility splay.
RECOMMENDATION – Proceed with proposals as advertised.	
Newton Abbot (Plans TB ENV5551-027, TB ENV5551-035)	
Fifteenth Respondent – Resident of Rundle Road, Newton Abbot	
Please consider extending Double Yellow Lines outside Rossmount and Lindley Moor as this area is potentially the most hazardous due to the sharp bend and busy right junction. Larger vehicles struggle to turn and have to mount the pavement therefore placing pedestrians in danger.	Comments noted – Additional waiting restrictions could be considered as part of future review.
Respondent has developed arthritis and cannot easily access his property via the main gate, the rear access to a level garden is often blocked by parked cars.	Comments noted.
Nineteenth Respondent – Resident of Rundle Road, Newton Abbot	
Has there been an oversight with the planning and suggestions for waiting restrictions? White lines weren't replaced after resurfacing works therefore vehicles park obstructing sections of the one way system and blocking rear access.	Comments noted – Additional waiting restrictions could be considered as part of future review.
Concerns as large vehicles have at times had to mount the pavement to pass parked vehicles and there is a potential for accidental damage to occur. For safety, the refuse lorry waits further up the road and bins are pulled up hill for emptying.	Any instant of vehicles obstructing the highway should be report to Devon & Cornwall Constabulary.

Comments	Devon County Council (DCC) Response
Twenty-second Respondent – Resident of Highweek Road, Newton Abbot	
Unclear as to what is being advertised and the needs of local residents needs to be considered to load/unload lawfully. In favour of preventing dangerous parking and introduction of Double Yellow Lines in certain places.	The proposals seek to remove obstructive parking preventing access to the Leisure Centre. Motorists are permitted to load and unload on single and double yellow lines as long as the vehicle does not obstruct the highway.
Would like introduction of 20mph speed limit due to the location of 4 schools and the leisure complex as there are some drivers who think the road is a race track.	Comments noted – Beyond scope of this project.
RECOMMENDATION – Proceed with proposals as advertised.	

Plans of the proposals referred to above can be seen in Appendix A to this report.

5. Financial Considerations

The total costs of the scheme are contained within a countywide budget of £100,000 which has been allocated from the On Street Parking Account.

6. Environmental Impact Considerations

The scheme rationalises on street parking within the Teignbridge District and its stated objectives are designed to:

- Enable enforcement to be undertaken efficiently.
- Improve Road Safety
- Encourage longer term visitors to use off street car parks.
- Encourage those working in the town make more sustainable travel choices eg Car Share, Public Transport, Walking and Cycling.

The Environmental effects of the scheme are therefore positive.

7. Equality Considerations

There are not considered to be any equality issues associated with the proposals. The impact will therefore be neutral.

8. Legal Considerations

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

When making a Traffic Regulation Order 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. It is considered that the proposals comply with Section 122 of the Act as they practically secure the safe and expeditious movement of traffic in the Teignbridge District.

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9. Risk Management Considerations

There are thought to be no major safety issues arising from the proposal.

10. Public Health Impact

There is not considered to be any public health impact.

11. Reasons for Recommendations

The proposals rationalise existing parking arrangements within the Teignbridge District:

- Enabling enforcement to be undertaken efficiently.
- Improve Road Safety
- Encouraging longer term visitors to use off street car parks.
- Encouraging commuters to make more sustainable travel choices eg Car Share, Public Transport, Walking and Cycling.

The proposals contribute to the safe and expeditious movement of traffic in the Teignbridge Area and therefore comply with S 122 of the Road Traffic Regulation Act 1984.

David Whitton
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: All in Teignbridge

Local Government Act 1972: List of Background Papers

Contact for enquiries: Mike Jones

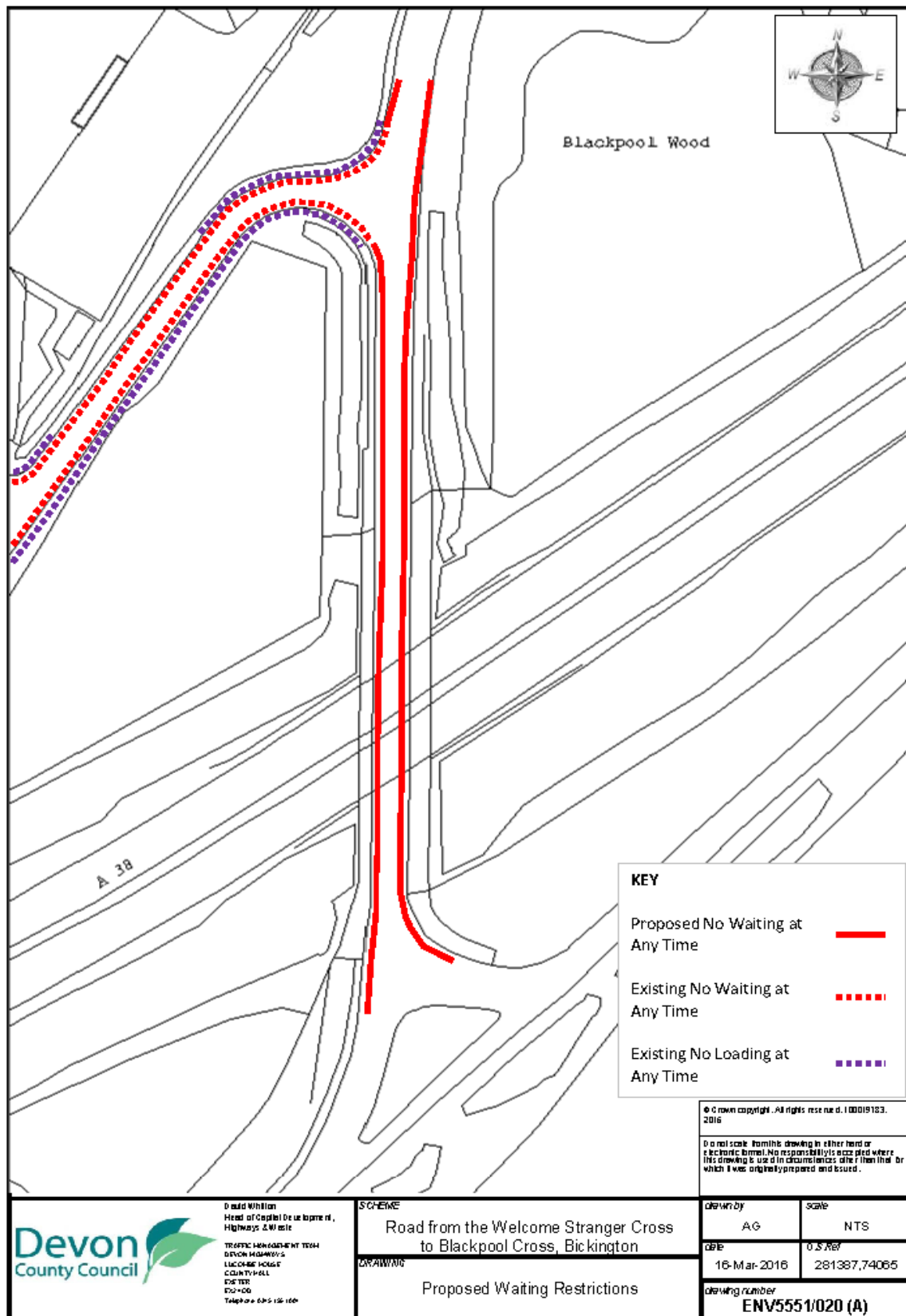
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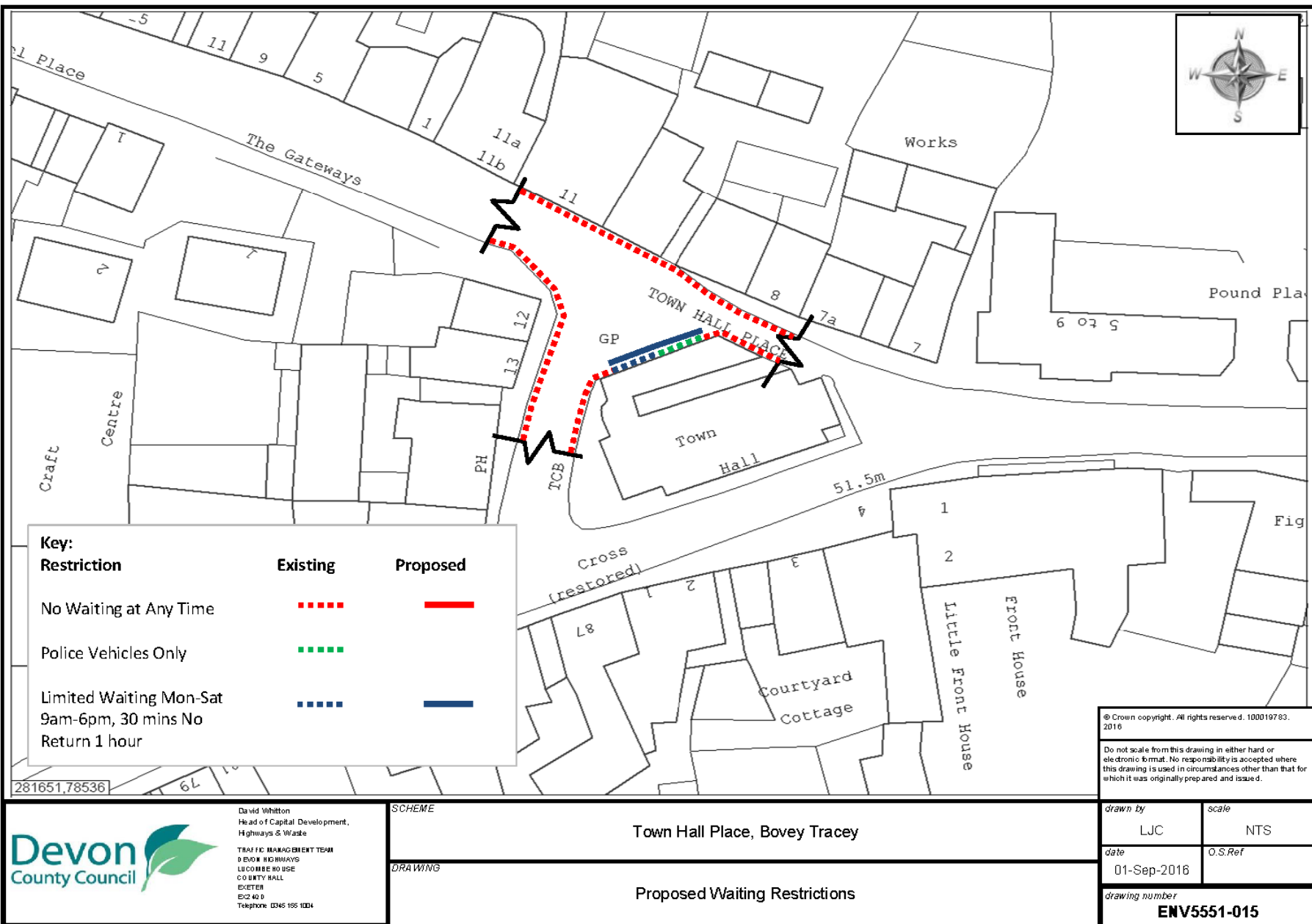
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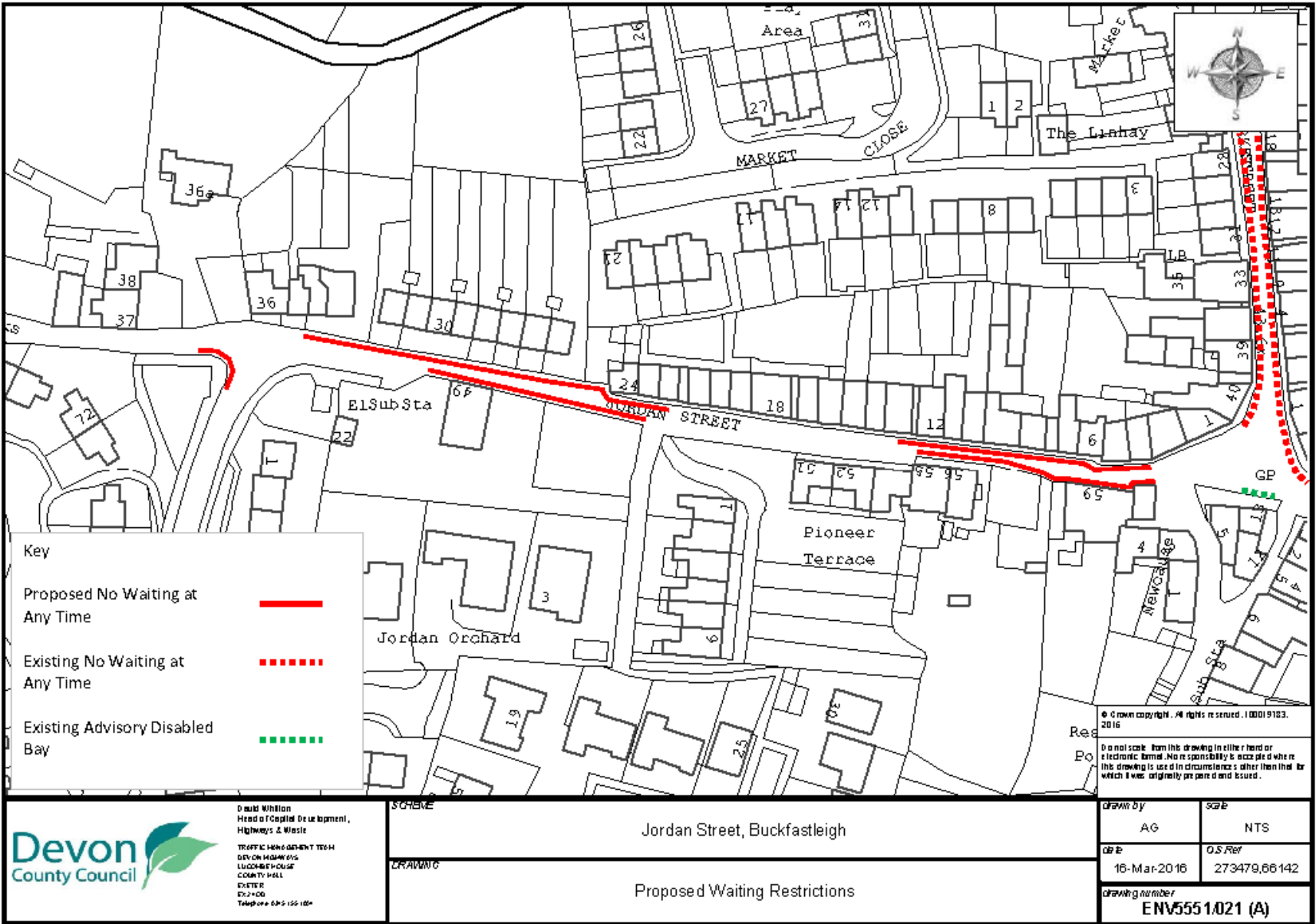
Background Paper	Date	File Ref.
None		

mj200317tnh
sc/cr/annual local waiting restriction programme
02 2203017

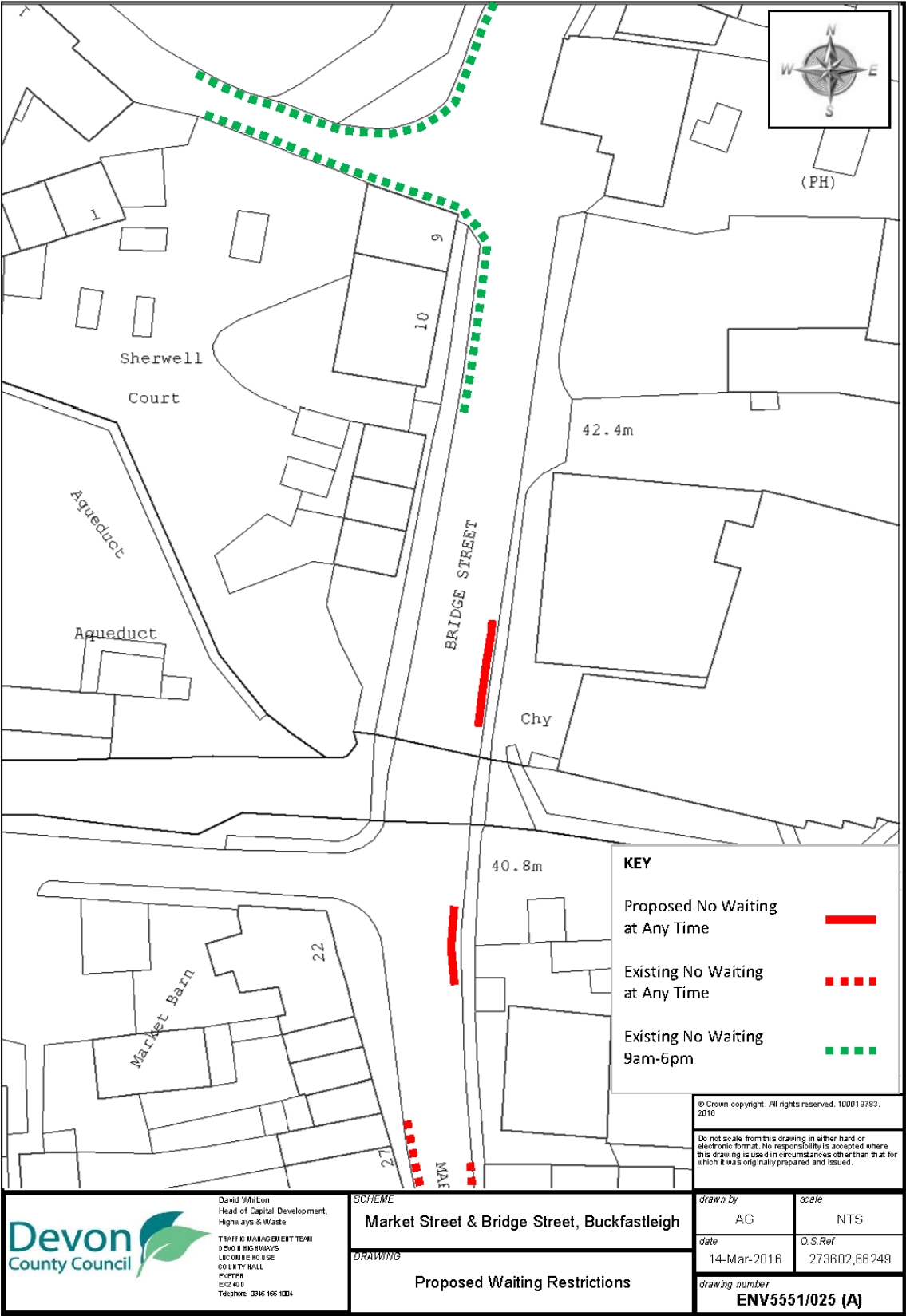
Appendix I To HIW/17/27

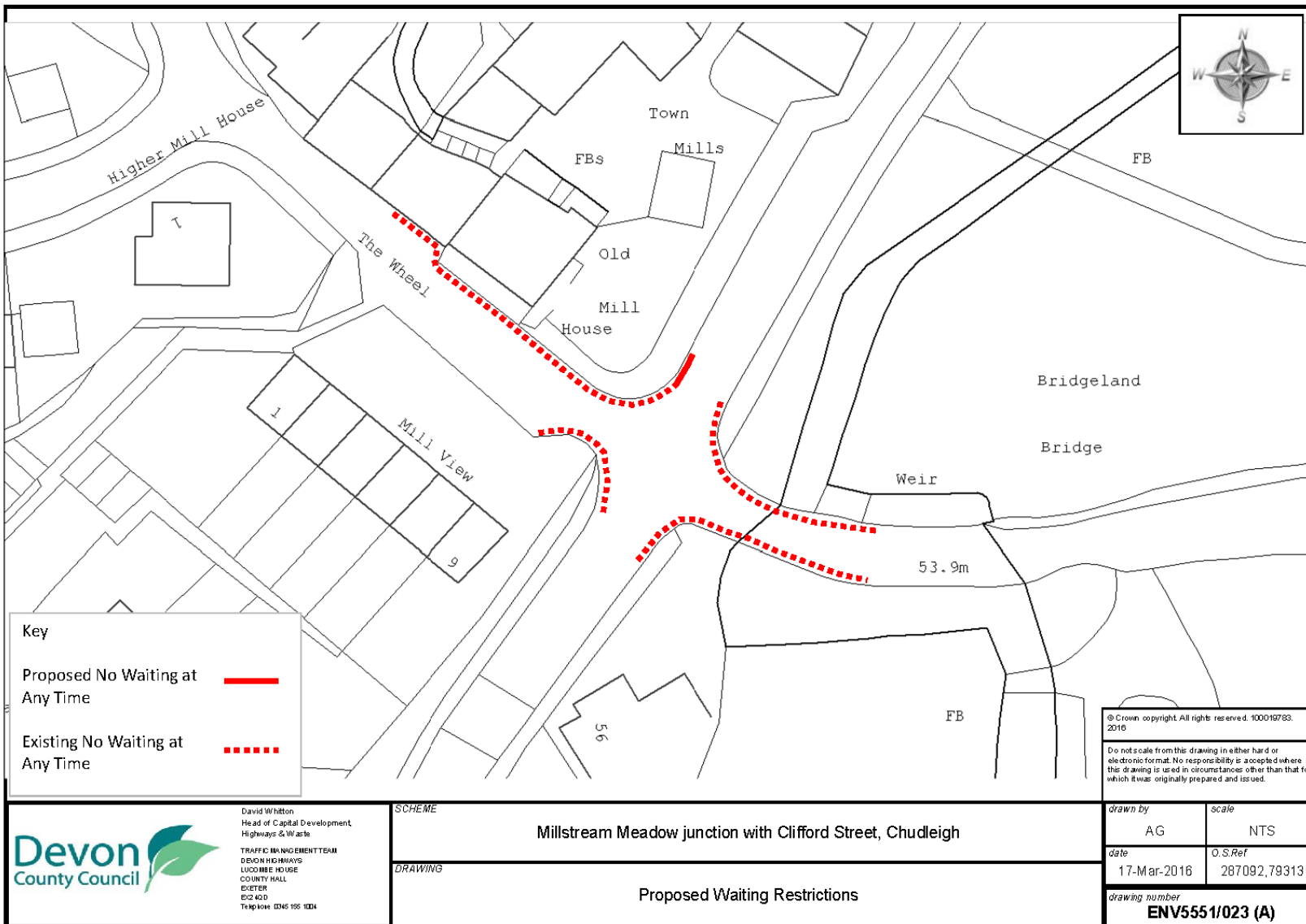


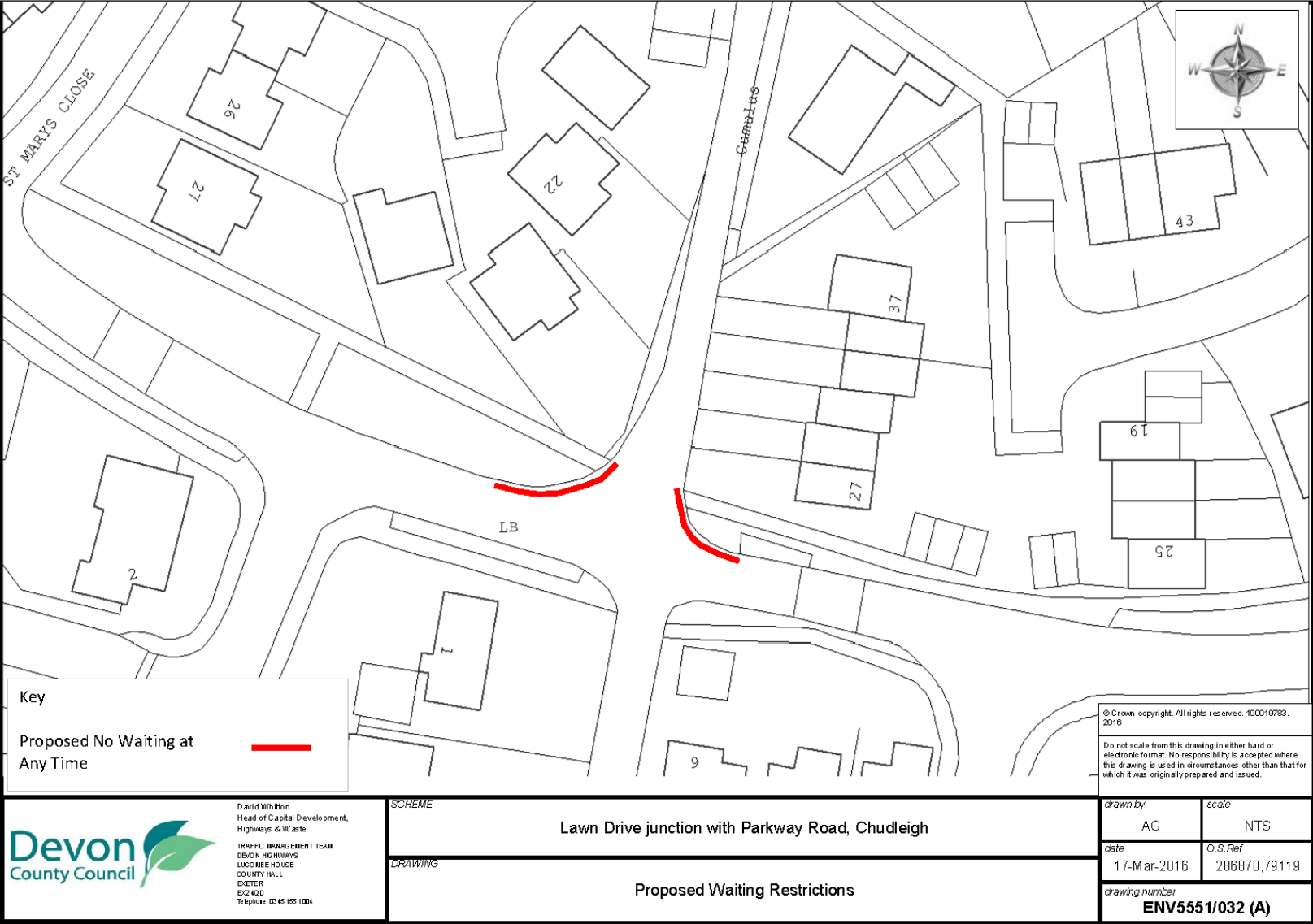


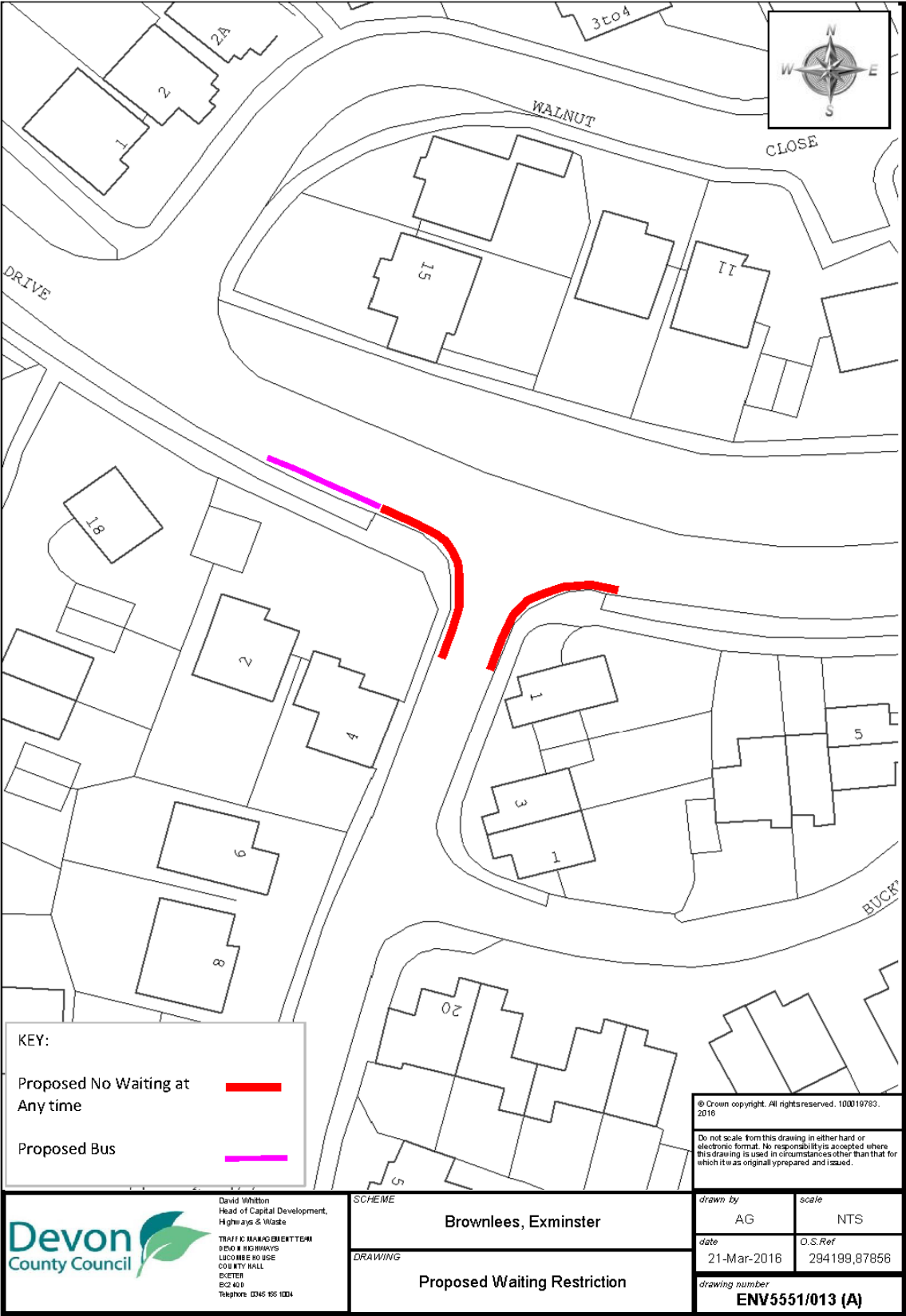


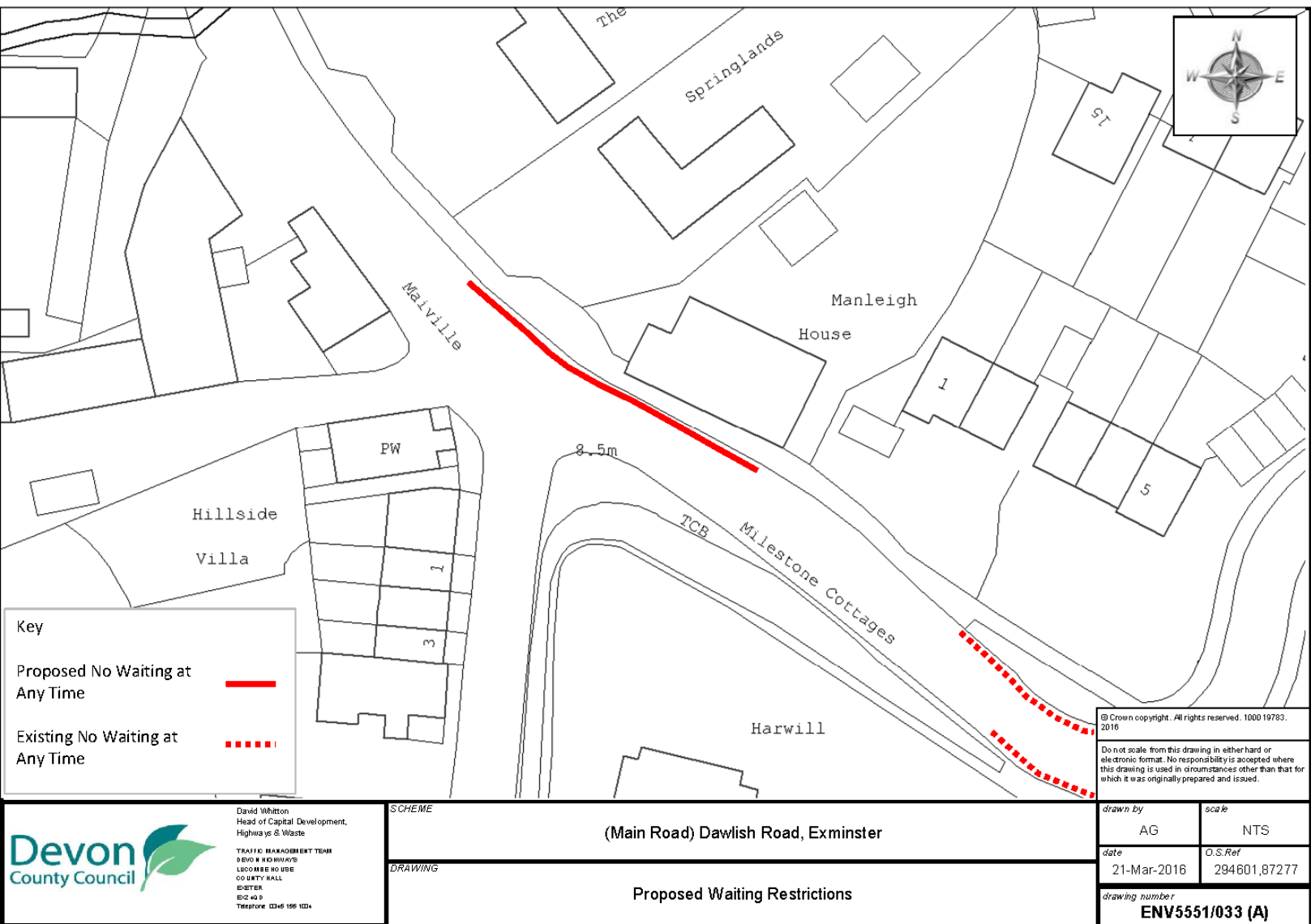
Agenda Item 5

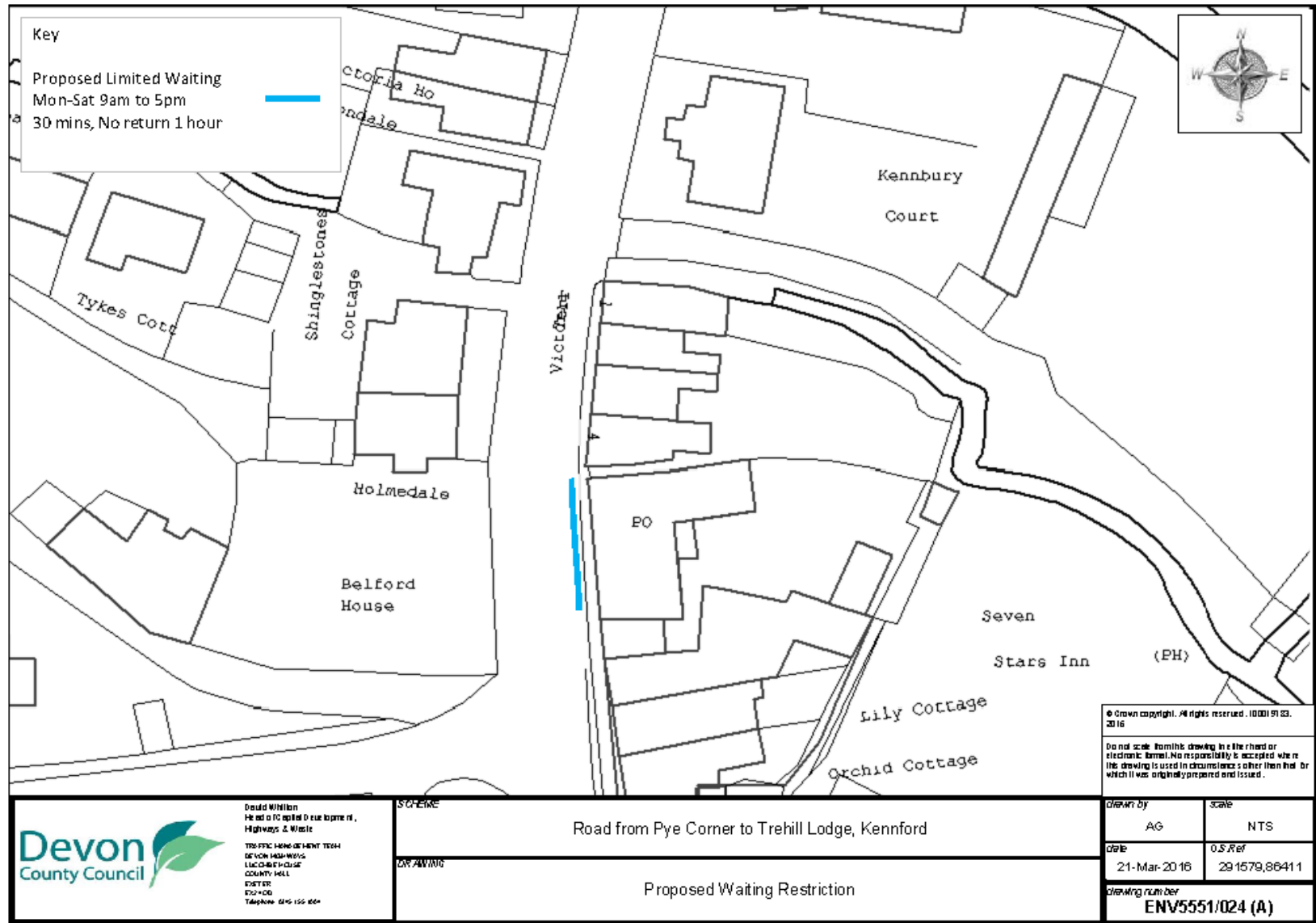


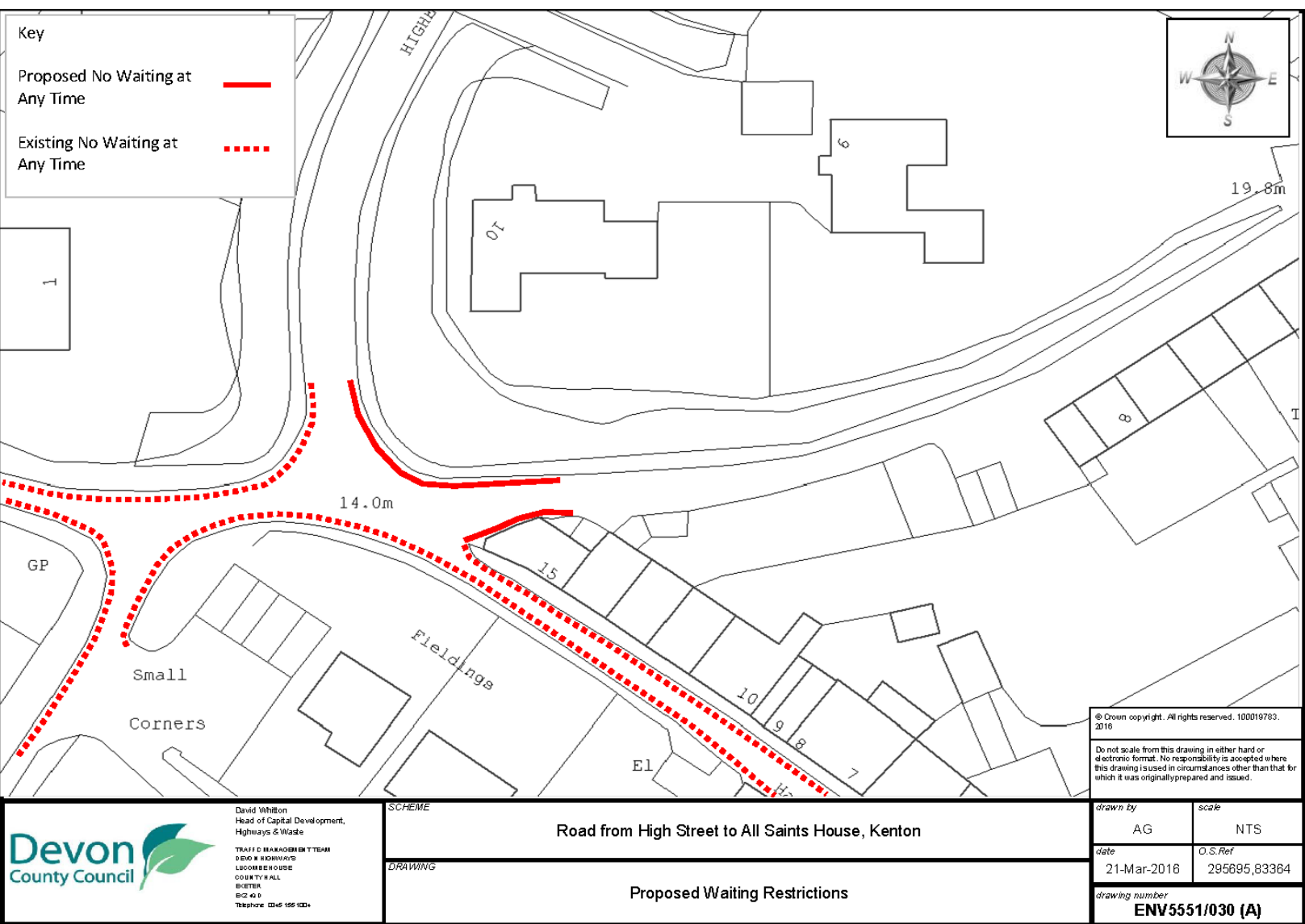


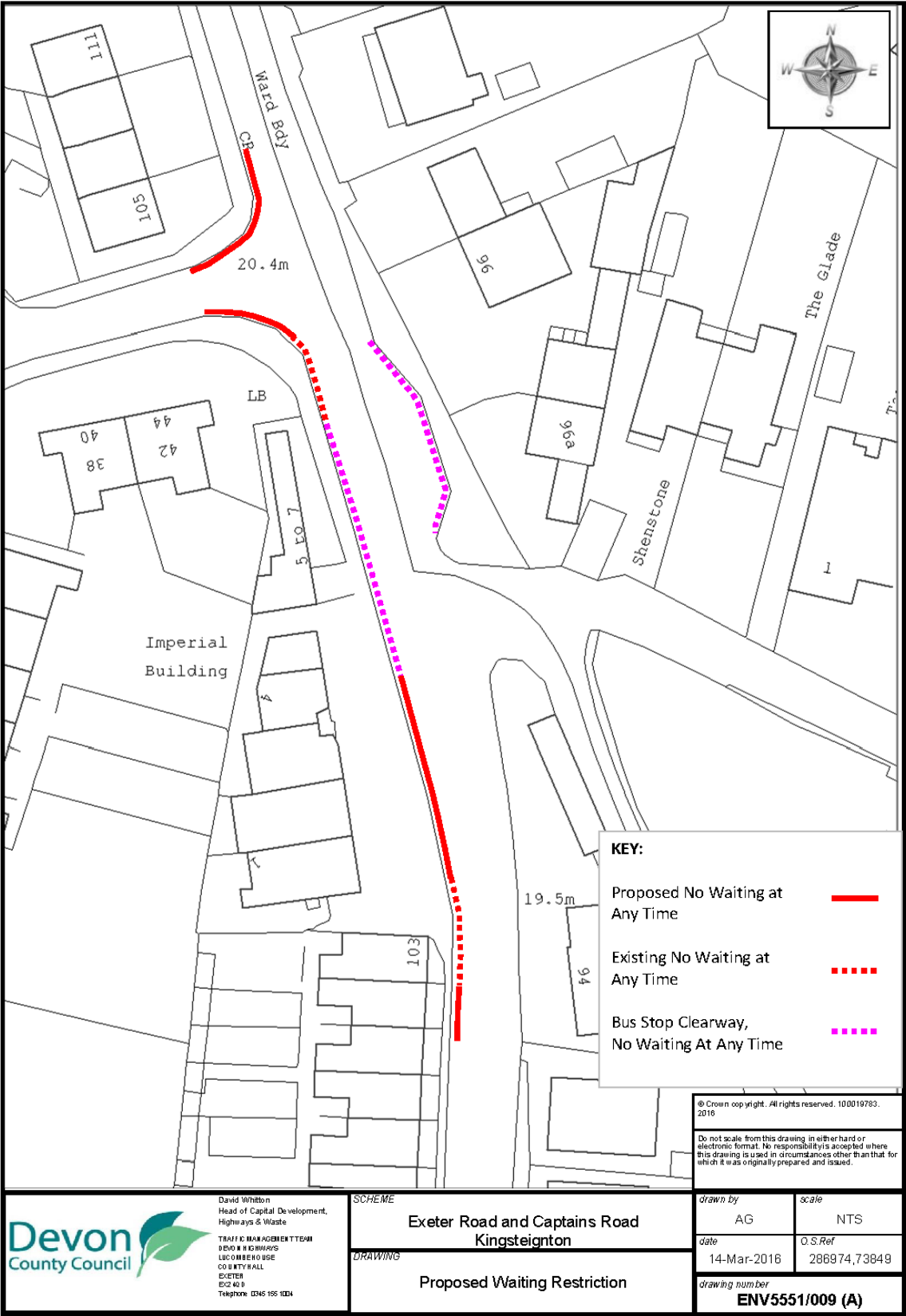




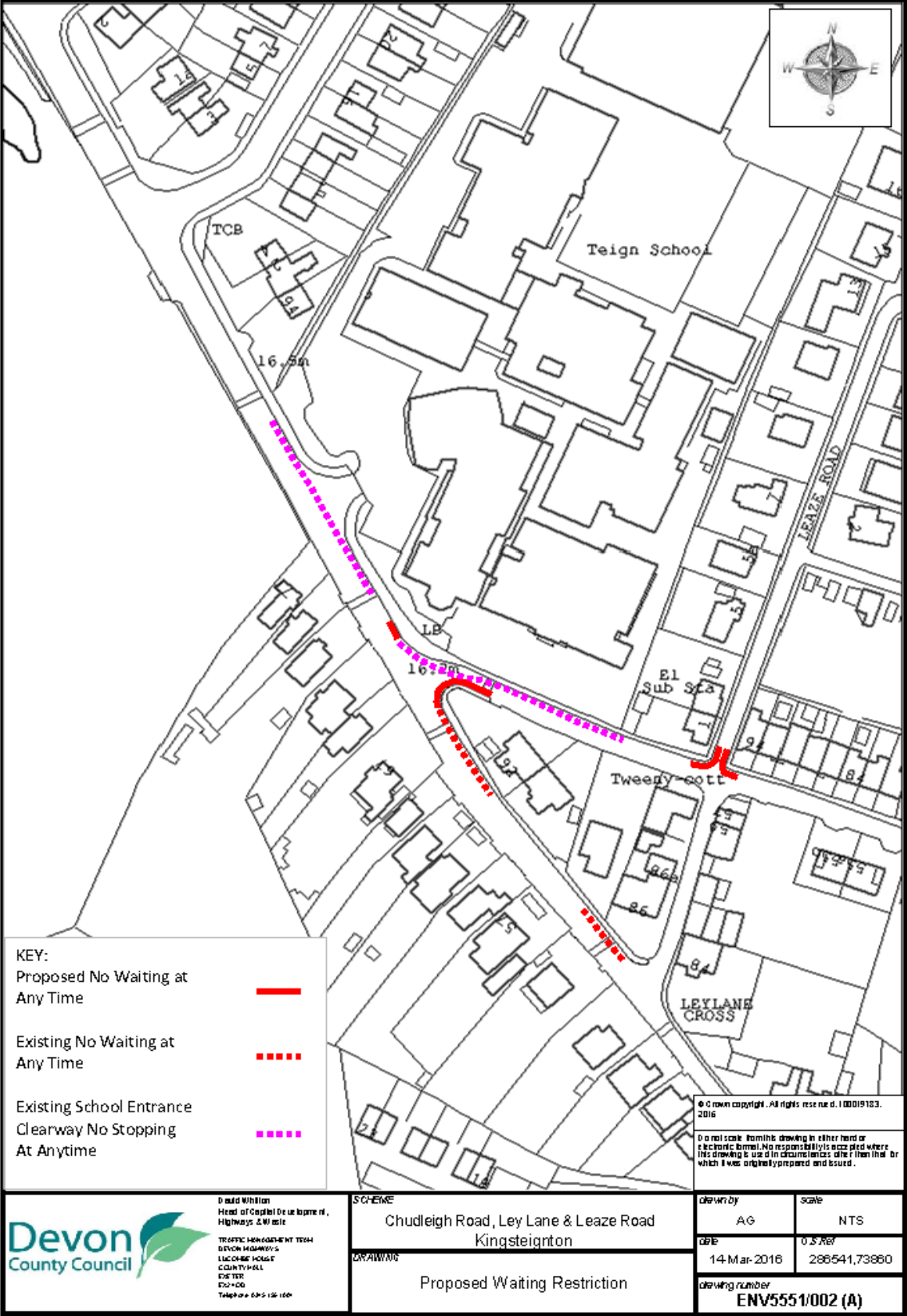


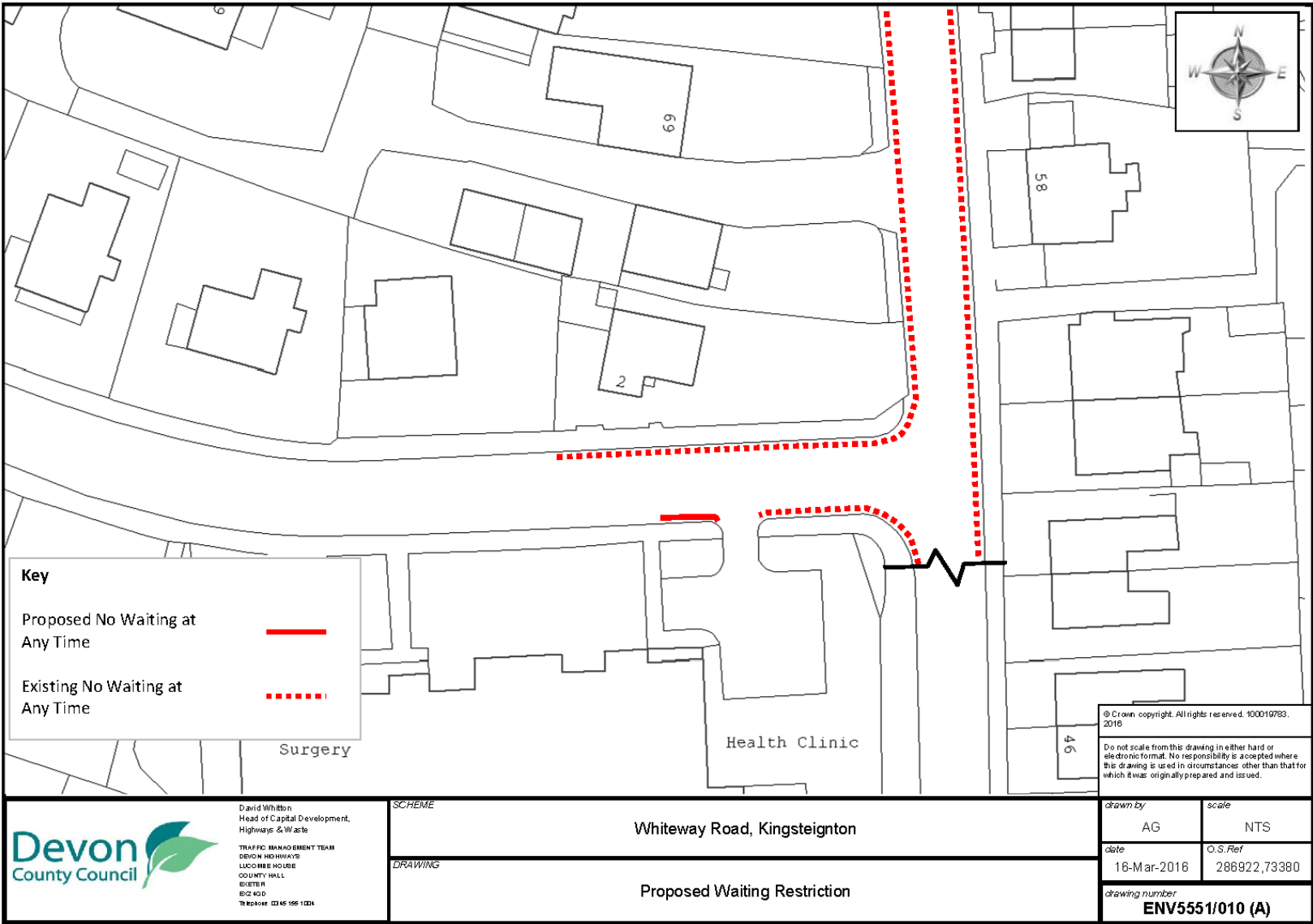


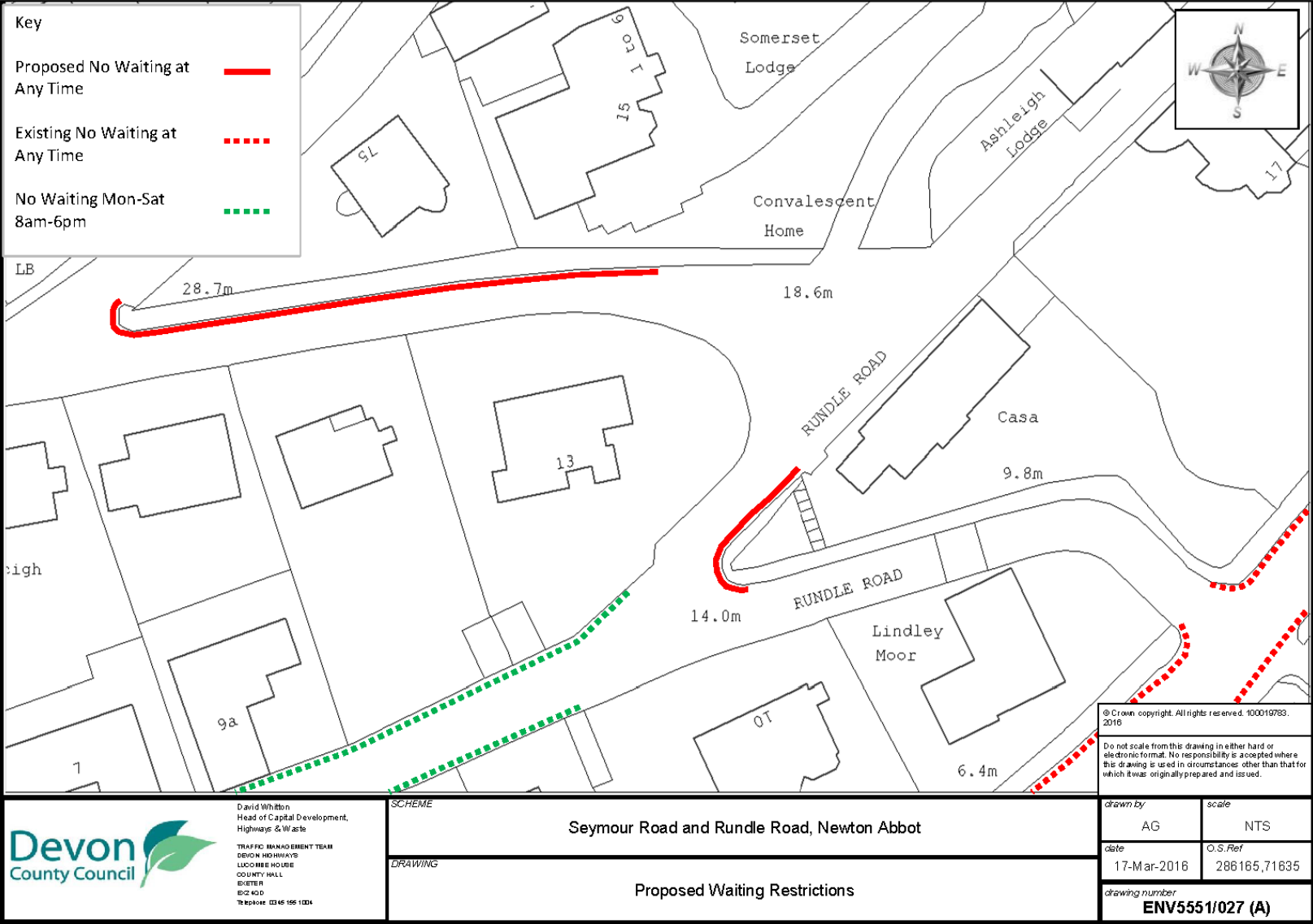


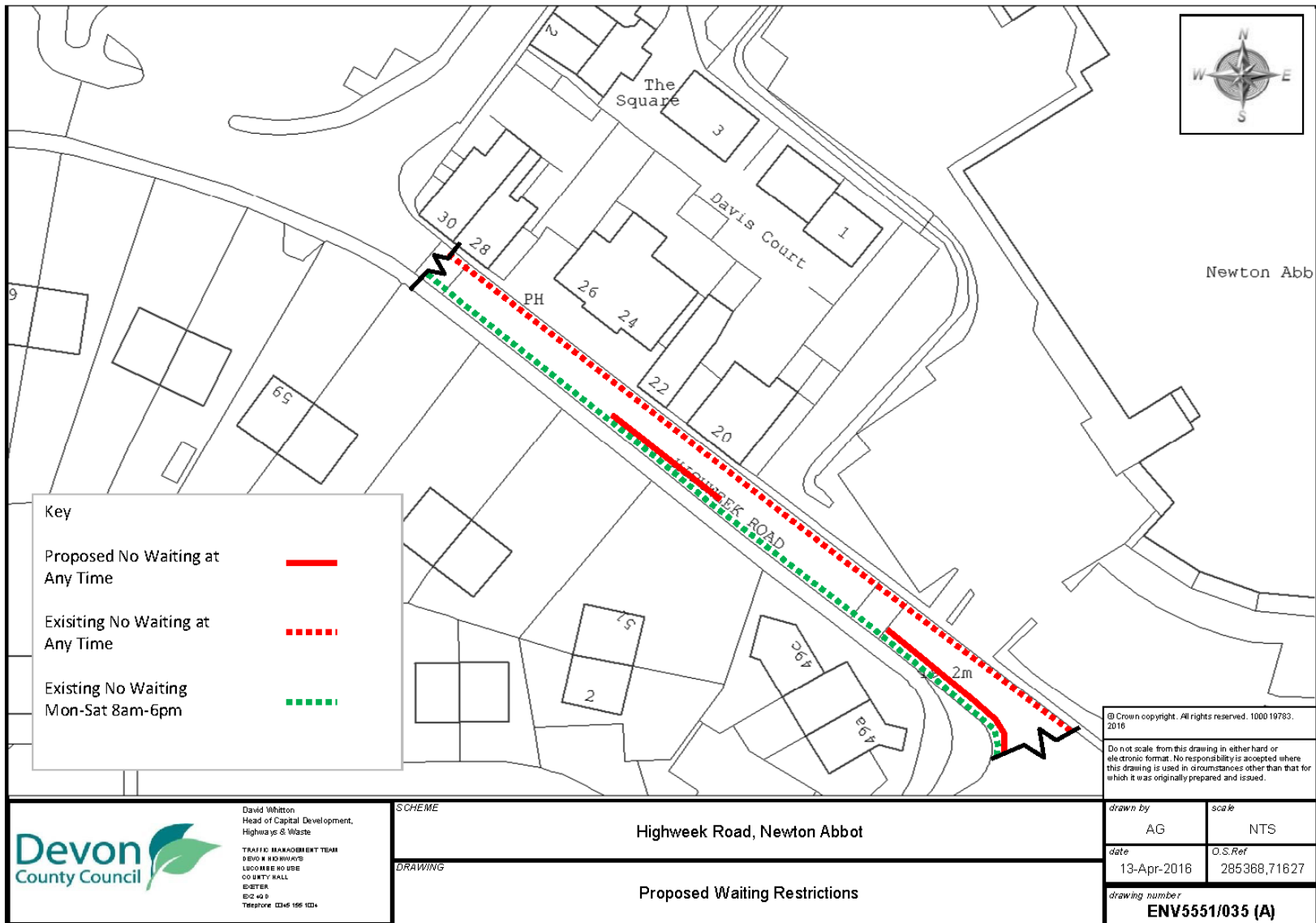


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HIW/17/28

Teignbridge Highways and Traffic Orders Committee
30 March 2017

South Devon Highway – Devon County Council (South Devon Highway & Various Roads, Abbotskerswell, Kingskerswell & Newton Abbot)(40mph & 50mph Speed Limits) Order

Report of the Chief Officer, 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 responses to the proposed Traffic Regulation Order are noted;**
- (b) the Traffic Regulation Order as advertised, be made, sealed and implemented.**

1. Background/Introduction

The South Devon Highway opened to the public on 15 December 2015 following a 3 year construction period. Initially a temporary Traffic Order was utilised to apply a number of restrictions on vehicle movement, including a 50mph speed limit along the length (and slip roads) of the South Devon Highway.

Driver behaviour and speeds have been monitored during the initial opening period.

A permanent traffic Order has been advertised to make permanent those restrictions. No comment was made in relation to those restrictions, with the exception of the section of 50mph speed limit along the South Devon Highway. Therefore, with local Member support, restrictions, with the exception of the 50mph speed limit, have been sealed.

The purpose of this report is to consider the 50mph speed limit along the South Devon Highway and submissions received in relation to this during the Devon County Council (South Devon Highway & Various Roads, Abbotskerswell, Kingskerswell & Newton Abbot)(40mph & 50mph Speed Limits) Order consultation.

2. Proposal

Following a monitoring period since the opening of the South Devon Highway on 15 December 2015, it is proposed to make permanent the 50mph speed limit initially implemented via a temporary Traffic Order.

3. Options/Alternatives

The recommendation is to proceed with the sealing of the Order as advertised in respect of the 50mph speed limit along the South Devon Highway, it is considered that this is the appropriate speed limit for the new section of highway.

As previously reported (A380 South Devon Highway: Review of Traffic Speeds, Teignbridge HATOC, 14 July 2016) the early traffic speed data available for the South Devon Highway indicates that it is generally performing as anticipated. Devon and Cornwall Police felt that

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occasional enforcement would be beneficial to maintain compliance with the speed limits and enforcement options are being considered separately.

Whilst the application of the 50mph speed limit on this section does not comply with the County Council's Speed Limit Policy. This states that between communities the National Speed Limit will apply; for a dual carriageway this would be 70 mph. A departure from Policy has been agreed based on designer assessment, safety audit comment, onward commitment to monitor, and support from Police to carry out enforcement (see Appendix II).

4. Consultations and Representations

One objection has been received, this relates to the application of the 50mph speed limit. The objection and the County Council's response can be seen in Appendix I.

5. Financial Considerations

The funding for this traffic order is within the scheme budget. As no material changes are proposed to the current temporary speed limit there are no costs associated with physical works.

6. Environmental Impact Considerations

A programme of acoustic surveys has recently been carried out along the length of the project to help determine compensation claims that have been received from residents. Initial analysis of this data indicates that some residential areas are experiencing noise levels similar to predicted; whilst others are significantly lower than expected. These reductions will in part be due to the 50mph speed limit. Further work is required before these figures can be published.

As previously reported driver behaviour is being monitored and managed to improve.

7. Equality Considerations

There are no negative equality impacts recognised. There is the positive effect of reducing health inequality by improving air quality.

8. Legal Considerations

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

When making a Traffic Regulation Order 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.

The enforcement of the traffic speeds is the responsibility of Devon and Cornwall Police.

9. Risk Management Considerations

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

10. Conclusions for Recommendations

The originally proposed traffic order to apply a 50mph speed limit to the South Devon Highway has been reviewed by designers, road safety, and the Police, it is considered appropriate to depart from Policy. Appropriate interventions are in place to monitor and manage driver behaviour on this section.

David Whitton
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: Newton Abbot North; Newton Abbot South; and Teignbridge South

Local Government Act 1972: List of Background Papers

Contact for enquiries: Rob Richards

Room No: Matford Lane Offices, County Hall, Exeter

Tel No: 01392 383000

Background Paper	Date	File Ref.
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None		
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rr210317tnh
sc/cr/south devon highway 40mph and 50mph speed limits order
02 220317

Agenda Item 6

Appendix I To HIW/17/28

Devon County Council (South Devon Highway & Various Roads, Abbotskerswell, Kingskerswell & Newton Abbot) (40mph & 50mph Speed Limits) Order

Summary of Submission

Comment	Devon County Council Response
First Respondent	
<p>These comments relate to the 50MPH speed limit to be imposed on the South Devon Highway. I have no comments about the 40MPH limit in Kingskerswell Road.</p> <p>While I understand that it may be perceived that the lower speed is safer for the road user, the current speed limit is not policed and is regularly broken by not only Car Drivers but cars towing caravans/trailers, HGV, Bus's and Coaches. There is no difference in the quality of the road between the top of Telegraph Hill and the Penn Inn roundabout yet this is a 60/70PHM highway and it contains far more junctions with far worse acceleration/deceleration lanes for joining/leaving traffic. The Torbay Ring Road (Hellevoetsluis Way) has the same issues yet is also a 60/70MPH road. I note Torbay Council has applied for a Northbound 50MPH limit to Hamlin Way, yet the southbound road is 60/70MPH, but I cannot see that it will make the road any safer. I am concerned that vehicles that actually travel at 50MPH are quite regularly prone to being almost rear ended because they are travelling at 50MPH. The fact that the road is not street lit (not that I am suggesting that the road should be lit) makes the issue worse as drivers do have difficulties in estimating road speed in darkness and could easily get caught out because of a slower moving vehicle. I know it is the drivers responsibility to ensure they are aware of the speed of the their vehicles as well as those around them.</p> <p>The 50MPH limit does not appear to have improved the traffic flows, as at peak hours it is still quicker to use the slip roads to Penn Inn and then re-join the main A380. This is because cars are slowing to go over Penn Inn roundabout at 50MPH in the correct lane and then you get the "latecomers" travelling at the road speed on the inside lane and then try and join at the last minute causing the speed to drop because of the braking effect.</p> <p>If the 50MPH speed limit is to be effective it needs to be policed.</p> <p>If the 50MPH limit is kept and policed I can see an increase in the traffic using the St Marychurch Road because it will still be quicker at peak hours. This road is not really suitable for the traffic it carries today.</p> <p>If the concern is about the road layout at Penn Inn (which I personally think is fit for purpose), why not impose the 50MPH limit from the Junction with Kingskerswell Road and the current start / end near the river teign bridge. This section of the road could also be improved if the lane segregation is supplemented with a permanent barrier up to 200M on the approach to the actual split in the road. There are too many people making last minute decisions because their SAT NAV has not been updated. I really do not understand why the lane segregation starts so early as this also leads to the issues surrounding congestion and hence the requirement for a speed limit away from 70MPH.</p> <p>There are very few dual carriageway roads in a location such as this that have a 50MPH speed limit.</p>	<p>Comments noted. The application of the 50mph speed limit has been monitored and reviewed. A departure from Policy (Appendix II) has been supported based on designer assessment, safety audit comment, onward commitment to monitor, and support from Police to carry out enforcement.</p>

Departure from Policy



TRAFFIC ADVICE NOTE

Departures from Policy Application Form

DTA
01/05

Section 1: To be completed by the Designer:

Policy Number:	DTP34/05
Policy Title:	Local Speed Limits
Lead Team:	Devon County Council, Engineering Design Group
Date Submitted:	3 rd October 2016

Policy Clause Reference:	This departure refers to 'Between communities the National Speed Limit will apply'.
Proposed Departure:	<p><u>South Devon Link Road Mainline (Drawings 61030325–DR–H–1100–01 to 26 rev 2 provided with Departures from Policy-Application Form rev A)</u></p> <p>It is proposed that the South Devon Link Road be nominated a 50mph in its entirety. This is appropriate for the geometric design and continuity of the road. This is also supported by observations made through initial monitoring periods.</p> <p>Nominating the whole of the road with a 50mph limit is in accordance with DCC's Local Transport Plan Objectives; to have a positive effect on safety, economy, environmental and accessibility.</p> <p>This document refers to the mainline only.</p>
Justification:	<p><u>1. DESIGN CONSIDERATIONS</u></p> <p><u>Approved Best and Final Funding Bid (provided with Departures from Policy-Application Form rev A) signed by Head of Economy and Enterprise confirms approval of reduced carriageway cross-section with removal of hard shoulders/strips</u></p> <p>The South Devon Link Road (A380) has been constructed between Penn Inn Roundabout and Hamelin Way. Heading south from Penn Inn; a new single carriageway flyover has been constructed over Penn Inn Roundabout which then becomes a dual carriageway terminating at a signal traffic</p>

controlled junction on Hamelin Way. The road is approximately 6km long and carries vehicles heading in both the north and south bound direction.

Penn Inn to Aller Cross

This section of road is from chainage 350m to 2700m, a distance of approximately 2350m. The land constraints on the South Devon Link Road from Penn Inn Roundabout to approximately Aller Cross (double roundabout) has led to it being geometrically designed for 50mph (85kph) design speed in accordance with TD9/93. In keeping with the character of the location the geometry of the road defines it as urban dual carriageway in accordance with TD27/05 – Figure 4-4a: Dimensions of Cross-Section Components for Urban All-Purpose Roads Mainline. In both the north and the south bound direction the proposed road has 2x3.65m wide traffic lanes with verges and no hard strips. The cross-sectional width constraints suggest 50mph is appropriate in accordance with TD27/05; which states urban all-purpose dual-carriageways should have a speed limit of 60mph or less.

‘National Speed Limit’ would mean the road’s geometrical design would be two steps below Desirable Minimum Standard. The speed would also be excessive for the carriageway’s cross-section, reducing driver confidence.

The route is signed in accordance with The Traffic Signs Regulations and General Directions for a 50mph speed limit.

Therefore this section of road should be nominated as 50mph; as per its design.

Aller Cross to Hamelin Way

This section of road is from 2700m to 5550m, a distance of approximately 2850m. From chainage 5550m to 5900m there is a 40mph (70kph) speed limit to allow vehicles to decelerate from the link road to the signalled controlled junction at Hamelin Way; in accordance with TD9/93.

The stopping sight distance for this section of road is in accordance with the Desirable Minimum Standard for TD9/93 for a 50mph (85kph) design speed. The removal of hard-strips and a reduction in carriageway width has led to this section of the road being classified as an urban dual carriageway in accordance with TD27/05.

‘National Speed Limit’ would mean the road’s stopping sight distance would be two steps below Desirable Minimum Standard. The speed would also be excessive for the carriageway’s cross-section, reducing driver confidence.

The route is signed in accordance with The Traffic Signs Regulations and General Directions for a 50mph speed limit.

Therefore this section of road should be nominated as 50mph.

Social and Environmental Impacts

The proposed 50mph speed limit helps to minimise environmental emissions, including air quality and noise pollution. Nominating the road as ‘National Speed Limit’ would have a detrimental impact on the local community, particularly those located in close proximity to the road.

2. MONITORING

Based on design considerations an opening speed limit was introduced utilising a Temporary Traffic Order.

Findings from the initial monitoring period were reported to Teignbridge HATOC on 14th July (<http://democracy.devon.gov.uk/documents/s3596/HCS%2016%2058%20A380%20south%20devon%20highway.pdf>) The early traffic speed data available for the A380 South Devon Highway indicates that speeds are higher than expected. However, Devon and Cornwall Police anticipate occasional enforcement will help maintain compliance with the speed limits. Whilst road noise data is not yet available, the reduced speed limit and higher quality surfacing materials indicate that emissions should be in line with predictions produced for the Public Inquiry in 2009. Preliminary air quality data shows that Nitrogen Dioxide pollution levels along the A380 through Kingskerswell have dropped by almost 50% with a moderate increase at locations adjacent to the new road. On this basis, TDC hope to be able to revoke the Air Quality Management Area in Kingskerswell in the future.

After completion of the project permanent counters monitoring vehicle speed and volume have been installed, reports being prepared for Department for Transport after 12 months and 5 years. Collisions are monitored as elsewhere on our network,

3. SAFETY AUDIT COMMENT

After review with the Road Safety Team the following statement has been provided: "Road safety does not feel that there is sufficient information to consider a change from the posted speed limit previously made utilising a Temporary Traffic Order."

Prior to introduction of the Temporary Order, Police Road Casualty Reduction/Traffic Management Officer supported the selection of 50mph speed limit on the basis that this would enhance road safety.

Conclusion

The proposed road geometry and road environment will give the driver the feeling that driving in excess of 50mph (85kph) is not appropriate. Therefore the highway's attributes seek to self-enforce driver's compliance with the proposed limit, a methodology which runs throughout highway design codes. Nominating the road as 'National Speed Limit' would not be deemed appropriate for the vertical alignment, horizontal alignment and more critically the stopping sight distance.

By designating the route as 50mph throughout ensures route continuity. The proposed 50mph is based on the safety of the road user throughout the whole route. This provides a targeted approach to manage traffic speeds for the prevention of speed related incidents. The 50mph speed limit is appropriate when considering continuity through the scheme and geometric constraints.

The proposed 50mph speed limit helps to minimise environmental emissions, including air quality and noise pollution. Nominating the road as 'National Speed Limit' would have a detrimental impact on the local community, particularly those located in close proximity to the road.

	Monitoring and review with Road Safety Team further supports retention of the 50mph limit.
Risks and how they will be mitigated:	<p>After completion of the project permanent counters monitoring vehicle speed and volume have been installed,</p> <p>Reports on the performance of the new section will be prepared after being prepared 12 months and 5 years for Department for Transport. Any issues identified during the monitoring period will be reviewed and appropriate interventions taken by the Authority.</p> <p>Collisions are monitored as elsewhere on our network, Any issues identified during the monitoring period will be reviewed and appropriate interventions taken by the Authority</p>
Comments:	

Section 2: HQ Traffic Team Comments:

Comments	Support based on designer assessment, safety audit comment, onward commitment to monitor, and support from Police to carry out enforcement.
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Section 3: Authorisation:

Authorisation Signature:	<i>D Whitten</i>	Date:	13/02/2017
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HIW/17/29

Teignbridge Highways and Traffic Orders Committee
30 March 2017

A380 South Devon Highway: Review of Traffic Enforcement Options

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) HATOC notes the information provided on the costs and effectiveness of Average Speed Camera deployment.**
- (b) The information presented in this report is used in the Speed Compliance Action Review Forum (SCARF) process when validated collision data is available.**

1. Background/Introduction

This report presents information on the effectiveness and financial implications of Average Speed Cameras (ASC) in relation to the South Devon Highway and has been produced in response to discussions at this Committee in July 2016 and November 2017.

At the November meeting the Committee resolved to review data regarding vehicle speeds and collisions as part of the recognised process for identifying viable speed enforcement options.

Cornwall Council and the Safety Camera Partnership have kindly provided information to support this report.

2. Effectiveness of Average Speed Cameras

In September 2016 the RAC Foundation published 'The Effectiveness of Average Speed Cameras in Great Britain'. This report is intended to support the debate on the use of ASC through a review of the data available across all Highway Authorities that deploy ASC on their network.

The evidence base includes all 51 ASC installations that were in place up to the end of 2015, covering a total of 410km of highway. The research for the report introduced an independent methodology for reviewing site boundaries and the collisions that have taken place within them since 1990 to produce a robust dataset.

The report presents data based on the impact on both fatal and serious collisions and personal injury collisions.

On average, the permanent ASC sites analysed saw reductions in injury collisions, especially those of a higher severity.

Fatal and Serious Collisions	36.4% (95% confidence interval: 25-46%)
Personal Injury Collisions	16% (95% confidence interval: 9-22%)

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Validated collision data for the South Devon Highway is not yet available and is expected to be published in May 2017.

Cornwall Council were approached and provided information on their experiences of ASC.

ASC systems are in place in four sites in Cornwall:

- Trewannack, Nr Helston
- St Mellion, Nr Saltash
- St Blazey, Nr St Austell
- Henver Road, Newquay

These ASC systems were installed in Spring 2015 and as such have not been in place long enough to collect and analyse data in as robust a manner as the RAC Foundation's report. They are also influenced by the following factors:

- Two of the four ASC sites (Henver Road and St Blazey) already had fixed cameras and therefore speeds are likely to have already been influenced by their presence.
- The two remaining sites (Trewannack and St Mellion) were chosen in order to provide a 'unique provision' i.e. to address long-term aspirations to be bypassed and as such expectations for a change in speed along these stretches of road are lessened.

Speed readings were taken using Bluetooth prior to ASC being installed at Trewannack and St Mellion. This method was used because it gave the closest match to how ASC's work i.e. distance over time measurement. This gave the following readings:

Table 2a: Speed readings pre and post installation

Site	Bluetooth average speed Feb 2015	ASC data Apr/May/June 2016. Average speed	Change
Trewannack (eastbound):	30.1mph	25.5mph	-4.6mph
Trewannack (westbound):	28.4mph	25.5mph	-2.9mph
St Mellion (southbound):	30.7mph	26.5mph	-4.7mph
St Mellion (northbound):	27.7mph	24.9mph	-2.9mph

Data was also collected for the sites at St Blazey and Henver Road prior to installation. This was done by radar class and so is a less accurate comparison as the pre-installation readings are from a fixed point, while the post-installation readings are taken over a length of road. The sites are not directly comparable.

Table 2b: Speed readings pre and post installation

Site	Radar Class average speed 2014		ASC data Apr/May/June 2016. Average speed	Change
	Site 1	Site 2		
Henver Road Eastbound	24.2mph	26.9mph	23.1mph	-1.1 / -3.8mph
Henver Road Westbound	27.1mph	26.7mph	21.6mph	-0.4 / -5.1mph
St Blazey Eastbound	25.9mph	30.9mph	25.4mph	-0.5 / -5.5mph
St Blazey Westbound	25.2mph	33.1mph	25.0mph	-0.2 / -8.1mph

There is no information from Cornwall on the impact of speed reduction on accident frequency or severity. Validated accident data is the information used in the analysis of speed reduction options and in the calculation of scheme costs benefits for scheme prioritisation purposes.

3. Financial Considerations

3.1 Installation costs

A supplier has been tasked with producing an estimate of cost to install a new system. Following a site visit, a plan indicating likely camera positions has been produced, this can be seen in Appendix I. The estimated cost for the system is £164,000; in addition there would be costs for new signs (approximately £15k).

3.2 Operational finances

The operational costs can be divided into system maintenance and enforcement. DCC would be responsible for the installation, maintenance and future removal of any new equipment.

With regards to maintenance, experiences of the Safety Camera Partnership would suggest that the electronic equipment has a typical life of 7 to 10 years before requiring replacement. The annual maintenance and calibration costs quoted to Cornwall Council for their average speed systems are between £11 – 15k per site.

The costs of enforcement are met by the Safety Camera Partnership and are not seen by DCC. This includes both the income from any penalties and the costs of administering the process.

Once a driver is caught travelling in excess of the speed limit, depending on how far in excess, the Police will issue the following:

- an offer to attend a Speed Awareness Course if eligible. It is at the discretion of the driver as to whether they choose to take up this offer. Where the driver chooses to attend a course, he or she will pay an £85 charge for the course, of which £35 is reclaimable to cover Safety Camera Partnership operational and administrative expenses.
- a Fixed Penalty Notice (FPN). Where a FPN is paid by the driver, no costs are recoverable by the Safety Camera Partnership and the costs go to the Treasury.
- Court summons - rather than a FPN the most significant offenders may receive a Court summons (or the driver may elect to choose court attendance having rejected the offer of a Speed Awareness Course or the conditional offer of a fixed penalty). For standard offences dealt with by the courts, the Safety Camera Partnership may receive costs of up to £85. This figure is at the discretion of the Magistrate.

There is currently no County Council funding allocated for installation or maintenance of average speed cameras.

4. Environmental Impact Considerations

The environmental issues associated with excessive speed are increased road noise and a reduction in air quality. Improving compliance with the speed limit will help to reduce the noise experienced by residents and the community and maintain air quality.

Agenda Item 7

A programme of acoustic surveys has recently been carried out along the length of the project to help determine compensation claims that have been received from residents. Initial analysis of this data indicates that some residential areas are experiencing noise levels similar to those predicted; whilst others are significantly lower than expected. The lower noise levels will in part be due to the higher specification noise reducing surface course that was incorporated into the works. Further work is required before these figures can be published.

5. Equality Considerations

There are no negative equality impacts recognised.

6. Legal Considerations

The enforcement of the traffic speeds is the responsibility of Devon and Cornwall Police.

7. Conclusions

The experiences of other authorities suggest that average speed cameras are very effective at reducing personal injury collisions. Data kindly provided by Cornwall Council supports the notion that ASC deployment can reduce average speeds.

Initial analysis of data provided from noise surveys indicates that noise levels experienced by residents is as predicted or in some cases significantly lower.

When validated collision data is available for the South Devon Highway the SCARF process will be followed to consider the business case for the installation of Average Speed Cameras or for other viable changes to speed enforcement on the South Devon Link Road.

David Whitton
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: Newton Abbot North, Newton Abbot South, Teignbridge South

Local Government Act 1972: List of Background Papers

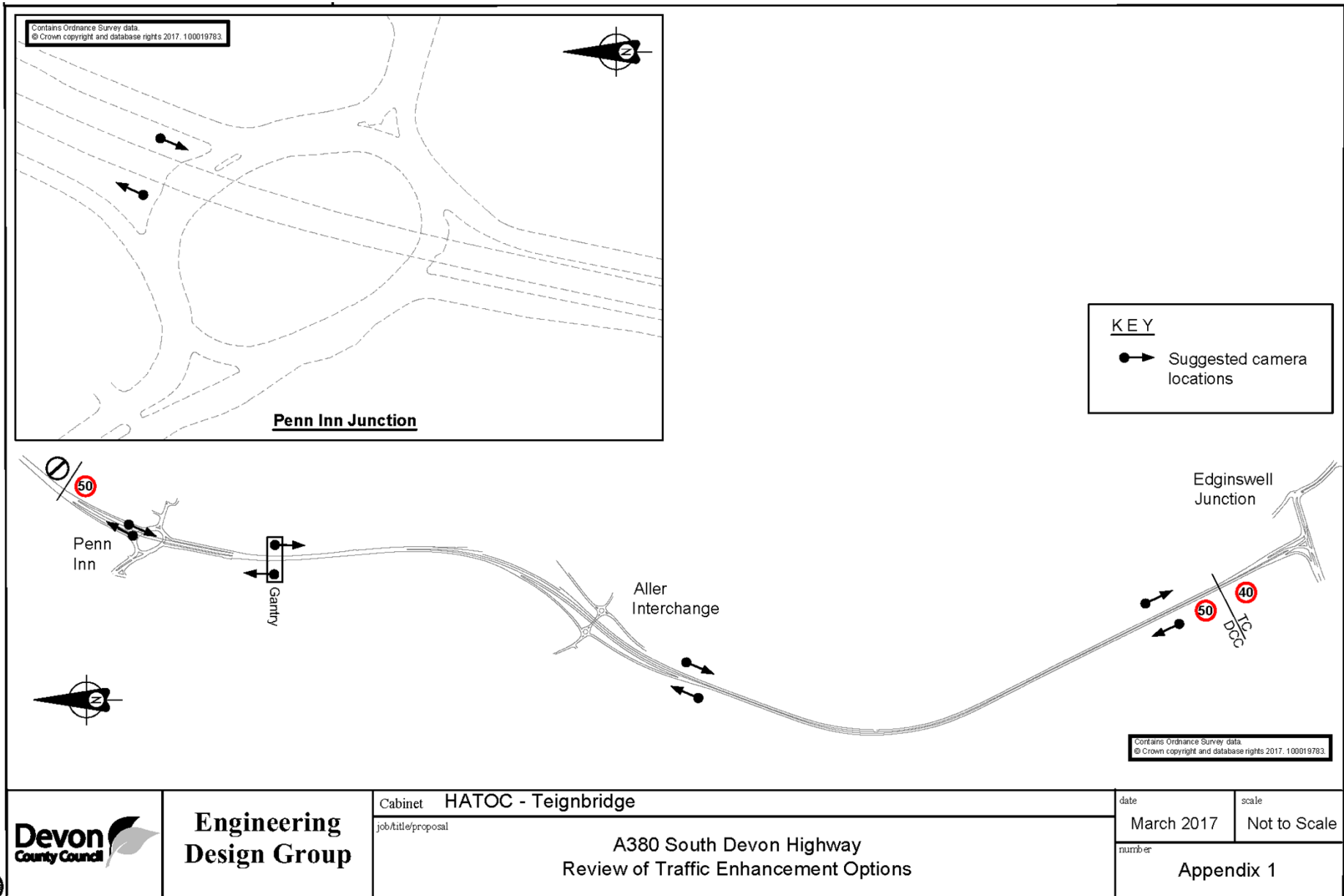
Contact for enquiries: Robert Richards

Room No: M11, Matford Lane Offices, County Hall, Exeter

Tel No: 01392 382656

Background Paper	Date	File Ref.
A380 South Devon Highway: Review of Traffic Speeds	July 2016	
A380 South Devon Highway: Review of Traffic Enforcement Options	Nov 2016	

rr210317tnh
sc/cr/A380 South Devon Highway review of traffic enforcement options
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HIW/17/30

Teignbridge Highways and Traffic Orders Committee
30 March 2017

Actions Taken Under Delegated Powers

Report of Chief Officer for Highways, Infrastructure Development and Waste

Please note that the following recommendation is subject to consideration and determination by the Committee before taking effect.

Recommendation: It is recommended that the report be noted.

1. Summary

In accordance with Minute *3 of the Meeting of this Committee on the 27 June 2003 this report details the actions taken in respect of traffic regulation orders under Delegated Powers since the last meeting.

2. Actions on Advertised Traffic Orders

Since the last meeting of this Committee, a number of Traffic Orders have been progressed and where objections have been received, these have been dealt with by a consultation with the Chairman and Local County Councillors. Details of these matters are listed below.

Location	Proposal	Action
Various Roads, Dawlish	Various waiting and loading restrictions, speed cushions, raised tables and parallel crossing associated with Dawlish to Dawlish Warren cycle improvements (NCN2).	Traffic regulation order advertised, objections resolved and order sealed after consultation with Local County Councillors and HATOC Chairman.
Prospect Terrace, Newton Abbot	Mandatory Disabled Parking Bay	
Tudor Road, Newton Abbot	Mandatory Disabled Parking Bay	

David Whitton
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: Newton Abbot South, Newton Abbot North, Dawlish

Local Government Act 1972

List of Background Papers

Contact for enquiries: Lee Cranmer

Tel No: 0345 155 1004

Background Paper

Date

File Ref.

None

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sc/hq/action under delegated powers
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