

Phil Norrey
Chief Executive

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

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

(See below)

Your ref :
Our ref :

Date : 5 July 2017
Please ask for : Fiona Rutley 01392 382305

Email: fiona.rutley@devon.gov.uk

TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Thursday, 13th July, 2017

A meeting of the Teignbridge Highways and Traffic Orders Committee is to be held on the above date at 10.30 am at The Council Chamber, Forde House, Teignbridge District Council Offices to consider the following matters.

P NORREY
Chief Executive

AGENDA

PART I - OPEN COMMITTEE

- 1 Apologies for absence
- 2 Election of Chairman and Vice-Chairman
(NB: In accordance with the County Council's Constitution, the Chairman and Vice-Chairman must be County Councillors. County and District Councillors may vote)
- 3 Minutes
Minutes of the meeting held on 30 March 2017 (previously circulated).
- 4 Items Requiring Urgent Attention
Items which in the opinion of the Chairman should be considered at the meeting as matters of urgency.
- 5 Members' Induction
Presentation by the Acting Chief Officer for Highways, Infrastructure Development and Waste.

- 6 Devon Highways Term Maintenance Contract
A representative from Skanska to discuss issues with Members.
- 7 A380 South Devon Highway: Review of Traffic Enforcement Options (minute *29, 30 March 2017)
Police representative to report on monitoring and enforcement on the South Devon Highway, surrounding roads and the general Teignbridge area.
- 8 Annual Waiting Restriction Programme (Pages 1 - 12)
Report of the Acting Chief Officer for Highways, Infrastructure Development and Waste (HIW/17/62), attached.
Electoral Divisions: All in Teignbridge
- 9 Request for extension of 30mph speed limit on St Marychurch Road, and Alteration of Aller Brake Road junction, Newton Abbot (Pages 13 - 18)
Report of the Acting Chief Officer for Highways, Infrastructure Development and Waste (HIW/17/63), attached.
Electoral Divisions: Newton Abbot South, Ipplepen & The Kerswells
- 10 Newton Abbot East West Cycleway, Phase 2 (Pages 19 - 22)
Report of the Head of Planning, Transportation and Environment (PTE/17/43), attached.
Electoral Divisions: Newton Abbot North; Newton Abbot South; and Teignbridge South
- 11 Highweek Area, Newton Abbot - Experimental Traffic Regulation Order (Pages 23 - 38)
Report of the Head of Planning, Transportation and Environment (PTE/17/44), attached.
Electoral Divisions: Bovey Rural and Newton Abbot North

STANDING ITEMS

- 12 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

MATTERS FOR INFORMATION

- 13 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 S Barker, J Brodie, J Brook, J Clatworthy, A Connett, A Dewhirst, G Gribble, G Hook, R Peart and S Russell

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 forth 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.

Mobile Phones

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

If you need a copy of this Agenda and/or a Report in another format (e.g. large print, audio tape, Braille or other languages), please contact the Information Centre on 01392 380101 or email to: centre@devon.gov.uk or write to the Democratic and Scrutiny Secretariat at County Hall, Exeter, EX2 4QD.



Induction loop system available

HIW/17/62

Teignbridge Highways and Traffic Orders Committee
13th July 2017

Annual Local Waiting Restriction Programme

Report of the Acting 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 process for 2017/2018 is noted;***
- (b) the recommendations contained in Appendix I to this report are agreed and subject to consultation with local Members on the details, the proposals are advertised.***

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 can then 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 Waiting Restriction Programme for each HATOC area for the funding and delivery of waiting restriction schemes.

The 2016/17 programme has delivered proposals at over 250 sites across Devon. These were mainly amendments to Yellow Lines and Limited Waiting, thought to be non-controversial, which had been requested by communities or by local Highway Officers.

Building on the success of this process, officers propose that a further programme is developed for 2017/18 to include minor aids to movement improvements such as drop crossing, footway improvements and bollards.

2. Proposal

Cabinet has allocated an amount of £100,000 countywide from the On Street Parking Account to this process in 2017/18 which equates to an amount of £12,500 to each HATOC area.

Approval is sought for the 2017/18 programme for this Committee's area. It is proposed that the schemes identified in Appendix I form the programme.

Following consultation on the detail with the locally effected County Members and Chairman of HATOC the proposals will then be designed and the associated Traffic Order drafted and advertised.

Agenda Item 8

3. Consultations

Following advertisement:

- Proposals which do not attract objections can be implemented without the need to report back to Committee.
- Proposals which attract minor objections should be determined under delegated powers by the acting Chief Officer in consultation with the Local Member and the Chairman of HATOC.
- Proposals attracting significant objections will be reported to the next available HATOC.

4. Specific Proposals

Specific Waiting Restriction Proposals are listed in Appendix I. Costs are estimated to be in the region of £10,000 including Legal advertising charges. Detailed plans will be provided at the design stage. No specific Aids to Movement requests have been received to date for the Teignbridge District.

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.

There will be a cost to the Council in advertising a new Traffic Order for each Committee Area, this will be approximately £1,500. In addition the costs of any changes to signing or lining will be attributed to that Order.

There remains scope within the programme to add more proposals if these can be agreed in time to undertake consultation before the next meeting of this Committee.

It is intended that any estimated underspend in delivering the waiting restriction proposals can be utilised to deliver the Aids to Movement proposals.

6. Environmental Impact Considerations

The proposals are intended to rationalise on street parking and improve mobility and access within the district and are designed to:

- Encourage turnover of on street parking to benefit residents and businesses.
- Enable enforcement to be undertaken efficiently.
- Encourage longer term visitors to use off street car parks.
- Encourage commuters to make more sustainable travel choices eg Car Share, Public Transport, Walking and Cycling.
- Assist pedestrians and other vulnerable road users in crossing the highway

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.

9. Risk Management Considerations

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

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 by:

- Encouraging turnover of on street parking to benefit residents and businesses
- Enabling enforcement to be undertaken efficiently.
- Encouraging longer term visitors to use off street car parks.
- Encouraging those working in the town 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 District and therefore comply with S 122 of the Road Traffic Regulation Act 1984.

Meg Booth
Acting 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

Room No: ABG Lucombe House, County Hall, Exeter.

Tel No: 01392 383000

Background Paper	Date	File Ref.
None		

mj270617teih
sc/cr/annual local waiting restriction programme
02 050717

Agenda Item 8

Appendix I
To HIW/17/62

Waiting Restriction Proposals

Location	What is being proposed	Statement of reasons	Parish/Town	County Councillor
Old Ide Lane	No Waiting At Any Time.	To prevent obstructive parking.	Ide	Alan Connett
Road Past Telephone Exchange	No Waiting At Any Time.	To alleviate issues with access into and out of the weighbridge.	Kennford	Alan Connett
Gisson Lane & Road from Pye Corner to Trehill Lodge junction	No Waiting At Any Time.	To prevent inappropriate and obstructive parking at junction and maintain visibility splays.	Kennford	Alan Connett
Sandfords	No Waiting at Any Time.	To prevent obstructive parking on access road to the Primary School.	Kennford	Alan Connett
Priory Road & Vicarage Road	No Waiting At Any Time at junction	To prevent inappropriate and obstructive parking and maintain visibility splays.	Abbotskerswell	Alistair Dewhurst
Huxnor Road/Edginswell Lane	No Waiting At Any Time.	To prevent inappropriate and obstructive parking at junction and maintain visibility splays.	Kingskerswell	Alistair Dewhurst
Torquay Road outside MayFlair Hairdressers	Consolidate existing Limited Waiting restrictions.	To provide turn over of vehicles for adjacent businesses.	Kingskerswell	Alistair Dewhurst
Salty Lane	No Waiting At Any Time.	To prevent inappropriate and obstructive parking.	Shaldon	Alistair Dewhurst
Clifford Close	No Waiting At Any Time.	To prevent inappropriate and obstructive parking at junctions which has been causing issues with refuse lorries gaining access.	Shaldon	Alistair Dewhurst
Road to Buckland Lodge	Extension of No Waiting At Any Time	To prevent inappropriate and obstructive parking.	Bovey Tracey	George Gribble

Agenda Item 8

Location	What is being proposed	Statement of reasons	Parish/Town	County Councillor
Pottery Road/Ashburton Road junction	No Waiting At Any Time	To prevent inappropriate and obstructive parking and maintain visibility splays for buses.	Bovey Tracey	George Gribble
Hannaford Lane (Road from Hannaford Farm to New Bridge, Poundsgate	Extension of No Waiting At Any Time	To prevent inappropriate and obstructive parking	Bovey Tracey	George Gribble
Various roads	Consolidation of Limited Waiting restrictions in Bovey Tracey.	To provide consistent restrictions in the town to ensure that there is no confusion for motorists.	Bovey Tracey	George Gribble
Shaldon Road & Haytor Drive	No Waiting At Any Time.	To prevent large number of vehicles narrowing road and obstructing visibility.	Newton Abbot	Gordon Hook
Linden Terrace	No Waiting At Any Time.	To prevent obstructive parking by vehicles parking opposite other vehicles on narrow road.	Newton Abbot	Gordon Hook
Aller Brake Road & Aller Park Road	No Waiting At Any Time.	To prevent inappropriate and obstructive parking at junction and maintain visibility splays.	Newton Abbot	Gordon Hook
Western Road (Access to Haydon Court)	No Waiting At Any Time.	To prevent inappropriate and obstructive parking at access.	Newton Abbot	Gordon Hook
Coach Road	No Waiting At Any Time.	To prevent parking, this is significantly narrowing busy road and reducing visibility at junction and through bends.	Newton Abbot	Gordon Hook
Deer Park Road	Relaxation of No Waiting at Any Time restriction.	To provide additional parking stock in residential area at weekends subject to the agreement of the school.	Newton Abbot	Gordon Hook

Agenda Item 8

Location	What is being proposed	Statement of reasons	Parish/Town	County Councillor
Union Street	Request for existing No Waiting to be made No Waiting At Any Time.	To prevent obstructive parking occurring outside of the single yellow line restriction times.	Newton Abbot	Jackie Brodie
Service Lane to rear of Abbotsbury Road	No Waiting At Any Time.	To prevent obstructive parking preventing access completely on well-used service lane and rear garages/ hardstands.	Newton Abbot	Jackie Brodie
Coombeshead Road	School Keep Clear outside school to replace No Waiting At Any Time.	To prevent inconsiderate Blue Badge holder parking at school entrances.	Newton Abbot	Jackie Brodie
Rundle Road	Extension of No Waiting At Any Time.	To prevent inappropriate and obstructive parking and maintain visibility splays.	Newton Abbot	Jackie Brodie
Lawn Drive, Chudleigh Road end	Extension of No Waiting At Any Time to match opposite side of road.	To prevent vehicles now parking opposite side of road causing obstruction.	Chudleigh	Jerry Brook
Pound Street & Court Street	Change to times of limited waiting bays and disabled bay and removal of Access Protection Marking to be replaced with No Waiting At Any Time.	Consolidate Limited Waiting Bays to provide a greater turnover of vehicles and bring in line with current restrictions elsewhere within the town. To prevent obstructive parking.	Moretonhampstead	Jerry Brook
Longlands & School Hill junction	No Waiting At Any Time.	To prevent inappropriate and obstructive parking at junction and maintain visibility splays.	Dawlish	John Clatworthy
Oak Park Villas & Elm Grove Road junction	Extension of existing No Waiting At Any Time.	To prevent inappropriate and obstructive parking at junction and maintain visibility splays.	Dawlish	John Clatworthy

Agenda Item 8

Location	What is being proposed	Statement of reasons	Parish/Town	County Councillor
Newlands & Elm Grove Road junction	Extension of No Waiting At Any Time.	To prevent inappropriate and obstructive parking at junction and maintain visibility splays.	Dawlish	John Clatworthy
Stockton Hill & Priory Park Road junction	No Waiting At Any Time.	To prevent inappropriate and obstructive parking at junctions and maintain visibility splays.	Dawlish	John Clatworthy
Stockton Hill & Hospital Hill junction	No Waiting At Any Time.	To prevent inappropriate and obstructive parking at junction and maintain visibility splays.	Dawlish	John Clatworthy
Stockton Hill & Stockton Road junction	No Waiting At Any Time.	To prevent inappropriate and obstructive parking at junction and maintain visibility splays.	Dawlish	John Clatworthy
Manor House (Dawlish Town Council entrance)	Extension of No Waiting At Any Time at entrance to Manor House.	To prevent inappropriate and obstructive parking at junction and maintain visibility splays.	Dawlish	John Clatworthy
Brunswick Place	Remove POLICE bay and replace with Pay & Display (Tariff Dawlish B) 9am-6pm.	Police bay no longer required enabling additional on street parking stock.	Dawlish	John Clatworthy
Outside No.1-3 Warren Road	Remove No Waiting At Any Time and replace with Limited Waiting 20mins No Return 40 mins in layby.	Layby no longer used by buses and would be beneficial to utilise for limited waiting for adjacent businesses.	Dawlish Warren	John Clatworthy
West Street	No Waiting At Any Time for entire length of road.	To maintain access and prevent obstructive parking.	Bishopsteignton	Ron Peart

Agenda Item 8

Location	What is being proposed	Statement of reasons	Parish/Town	County Councillor
Outside No.4 Newton Road	Limited Waiting 1 Hour No Return 2 hours.	To enable delivery lorries to park and unload outside store, provide turn over of vehicles for adjacent businesses and to prevent long term parking.	Kingsteignton	Ron Peart
Access to Rydon Industrial Estate	No Waiting At Any Time.	To prevent vehicles causing obstructions to HGV's using the industrial estate.	Kingsteignton	Ron Peart
Broadway Avenue & Badgers Close junction	No Waiting At Any Time.	To prevent inappropriate and obstructive parking at junctions which has been causing issues with refuse lorries gaining access.	Kingsteignton	Ron Peart
Leaze Road & New Port Road junction	No Waiting At Any Time.	To prevent inappropriate and obstructive parking and maintain visibility splays.	Kingsteignton	Ron Peart
Ley Lane & Captains Road junction	No Waiting At Any Time.	To prevent inappropriate and obstructive parking at junction and maintain visibility splays.	Kingsteignton	Ron Peart
Longford Lane & Coombesend Road junction	No Waiting At Any Time.	To prevent inappropriate and obstructive parking at junction and maintain visibility splays.	Kingsteignton	Ron Peart
Church View/Greenhill Road	No Waiting At Any Time.	Change continuous double yellow lines across junction to prevent inappropriate and obstructive parking at junction and maintain visibility splays.	Kingsteignton	Ron Peart
Blindwell Avenue & Longford Lane junction	No Waiting At Any Time.	To prevent inappropriate and obstructive parking at junction and maintain visibility splays.	Kingsteignton	Ron Peart

Agenda Item 8

Location	What is being proposed	Statement of reasons	Parish/Town	County Councillor
Church Path (Nr Auction rooms)	No Waiting At Any Time	To maintain access in case of emergency.	Ashburton	Stuart Barker
Plymouth Road (Nr Swimming Pool)	Extension of existing No Waiting At Any Time.	Protect access to swimming pool.	Buckfastleigh	Stuart Barker
New Road & Bossell Road	School Keep Clear outside school to be made mandatory and extension of No Waiting At Any Time.	To prevent the inconsiderate parking and waiting.	Buckfastleigh	Stuart Barker
Bridge Street/Market Street & Higher Town Bridge & Silver Street junction	No Waiting At Any Time.	To prevent inappropriate and obstructive parking at junctions and maintain visibility splays.	Buckfastleigh	Stuart Barker
Alexandra Terrace (corner near Car Park/Sea Cadet Hut)	No Waiting At Any Time.	To prevent inappropriate and obstructive parking and maintain clear access to car park.	Teignmouth	Sylvia Russell
Coombe Vale Road	Potential extension of No Waiting At Any Time or access Protection Marking	To prevent access to No. 113 Coombe Vale Road being blocked by vehicles parking next to narrow pavement.	Teignmouth	Sylvia Russell
Mill Lane/Fourth Avenue	No Waiting At Any Time.	To prevent inappropriate and obstructive parking at junction and maintain visibility splays.	Teignmouth	Sylvia Russell
Nelson Close and Lake Avenue.	No Waiting At Any Time.	To prevent inappropriate and obstructive parking at junction and maintain visibility splays.	Teignmouth	Sylvia Russell
Haldon Avenue/Woodway Road	No Waiting At Any Time.	To prevent vehicles being forced onto wrong side of road.	Teignmouth	Sylvia Russell
Mill Lane/Milford Close	No Waiting At Any Time.	To prevent inappropriate and obstructive parking at junction and maintain visibility splays.	Teignmouth	Sylvia Russell

Agenda Item 8

Location	What is being proposed	Statement of reasons	Parish/Town	County Councillor
Mill Lane (bottom end)	No Waiting At Any Time.	To prevent inappropriate and obstructive parking at junction and maintain visibility splays.	Teignmouth	Sylvia Russell
Heywood Road	No Waiting At Any Time.	To prevent inappropriate and obstructive parking and maintain emergency access.	Teignmouth	Sylvia Russell
Bitton Park Road (between Reed Vale and Chelsea Place)	Extend existing No Waiting At Any Time or No Waiting.	To prevent obstructive and footway parking and maintain clear passage during peak time.	Teignmouth	Sylvia Russell
Chelsea Park/Bitton Park Road junction	No Waiting At Any Time.	To prevent inappropriate and obstructive parking at junction and maintain visibility splays.	Teignmouth	Sylvia Russell
Bitton Park Road/Westbrooke Avenue junction	Replace missing No Waiting At Any Time and introduce Limited Waiting.	To allow vehicle turn over for local businesses outside launderette.	Teignmouth	Sylvia Russell
Higher Coombe Drive (Garages)	No Waiting At Any Time.	To prevent inappropriate and obstructive parking outside of the garages.	Teignmouth	Sylvia Russell
Carlton Place	Separate current limited waiting bay in to two and add No Waiting At Any Time to protect access.	To prevent obstructive parking and maintain emergency access.	Teignmouth	Sylvia Russell
East Cliff Walk	Provision of Permit parking for Coast Watch lookout and amend Limited Waiting restrictions.	To provide parking facilities for Coast Watch staff and amend adjacent Limited Waiting bay.	Teignmouth	Sylvia Russell
Glendaragh Road	No Waiting At Any Time to replace seasonal restriction.	To prevent inappropriate and obstructive parking.	Teignmouth	Sylvia Russell

Agenda Item 8

Location	What is being proposed	Statement of reasons	Parish/Town	County Councillor
Upper Hermosa Road	Extension of No Waiting At Any Time.	To prevent inappropriate and obstructive parking at junctions which has been causing issues with refuse lorries gaining access.	Teignmouth	Sylvia Russell
Grove Crescent	No Waiting At Any Time.	To prevent inappropriate and obstructive parking on corner outside 28 Grove Crescent.	Teignmouth	Sylvia Russell
Den Crescent to the rear of the Pavilion	Convert Disabled Bay to Load Bay.	To allow vehicles associated with the theatre to load and unload without obstructing the footway.	Teignmouth	Sylvia Russell

HIW/17/63

Teignbridge Highways and Traffic Orders Committee
13 July 2017

Request for extension of 30mph speed limit on St Marychurch Road, and alteration of the Aller Brake Road junction, Newton Abbot

Report of the Acting 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 County Council's policies on speed limits be noted;**
- (b) the historic data on collisions on St Marychurch Road be noted, and the situation be kept under review in future years; and**
- (c) the data on the number of vehicles contravening the turning bans at the Aller Brake Road be noted and a request made for further enforcement.**

1. Background/Introduction

The local Member has asked this Committee to consider extending the 30mph speed limit on St Marychurch Road from its current extent, just to the south east of the junction with Newtake Rise, to a position south east of the junction with Twickenham Road, a distance of approximately 425 metres.

St Marychurch Road has historically been used as an alternative route by drivers trying to avoid congestion on the old A380 through Kingskerswell. The opening of the South Devon Highway (SDH) in December 2015, and the alteration of a number of junctions in the area, has meant that the main route between Newton Abbot and Torbay has much reduced congestion levels and traffic flow along this alternative route has reduced by 30%.

At the meeting of this Committee on 3 November 2016 it was agreed that any decision on St Marychurch Road and the Aller Brake junction would be deferred until one year's collision data is available following the opening of the SDH. This data is now available.

2. Main Text/Proposal

Devon County Council's agreed speed limit policy is based on Department for Transport guidance on setting local speed limits. The speed limit of 40mph in the area under consideration is consistent with the approved speed limit policy.

A 30mph speed limit is appropriate on a section of road in a community where at least 20 properties front a road at a density of at least 3 properties every 100 metres. Gateways to communities are usually the best location for a lower speed limit to start as drivers then associate the lower speed limit with the visible development fronting the road and adjust their speed accordingly. Where the 30mph criteria is not met, higher speed limits such as 40mph and 50mph can be considered on strategic urban roads and more rural roads if there is a significant history of speed related injury collisions.

Introducing speed limits where there is little or no development visible to the driver will usually lead to the speed limit being disregarded, which in turn could place an unrealistic

Agenda Item 9

demand for enforcement on the Police. Introduction of inappropriately low speed limits can also introduce a false expectation of low vehicle speeds to pedestrians and other vulnerable road users, who may then take less care when crossing the road.

Analysis of collision data from the junction with Newtake Rise to the junction with Twickenham Road shows that there were 7 collisions, all resulting in slight injury, in the five years 2011 to 2015. Of these only one, where a driver failed to negotiate a bend, could be considered to be speed related. There have been no recorded collisions in 2016 (i.e. since the opening of the SDH). This is well below the threshold at which any action would normally be considered.

Modifications to speed limits can be considered when changes to the road environment indicate that a different limit is appropriate; this could be as a result of development fronting the road or the introduction of traffic calming. The legal process of changing the speed limit involves a formal consultation. The views of the Police, as the enforcing authority, are important as part of the consultation.

In the particular case of the section of St Marychurch Road with its junction at Twickenham Road and the new Aller Brook Road junction, the changes to the road layout do not change the assessment against agreed Speed Limit Policy, taking account of collision data, that a lower speed limit is not appropriate. However, as with all schemes that change the layout of the highway, the performance of the new layout will be reviewed periodically so that any necessary actions can be identified.

Junction with Aller Brake Road

Prior to the construction of the South Devon Highway, road users were able to turn towards Newton Abbot at the bottom of Aller Brake Road.

This manoeuvre was removed by the new scheme, due to the inability to turn across the dual carriageway. Following consultation with the community the ability to turn towards Newton Abbot was reinstated via a new restricted junction at the top of Aller Brake Road.

This junction has been designed to allow road users to turn right into Aller Brake Road and left out, on to St Marychurch Road towards Newton Abbot. The movements at the junction were restricted to limit the use of Aller Brake Road as a cut through, which would have resulted in additional vehicles using this residential street. In addition, an all movements junction would have required the removal of a mature oak tree at the top of Aller Brake Road. The geometry and layout of the junction has been restricted as much as possible to reduce the ability of vehicles to turn right onto St Marychurch Road or left into Aller Brake Road whilst maintaining an adequate swept path for buses and large vehicles, such as refuse lorries.

A video survey of the junction was taken on the 22, 23, 24 and 25 February 2017 to determine the number of vehicles that are contravening the turning bans. The results are summarised in appendix 2. Peak times were examined over the four days and an average of just under two vehicles each hour were found to be contravening the right turn out of Aller Brake Road and just under one vehicle each hour contravening the left turn in to Aller Brake Road each hour. It would appear that a small number of vehicles are regular offenders, and police enforcement may therefore be the most suitable solution.

It is proposed that the illegal manoeuvres and collision records at the junction will continue to be monitored. The data will be discussed with the Police, who are responsible for the enforcement of illegal manoeuvres.

3. Options/Alternatives

The use of gateway or nameplate signing has been considered, but the nature of this section of road, tree lined with no verges, means that this option is not practical.

4. Consultations/Representations/Technical Data

No consultation has been undertaken. If the speed limit was to be altered a Traffic Regulation Order will be needed, and this would be advertised for public comment.

5. Financial Considerations

The process to extend the Traffic Regulation Order for a speed limit is a formal procedure, which includes advertisement and consultation. If significant objections are received the matter may need to be considered once again by this Committee. The process can cost at least £3,000, which does not include the additional cost of any signing and lighting which may be required.

Alteration of the Aller Brake Road junction would have a significant cost, and there is currently no budget available.

6. Environmental Impact Considerations

There are not considered to be any environmental impact considerations in regards to this scheme.

7. Equality Considerations

There are not considered to be any equality issues in regards to this scheme.

8. Legal Considerations

When making a Traffic Regulation Order it is the County Council 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.

9. Risk Management Considerations

There is a risk that if a 30mph speed limit is introduced, and is not adhered to, there may be a false expectation of lower vehicle speeds for users of this road, including for any pedestrians who may seek to cross the road.

Alteration of the Aller Brake Road junction to allow vehicles to turn left into, and to turn right out of, Aller Brake Road would be lead to more traffic in this residential area.

10. Public Health Impact

There are not considered to be any public health impacts in regards to this scheme.

Agenda Item 9

11. Summary/Conclusions/Reasons for Recommendations

Given the low number of collisions where speed is a factor, and that no collisions have occurred since the opening of the SDH, it is considered appropriate that the speed limit remains at 40mph on this section of road in line with the County Council's policies.

Given the low number of illegal manoeuvres at the Aller Brake Road junction, and that it appears to be a small number of regular offenders, it is recommended that the police be consulted on options for enforcement.

Meg Booth
Acting Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: Newton Abbot South, Ipplepen & The Kerswells

Local Government Act 1972: List of Background Papers

Contact for enquiries: John Fewings

Room No: Ryefields, Avery Hill, Rydon Road, Kingsteignton, TQ12 3QG

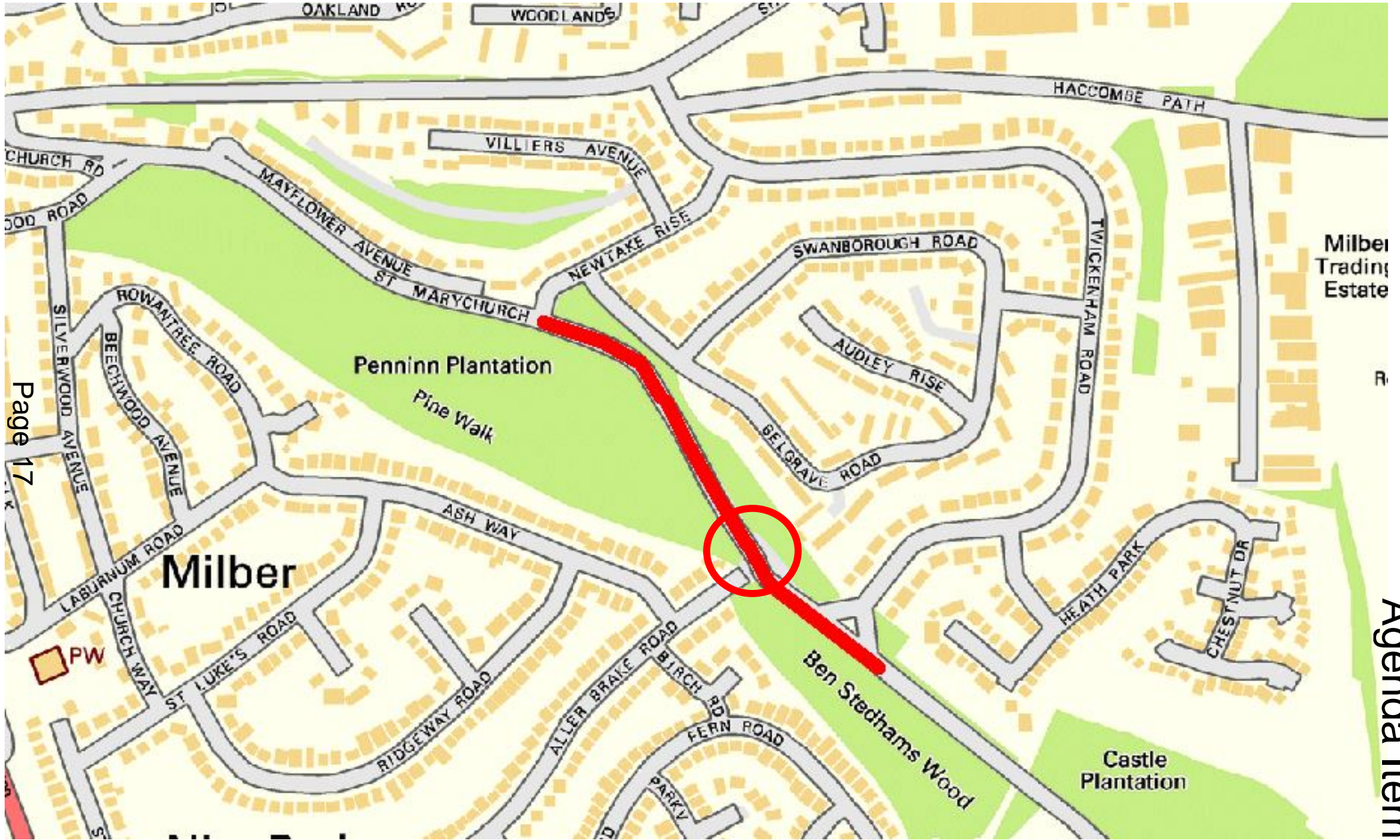
Tel No: 01392 380193

Background Paper	Date	File Ref.
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None

jf230617teih
sc/cr/30mph St Marychurch road alteration Aller Brake road junction Newton Abbot
03 050717

Appendix 1: Plan of St Marychurch and Aller Brake Roads



Agenda Item 9

Appendix II To HIW/17/63

Contravention of Turning Movements at St Marychurch Road and Aller Brake Road junction

Date	Time	<i>Right turn out of Aller Brake Road</i>	<i>Left turn into Aller Brake Road</i>
22/02/17 (Wednesday)	AM (07:30 - 09:30)	4	4
	PM (15:30 - 17:30)	5	4
	Total	9	8
23/02/17 (Thursday)	AM (07:30 - 09:30)	6	0
	PM (15:30 - 17:30)	3	1
	Total	9	1
24/02/17 (Friday)	AM (07:30 - 09:30)	5	1
	PM (15:30 - 17:30)	4	2
	Total	9	3
25/02/17 (Saturday)	AM (07:30 - 09:30)	3	1
	PM (15:30 - 17:30)	1	1
	Total	4	2
Overall Total		31	14

PTE/17/43

Teignbridge Highways and Traffic Orders Committee
13 July 2017

Newton Abbot East West Cycleway, Phase 2

Report of the Head of Planning, Transportation and Environment

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

Recommendation: It is recommended that:

- (a) this committee supports the proposed scheme; and**
- (b) the committee approves the consultation of the proposed road humps and traffic regulation order**

1. Background/Introduction

Shared path improvements on Ashburton Road from Greenaway Road to Exeter Road in Newton Abbot were made in 2015, building on previous improvements around Coombeshead College. To provide a high quality cycle network there is a need to extend the existing route further west to connect with new developments and provide further crossings to the east to link in with the existing cycle network in the Balls Corner area and the Stover Trail. The proposed shared path and crossings will offer pedestrians and cyclists of all ages a safe, convenient and direct route, particularly for children travelling to local schools.

2. Proposal

It is proposed to construct 1.2km of pathway improvements along Ashburton Road, between Greenaway Road and Mile End Road. The existing footpath would be widened to 3m width to provide sufficient space for pedestrians and cyclists to use the path safely together. These works are known as Phase 2 and will be constructed in two stage; Phase 2A and Phase 2B. Phase 2A will include the section between Greenaway Road and Oak Park Road, and is due to be constructed before March 2018. The programme for delivery of Phase 2B is to be determined and is likely to follow in 2018. As part of Phase 2A, junction improvements will be made at Greenaway Road and Mapleton Close, in the form of raised crossings, and a new puffin crossing provided on Ashburton Road near to Broadlands Avenue. Parking restrictions are also proposed within 10m of the Greenaway Road Junction to reduce the conflict between motorists and pedestrians, and to make it safer for pedestrian and cyclists to cross the road.

As part of these improvements there is a need to advertise a Traffic Regulation Order to restrict parking on the junction to Greenaway Road, construct the raised crossings on Greenaway Road and Mapleton Close, and build the new puffin crossing.

These proposals are shown on plan B2300384/034 in Appendix I and Cabinet will be asked to approve the scheme in September.

However, as part of these improvements there is a need to advertise the road humps across Greenaway Road and Mapleton Close and a Traffic Regulation Order to restrict

Agenda Item 10

parking on the junction to Greenaway Road. This committee is being asked to give their approval to advertise and consult on these proposals prior to the September Cabinet.

3. Options/Alternatives

Cyclists are currently required to cycle in the road with no separate marked lanes for the majority of the route, and without these improvements sustainable travel is not encouraged. If improvements were not to go ahead, there would likely be increases in the number of short vehicle trips on corridors such as Ashburton Road which are a particular cause of congestion in peak periods. Proposals also help improve road safety for vulnerable road users by removing parking on the Greenaway Road junction and introducing road humps.

4. Consultations/Representations/Technical Data

A leaflet has been produced and distributed to residents, and a website has been set up detailing further information on proposals.

A statutory consultation will be carried out to advertise the road humps and No Waiting At Any Time.

5. Financial Considerations

The overall cost of Phase 2 is estimated to be £1.3m. The funding will come from a number of sources including the Government's National Productivity Investment Fund, Local Transport Plan, The Heart of South West Local Enterprise Partnership (as part of the Houghton Barton package) and developer contributions through Teignbridge District Council's Community Infrastructure Levy. The estimated cost of Phase 2A is £300k and will be funded by the Government's National Productivity Investment Fund.

6. Environmental Impact Considerations

Sustainable travel will be encouraged by reducing traffic congestion and CO₂ emissions and improved air quality.

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 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 will seek to encourage sustainable modes of travel which will reduce CO₂ emissions and improve air quality.

9. Risk Management Considerations

No risks have been identified.

10. Public Health Impact

The proposals will encourage residents to walk and cycle, and so play a part to keep people stay healthy and reduce the long term burden on the NHS.

11. Reasons for Recommendations

To advertise the Traffic Regulation Orders will start the process to enable the construction of the shared cycle/footway.

Dave Black
Head of Planning, Transportation and Environment

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

Local Government Act 1972: List of Background Papers

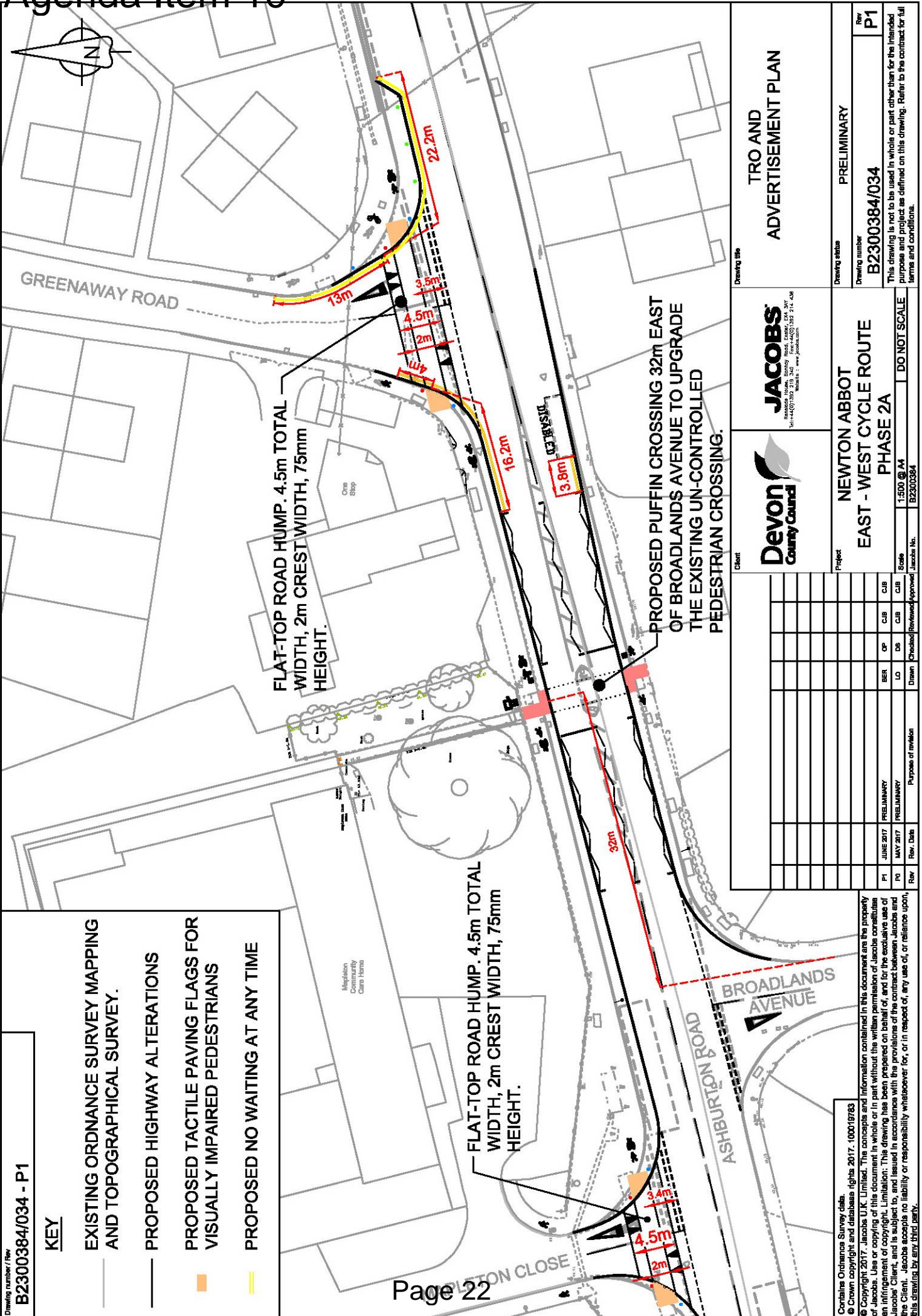
Contact for enquiries: Andrew Ardley

Room No: Lucombe House

Tel No: 01392 383000

Background Paper	Date	File Ref.
None		

aa040717teih
sc/cr/newton abbot east west cycleway phase 2
02 050717



Drawing number / Rev
B2300384/034 - P1

KEY

- EXISTING ORDNANCE SURVEY MAPPING AND TOPOGRAPHICAL SURVEY.
- PROPOSED HIGHWAY ALTERATIONS
- PROPOSED TACTILE PAVING FLAGGING FOR VISUALLY IMPAIRED PEDESTRIANS
- PROPOSED NO WAITING AT ANY TIME

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<p>Client</p> <p>Devon County Council</p> <p>JACOBS <small>Henrietta House, Bury Road, Exeter, EX4 3AT Tel: +44(0)1392 262000 Website: www.jacobs.com</small></p>		<p>Drawing title</p> <p>TRO AND ADVERTISEMENT PLAN</p>	
<p>Project</p> <p>NEWTON ABBOT EAST - WEST CYCLE ROUTE PHASE 2A</p>		<p>Drawing status</p> <p>PRELIMINARY</p>	
<p>Scale</p> <p>1:500 @ A4</p>		<p>Drawing number</p> <p>B2300384/034</p>	
<p>Scale</p> <p>DO NOT SCALE</p>		<p>Rev</p> <p>P1</p>	
<p>Drawn</p> <p>BER</p>		<p>This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.</p>	
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PTE/17/44

Teignbridge Highways and Traffic Orders Committee
13 July 2017

Highweek Area, Newton Abbot - Experimental Traffic Regulation Order

Report of the Head of Planning, Transportation and Environment

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

Recommendation: It is recommended that:

- (a) the committee approves the introduction of the Experimental Traffic Regulation Order detailed within this report to reduce traffic through Highweek;**
- (b) officers be authorised to vary the Experimental Traffic Regulation Order as required in consultation with the Local Members and Chairman and in line with the statutory process.**

1. Summary

This report details a proposed Experimental Traffic Regulation Order (ETRO) in Highweek, Newton Abbot to introduce restrictions to address traffic concerns raised by the Highweek Residents Association.

It is proposed to make an Experimental TRO so that the impact of the restrictions can be monitored and, if necessary, minor changes can be made or proposals removed before making a decision on whether to make the changes permanent.

2. Background/Introduction

Newton Abbot is undergoing significant growth, with the adopted Teignbridge Local Plan (2013-2033) outlining proposals for around 6,000 new homes in the Heart of Teignbridge area (Newton Abbot, Kingsteignton and Kingskerswell) during this period. The Local Plan also sets out identified highway infrastructure improvements which are necessary to facilitate the delivery of the development set out in the Local Plan. In particular, this includes the A382 Corridor Improvement Scheme and the A382-A383 Connection.

The village of Highweek in Newton Abbot suffers from the impact of through traffic on its narrow streets. There are concerns over volumes of traffic increasing due to nearby development, and also driver speed and behaviour, such as ignoring give way markings. There are many road sections which are narrow where vehicles are unable to pass due to parked cars, which limits the capacity of the Highweek road network.

Congestion at Dyrons and Churchill's Roundabouts results in some traffic between the A382/A38 North and Newton Abbot taking an alternative route through Highweek using Ringslade Road and Pitt Hill Road, and traffic (including HGVs) between the A382/A38 North and new housing to the west of Newton Abbot (Mile End, Hele Park) taking a route using Mile End Road and Ringslade Road. Traffic count data has been collected by Devon County Council (DCC) on Ringslade Road and Whitehill Road which suggests that the highest traffic flows are experienced between 17:00 and 18:00 on weekdays. Table 1 gives a summary of these results.

Agenda Item 11

Date	Ringslade Road Northbound	Ringslade Road Southbound	Whitehill Road Southbound
March 2014	40	208	45
October 2015	61	339	163
March 2017	60	212	<i>Not surveyed</i>

Table 1 – Traffic flows between 17:00 and 18:00

Phase 1 of the A382 Corridor Scheme is expected to relieve congestion at Churchill's Roundabout through the introduction of the Jetty Marsh Phase II link road, and therefore reduce the traffic travelling through Highweek. This scheme has been granted planning permission and has funding secured through CIL and the Heart of the South West Local Enterprise Partnership (LEP). There are concerns that during the works the volume of traffic through Highweek will increase. It is intended that two-way traffic will be maintained on the A382 as far as possible during the works. Traffic will not be formally diverted through Highweek. The impact of shuttle signals was assessed in the A382 Corridor Scheme Transport Assessment which suggests there would be no significant impact on Highweek. It is however possible that some local traffic may favour the route through Highweek due to general disruption on the A382.

The A382-A383 Connection is expected to significantly reduce traffic flows through Highweek by providing an alternative route for traffic between new housing to the west of Newton Abbot and the A382/A38 North. A planning application is due to be submitted by DCC in summer 2017. Funding has been provisionally secured from the LEP and is also expected from Houghton Barton Section 106 contributions. Works are expected to start on the northern end of the scheme in 2020 following on from the A382 Phase 1 scheme. Timings for completion of the scheme are dependent on the build out of the Houghton Barton development.

As the A382-A383 Connection will not be completed before the A382 Phase 1 works commence, and current developments in the area will be finished before the A382-A383 Connection is completed, an interim solution has been proposed for Highweek.

A meeting was held on 10 November 2015 to discuss the issues through Highweek and to identify options to enable Highweek as a community to continue to function. This meeting was attended by Councillors, Devon County Council officers, Teignbridge District Council Officers and representatives from the Highweek Resident's Association. This report proposes to implement the measures identified at this meeting as an Experimental Traffic Regulation Order.

3. Proposal

The measures being proposed are:

1. Closure of Whitehill Road at the northern end
2. Restricted access for vehicles over 7.5 tonnes on Ringslade Road
3. Pitt Hill Road to be one way northbound from Stoneleigh Close

A summary of these measures is shown in Appendix A.

1. Closure of Whitehill Road

Whitehill Road is currently one way in the southbound direction, with a banned right turn from the A382 North. The principal of closing the road completely at the northern end has been approved as part of the A382 Corridor Scheme. This report proposes early closure of

Whitehill Road by the introduction of a kerb and hazard markers at the junction of Whitehill Road with the A382. A detailed drawing of the proposal is included in Appendix B.

It is considered that closing Whitehill Road will reduce the volume of traffic through Highweek Village. In 2015, 163 vehicles used Whitehill Road between 17:00 and 18:00. Although some of this traffic may use the alternative route via Ringslade Road, the overall result is considered to be a reduction in traffic through Highweek.

As part of the closure, the no right turn into Whitehill Road and the one way at the eastern end of Whitehill Road will be revoked.

2. Restricted access for vehicles over 7.5 tonnes on Ringslade Road

Due to the narrow road widths through Highweek it is proposed to restrict access for vehicles over 7.5 tonnes on Ringslade Road. This will prevent such vehicles from leaving the A382 and travelling through Highweek where they may get stuck and be unable to manoeuvre without causing damage to property. A detailed drawing of the proposal is included in Appendix B.

3. Pitt Hill Road to be one way northbound from Stoneleigh Close

As the traffic flows in **Error! Reference source not found.** show, the dominant traffic movement in the PM peak is traffic travelling southbound on Ringslade Road. Observations at the junction of Highweek Village, Ringslade Road and Pitt Hill Road suggest that a large proportion of this traffic continues from Ringslade Road to Pitt Hill Road and out to the A383 to avoid congestion at Churchill's Roundabout. The section of Pitt Hill Road from Stoneleigh Close to Highweek Village is very narrow and has no footway for approximately 30 metres.

The proposal to make this section of Pitt Hill Road one way northbound is intended to act as a deterrent to traffic travelling southbound and improve safety. Although some traffic may use the alternative route along Coombeshead Road, it is considered that there would be an overall reduction in traffic through Highweek. The traffic travelling through Highweek would be required to negotiate the narrow section of Highweek Village, which would act as a natural traffic calming measure, capacity constraint and deterrent. A detailed drawing of the proposal is included in Appendix B.

Experimental Traffic Regulation Order

The effectiveness of the measures is difficult to fully quantify, and as such an Experimental Traffic Regulation Order is considered appropriate to respond to the concerns raised by residents and Councillors. This provides the benefit of being able to monitor the impacts against the aims of the scheme and if necessary make minor modifications or remove proposals before a final decision on the permanent Traffic Regulation Order is made.

Timescales

The current programme is to implement the measures in September 2017 and the ETRO can run up to March 2019. However, a decision will need to be made prior to this end date.

4. **Consultations/Representations/Technical Data**

Teignbridge District Councillors Bullivant, Hocking and Brodie have conducted external consultation with residents and the Highweek Residents Association regarding the proposals and the need for action to be taken. They report general support from residents and themselves for the introduction of these measures on an experimental basis.

Agenda Item 11

During consultation activities for the NA1 Houghton Barton Development Framework Plan, the proposals outlined in this report for traffic management through Highweek were also presented to the public to seek their views. This included a 6 week consultation period from 27 February to 10 April 2017, with the plans displayed on the Teignbridge District Council website. There was also a public exhibition event held at Highweek Village Hall on 16 March 2017 which was attended by around 150 members of the public.

Representations were made verbally to officers in attendance at the public exhibition event and a small number via email following the event. People commented on the proposed traffic management for Highweek and were appreciative that something was planned to address the current problems in the area. There was overwhelming support for the first two measures: closure of Whitehill Road and restricted access for vehicles over 7.5t on Ringslade Road. The third measure also received comments of support, however some concerns were raised. The key concerns are summarised below.

- How will refuse vehicles access Pitt Hill Road?
- This will encourage more traffic through Highweek Village and Coombeshead Road which are already busy and dangerous.
- The left turn from Coombeshead Road to Pitt Hill Road is very tight and more traffic will be required to make this turn.
- This will free up speeding motorists going up the hill on Pitt Hill Road.
- The one way section should be southbound not northbound.
- This will not discourage traffic from travelling through Highweek.
- This is just going to move the problem elsewhere.
- No consultation undertaken with residents.
- Different measures are needed (speed humps, 20mph limit, other options for making other roads in Highweek one-way, north facing slip roads on A38/A383 junction)

Following the consultation, views were sought from the Refuse Operations Coordinator, Cleansing and Market Services, Teignbridge District Council and the Road Casualty Reduction Officer, Devon and Cornwall Police.

The Refuse Operations Coordinator confirmed that refuse vehicles do not use this section of Pitt Hill Road on their routes, nor would they be affected by the closure of Whitehill Road. Refuse routes do use Ringslade Road however the written order for the restriction will include an exemption for refuse vehicles. Refuse vehicles access Pitt Hill Road by making the left turn from Coombeshead Road to Pitt Hill Road and have no reports of being unable to make the turn.

Devon and Cornwall Constabulary's Road Casualty Reduction Officer commented that the weight restriction on Ringslade Road was a very positive move. They were concerned that there might be breaches of the one way direction at Pitt Hill Road by residents of Stoneleigh Close as this would be the shortest route home, however provided that residents of Stoneleigh Close have been consulted, and given that this is an experimental order, this measure makes perfect sense.

As the proposal is for an Experimental Traffic Order, if severe adverse effects are experienced following implementation the measure would be reverted back to its current state.

5. Financial Considerations

The estimated cost to implement the scheme is £25,000. This is proposed to be funded from LTP.

6. Environmental Impact Considerations

Reducing traffic and HGV vehicles through Highweek will have a positive environmental impact in some areas and negative impacts in others, likely resulting in an overall neutral impact.

The main aim of the scheme is to create a better social environment for Highweek as a whole.

7. Equality Considerations

No new policies are being recommended in this report and therefore an individual Equality Impact and Needs Assessment for the scheme is not considered necessary.

8. Legal Considerations

There is a legal requirement for the Highway Authority to give due consideration to the Road Traffic Regulation Act 1984, Traffic Management Act 2004, The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and all other enabling powers.

It is the duty of the local authority in exercise of its functions under the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic and the provision of suitable and adequate parking facilities having regard, so far as it is practicable, to the following factors:.

(a) the desirability of securing and maintaining reasonable access to premises;

Officer recommendation: It is considered that the proposals will reduce traffic flows in the Highweek Area, improving the area for local residents. It is considered that access to premises is reasonable. However, this will be monitored as part of the scheme and any comments received will be considered before a final decision is made on whether to make the restrictions permanent.

(b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run.

Officer recommendation: It is considered that the proposals will reduce traffic flows in the Highweek Area improving the area for local residents. Access for Heavy Commercial Vehicles will be restricted and it is considered that this will ensure they use more appropriate routes to access their final destination in the large majority of cases. However, this will be monitored as part of the scheme and any comments received will be considered before a final decision is made on whether to make the restrictions permanent.

(c) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy).

Officer recommendation: Not relevant to this proposal.

(d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.

Officer recommendation: Not relevant to this proposal as public service vehicles do not use Pitt Hill Road or Whitehill Road.

(e) any other matters appearing to the local authority to be relevant.

Agenda Item 11

Officer recommendation: other relevant matters for consideration are outlined in the body of this report.

9. Risk Management Considerations

There is a risk that traffic in the Highweek area may increase as traffic finds alternatives routes. However this will be monitored and if necessary minor modifications could be made.

10. Public Health Impact

There is not considered to be any public health impact.

11. Options/Alternatives

The County Council will continue to progress the longer term major schemes on the A382 and the A382/A383 Connection.

A number of alternatives were discussed and dismissed at the meeting in November 2015.

Speed humps and speed limit restrictions are not considered to be effective in addressing the concerns of the residents.

Due to the timing of this scheme and the longer term schemes, the delays which would be incurred by investigating alternative options would likely result in no scheme being implemented.

12. Reason for Recommendations

The County Council is responding to concerns raised by residents and local councillors and their requests for interim measures in advance of the longer term major scheme solutions being completed. There is no easy answer to the traffic problems in Highweek. There is a longer term plan however it is recognised that there are existing problems and these could get worse when the construction of the A382 improvements starts. This scheme will test the effectiveness of the measures which have been subject to consultation. This provides the benefit of being able to monitor the impacts against the aims of the scheme and if necessary make minor modifications or remove proposals before a final decision is made.

Dave Black
Head of Planning, Transportation and Environment

Electoral Divisions: Bovey Rural and Newton Abbot North

Local Government Act 1972: List of Background Papers

Contact for enquiries: Andrew Ardley

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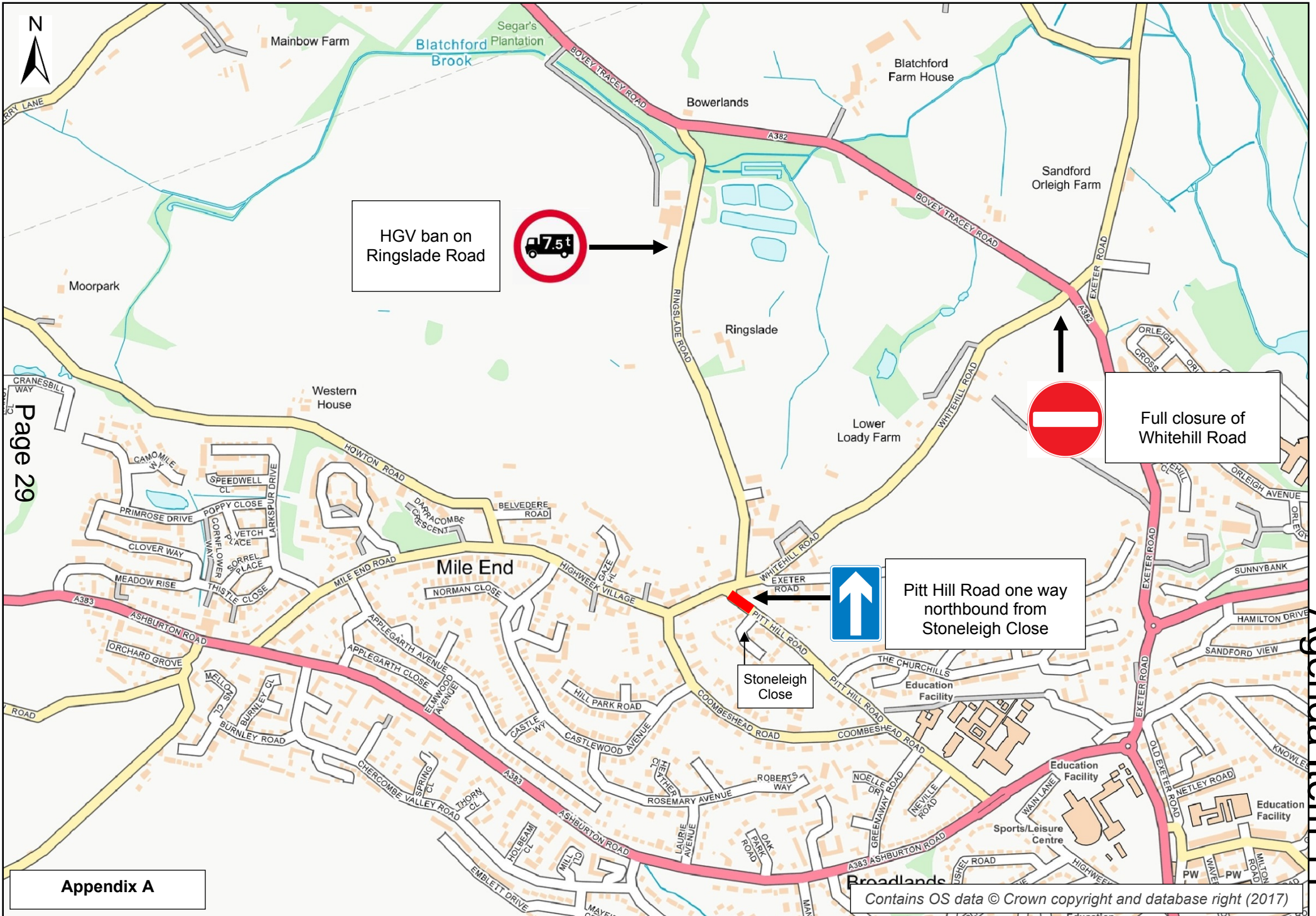
Tel No: 01392 383000

Background Paper	Date	File Ref.
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None

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sc/cr/highweek area newton abbot experimental traffic regulation order ETRO 04 050717



HGV ban on Ringslade Road



Full closure of Whitehill Road

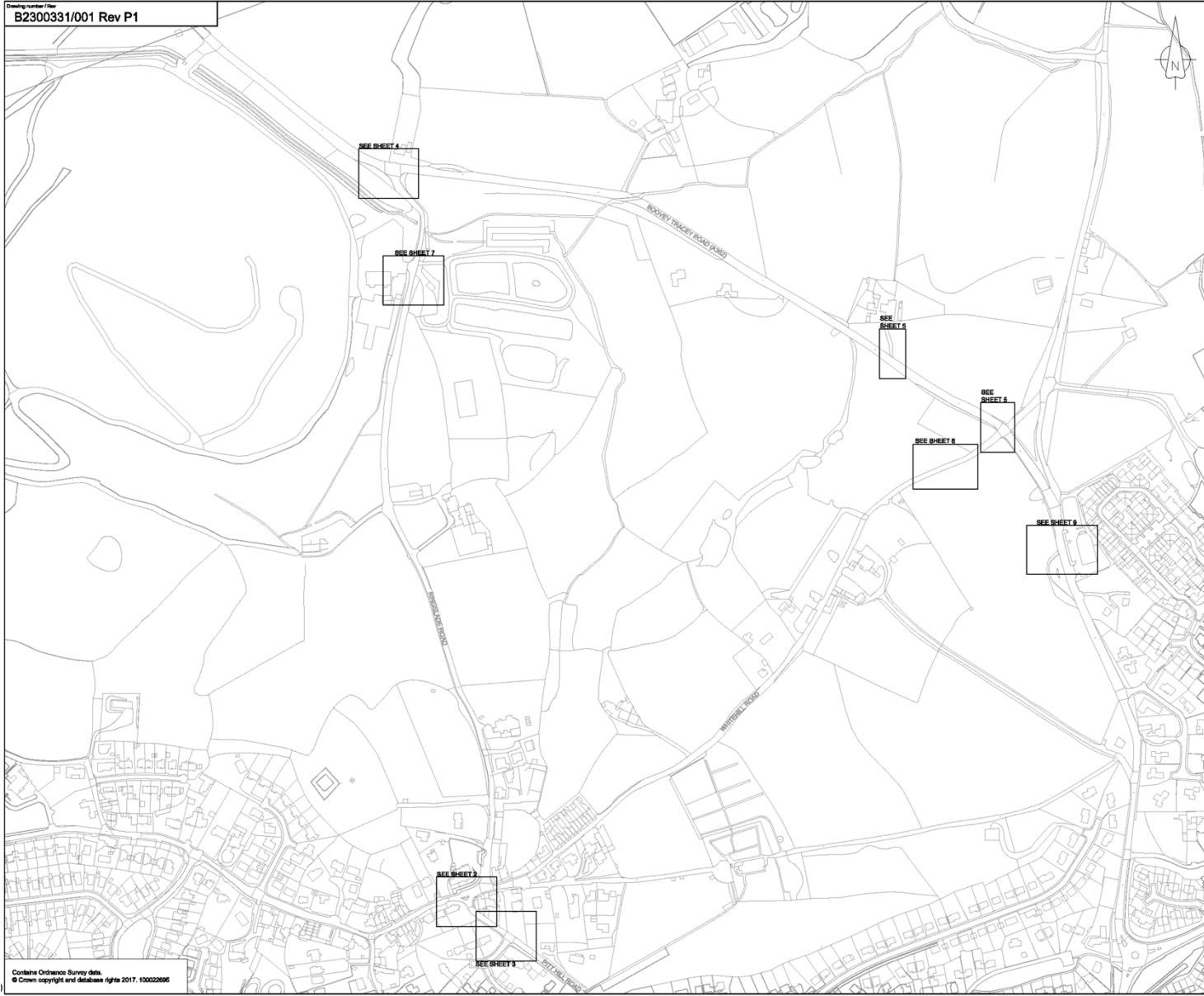


Pitt Hill Road one way northbound from Stoneleigh Close

Stoneleigh Close

Appendix B
To PTE/17/44

Drawing number / Rev
B2300331/001 Rev P1



NOTES
1. ALL DIMENSIONS SHOWN ARE IN METRES UNLESS OTHERWISE STATED.
2. DO NOT SCALE FROM THIS DRAWING

PI	04/01/17	REVISION/UPDATE	PI	AM	PO	PI
PO	15/06/17	PRELIMINARY	PI	AM	DR	DR
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd

Client:



Project
**HIGHWEEK AREA
EXPERIMENTAL
TRAFFIC ORDER**

Drawing title
**PROPOSED SIGN LAYOUT
SHEET 1 OF 9**

Drawing status
PRELIMINARY

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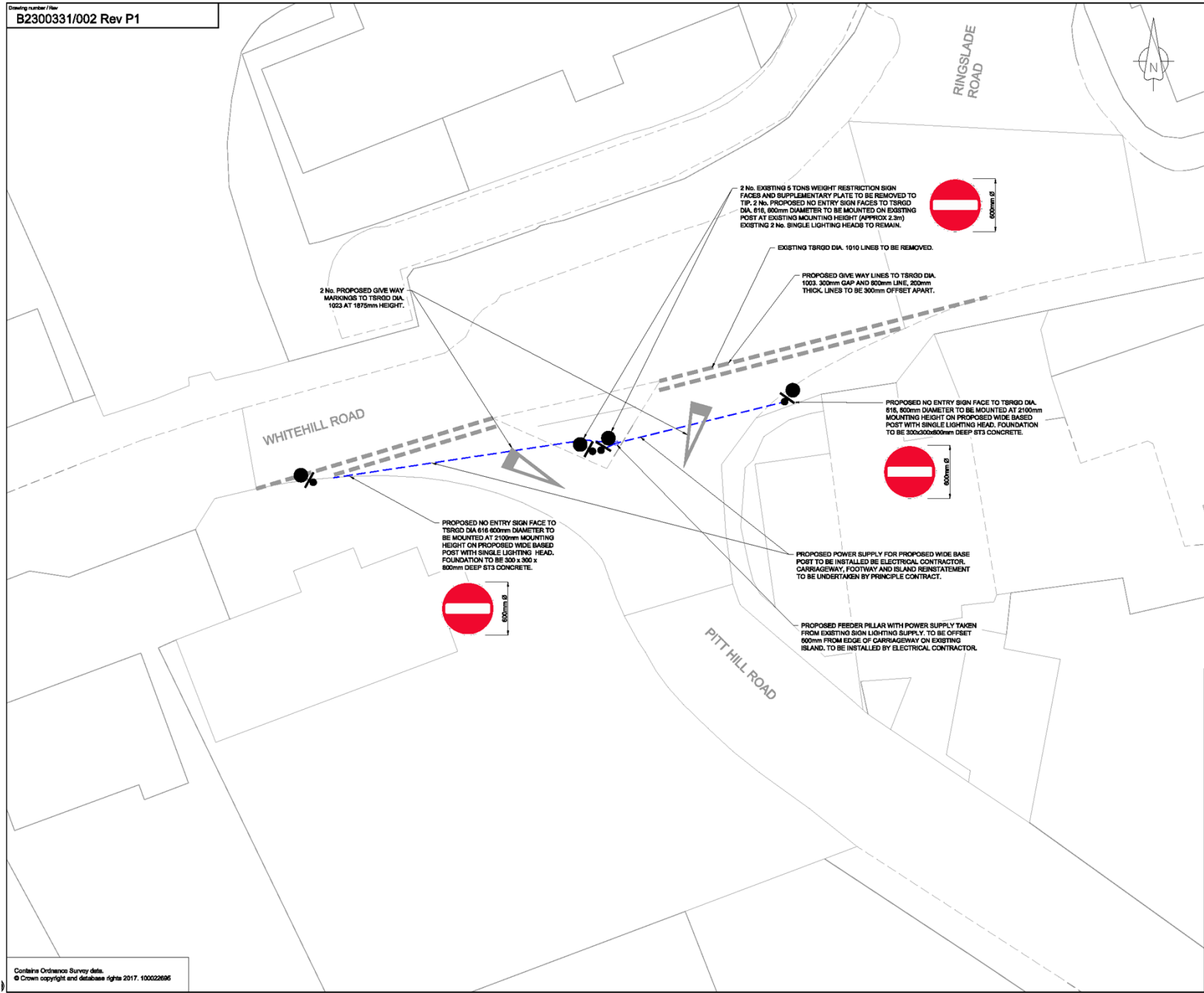
Project No.
B2300331

Drawing number
B2300331/001

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P1

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PI	06/07/17	REVIEW UPDATE	PH	AM	PC	PC
PO	10/09/17	FINAL SIGNIFY	PH	AM	DK	DK
Rev	Rev. Date	Purpose of revision	Drawn	Created	Issd	Apprv

Client: **Devon County Council**

Project: **HIGHWEEK AREA EXPERIMENTAL TRAFFIC ORDER**

Drawing title: **PROPOSED SIGN LAYOUT SHEET 2 OF 9**

Drawing status: **PRELIMINARY**

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Drawing number: **B2300331**

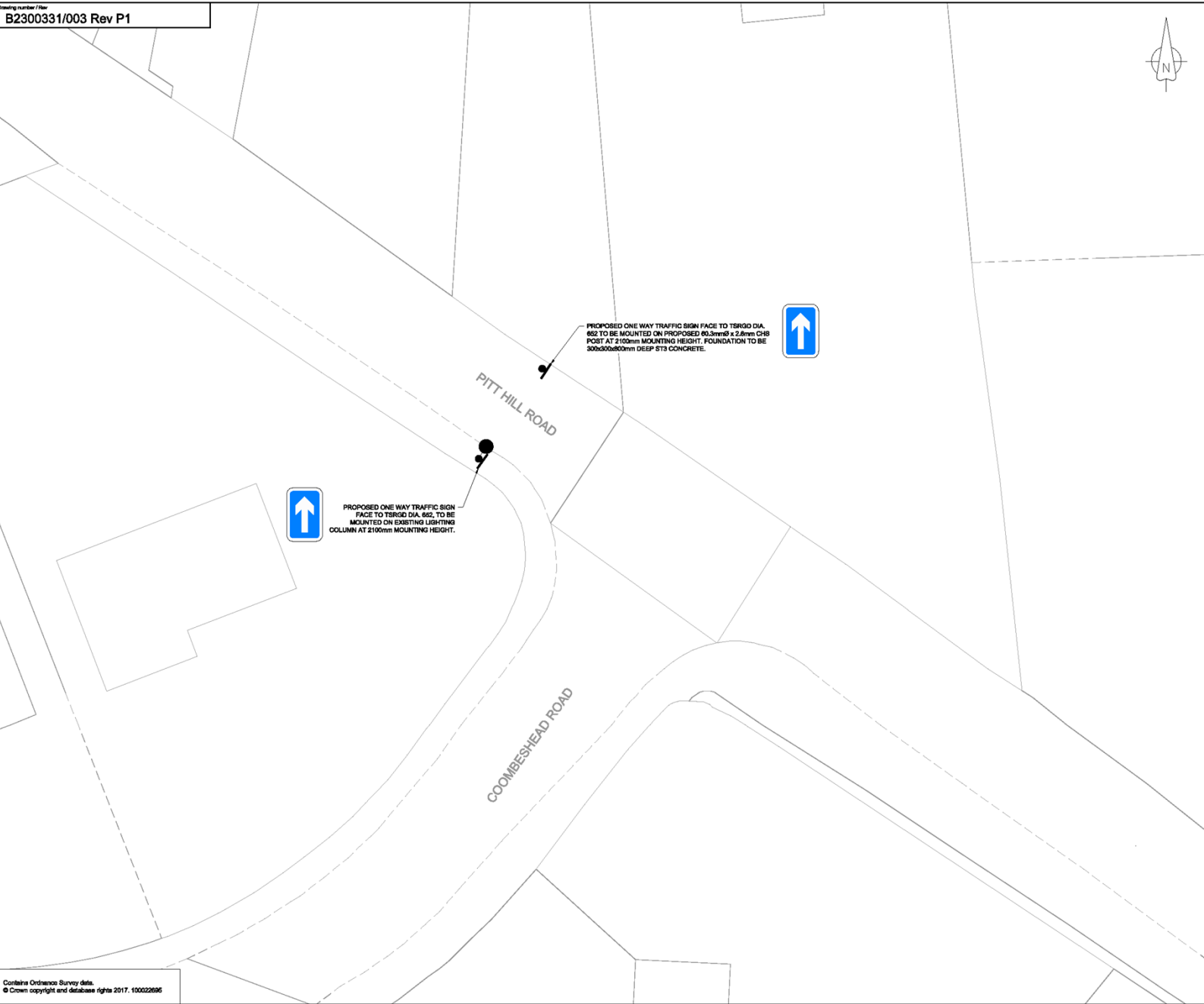
Rev: **P1**

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B2300331/003 Rev P1



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PI	04/07/17	REVIEW UPDATE	PII	AM	PC	PC
PC	15/08/17	PRELIMINARY	SH	AM	DR	DR
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	App'd

Client:



Project
**HIGHWEEK AREA
 EXPERIMENTAL
 TRAFFIC ORDER**

Drawing title
**PROPOSED SIGN LAYOUT
 SHEET 3 OF 9**

Drawing status
PRELIMINARY

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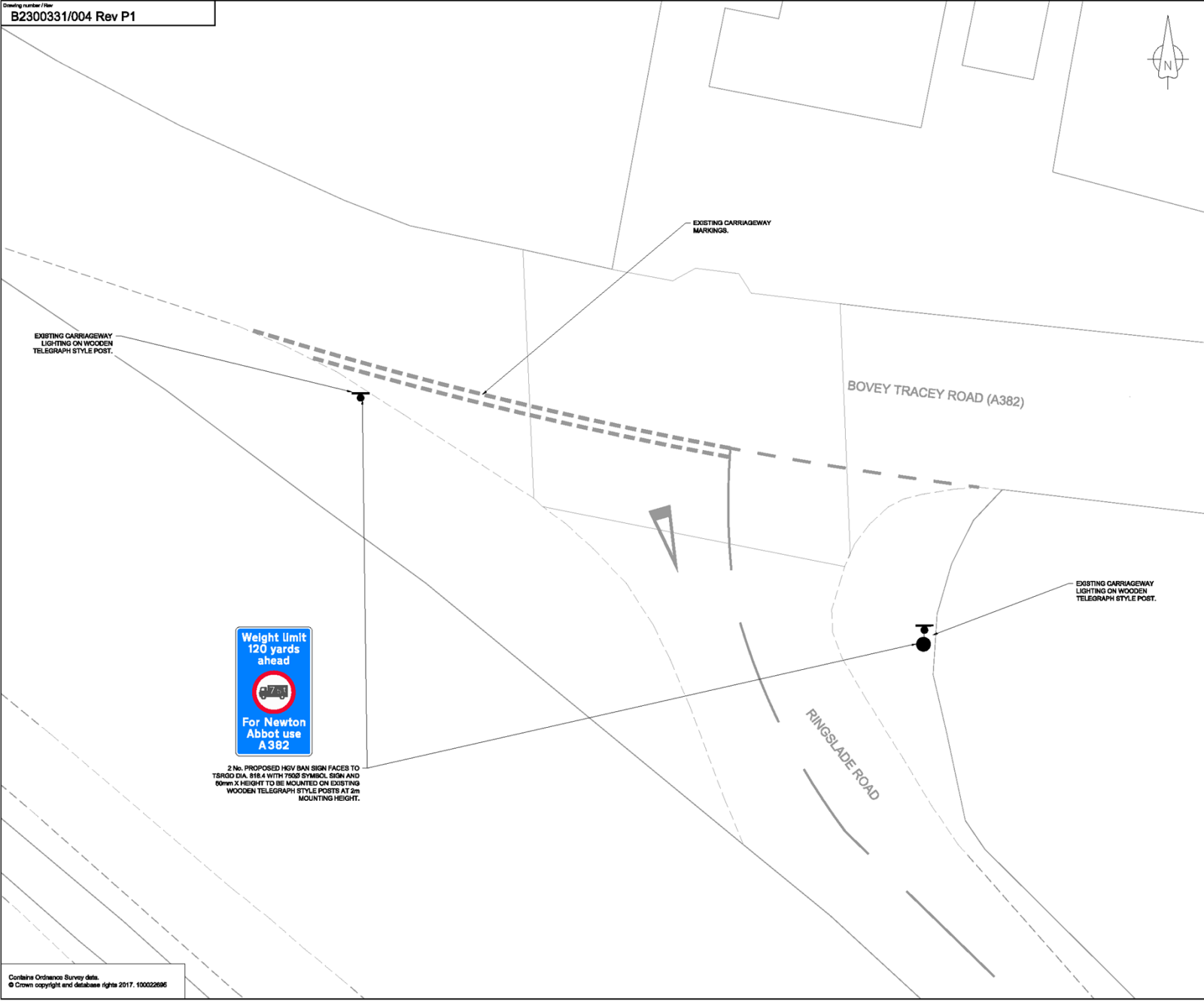
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 Rev P1

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Drawing number / Rev
B2300331/004 Rev P1



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2 No. PROPOSED HGV BAN SIGN FACES TO T8R80 DIA. 816.4 WITH T502 SYMBOL SIGN AND 60mm X HEIGHT TO BE MOUNTED ON EXISTING WOODEN TELEGRAPH STYLE POSTS AT 2m MOUNTING HEIGHT.

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P1	04/07/17	REVIEW UPDATE	PH	AM	PC	PC
PO	16/06/17	PRELIMINARY	PH	AM	DR	DR
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Revised	Approved

Client:



Project
**HIGHWEEK AREA
 EXPERIMENTAL
 TRAFFIC ORDER**

Drawing title
**PROPOSED SIGN LAYOUT
 SHEET 4 OF 9**

Drawing status
PRELIMINARY

Scale
 1:100 @A1 DO NOT SCALE

Project No.
 B2300331

Drawing number
B2300331/004 Rev
P1

Drawing number / Rev
B2300331/005 Rev P1



- NOTES**
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 - DO NOT SCALE FROM THIS DRAWING



2No EXISTING RIGHT TURN BAN SIGN FACES AND POSTS TO BE REMOVED TO TIP.



EXISTING CROSS ROAD AHEAD WARNING SIGN FACE TO BE REMOVED TO TIP. PROPOSED SIDE ROAD AHEAD WARNING SIGN FACE TO TSROD DIA 502.1. 750mm HEIGHT WITH DISTANCE SUPPLEMENTARY PLATE (170yds) TO TSROD DIA. 573 WITH 62.5mm X-HEIGHT AND NEW ROAD LAYOUT AHEAD SIGN TO TSROD DIA 704 WITH 62.5mm HEIGHT TO BE MOUNTED ON PROPOSED 76.1 x 3.2mm THICK CHS POST. FOUNDATION TO BE 400 x 400 x 800 DEEP ST3 CONCRETE. SIGN FACES TO BE POSITIONED AT 2m MOUNTING HEIGHT WITH 400mm OFFSET FROM EDGE OF CARRIAGEWAY TO SIGN FACE.



EXISTING 2No. ONE WAY SIGN FACES TO BE REMOVED TO TIP. EXISTING POSTS TO REMAIN.

AREA BEHIND PROPOSED KERBS TO BE REGULATED AND SURFACED. SEE CROSS SECTION A-A DETAIL FOR FURTHER INFORMATION.

PROPOSED REDKERB HB BOLT DOWN KERBING OR SIMILAR OF CARRIAGEWAY TRANSITIONING INTO EXISTING FOOTPATH ACROSS FULL WIDTH OF EXISTING SIDE ROAD (APPROXIMATELY 10m).

PROPOSED 4 No. VERGE MASTER HAZARD MARKER BOLLARDS OF 2m CENTRES OFFSET 400mm FROM EDGE OF CARRIAGEWAY. TO BE INSTALLED AS PER MANUFACTURERS SPECIFICATION.

EXISTING 6 No. HB KERBS TO CURVED SECTION OF FOOTPATH TO BE REMOVED SO THAT PROPOSED SURFACE CAN BE TRANSITIONED INTO FOOTPATH

Rev	Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd



Project
 HIGHWEEK AREA
 EXPERIMENTAL
 TRAFFIC ORDER

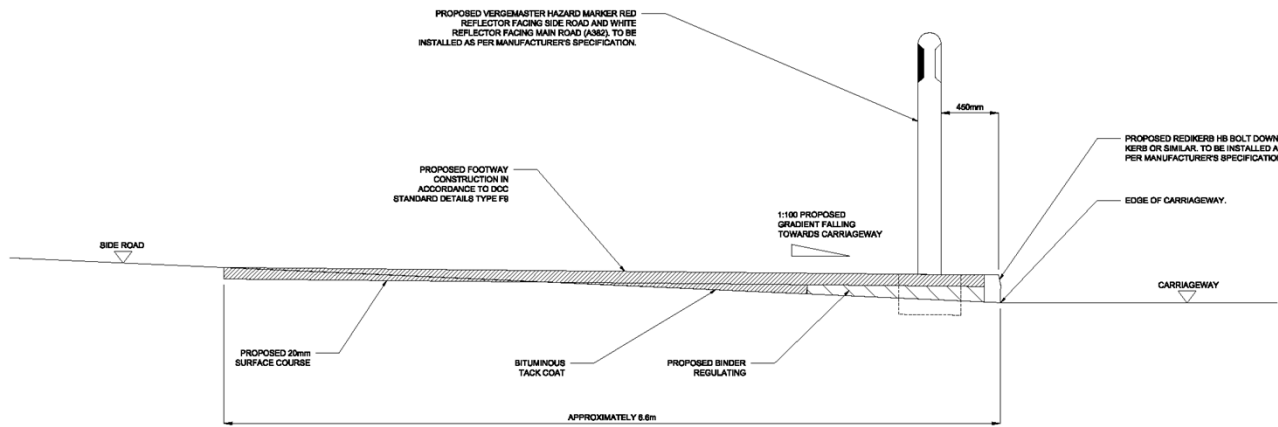
Drawing title
 PROPOSED SIGN LAYOUT
 SHEET 5 OF 9

Drawing status
 PRELIMINARY

Scale	1:100 @A1	DO NOT SCALE
Project No.	B2300331	
Drawing number	B2300331/005	Rev P1

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Drawing number / Rev
B2300331/006 Rev P1



CROSS SECTION A-A DETAIL

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- NOTES**
1. ALL DIMENSIONS SHOWN ARE IN METRES UNLESS OTHERWISE STATED.
 2. DO NOT SCALE FROM THIS DRAWING

PI	04/01/17	REVIEW UPDATE	PH	JM	PC	PG
PD	16/06/17	PRELIMINARY	PH	JM	DR	DR
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Approved

Client:

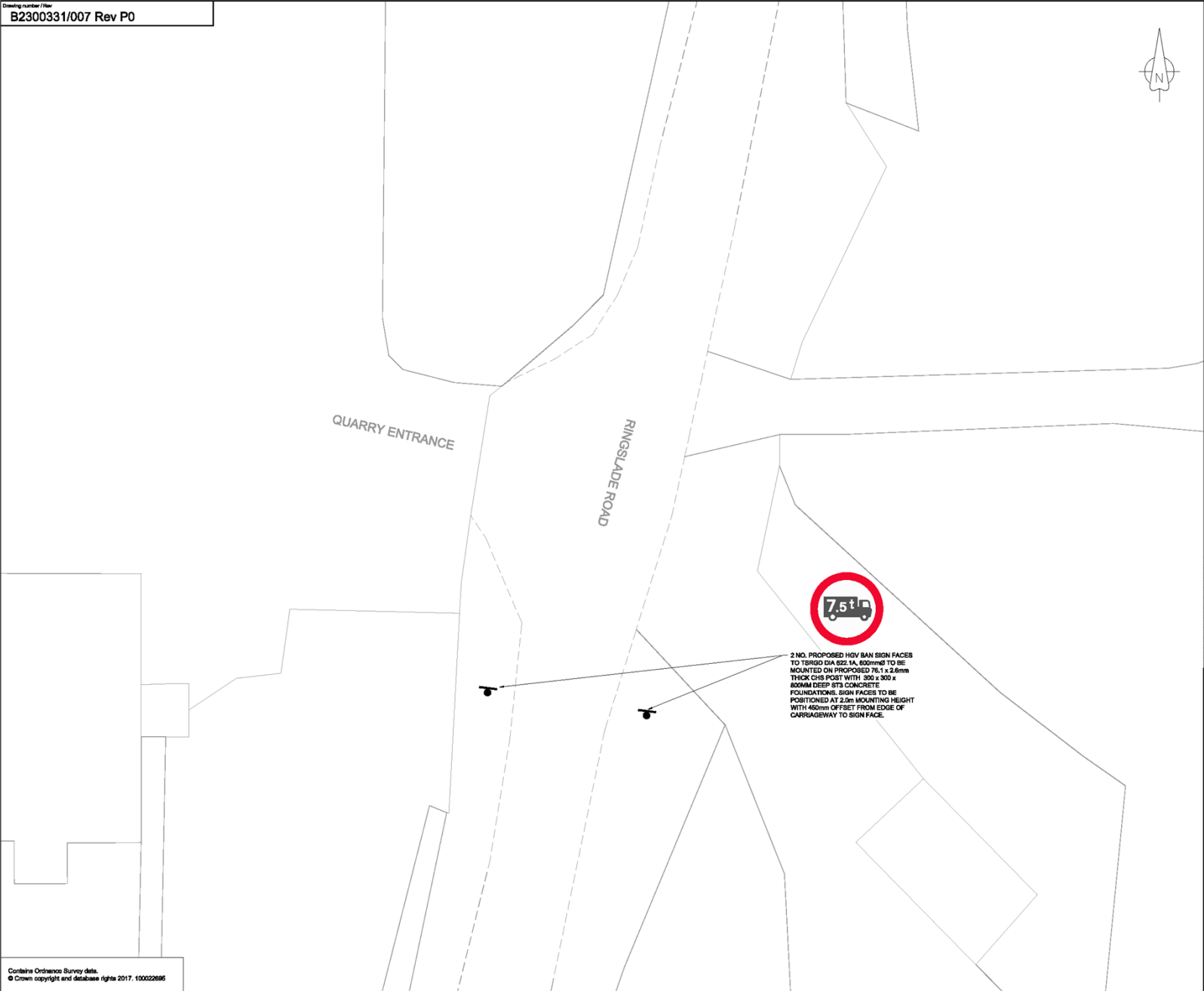
Project:
**HIGHWEEK AREA
 EXPERIMENTAL
 TRAFFIC ORDER**

Drawing title:
**PROPOSED SIGN LAYOUT
 CROSS SECTION DETAIL
 SHEET 6 OF 9**

Drawing status:
PRELIMINARY

Scale: NTS DO NOT SCALE
 Project No: B2300331
 Drawing number: B2300331/006 Rev: P1

Drawing number/Rev
B2300331/007 Rev P0



2 NO. PROPOSED HGV BAN SIGN FACES
 TO T8R80 DIA 822.1A, 600mm² TO BE
 MOUNTED ON PROPOSED 76.1 x 2.6mm
 THICK CHS POST WITH 300 x 300 x
 800MM DEEP ST3 CONCRETE
 FOUNDATIONS. SIGN FACES TO BE
 POSITIONED AT 2.0m MOUNTING HEIGHT
 WITH 450mm OFFSET FROM EDGE OF
 CARRIAGEWAY TO SIGN FACE.

NOTES

1. ALL DIMENSIONS SHOWN ARE IN METRES UNLESS OTHERWISE STATED.
2. DO NOT SCALE FROM THIS DRAWING

NO	DATE/TITLE	REVISION/DATE	PH	JM	PC	PO

Rev	Rev Date	Purpose of revision	Drawn	Checked	Iss'd	Appr'd

Client:



Project
**HIGHWEEK AREA
 EXPERIMENTAL
 TRAFFIC ORDER**

Drawing title
**PROPOSED SIGN LAYOUT
 CROSS SECTION DETAIL
 SHEET 7 OF 9**

Drawing status
PRELIMINARY

Scale
 1:100 @A1
DO NOT SCALE

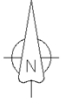
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Drawing number
B2300331/007

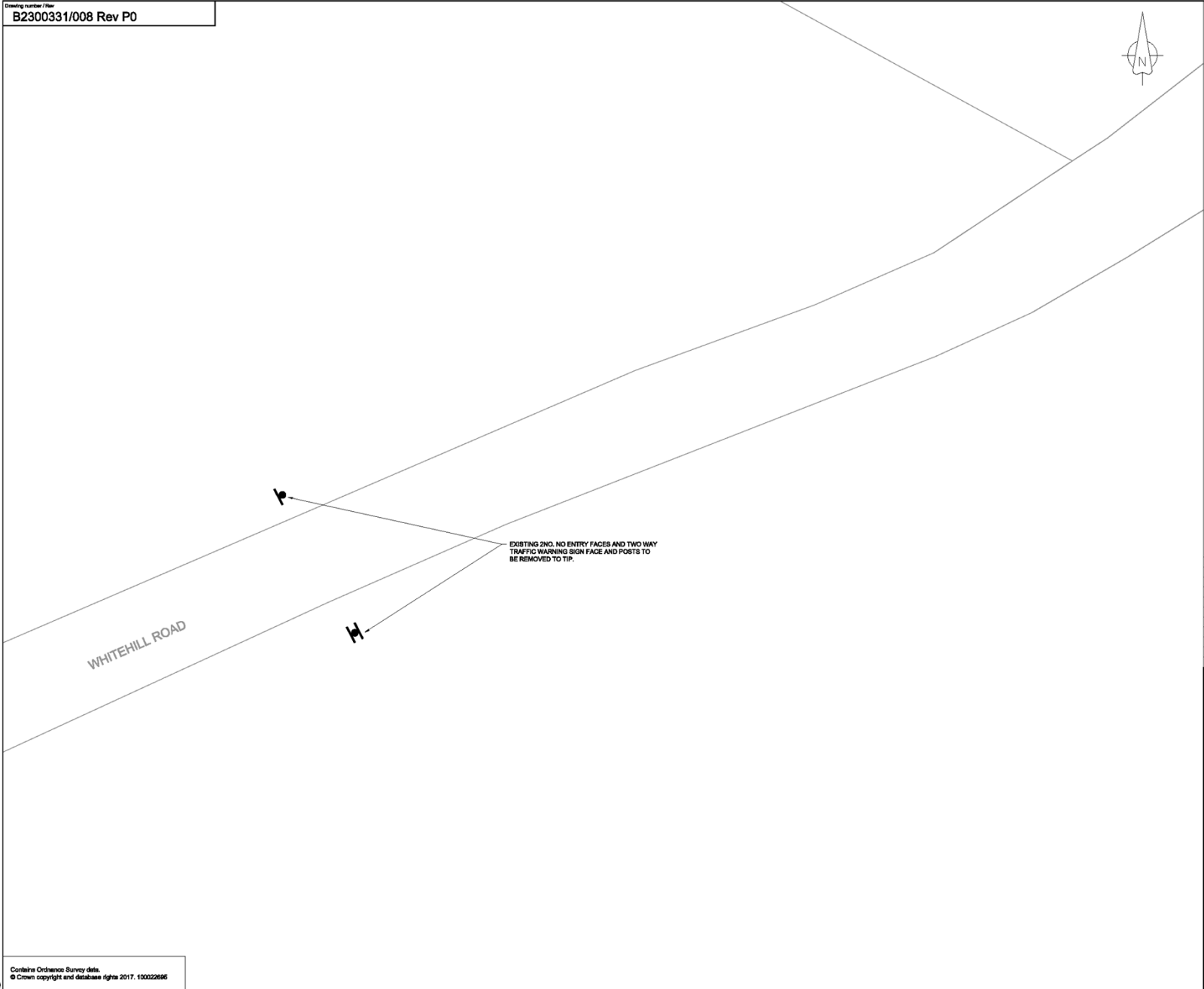
Rev
P0

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Drawing number / Rev
B2300331/008 Rev P0



NOTES
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EXISTING 2ND, NO ENTRY FACES AND TWO WAY TRAFFIC WARNING SIGN FACE AND POSTS TO BE REMOVED TO TIP.

WHITEHILL ROAD

Rev	Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd



Project
**HIGHWEEK AREA
EXPERIMENTAL
TRAFFIC ORDER**

Drawing title
**PROPOSED SIGN LAYOUT
CROSS SECTION DETAIL
SHEET 8 OF 9**

Drawing status
PRELIMINARY

Scale
1:100 @A1 DO NOT SCALE

Project No.
B2300331

Drawing number
B2300331/008 Rev
P0

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Drawing number / Rev
B2300331/009 Rev P0



**New Road
 Layout
 Ahead**

PROPOSED NEW ROAD LAYOUT AHEAD SIGN
 FACE WITH 50mm X-HIGHT TO T8R80 DIA 75H4,
 TO BE MOUNTED ON EXISTING 30mph REPEATER
 SIGN POST.

- NOTES**
1. ALL DIMENSIONS SHOWN ARE IN METRES UNLESS OTHERWISE STATED.
 2. DO NOT SCALE FROM THIS DRAWING

PO	04/07/17	REVIEW UPDATE	PH	AM	PO	PO
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Revised	Approved

Client



Project
 HIGHWEEK AREA
 EXPERIMENTAL
 TRAFFIC ORDER

Drawing title
 PROPOSED SIGN LAYOUT
 CROSS SECTION DETAIL
 SHEET 9 OF 9

Drawing status
 PRELIMINARY

Scale 1:100 @A1 **DO NOT SCALE**
Project No. B2300331
Drawing number B2300331/009 **Rev** P0

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