

Phil Norrey  
Chief Executive

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

County Hall  
Topsham Road  
Exeter  
Devon  
EX2 4QD

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(See below)

Your ref :  
Our ref :

Date : 25 October 2017  
Please ask for : Fiona Rutley 01392 382305

Email: [fiona.rutley@devon.gov.uk](mailto:fiona.rutley@devon.gov.uk)

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**TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE**

Thursday, 2nd November, 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 to consider the following matters.

P NORREY  
Chief Executive

**AGENDA**

**PART I - OPEN COMMITTEE**

- 1 Apologies for absence
- 2 Minutes (Pages 1 - 6)  
Minutes of the meeting held on 13 July 2017 attached.
- 3 Items Requiring Urgent Attention  
Items which in the opinion of the Chair 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]*  
[\(https://new.devon.gov.uk/democracy/guide/constitutionparts2-4/part-4-section-7-petition-scheme/\)](https://new.devon.gov.uk/democracy/guide/constitutionparts2-4/part-4-section-7-petition-scheme/).

## **MATTERS FOR DECISION**

- 5      A380 South Devon Highway: Review of Data (minute \*38) (Pages 7 - 12)  
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/17/75) attached. Police representative also to report.  
*Electoral Divisions: Newton Abbot South, Ipplepen & The Kerswells*
- 6      Annual Waiting Restriction Programme (Pages 13 - 96)  
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/17/76) attached.  
*Electoral Divisions: All in Teignbridge*
- 7      Traffic Sensitive Streets (Pages 97 - 100)  
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/17/70) attached.  
*Electoral Divisions: All*
- 8      Brunel Industrial Estate, Newton Abbot - Proposed Waiting Restrictions (Pages 101 - 110)  
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/17/77) attached.  
*Electoral Division: Newton Abbot North*
- 9      Reference from Teignbridge HATOC to Cabinet - St Marychurch Road, Newton Abbot (minute 40(d) HATOC)  
To note Cabinet Minute \*66 (11 October 2017):-  
*RESOLVED that*  
*(a) a departure from policy be agreed, to permit the advertising of a Traffic Regulation Order to extend the existing 30mph limit to an appropriate location to the south east of the junction with Twickenham Road; and*  
*(b) if implemented, the road be monitored and the results used to inform future policy review.*  
The full Cabinet minute may be viewed at  
<http://democracy.devon.gov.uk/ieListDocuments.aspx?CId=133&MId=2129&Ver=4>  
*Electoral Divisions: Newton Abbot South, Ipplepen & The Kerswells*

## **MATTERS FOR INFORMATION**

- 10      Actions Taken Under Delegated Powers (Pages 111 - 112)  
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/17/78) attached.  
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.  
*Electoral Divisions: Newton Abbot South, and Newton Abbot North, Dawlish*

### 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**

<p><b><i>Part II Reports</i></b></p> <p><i>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).</i></p> <p><i>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.</i></p>
<p><b><i>Agenda Items and Attendance of District &amp; Town/Parish Councillors</i></b></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>For further information please contact Fiona Rutley on 01392 382305.</i></p>

**Membership**County Councillors

Councillors S Barker, J Brodie, J Brook (Chair), J Clatworthy, A Connett, A Dewhurst, 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 Chair. 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 Chair 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

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Induction loop system available



## TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

13 July 2017

Present:-

Devon County Council:-

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 and R Prowse

Apologies:-

Councillors M Haines, Teignbridge District Council

\* **32**      **Election of Chairman and Vice-Chairman**

**RESOLVED** that Councillors Brook and Russell be elected Chairman and Vice-Chairman respectively for the ensuing year.

\* **33**      **Minutes**

**RESOLVED** that the minutes of the meeting held on 30 March 2017 be signed as a correct record

\* **34**      **Items Requiring Urgent Attention**

There were no items requiring urgent attention.

\* **35**      **Standards Monitoring**

Mrs A Mayes MBE who was attending in her capacity as a Co-opted Member of the County Council's Standards Committee to observe and monitor compliance with the Council's ethical governance framework was welcomed to the meeting.

**36**      **Members' Induction: Duties and Responsibilities and Traffic Regulation Order (TRO) Approval Process**

The Committee received a presentation from the Acting Chief Officer for Highways, Infrastructure Development and Waste on the work of the Committee covering the Constitution, Terms of Reference and Scheme of Delegation.

A Member suggested it would be beneficial if the limit of £250,000 for approval of highway improvement schemes determined by Highways and Traffic Orders Committees (HATOCs) could be increased, having been at that level for many years.

**RESOLVED**

(a) that the Procedures Committee be asked to consider increasing the limit of £250k for the approval of highway improvement schemes to be determined by HATOCs, under delegated powers to HATOCs and to amending the Constitution and Financial Regulations accordingly;

# Agenda Item 2

(b) that the presentation be circulated to Members for information.

\* 37

## **Devon Highways Term Maintenance Contract**

(Mr S Kane (Contract Manager, Skanska) attended and spoke to this item at the invitation of the Committee).

The Committee received a presentation from Mr Kane covering:-

-the Company's origin and ethos, employee number and wide ranging infrastructure and engineering activities across local authority and other sectors;

-management of the Devon Highways Maintenance Contract, including 9 operational Depots, co-location of staff, use of the existing 'Devon Highways' brand, investment in new operational vehicles, a new training academy, information sharing and development of 'system thinking' to achieve efficiencies and cashable savings;

-the Company's safety culture, sustainable/energy policies and working practices, behavioural code of practice for employees in relations with contract partners and the public; and the Company's training ethos, career development of employees, including apprenticeships.

Members' questions, comments and officer responses included:-

-employees from previous contractor transferred under TUPE regulations;

-potholes (reactive works) – meeting repair criteria and timescales, DCC developing on an IT emailing system as a priority to keep those reporting such matters informed of progress;

-logo's on current pothole reporting system – officers to investigate and advise Members;

-delay with the provision of some signage for works being undertaken;

-fleet diversity

-delay in carrying out some planned works due to co-ordination eg resurfacing of country lanes;

-automatic linking of timescale for works according to policy to better inform interested parties;

-how quality issues in general would be monitored and improved upon;

-further sharing of work prioritisation discussions between Skanska and DCC;

-Members to bring to Skanska's attention any specific delays through their local highway officer so these may be expedited where appropriate – some catch up/delay on lead in time following change of contractor.

\* 38

## **A380 South Devon Highway: Review of Traffic Enforcement Options (minute \*29, 30 March 2017)**

Police Representative MPC Phil Saundercock (Road Safety Camera Partnership) attended as requested by the Committee to update Members on the monitoring and enforcement of traffic speeds on the South Devon Highway following the Committee's ongoing concerns since the opening of the road that, in particular, the 50 mph speed limit was consistently being breached by many motorists and that this continued to have a significant adverse effect (particularly noise) on many residents particularly in the Aller and Kingskerswell areas.

MPC Saundercock referred to enforcement options that could be carried out by various police teams but that police budget reductions had significantly diminished this capability and diverted resources elsewhere. Operation Falcon was to be carried out shortly but this was

not a long term solution. Discussions were taking place with DCC to expedite camera and speed monitoring and enforcement accessibility by hardening verges in appropriate locations.

The local County Councillors were hugely disappointed that further data was not now available when the average speed had previously been reported as 66 mph in the 50 mph areas. There was also a knock on effect since the SDH opening on the old Newton Road traffic, with little enforcement of the 20 and 30 mph limits introduced to discourage through traffic from use of the old road. A significant area was currently blighted.

The Chairman requested MPC Saundercock to feedback the Committee's and the local community's strength of feeling and concerns.

## **RESOLVED**

(a) that the Police be requested to give very serious consideration to the many reasons for enforcing the 50mph initially imposed;

(b) that the Police be requested to attend the next meeting and along with County Council Officers provide a report to the next meeting of this Committee (November 2017) on the results of Operation Falcon and other speed data to be collected.

\* 39

## **Annual Waiting Restriction Programme**

Members considered the Report of the Acting Chief Officer for Highways, Infrastructure Development and Waste (HIW/17/62) on annual waiting restrictions programme process for 2017/2018.

Due to previous difficulties in delivering requests for waiting restrictions (resource and / or funding pressures), the Council introduced an annual Local Waiting Restriction Programme for each HATOC area for funding and delivering waiting restriction schemes. The 2016/17 programme delivered proposals at over 250 sites across Devon and building on that success it was intended to develop a programme for 2017/18 to include minor aids to movement improvements such as drop crossing, footway improvements and bollards. The Report outlined that Cabinet had allocated £100,000 countywide, equated to £12,500 to each HATOC area and approval was being sought for the 2017/18 programme. Appendix I (waiting restriction proposals) of the Report identified the proposed schemes and outlined the need for consultation on the detail with the local Member and Chairman of the HATOC, before the proposals would be designed and any associated Traffic Order drafted and advertised. Proposals with no objections would be implemented, those with minor objections would be determined under delegated powers by the acting Chief Officer in consultation with the Local Member and the Chairman of HATOC and those attracting significant objections would be reported to a future HATOC meeting.

In discussion Members noted:-

-there was scope to add additional schemes, with a mid-August 2017 deadline. Officers would be contacting local Members with details for comment over the next few days;

-there were catch up works scheduled from last year's programme following the demobilisation of the former contractor with a temporary contingency fund being established until refunds received where appropriate.

## **RESOLVED**

(a) that work on the annual waiting restrictions programme process for 2017/2018 be noted;

(b) that the recommendations contained in Appendix I to the report be endorsed and subject to consultation with local Members on the details, the proposals be advertised.

# Agenda Item 2

## 40 Request for extension of 30mph speed limit on St Marychurch Road, and Alteration of Aller Brake Road junction, Newton Abbot

Members considered the Report of the Acting Chief Officer for Highways, Infrastructure Development and Waste (HIW/17/63) on a request from the local County Councillor to consider an extension of the 30 mph speed limit to include the junction of Twickenham Road.

Members fully supported this request as it was felt that the Twickenham Road junction area of St Marychurch Road did have many characteristics of an urban road and was considered so generally by motorists. Conflicts between motorists and motorists/cyclists/ pedestrians were a frequent occurrence. Requests from the public had been made since at least the early 1980s for a 30mph extension. Members considered traffic approaching the area downhill towards Twickenham Road needed an earlier indication to reduce speed for entering the built up area. Local residents currently had great difficulty in safely crossing the road to get to local shops etc.

### **RESOLVED**

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

(b) that the historic data on collisions on St Marychurch Road be noted, and the situation continue to be kept under review in future years;

(c) that the data on the number of vehicles contravening the turning bans at the Aller Brake Road be noted and a request be made to the Police for further enforcement;

(d) that the Cabinet be asked to approve, as a departure from policy, the extension of the 30mph restriction to a position south east of the junction with Twickenham Road, a distance of approximately 425 metres.

## \* 41 Highweek Area, Newton Abbot - Experimental Traffic Regulation Order

(In accordance with Standing Order 25(2) Councillor Hocking, Teignbridge District Council attended and spoke with the consent of the Committee in support of this item).

Members considered the Report of the Head of Planning, Transportation and Environment (PTE/17/44). Newton Abbot was undergoing significant growth, with Highweek village suffering from the impact of through traffic on its narrow streets due partly to congestion elsewhere which would potentially worsen further with additional programmed highway improvements on the A382 corridor improvement scheme and A382-A383 connection.

The Report's proposals addressed traffic concerns raised by the Highweek Residents Association and had the support of local County and District Councillors, who had also conducted consultation with residents, whom generally supported these on an experimental basis - measures for Whitehill Road and Ringslade Road had received stronger support than those proposed for Pitt Hill Road at this stage. Whilst it was not possible to please all residents, the proposals aimed to benefit the local community as a whole.

The local County Councillor also drew attention that the one way signing on drawing number B2300331/003 was erroneously positioned and should be sited at the Stoneleigh Close end. It was agreed this was an error and the correct location at Stoneleigh Close would be detailed in the Experimental Order.

### **RESOLVED**

(a) that the introduction of the Experimental Traffic Regulation Order detailed within the report to reduce traffic through Highweek be approved;

(b) that 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.

\* **42**      **Newton Abbot East West Cycleway, Phase 2**

(Mr Chris Bonnett and Mr Owen Parfitt (Jacobs, contractor) attended and spoke to this item at the invitation of the Committee).

Members considered the Report of the Head of Planning, Transportation and Environment (PTE/17/43) on the need to extend the existing route further west to connect with new developments as part of developing a high quality cycle network for the Newton Abbot area and links with the existing cycle network in the Balls Corner area, Stover Trail and to the town centre and railway station. The proposed share path and crossings would offer pedestrians and cyclists a safe, convenient and direct route, particularly for children travelling to local schools.

Members and Officers were mindful of ongoing safety concerns of traffic and pedestrian movements around the junction with Greenaway Road using the shop and these proposals aimed to encourage sensible and safe parking whilst maintaining reasonable access to the business.

The local County Councillors welcomed the proposals for this much needed scheme which had received no objections following a widespread leaflet drop.

**RESOLVED**

(a) that this Committee supports the proposed scheme;

(b) that the consultation of the proposed road humps and traffic regulation order be approved.

\* **43**      **Petitions/Parking Policy Reviews**

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

\* **44**      **Calendar of Meetings**

2 November 2017  
29 March 2018.

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

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 10.30 am and finished at 12.35 pm

# Agenda Item 2

HIW/17/75

Teignbridge Highways and Traffic Orders Committee  
2 November 2017

## South Devon Highway Review of Data

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) Members of this committee note the data provided in this report;**
- (b) the investigation and design of hard standings to aid future enforcement activities be progressed and funding opportunities be explored.**

### 1. Summary

This report details information that has been gathered on the South Devon Highway (SDH) and outlines proposals that would facilitate enforcement of the speed limit in the future.

### 2. Background/Introduction

The SDH was opened in December 2015 and now provides the main route between South Devon and Torbay.

At the meeting of this committee on 13 July 2017 County Council Officers were asked to work with Officers from Devon and Cornwall Constabulary to produce a report on data that is being collected on this route. This data is set out in this report in four sections:

- Speed and traffic flow data
- Collision data
- Enforcement data
- Future enforcement – opportunities and limitations

Members have also asked for data on the traffic flow and vehicles speed data on the old A380 through Kingskerswell, now designated the C431. It was felt that there was little enforcement of the 20mph and 30mph limits on this route. This data is being collated and the results will be reported at a future meeting.

### 3. Speed and Traffic Flow Data

Devon County Council collects traffic speed and flow data from a permanent Automatic Traffic Counter on the South Devon Highway near the Yon Street Overbridge, inside the area covered by the 50mph speed limit. This counter shows that the average flow in September was just over 44,000 vehicles per day, an increase of 4% on the same period in 2016.

Mean average and 85<sup>th</sup> Percentile vehicle speeds in September 2017 are shown in Table 1 in Appendix I. This data shows that vehicle speeds are in excess of the posted speed limit, particularly in the offside lanes, in both directions.

# Agenda Item 5

## 4. Collision Data

The collision data used in the report is from 1 January 2016 to 8 October 2017. Usually a five year period would be considered and the results given here should therefore be treated cautiously. It should be noted that the 2017 data has not been validated and therefore may be subject to change.

The data shows that in the period outlined above there were 9 incidents involving injury, resulting in 11 casualties. The casualties are shown by mode and severity in Table 2 in Appendix I.

When collision data is recorded by the police the officer will assign Contributory Factors to the incident to aid understanding of why the incident occurred. Whilst these factors are subjectively applied, and not necessarily the outcome of detailed investigation, they are routinely used to gain a general understanding of factors such as driver behaviours, manoeuvres and highways conditions that make up the collision history for any section of carriageway.

More than one factor may be applied to any incident and the list of available factors includes “Exceeding Speed Limit” and “Travelling Too Fast For Conditions”.

For the SDH injury collisions to date the most common contributory factors are shown in Table 3 in Appendix I.

“Travelling Too Fast For Conditions” was listed once and involved a single vehicle incident in which the driver made a late manoeuvre to gain the right hand lane, losing control in the process.

“Exceeding Speed Limit” did not appear as a factor.

## 5. Enforcement Data

Operation Falcon was a four day operation undertaken by Devon and Cornwall Constabulary to detect speeding drivers in South Devon in July 2017.

As a result of the operation the following numbers of speeding offences were recorded:

South Devon (excluding SDH)	146
South Devon Highway	7
Total	153

The number of speeding enforcement activities undertaken on the SDH, in common with enforcement of other types of traffic offence, will reflect the current difficulties in finding suitable locations to observe and, where necessary, pull over vehicles on this carriageway.

## 6. Future Enforcement

The SDH has been examined by a team comprising representatives of the police, safety camera partnership and County Council to look for enforcement opportunities using the existing infrastructure and options for extending those opportunities in future.



This examination identified two preferred locations for pull-in bays and two further possible locations for enforcement activity. These options are being drafted up for more detailed consideration, including:

- signing and road marking, including changes to existing signage and new signs as required;
- the feasibility of hard standings at the preferred locations, with likely project costs.

The construction of enforcement hard standings will facilitate enforcement activity but will not in itself guarantee the amount or frequency of that enforcement which will be subject to the availability of resources and prioritisation by enforcement agencies.

## **7. Financial Considerations**

Data collection and enforcement has been undertaken from existing budgets.

No budget has currently been identified for alterations to signing or road markings, or for the design or construction of hard standings, to facilitate future enforcement.

## **8. Environmental Impact Considerations**

Monitoring of data or police enforcement has no impacts on the environment. The construction of hard standings would have no appreciable impacts on the environment.

## **9. 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.

## **10. Legal Considerations**

There are no legal considerations, monitoring and enforcement are undertaken as normal activities of Devon County Council and Devon and Cornwall Constabulary.

## **11. Risk Management Considerations**

There are no risk management considerations.

## **12. Public Health Impact**

There is not considered to be any public health impact. Speed and collision data will continue to be collected in the future but it is considered, given the current data, that this is a speed management issue rather than one of casualty reduction.

## **13. Options/Alternatives**

Devon County Council and Devon and Cornwall Constabulary will continue to monitor vehicle speeds and vehicle flows on the South Devon Highway. Devon and Cornwall Constabulary will undertake enforcement as availability of resources allows.

If hard standings are not constructed the options for future enforcement will be limited.

# Agenda Item 5

## 14. Reason for Recommendations

Monitoring and enforcement are undertaken as a part of the normal duties of Devon County Council and Devon and Cornwall Constabulary.

Modifying signing and road markings and constructing hard standings will increase options for future enforcement.

Meg Booth  
Chief Officer, Highways, Infrastructure Development and Waste

## **Electoral Divisions: Ipplepen and the Kerswells; Newton Abbot South**

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 383000

Background Paper	Date	File Ref.
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None

jf241017teih  
sc/cr/ South Devon Highway Review of Data  
03 241017

# Agenda Item 5

## Appendix I To HIW/17/75

**Table 1: A380 Traffic Speeds (September 2017)**

Direction	Lane	Mean Average (mph)	85 <sup>th</sup> Percentile (mph)
Northbound	Nearside	51.3	57.8
	Offside	58.8	64.0
Southbound	Nearside	52.0	58.0
	Offside	59.4	67.1
Overall (both lanes, both directions)		54.2	62.8

**Table 2: Injury collisions by mode and severity (1 January 2016 to 8 October 2017)**

Mode	Fatal	Serious	Slight	Total
Vehicle Driver	0	3	5	8
Passenger	0	0	0	0
Motorcyclist	0	1	1	2
Cyclist	0	0	0	0
Pedestrian	0	1	0	1
Total	0	5	6	11

**Table 3: Contributory factors to collisions on South Devon Highway (1 January 2016 to 8 October 2017)**

Code	Description	Count	Attributed to:	
			Vehicles	Pedestrians
406	Failed to judge other persons path or speed	4	4	0
308	Following too close	3	3	0
103	Slippery Road (due to weather)	2	2	0
405	Failed to look properly	2	2	0
109	Animal or object in carriageway	2	2	0
409	Swerved	2	2	0
410	Loss of control	2	2	0



HIW/17/76

Teignbridge Highways and Traffic Orders Committee  
2 November 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 process for 2017/2018 is noted;***
- (b) the recommendations contained in Appendix III to this report are agreed and the proposals implemented where relevant;***
- (c) the proposals detailed in Appendix I which attracted no objections are implemented as 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 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, the 2017/18 programme is currently progressing in the region of 500 proposals along with a small programme of minor aids to movement improvements such as drop crossings, 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.

Following the meeting of this Committee on 26 June 2017 and subsequent liaison with Local Members, a number of proposals were advertised in the local press and on site.

Advertised Proposals are listed in Appendix I with Plans of the proposals shown in Appendix II and comments received and recommendations shown in Appendix III.

# Agenda Item 6

## **3. 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.

## **4. 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.

## **5. Equality Considerations**

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

## **6. 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.

## **7. Risk Management Considerations**

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

## **8. Public Health Impact**

There is not considered to be any public health impact.

## **9. 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.

# Agenda Item 6

- 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  
Chief Officer for Highways, Infrastructure Development and Waste

## **Electoral Divisions: All in Teignbridge District**

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		

mj191017teih  
sc/cr/Annual Local Waiting Restriction Programme  
02 241017

# Agenda Item 6

## Appendix I To HIW/17/76

### Teignbridge Highways and Traffic Orders Committee Annual Waiting Restriction Programme Advertised Proposals

Appendix II Drawing No.	Parish/Town	Road	Proposal	Statement of reason
ENV5614/10	Ashburton	Church Path (Nr Auction rooms)	No Waiting At Any Time	To maintain access in case of emergency.
ENV5614/40	Bishopsteignton	West Street	No Waiting At Any Time	To maintain access and prevent obstructive parking.
ENV5614/33	Bovey Tracey	Road to Buckland Lodge	No Waiting At Any Time	To prevent inappropriate and obstructive parking.
ENV5614/32	Bovey Tracey	Pottery Road/ Ashburton Road junction	No Waiting At Any Time	To prevent inappropriate and obstructive parking and maintain visibility splays for buses.
ENV5614/19	Bovey Tracey	Hannaford Lane (Road from Hannaford Farm to New Bridge, Poundsgate	No Waiting At Any Time	To prevent inappropriate and obstructive parking.
ENV5614/65	Bovey Tracey	Various roads - change to limited waiting	Amend Limited Waiting times of operation	To provide consistent restrictions in the town to ensure that there is no confusion for motorists.
ENV5614/69	Buckfastleigh	Plymouth Road (Nr Swimming Pool)	No Waiting At Any Time	To prevent inconsiderate parking from obstructing pedestrian and vehicular access.
ENV5614/28	Buckfastleigh	New Road & Bossell Road	No Waiting At Any Time and convert School Keep Clear from Advisory to Mandatory	To prevent the inconsiderate parking and waiting.
ENV5614/7	Buckfastleigh	Bridge Street/ Market Street and Higher Town Bridge and Silver Street junction	No Waiting At Any Time	To prevent inappropriate and obstructive parking at junctions and maintain visibility splays.
ENV5614/21	Chudleigh	Lawn Drive, Chudleigh Road end	No Waiting At Any Time	To prevent vehicles now parking opposite side of road causing obstruction.
ENV5614/47	Chudleigh	Lawn Drive - School	Convert School Keep Clear from Advisory to Mandatory	To prevent obstructive parking outside of the school.
ENV5614/22	Dawlish	Longlands and	No Waiting At	To prevent inappropriate



# Agenda Item 6

Appendix II Drawing No.	Parish/Town	Road	Proposal	Statement of reason
		School Hill junction	Any Time	and obstructive parking at junction and maintain visibility splays.
ENV5614/14	Dawlish	Oak Park Villas and Elm Grove Road junction	No Waiting At Any Time	To prevent inappropriate and obstructive parking at junction and maintain visibility splays.
ENV5614/23	Dawlish	Longlands	No Waiting At Any Time	To prevent inappropriate and obstructive parking at junction and maintain visibility splays.
ENV5614/68	Dawlish	Stockton Hill and Priory Park Road junction and Hospital Hill	No Waiting At Any Time	To prevent inappropriate and obstructive parking at junctions and maintain visibility splays.
ENV5614/31	Dawlish	Manor House (Dawlish Town Council entrance)	No Waiting At Any Time	To prevent inappropriate and obstructive parking at junction and maintain visibility splays.
ENV5614/8	Dawlish	Brunswick Place	Convert Police bay to Pay & Display	Police bay no longer required enabling additional on street parking stock.
ENV5614/39	Dawlish Warren	Outside No. 1-3 Warren Road	Convert No Waiting At Any Time to Limited Waiting	Layby no longer used by buses and would be beneficial to utilise for limited waiting for adjacent businesses.
ENV5614/26	Dawlish Warren	Millin Way	No Waiting At Any Time	To prevent inappropriate and obstructive parking at junction and maintain visibility splays.
ENV5614/30	Ide	Old Ide Lane War Memorial	No Waiting At Any Time	To prevent obstructive parking.
ENV5614/29	Ide	Old Ide Lane	No Waiting At Any Time	To prevent obstructive parking.
ENV5614/35	Ipplepen	Silver Street	No Waiting At Any Time	To prevent inappropriate and obstructive parking at junction and maintain visibility splays.
ENV5614/67	Kennford	Gisson Lane and Road from Pye Corner to Trehill Lodge junction	No Waiting At Any Time	To prevent obstructive parking and protect visibility splays.
ENV5614/57	Kennford	Sandfords	No Waiting and convert School Keep Clear from Advisory to Mandatory.	To prevent obstructive parking on access road to the Primary School.
ENV5614/20	Kingskerswell	Huxnor Road/	No Waiting At	To prevent inappropriate

# Agenda Item 6

Appendix II Drawing No.	Parish/Town	Road	Proposal	Statement of reason
		Edginswell Lane	Any Time	and obstructive parking at junction and maintain visibility splays.
ENV5614/37	Kingskerswell	Torquay Road outside MayFlair Hairdressers	Amend Limited Waiting times of operation	To provide turnover of vehicles for adjacent businesses.
ENV5614/3	Kingskerswell	Barnhill Road and Hall's Lane	No Waiting At Any Time	To prevent inappropriate and obstructive parking at junction and maintain visibility splays.
ENV5614/48	Kingsteignton	Outside No. 4 Newton Road	Limited Waiting	To enable delivery lorries to park and unload outside store, provide turnover of vehicles for adjacent businesses and to prevent long term parking.
ENV5614/42	Kingsteignton	Access to Rydon Industrial Estate	No Waiting At Any Time	To prevent vehicles causing obstructions to HGV's using the industrial estate.
ENV5614/49	Kingsteignton	Leaze Road and New Park Road junction	No Waiting At Any Time	To prevent inappropriate and obstructive parking and maintain visibility splays.
ENV5614/44	Kingsteignton	Ley Lane and Captains Road junction	No Waiting At Any Time	To prevent inappropriate and obstructive parking at junction and maintain visibility splays.
ENV5614/50	Kingsteignton	Longford Lane and Coombesend Road junction	No Waiting At Any Time	To prevent inappropriate and obstructive parking at junction and maintain visibility splays.
ENV5614/43	Kingsteignton	Church View/ Greenhill Road	No Waiting At Any Time	To prevent inappropriate and obstructive parking at junctions and maintain visibility splays.
ENV5614/51	Moretonhampstead	Pound Street and Court Street	Amend Limited Waiting times of operation	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.
ENV5614/52	Newton Abbot	Shaldon Road and Haytor Drive	No Waiting At Any Time	To prevent large number of vehicles narrowing road and obstructing visibility.
ENV5614/53	Newton Abbot	Union Street	Convert No Waiting to No	To prevent obstructive parking occurring outside

# Agenda Item 6

Appendix II Drawing No.	Parish/Town	Road	Proposal	Statement of reason
			Waiting At Any Time	of the single yellow line restriction times.
ENV5614/54	Newton Abbot	Linden Terrace	Convert No Waiting to No Waiting At Any Time	To prevent obstructive parking by vehicles parking opposite other vehicles on narrow road.
ENV5614/66	Newton Abbot	Aller Brake Road and Aller Park Road	No Waiting At Any Time	To prevent inappropriate and obstructive parking.
ENV5614/55	Newton Abbot	Western Road (Access to Haydon Court)	No Waiting At Any Time	To prevent inappropriate and obstructive parking at access.
ENV5614/1	Newton Abbot	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.
ENV5614/56	Newton Abbot	Coombeshead Road	Mandatory School Keep Clear	To prevent inconsiderate Blue Badge holder parking at school entrances.
ENV5614/34	Newton Abbot	Rundle Road	No Waiting At Any Time	To prevent inappropriate and obstructive parking and maintain visibility splays.
ENV5614/41	Newton Abbot	Coach Road	No Waiting At Any Time	To prevent parking, this is significantly narrowing busy road and reducing visibility at junction and through bends.
ENV5614/58	Newton Abbot	Deer Park Road	Convert No Waiting At Any Time to No Waiting	To provide additional parking stock in residential area at weekends subject to the agreement of the school.
ENV5614/36	Newton Abbot	Templers Road	No Waiting At Any Time	To prevent inappropriate and obstructive parking.
ENV5614/18	Newton Abbot	Hameldown Way	No Waiting At Any Time	To prevent inappropriate and obstructive parking.
ENV5614/46	Shaldon	Salty Lane	No Waiting At Any Time	To prevent inappropriate and obstructive parking.
ENV5614/45	Shaldon	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.
ENV5614/12	Starcross	Courtenay Terrace	No Waiting At Any Time	To prevent obstructive parking.
ENV5614/62	Starcross	New Road	No Waiting At Any Time	To prevent obstructive parking narrow road.
ENV5614/6	Starcross	Bonhay Road/ Well Street	No Waiting At Any Time	To prevent obstructive parking.
ENV5614/64	Starcross	The Strand	Reduce extent	To provide additional

# Agenda Item 6

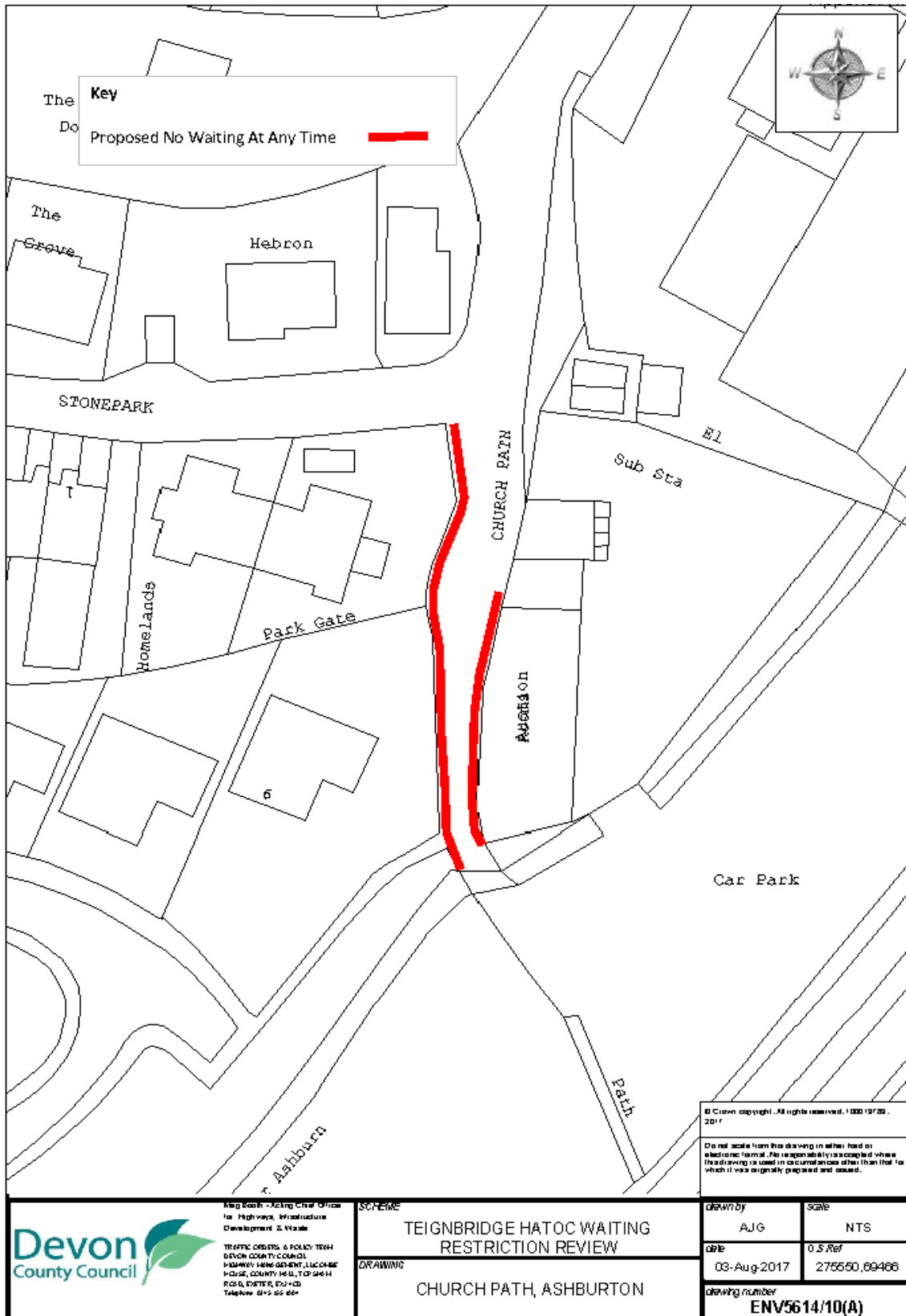
Appendix II Drawing No.	Parish/Town	Road	Proposal	Statement of reason
			of No Waiting At Any Time	unrestricted parking in vicinity of local shop
ENV5614/2	Teignmouth	Alexandra Terrace (corner near Car Park/ Sea Cadet Hut)	No Waiting At Any Time	To prevent inappropriate and obstructive parking and maintain clear access to car park.
ENV5614/11	Teignmouth	Coombe Vale Road	No Waiting At Any Time	To prevent access to No. 113 Coombe Vale Road being blocked by vehicles parking next to narrow pavement.
ENV5614/24	Teignmouth	Mill Lane/ Fourth Avenue	No Waiting At Any Time	To prevent inappropriate and obstructive parking at junction and maintain visibility splays.
ENV5614/27	Teignmouth	Nelson Close and Lake Avenue.	No Waiting At Any Time	To prevent inappropriate and obstructive parking at junction and maintain visibility splays.
ENV5614/17	Teignmouth	Haldon Avenue/ Woodway Road	No Waiting At Any Time	To prevent vehicles being forced onto wrong side of road.
ENV5614/25	Teignmouth	Mill Lane/ Milford Close	No Waiting At Any Time	To prevent inappropriate and obstructive parking at junction and maintain visibility splays.
ENV5614/4	Teignmouth	Chelsea Park/ Bitton Park Road junction	No Waiting At Any Time	To prevent inappropriate and obstructive parking at junction and maintain visibility splays.
ENV5614/5	Teignmouth	Bitton Park Road/ Westbrook Avenue junction	No Waiting At Any Time and Limited Waiting	To prevent obstructive and footway parking and maintain clear passage during peak time.
ENV5614/9	Teignmouth	Carlton Place	No Waiting At Any Time	To prevent obstructive parking and maintain emergency access.
ENV5614/61	Teignmouth	East Cliff Walk	No Waiting At Any Time	To provide parking facilities for Coast Watch staff and amend adjacent Limited Waiting bay.
ENV5614/15	Teignmouth	Glendaragh Road	Convert No Waiting to No Waiting At Any Time	To prevent inappropriate and obstructive parking.
ENV5614/38	Teignmouth	Upper Hermosa Road	No Waiting At Any Time	To prevent inappropriate and obstructive parking at junctions which has been causing issues with refuse

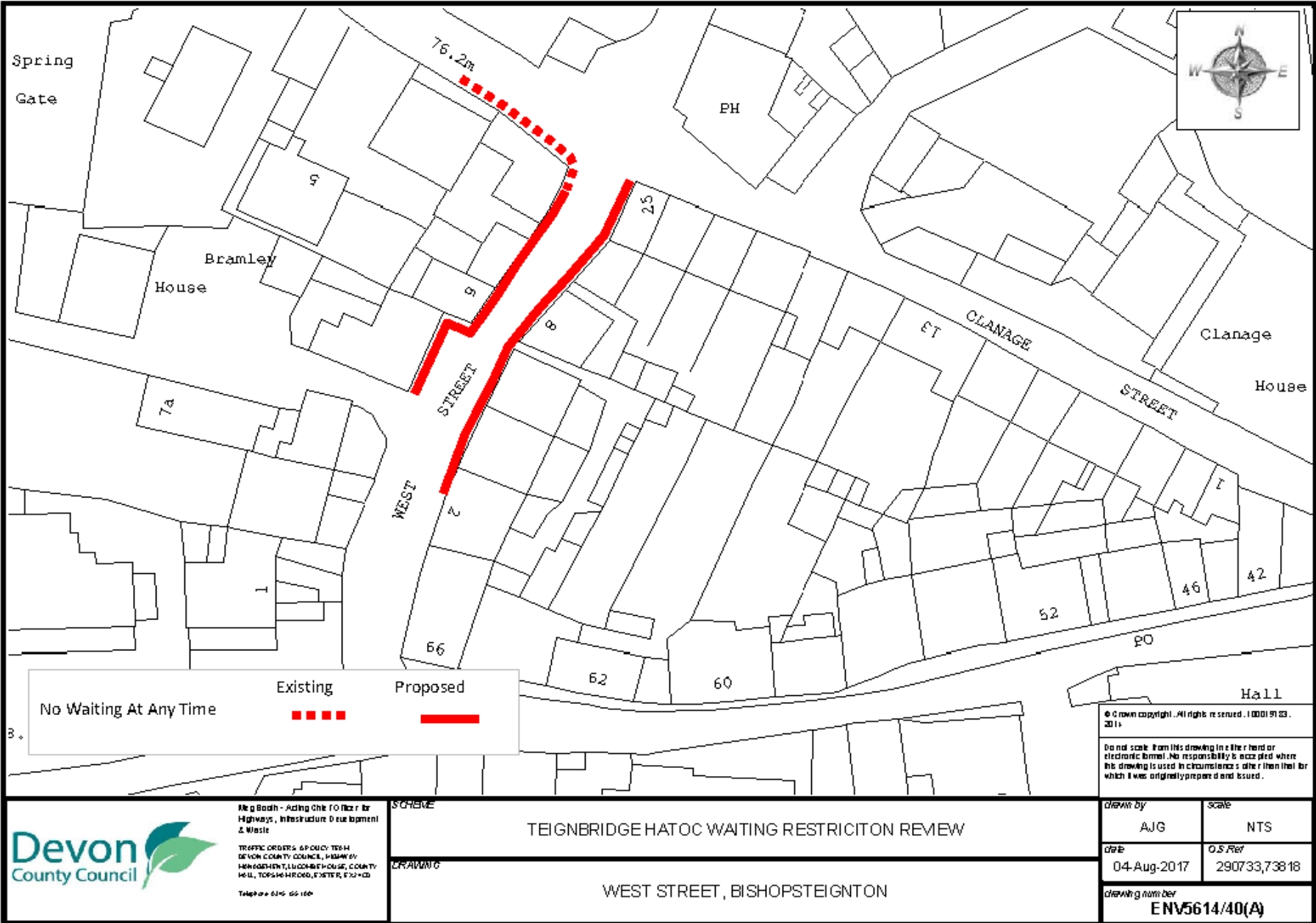
# Agenda Item 6

Appendix II Drawing No.	Parish/Town	Road	Proposal	Statement of reason
				lorries gaining access.
ENV5614/16	Teignmouth	Grove Crescent	No Waiting At Any Time	To prevent inappropriate and obstructive parking on corner outside 28 Grove Crescent.
ENV5614/13	Teignmouth	Den Crescent to the rear of the Pavilion	Loading Only bay	To allow vehicles associated with the theatre to load and unload without obstructing the footway.
ENV5614/60	Teignmouth	Lower Brook Street/Bickford Lane	Loading Only	To prevent obstructive parking by blue badge holder preventing delivery lorries from using Lower Brook Street.
ENV5614/59	Teignmouth	Daimonds Lane	No Waiting At Any Time	To prevent obstructive parking narrow road.
ENV5614/63	Teignmouth	Station Road	No Loading At Any Time	To prevent blue badge holder from obstructing the free flow of vehicles.

# Agenda Item 6

Appendix II  
To HIW/17/76





No Waiting At Any Time

Existing - - - -

Proposed ————

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High Road - Adding C10 filter for Highways, Infrastructure Department & Waste

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MANAGEMENT, LUDLOW HOUSE, COUNTY  
HALL, TOPSHAM ROAD, EXETER, EX2 0CD  
Telephone 01392 651100

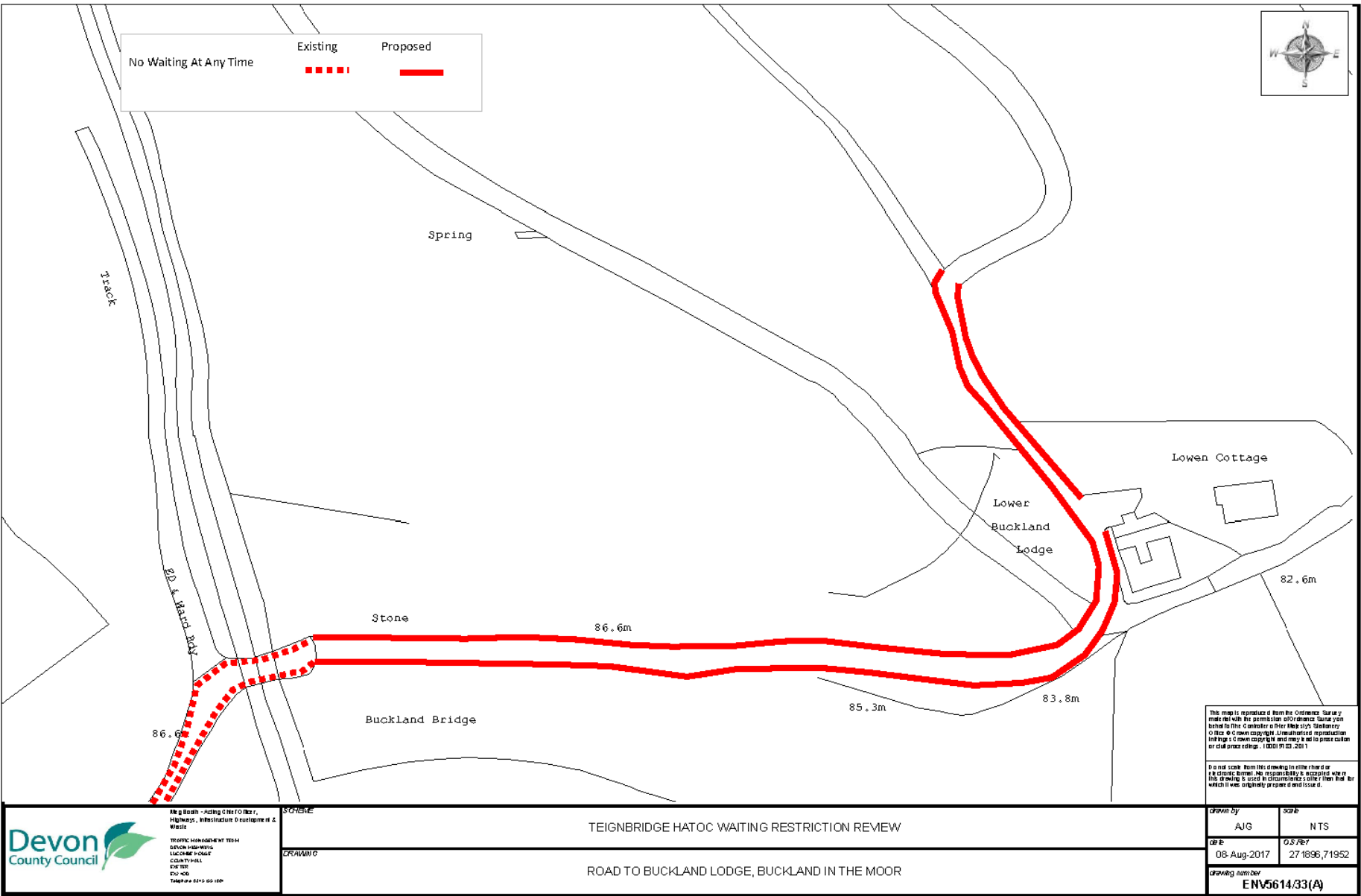
TEIGNBRIDGE HATOC WAITING RESTRICTION REVIEW

WEST STREET, BISHOPSTEIGNTON

drawn by	scale
AJG	NTS

date	O/S Ref
04-Aug-2017	290733,73818

drawing number  
**ENV5614/40(A)**



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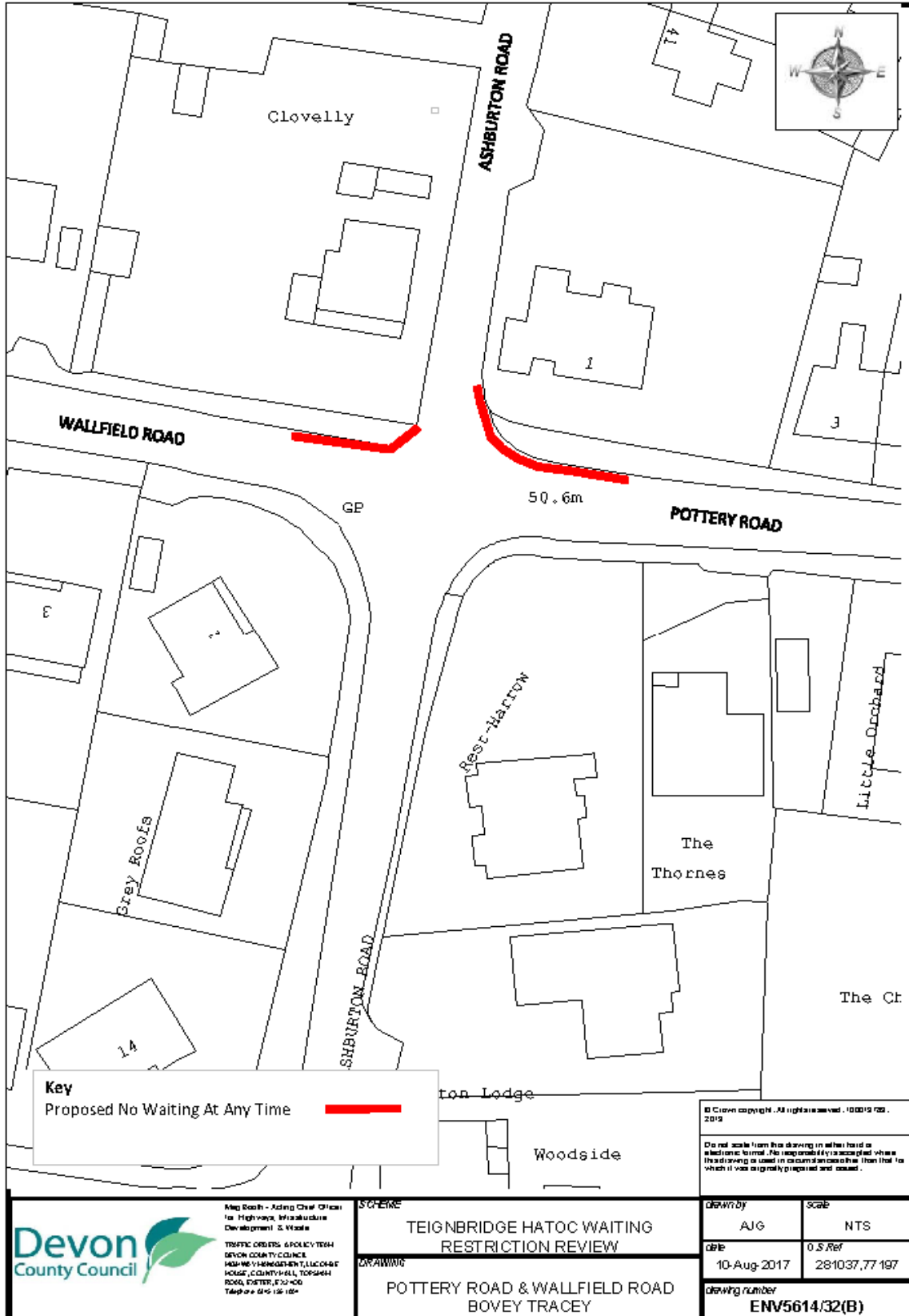
Highways - Adding of the Footway, Highways, Rehabilitation of pavements and Waste

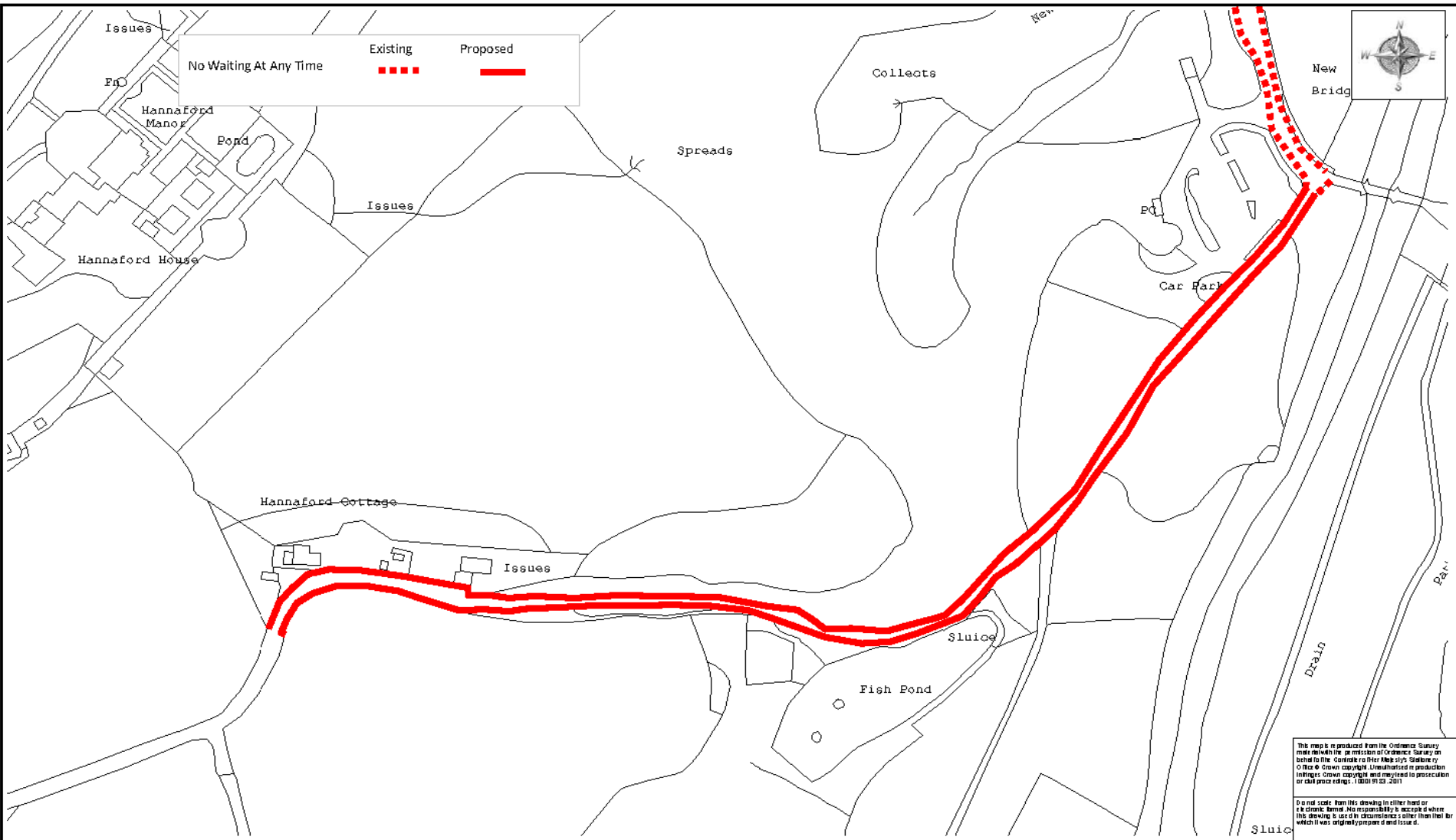
TRAFFIC MANAGEMENT TEAM  
DEVON HIGHWAYS  
LUCASHE-WALKER  
COUNTY HALL  
EXETER  
EX2 1CC  
Telephone 01392 650100

SCHEME	TEIGNBRIDGE HATOC WAITING RESTRICTION REVIEW
DRAWING	ROAD TO BUCKLAND LODGE, BUCKLAND IN THE MOOR

DRAWN BY	SCALE
AJG	NTS
DATE	DWG NO
08-Aug-2017	271896,71952
DRAWING NUMBER	
ENV5614/33(A)	







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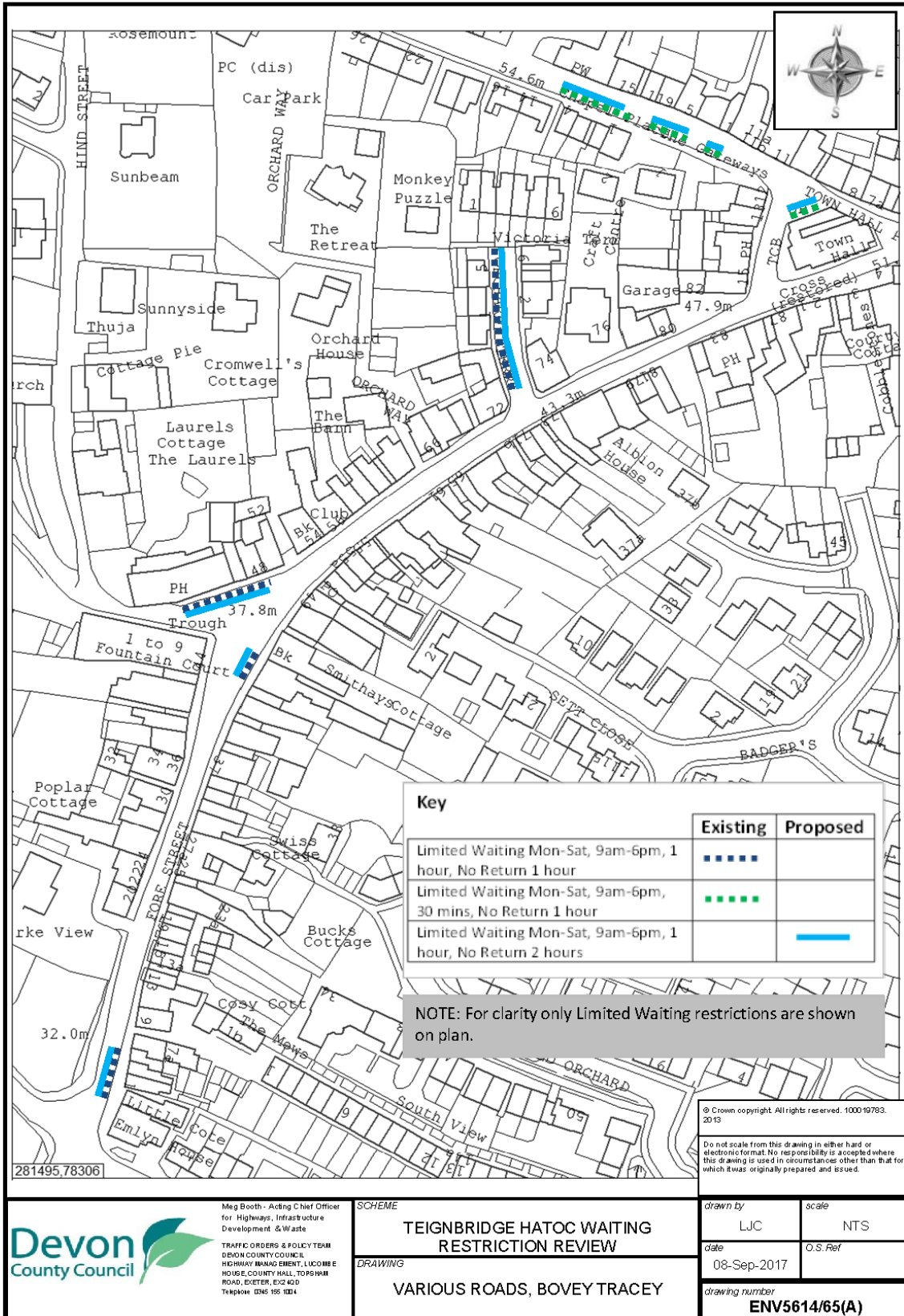
**Devon**  
County Council

High Road - Acton Civil Office,  
Highways, Infrastructure & Environment &  
Waste

TEIGNBRIDGE MANAGEMENT TEAM  
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LUCAS HOUSE  
COUNTY HALL  
PETER  
EXETER  
EX4 1ND  
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SCHEME	TEIGNBRIDGE HATOC WAITING RESTRICTION REVIEW	
SYMBOLS	ROAD FROM HANNAFORD FARM TO NEW BRIDGE, POUNDSGATE	

Drawn by	Scale
AJG	NTS
Date	O.S. Ref
22 Sep 2017	27 1120,70888
Drawing number	
ENV5614/19(B)	



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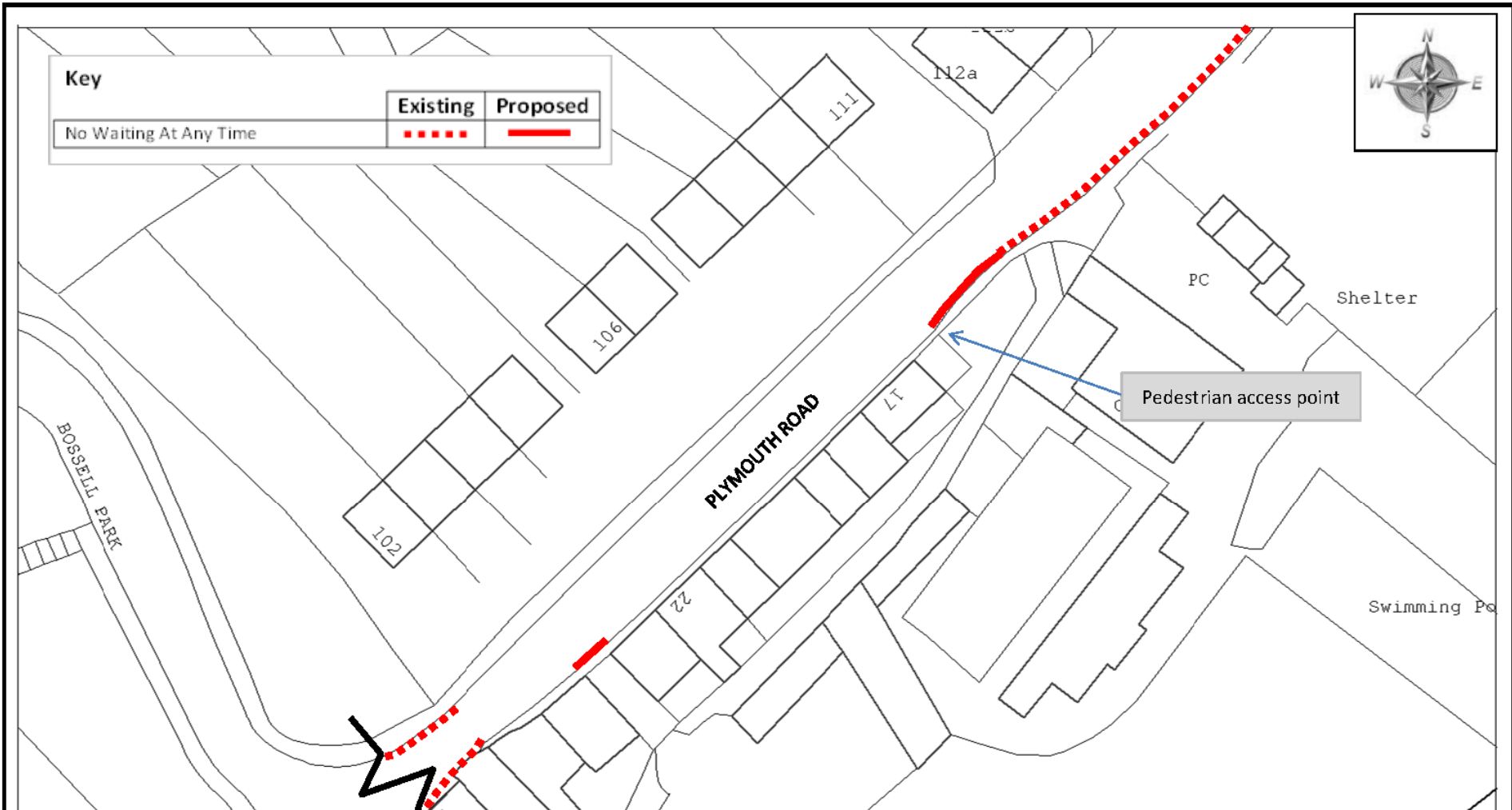
Meg Booth - Acting Chief Officer for Highways, Infrastructure Development & Waste

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Tel: 01392 262124

SCHEME  
**TEIGNBRIDGE HATOC WAITING RESTRICTION REVIEW**

DRAWING  
**VARIOUS ROADS, BOVEY TRACEY**

drawn by LJC	scale NTS
date 08-Sep-2017	O.S. Ref
drawing number <b>ENV5614/65(A)</b>	



273728,65919

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 Telephone 0345 165 1004

SCHEME

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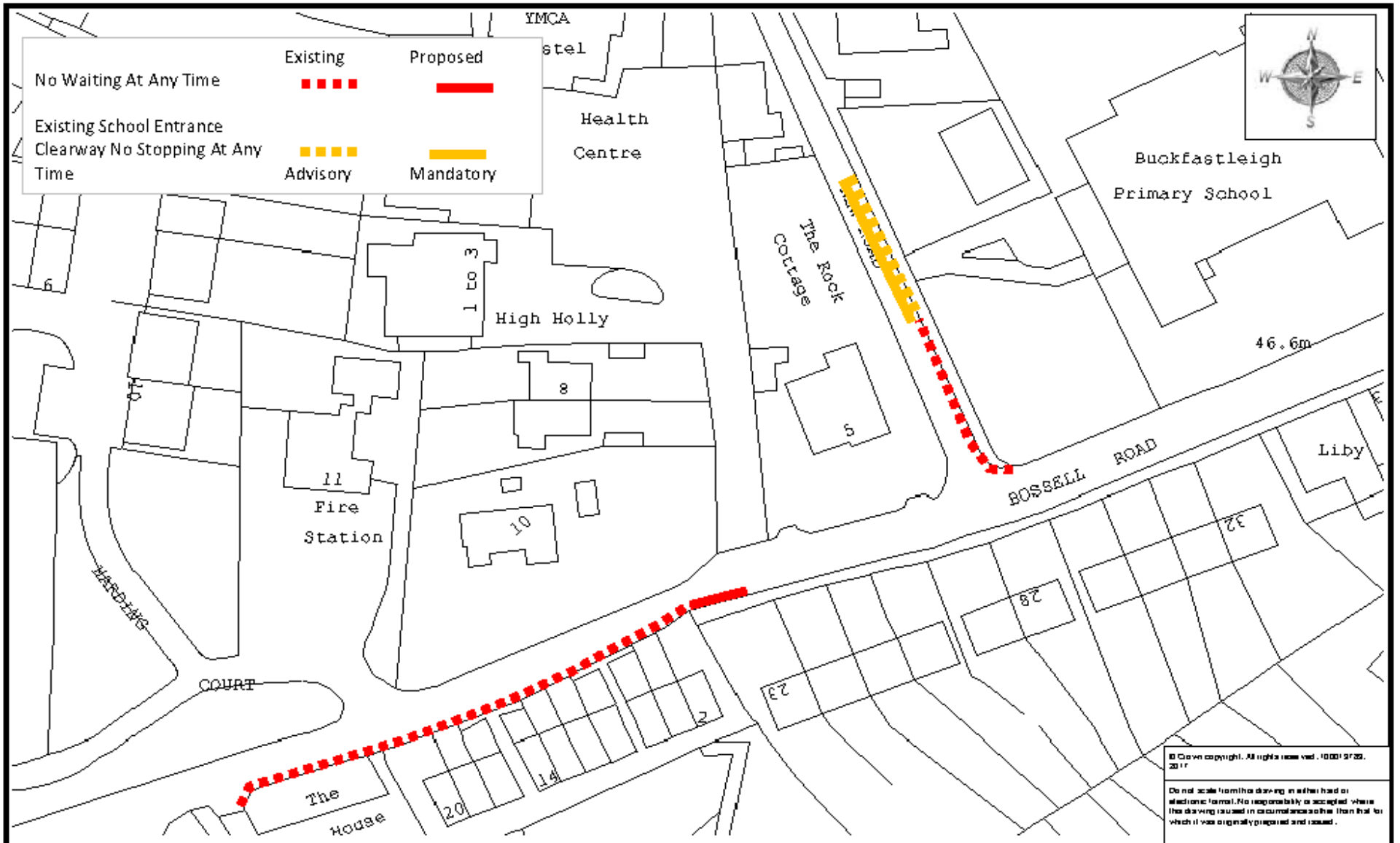
DRAWING

PLYMOUTH ROAD, BUCKFASTLEIGH

drawn by	scale
LJC	NTS

date	O.S. Ref
20-Sep-2017	

drawing number
<b>ENV5614/69(A)</b>



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SCHEME

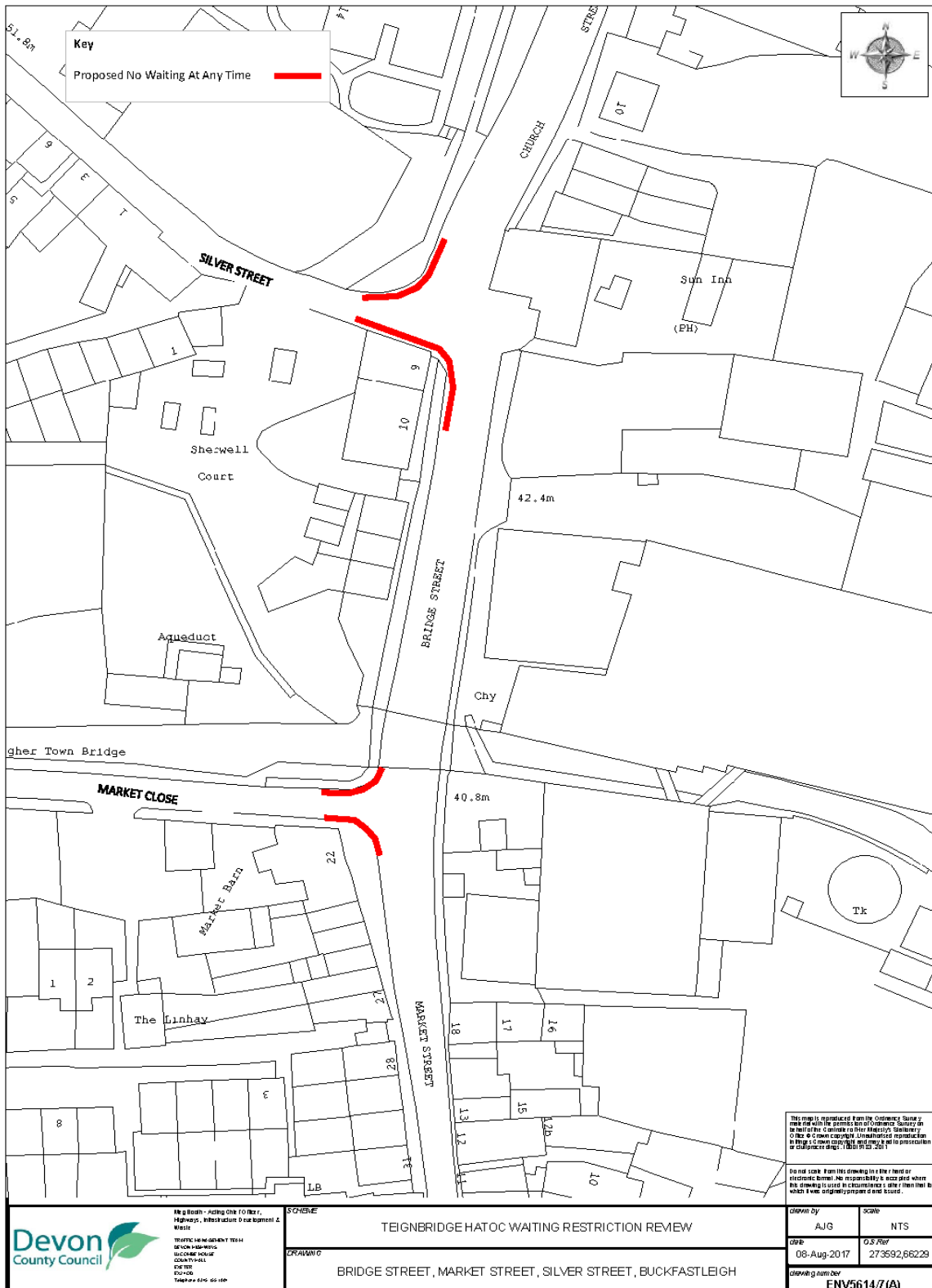
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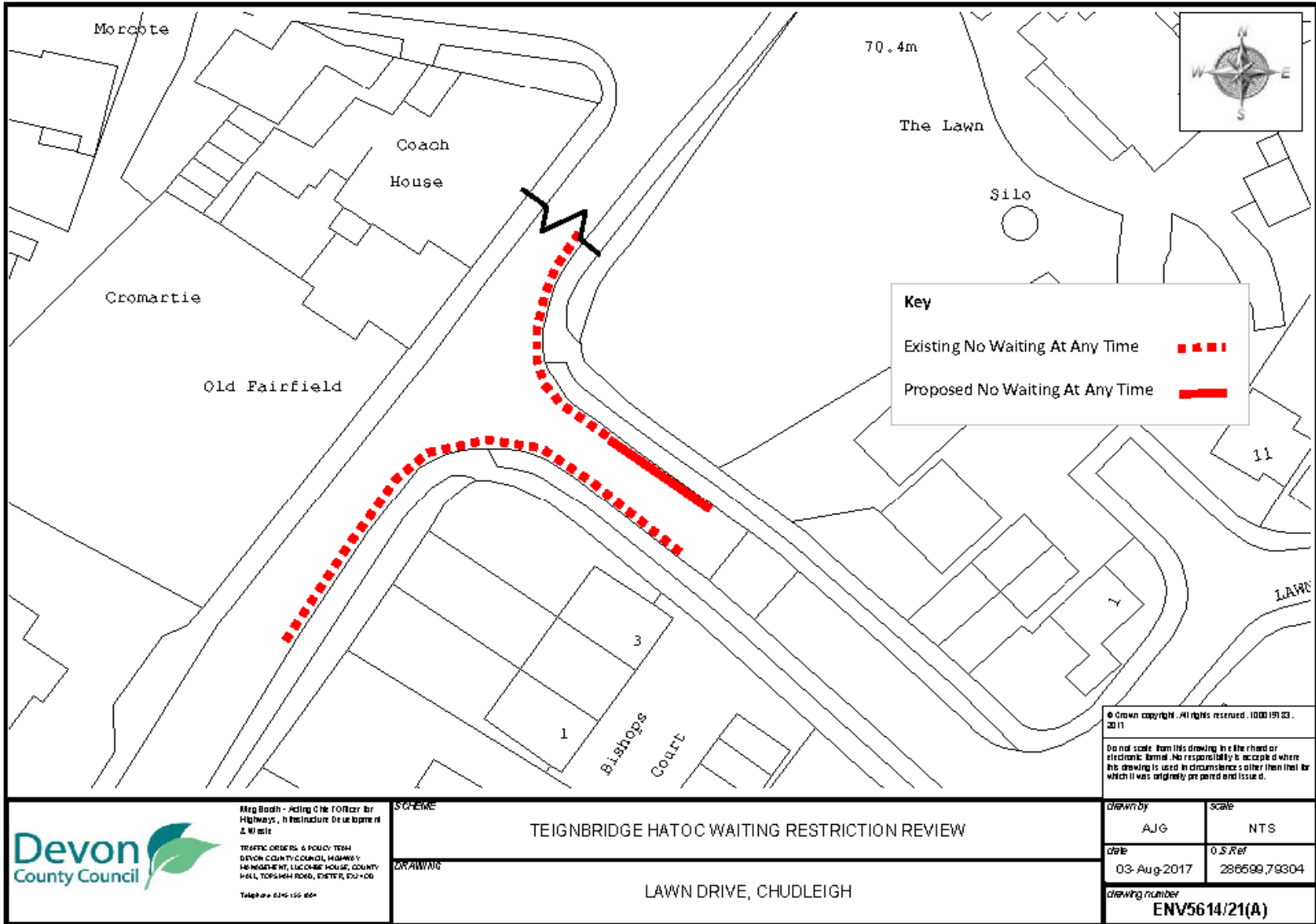
NEW ROAD & BOSSELL ROAD, BUCKFASTLEIGH

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Drawing number	
ENV5614/28(A)	

# Agenda Item 6







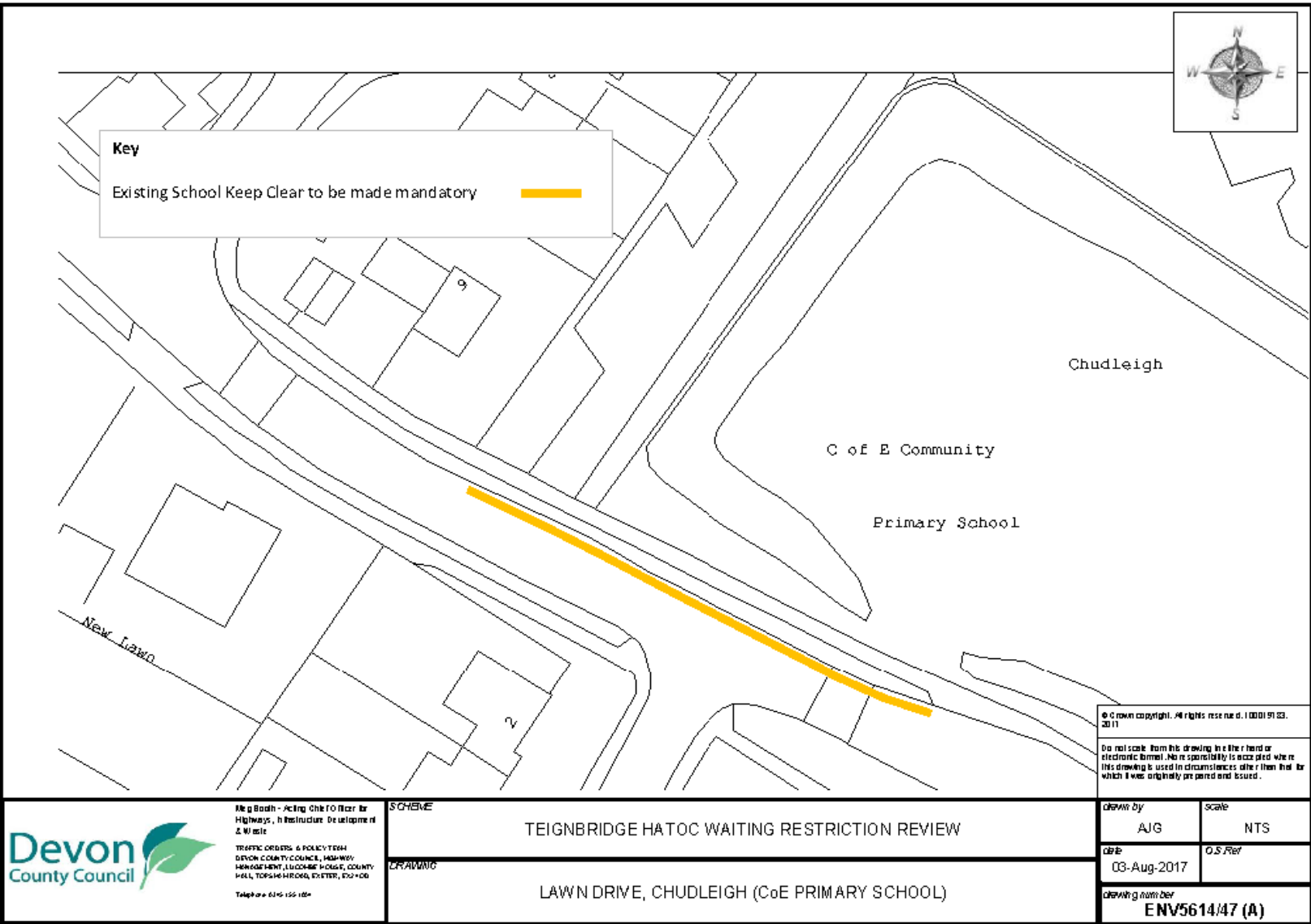
Metz Barth - Acting Chief Officer for Highways, Infrastructure Development & Waste  
 TRAFFIC ORDERS & POLICY TEAM  
 DEVON COUNTY COUNCIL, HANMAY  
 HE-ROADS HT, LUCOMBE HOUSE, COUNTY HALL, TORSHEM ROAD, EXETER, EX2 100  
 Telephone 01392 156 404

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TEIGNBRIDGE HATOC WAITING RESTRICTION REVIEW

DRAWING

LAWN DRIVE, CHUDLEIGH



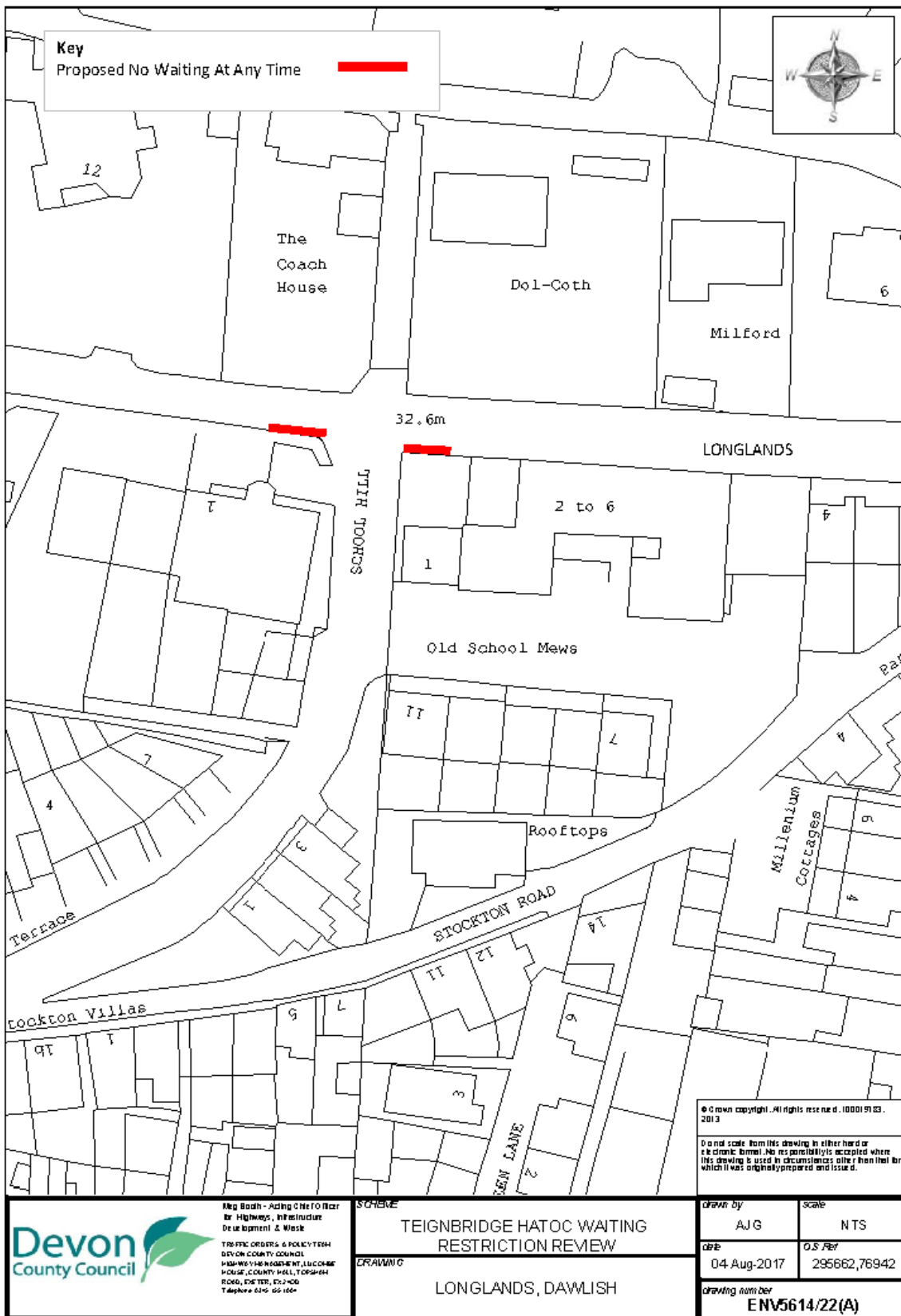
**Devon County Council**

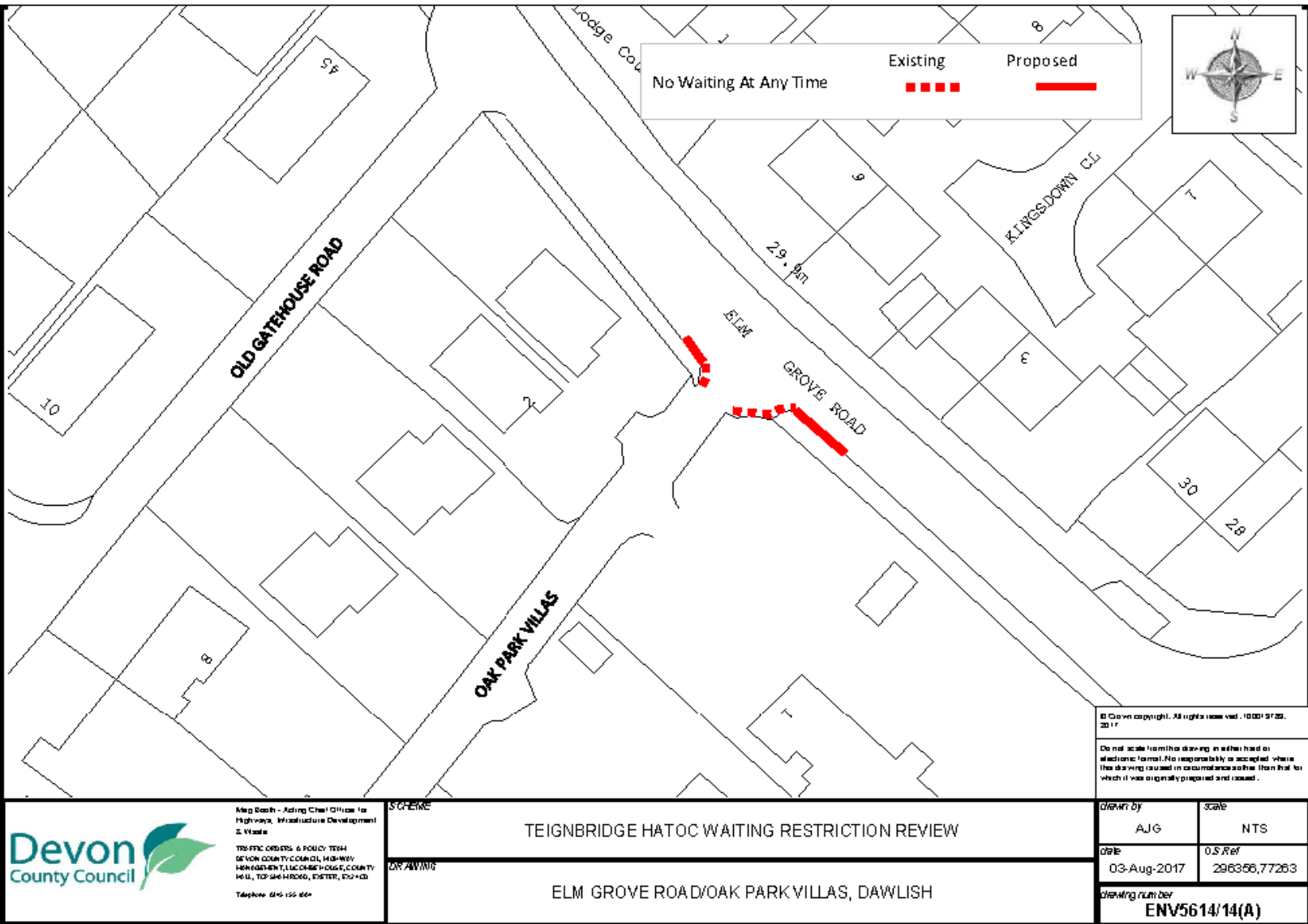
Highways - Acting Chief Officer for Highways, Infrastructure Development & Waste  
TRAFFIC ORDERS & POLICY TEAM  
DEVON COUNTY COUNCIL, HIGHWAYS DEPARTMENT, LUDLOWE HOUSE, COUNTY HALL, TOPSHAM ROAD, EXETER, EX4 1DD  
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**SCHEME**  
TEIGNBRIDGE HA TOC WAITING RESTRICTION REVIEW

**DRAWING**  
LAWN DRIVE, CHUDLEIGH (CoE PRIMARY SCHOOL)







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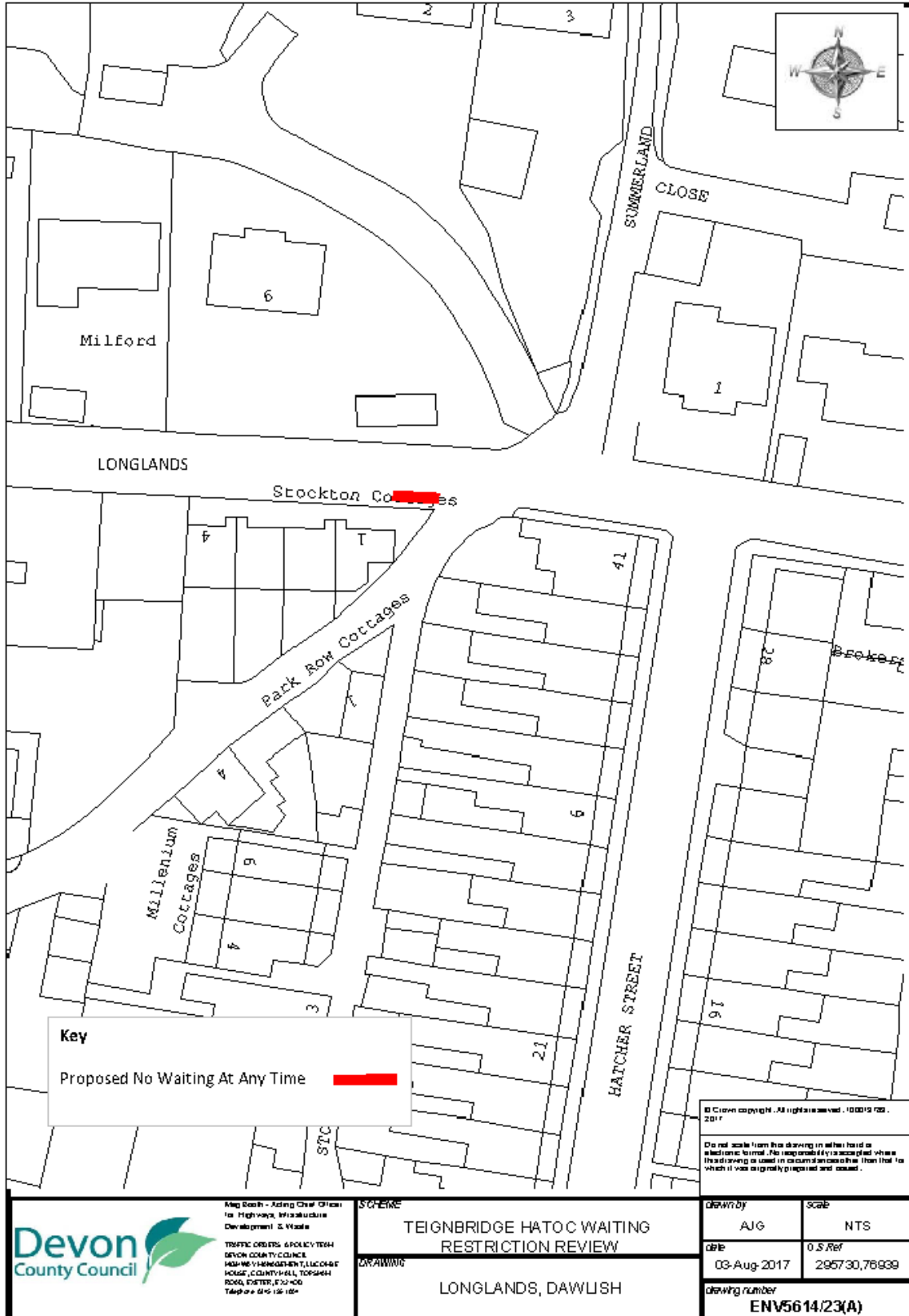
**Devon County Council**

Map Book - Aiding Chief Officers to Highways, Infrastructure Development & Waste

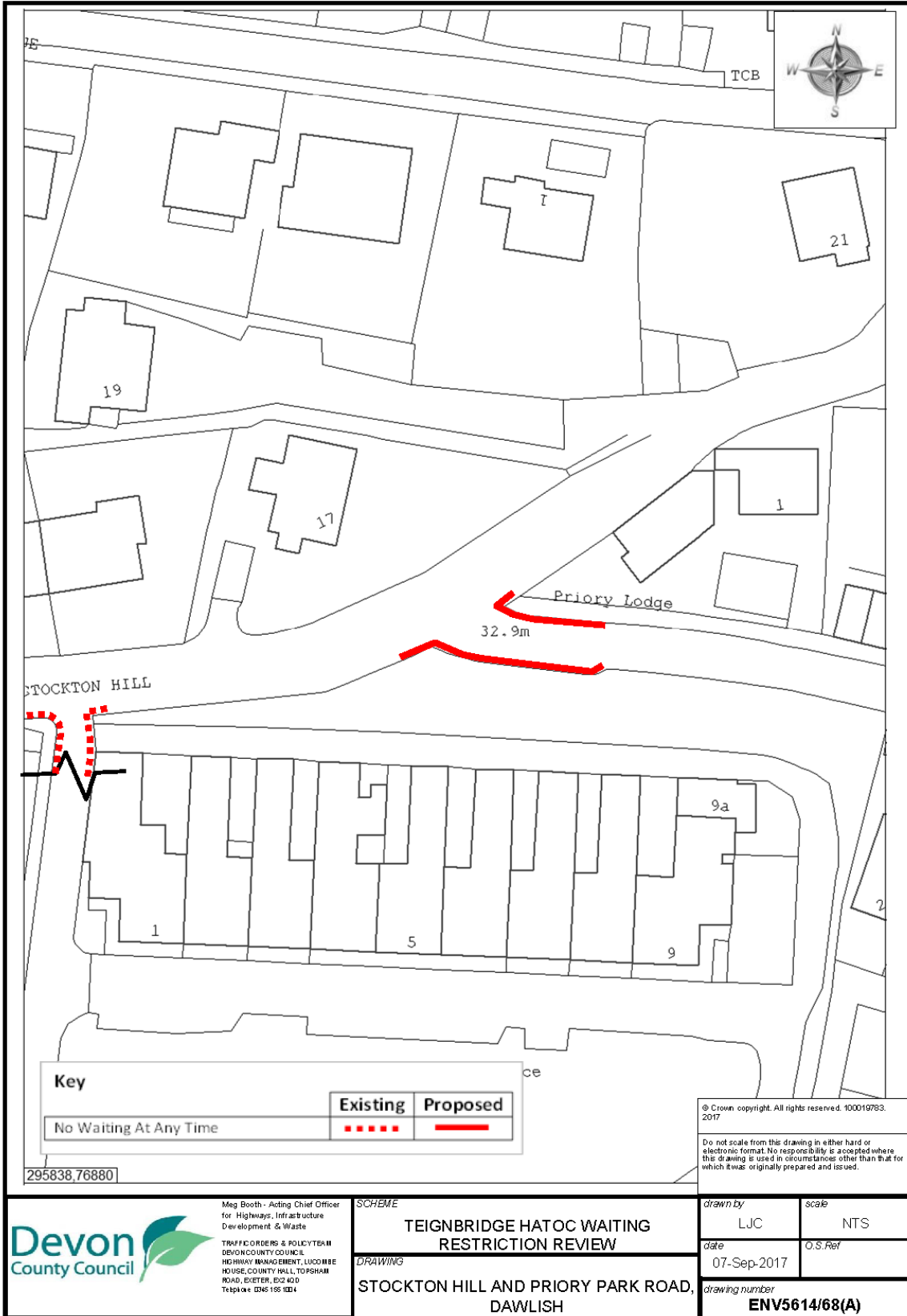
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 DEVON COUNTY COUNCIL, HIGHWAY  
 HERBARDYEN TUNNACORSE HOUSE, COUNTY  
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 Telephone: 01392 556 604

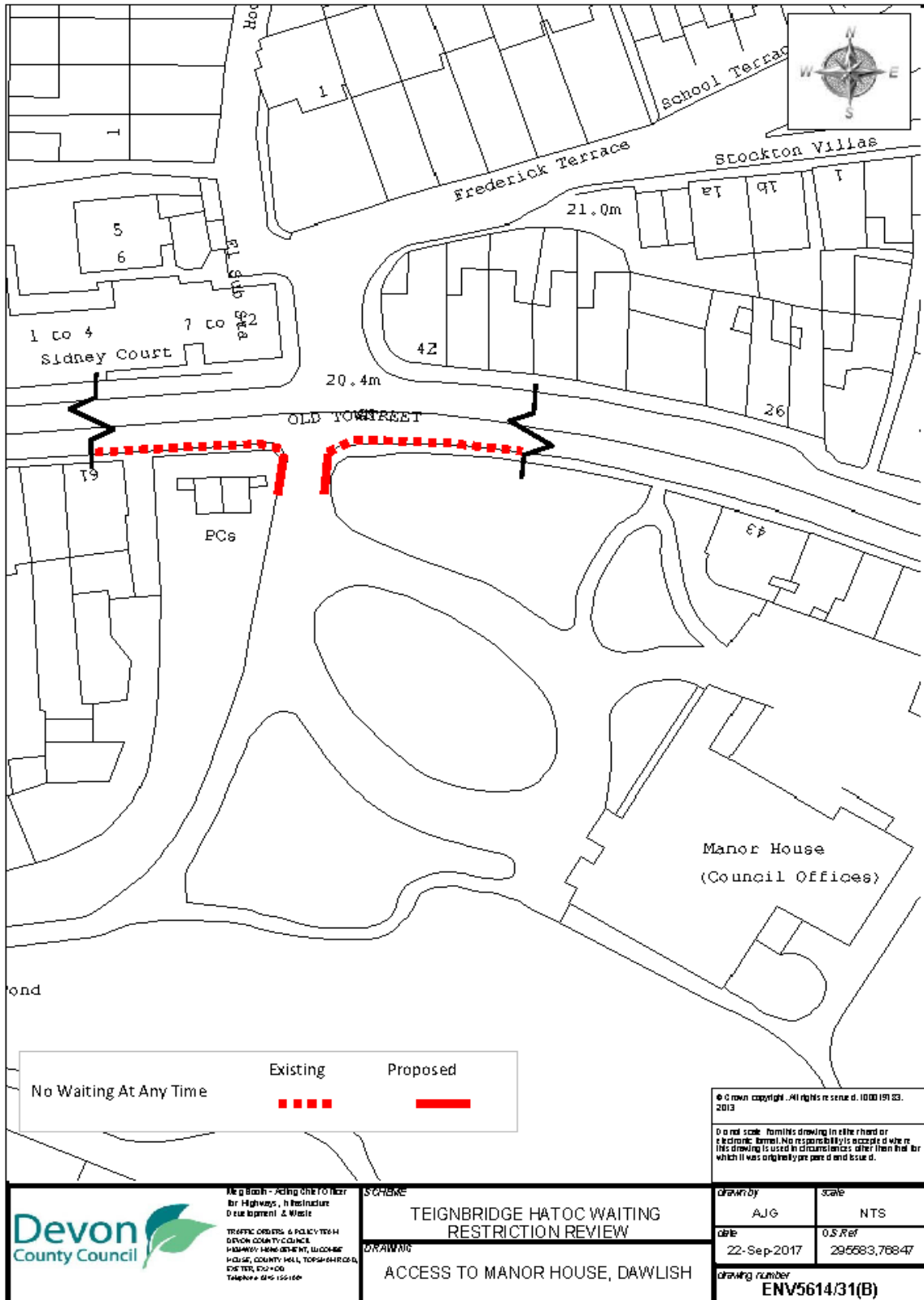
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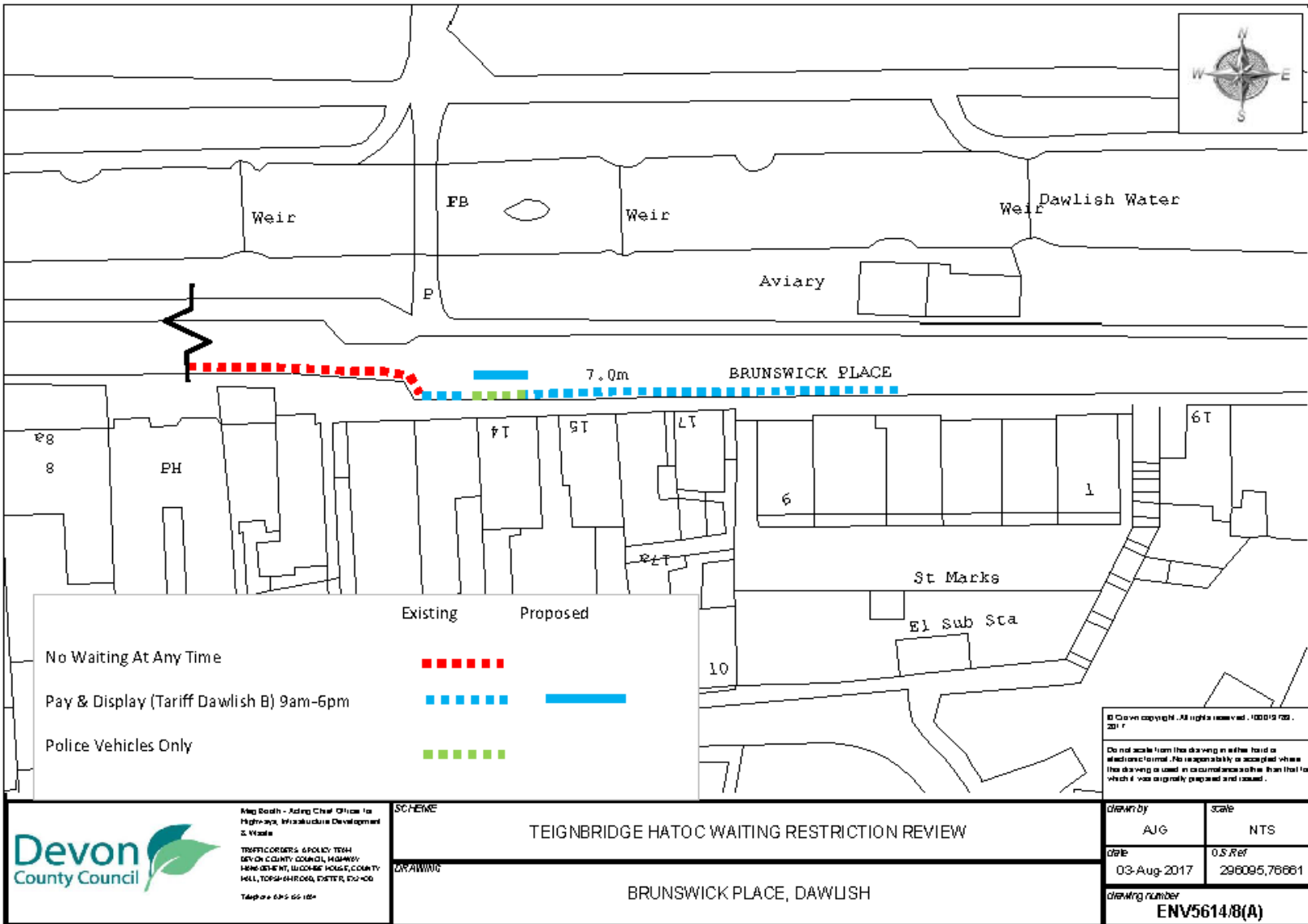
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03-Aug-2017	296356,77263
Drawing number	
ENV5614/14(A)	



# Agenda Item 6







	Existing	Proposed
No Waiting At Any Time	Red dashed line	
Pay & Display (Tariff Dawlish B) 9am-6pm	Blue dashed line	Blue solid line
Police Vehicles Only	Green dashed line	

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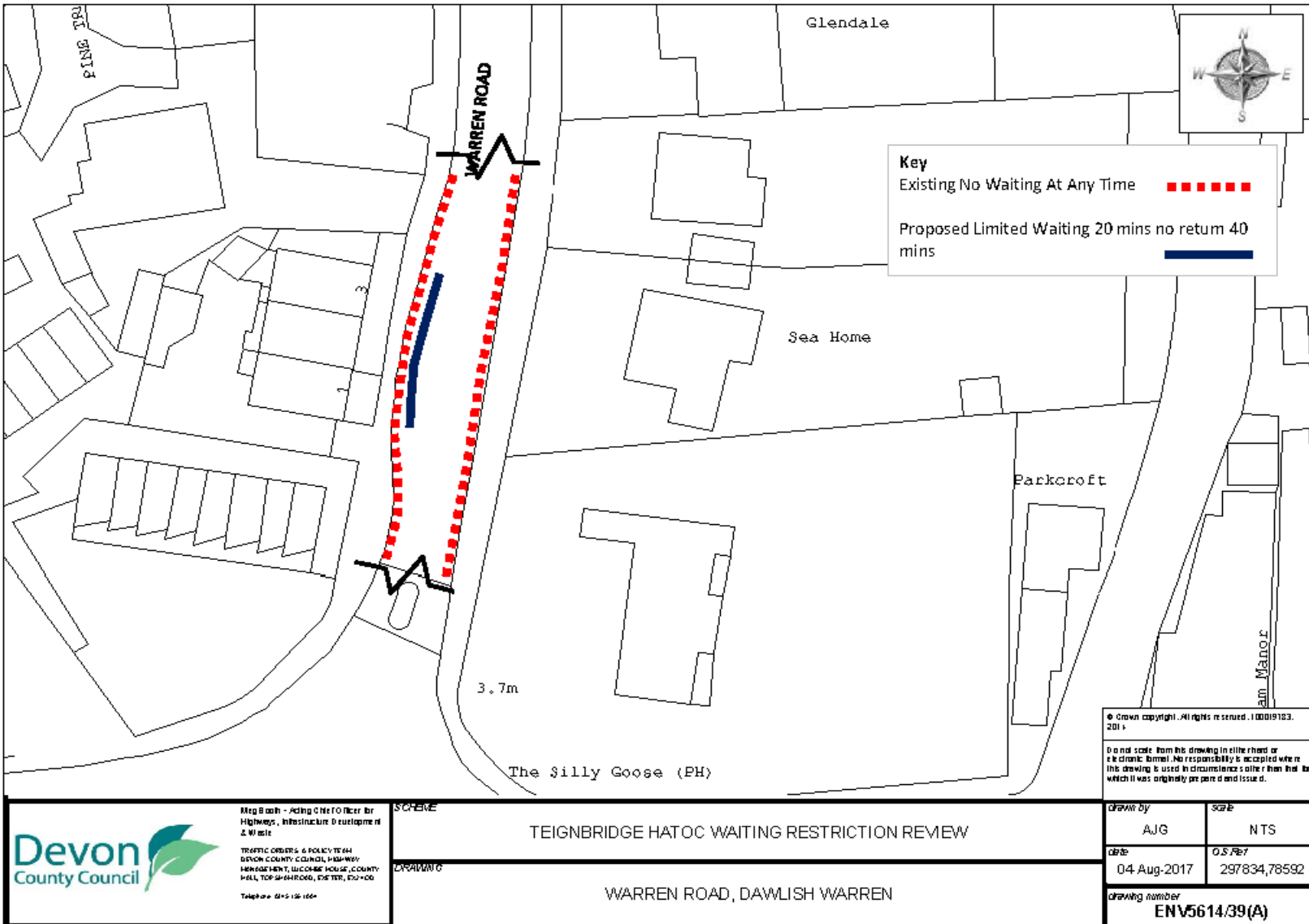
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AJG	NTS
date	OS Ref
03-Aug-2017	296095,76661
drawing number	
ENV5614/8(A)	

**Devon County Council**

Map South - Acting Chief Officer for Highways, Infrastructure Development & Waste  
 TRAFFIC ORDERS & POLICY TEAM  
 DEVON COUNTY COUNCIL, HIGHWAY MANAGEMENT, 10 COLLEGE HOUSE, COUNTY HILL, TORSQUHAY ROAD, TORSQUAY, EX26 4DB  
 Telephone 0345 656 100

**SCHEME**  
 TEIGNBRIDGE HATOC WAITING RESTRICTION REVIEW

**DRAWING**  
 BRUNSWICK PLACE, DAWLISH



Map Bath - Acting Chief Officer for Highways, Infrastructure Development & Waste  
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 HERON QUAY, WILCOCK HOUSE, COUNTY  
 HALL, TOPSHAM ROAD, TOPSHAM, EX10 1DA  
 Telephone 01392 146 146

SCHEME

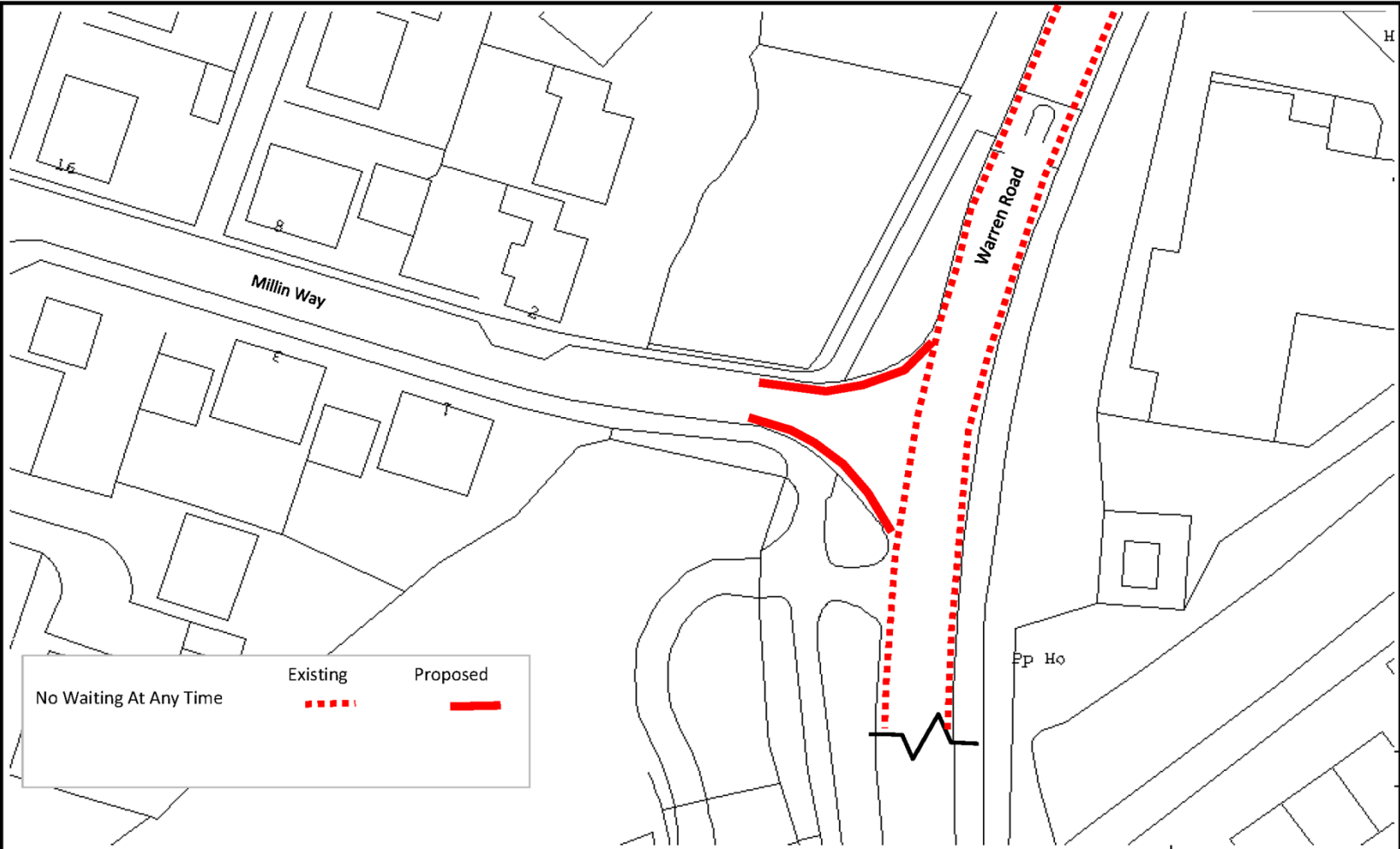
TEIGNBRIDGE HATOC WAITING RESTRICTION REVIEW

DRAWING

WARREN ROAD, DAWLISH WARREN

# Agenda Item 6





**Devon**  
County Council

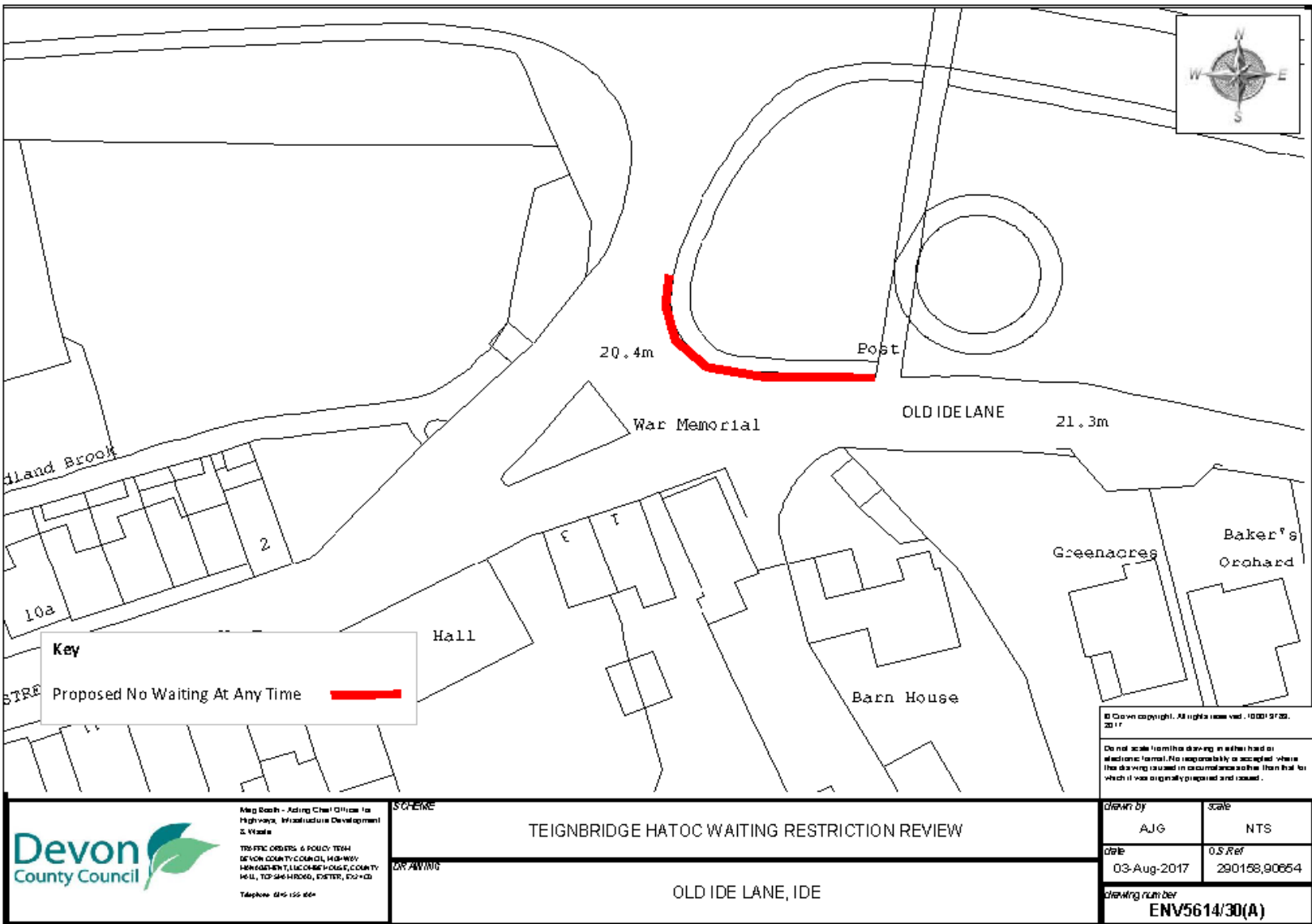
Meg Booth - Acting Chief Officer for Highways, Infrastructure Development & Waste

TRAFFIC ORDERS & POLICY TEAM  
DEVON COUNTY COUNCIL, HIGHWAY MANAGEMENT, LUDCOMBE HOUSE, COUNTY HALL, TOPSHAM ROAD, EXETER, EX2 4SD  
Telephone: 0345 155 1004

**SCHEME**  
TEIGNBRIDGE HATOC WAITING RESTRICTION REVIEW

**DRAWING**  
MILLIN WAY JUNCTION WARREN ROAD, DAWLISH WARREN

<i>drawn by</i> AJG	<i>scale</i> NTS
<i>date</i> 08-Aug-2017	<i>O.S Ref</i> 297589,78954
<i>drawing number</i> ENV5614/26(A)	



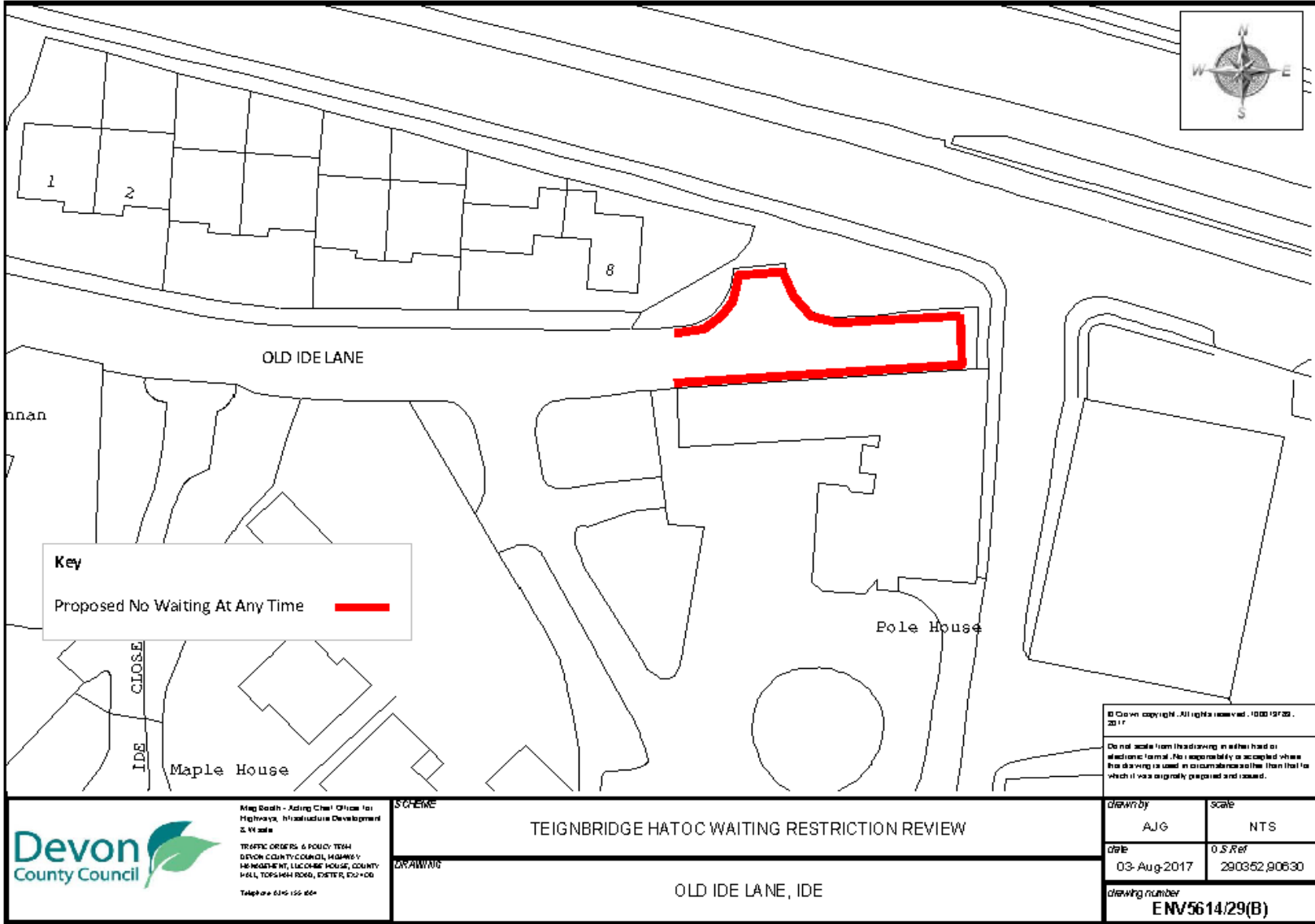
Map Book - Aiding Chief Officers to Highways, Infrastructure Development & Waste  
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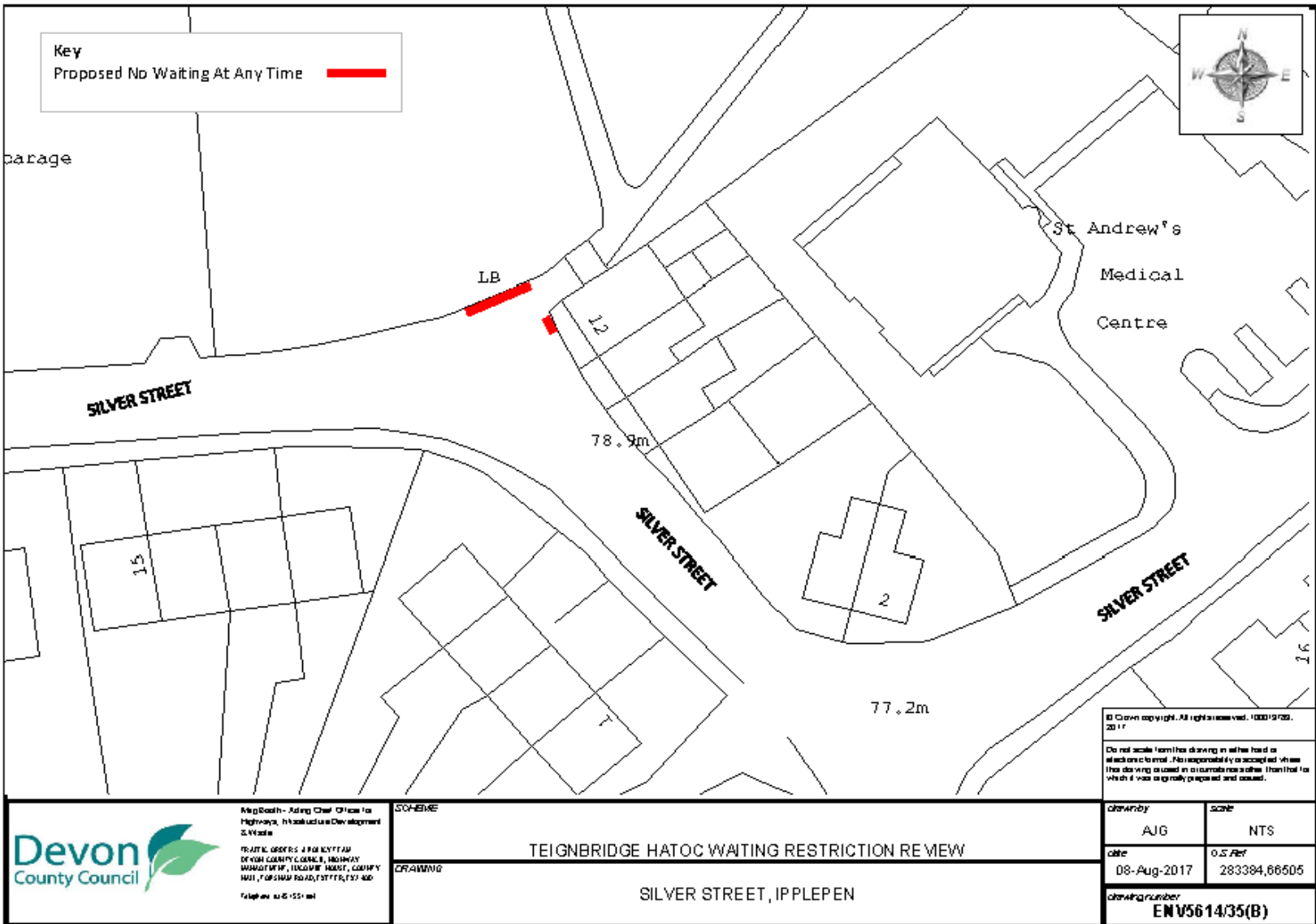
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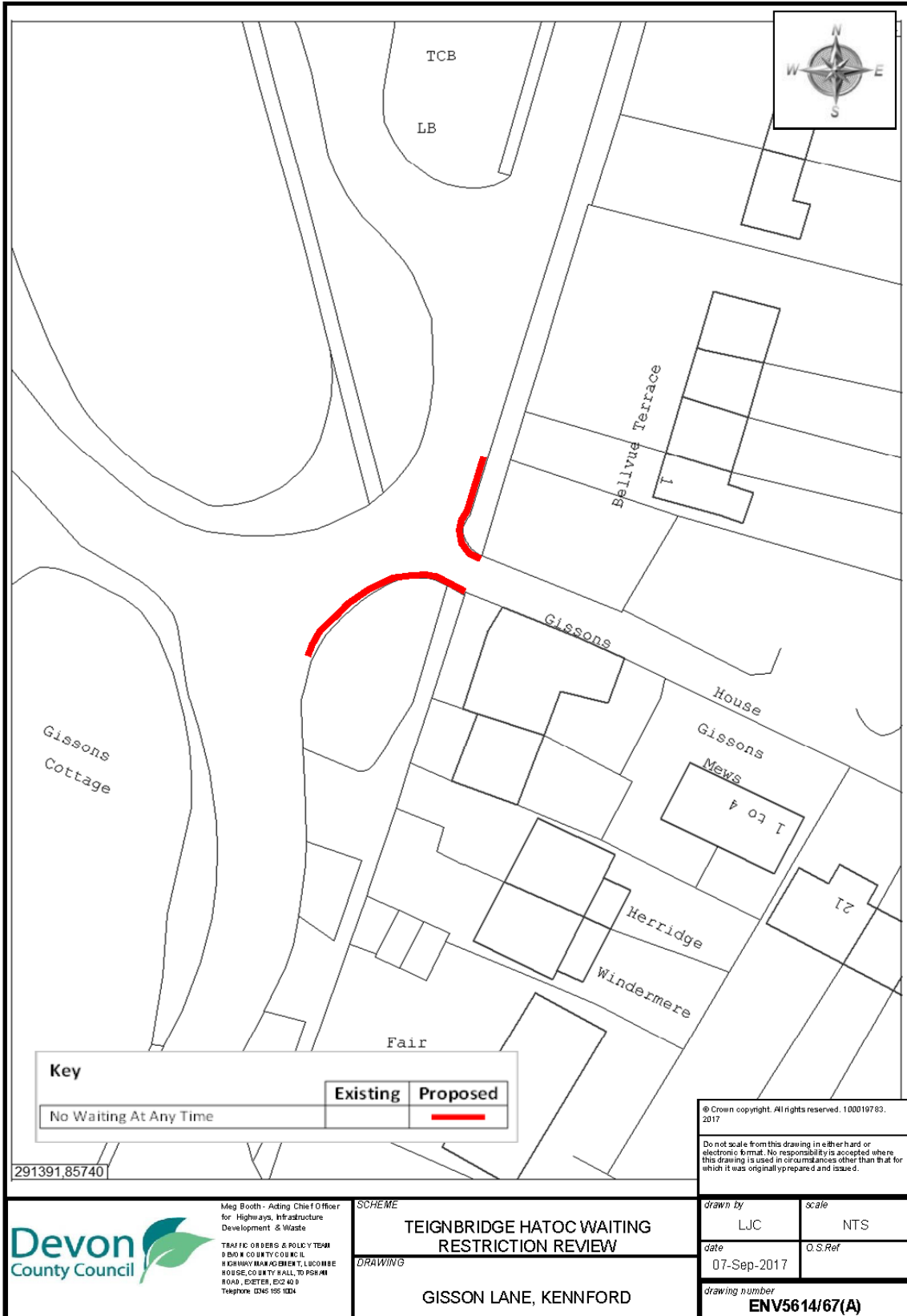
TEIGNBRIDGE HATOC WAITING RESTRICTION REVIEW

DRAWING

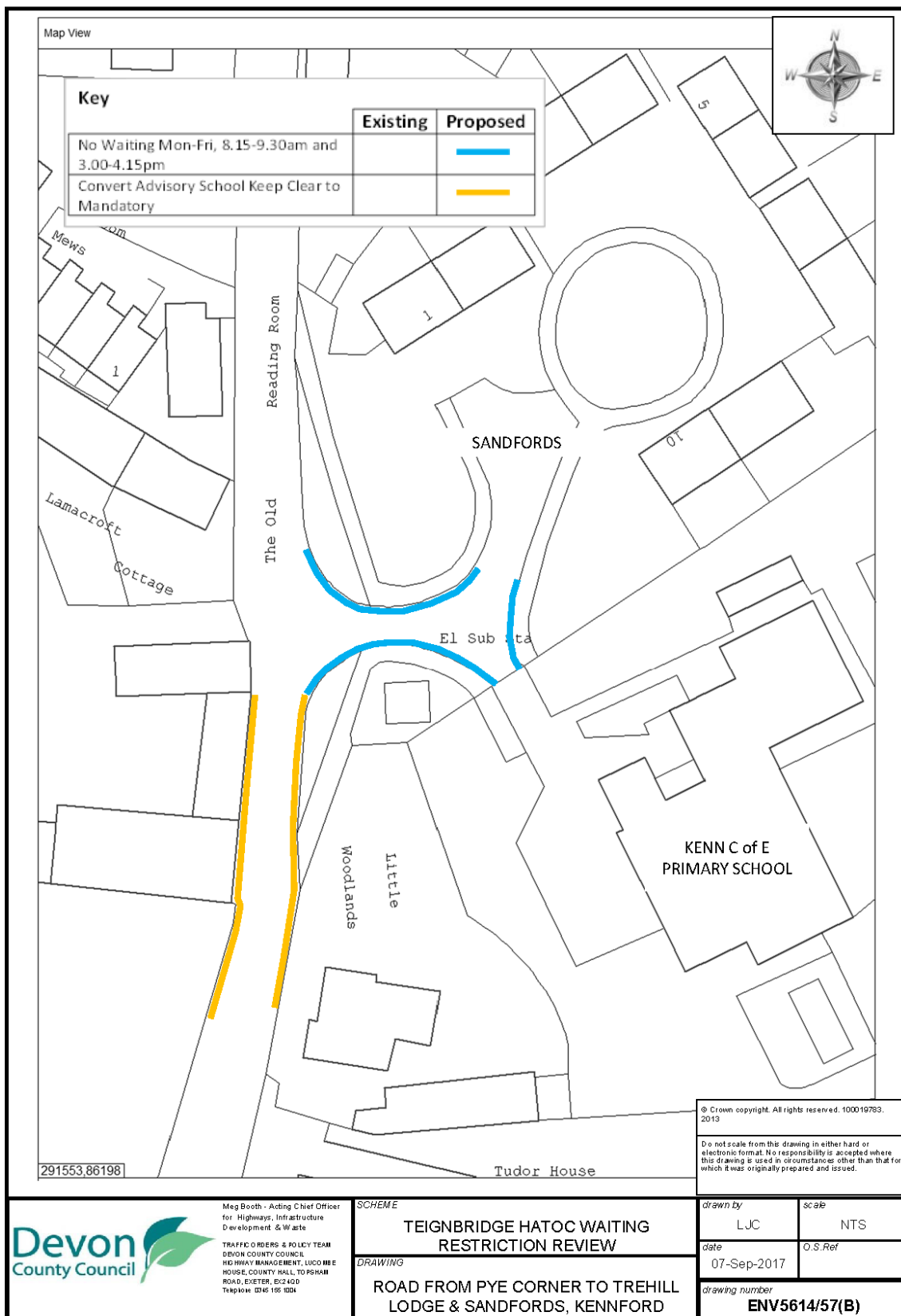
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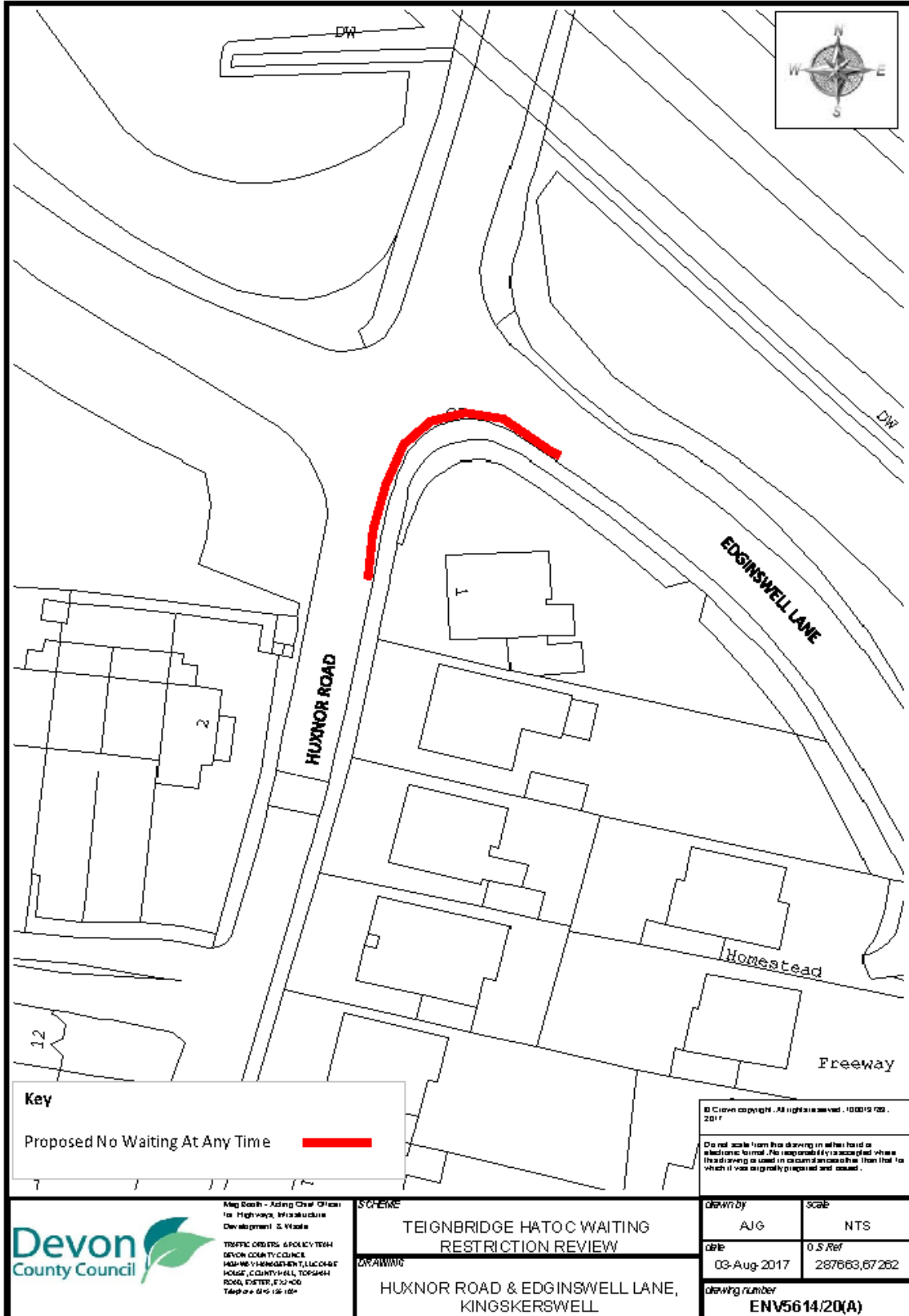







# Agenda Item 6



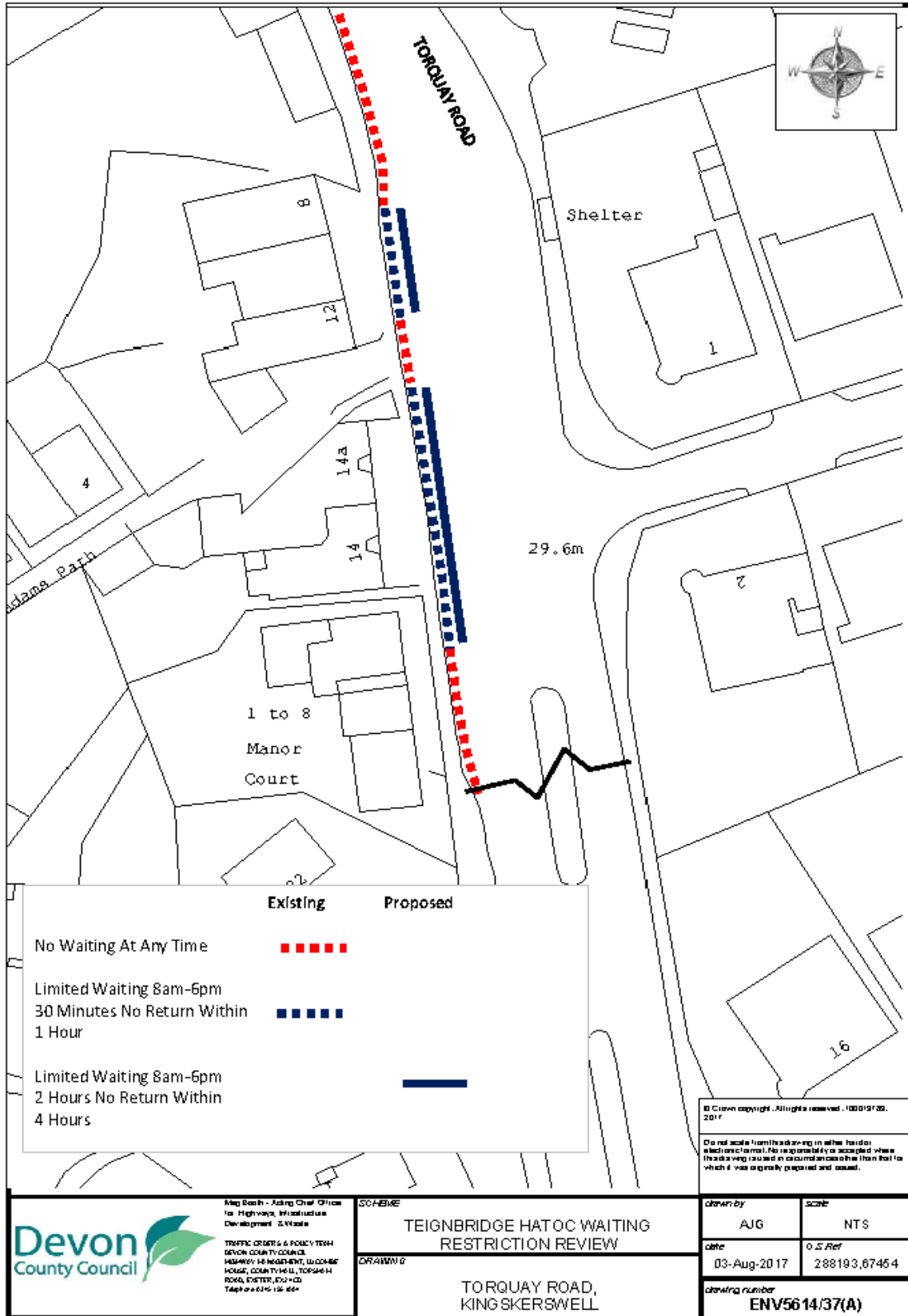


**Key**  
 Proposed No Waiting At Any Time ———

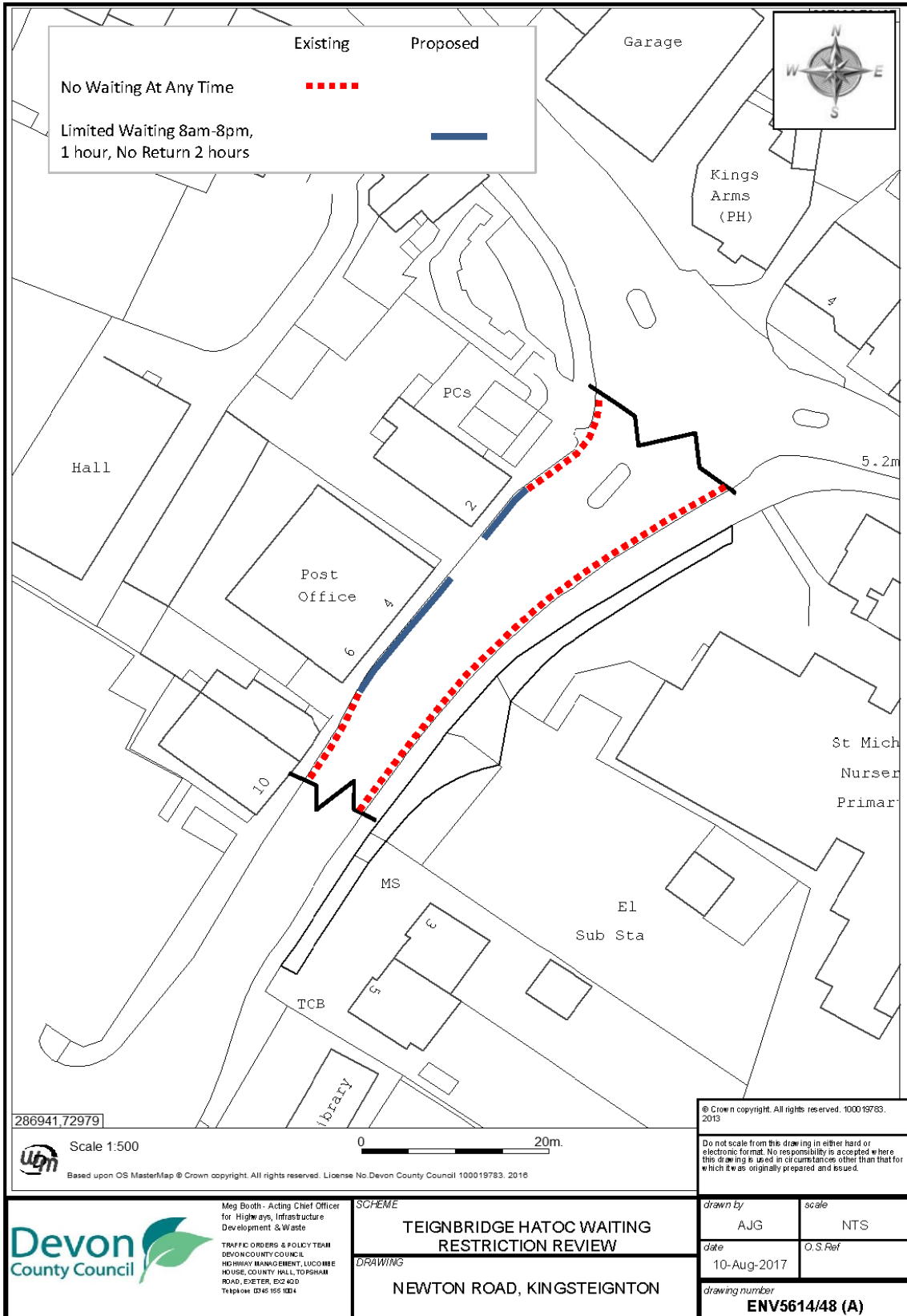
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 <p>                 Kevin Roach - Acting Chief Officer                  for Highways, Infrastructure                  Development &amp; Waste                  TRAFFIC ORDERS &amp; POLICY TEAM                  DEVON COUNTY COUNCIL                  HAYNEYS BRIDGE, ST. LUCCAS                  HOUSE, COUNTY HILL, TOPSHAM                  ROAD, EXETER, EX2 4QG                  Telephone 01392 156100             </p>	SCHEME TEIGNBRIDGE HATOC WAITING RESTRICTION REVIEW	Drawn by AJG	Scale NTS
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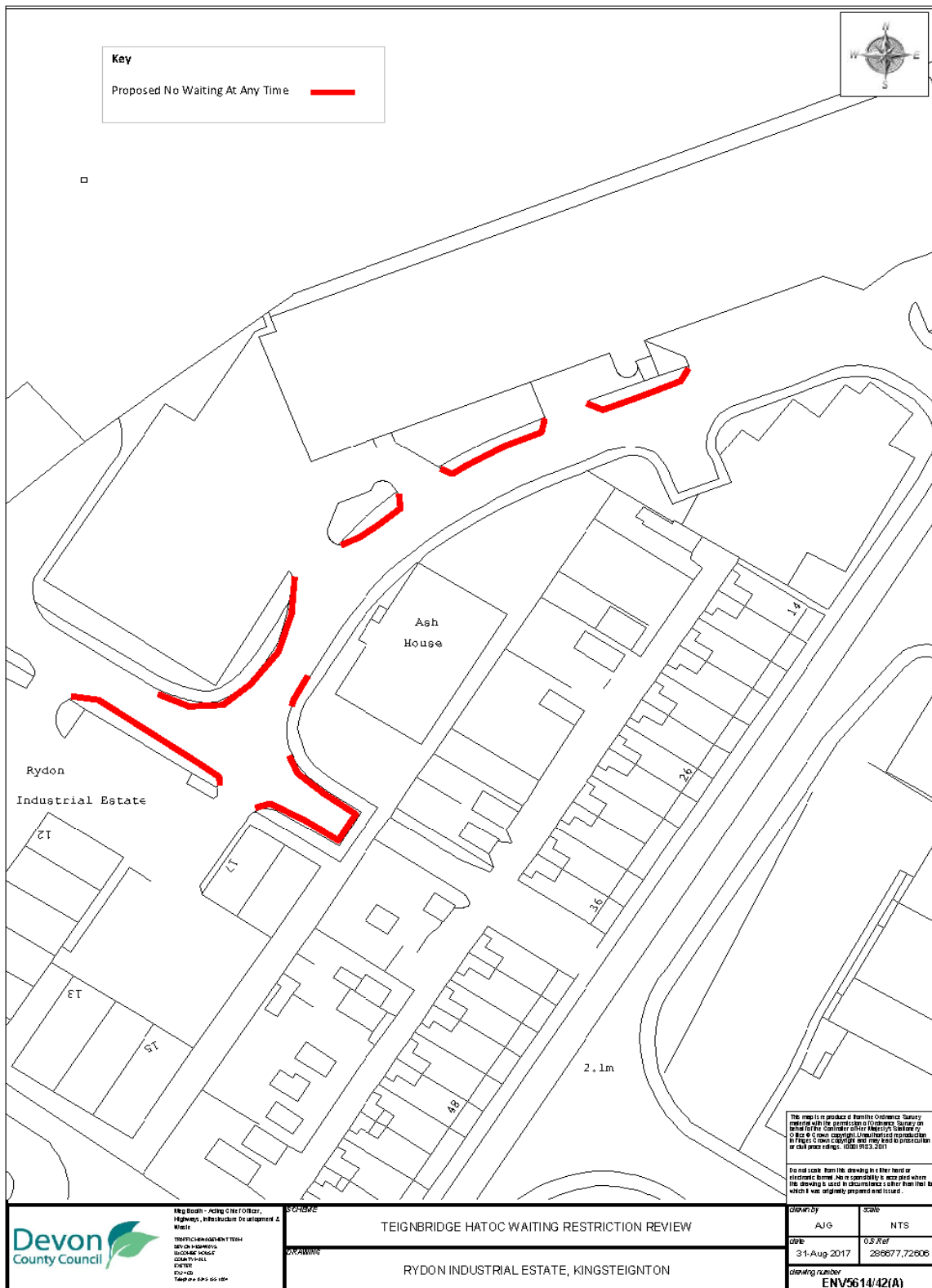
# Agenda Item 6

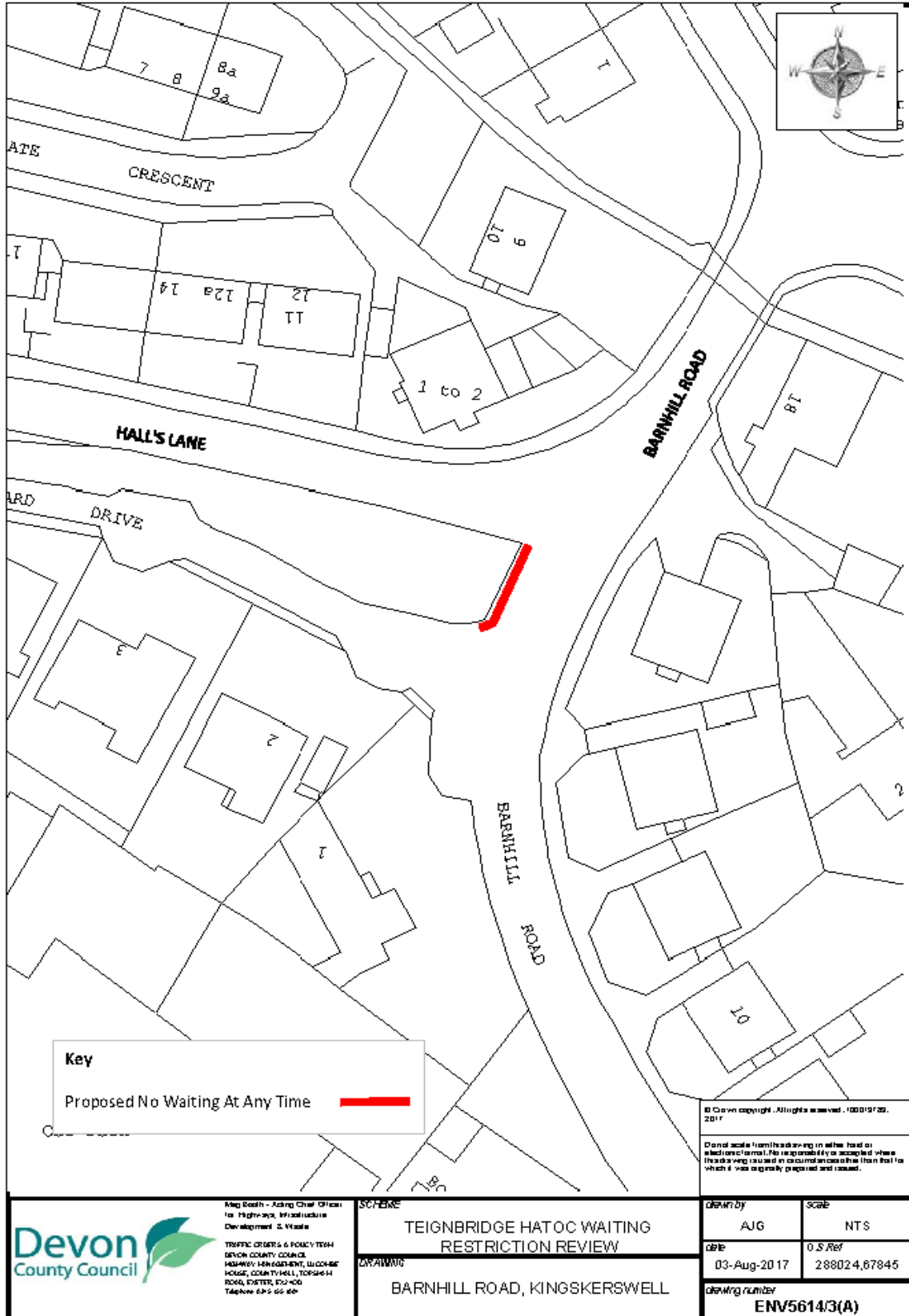


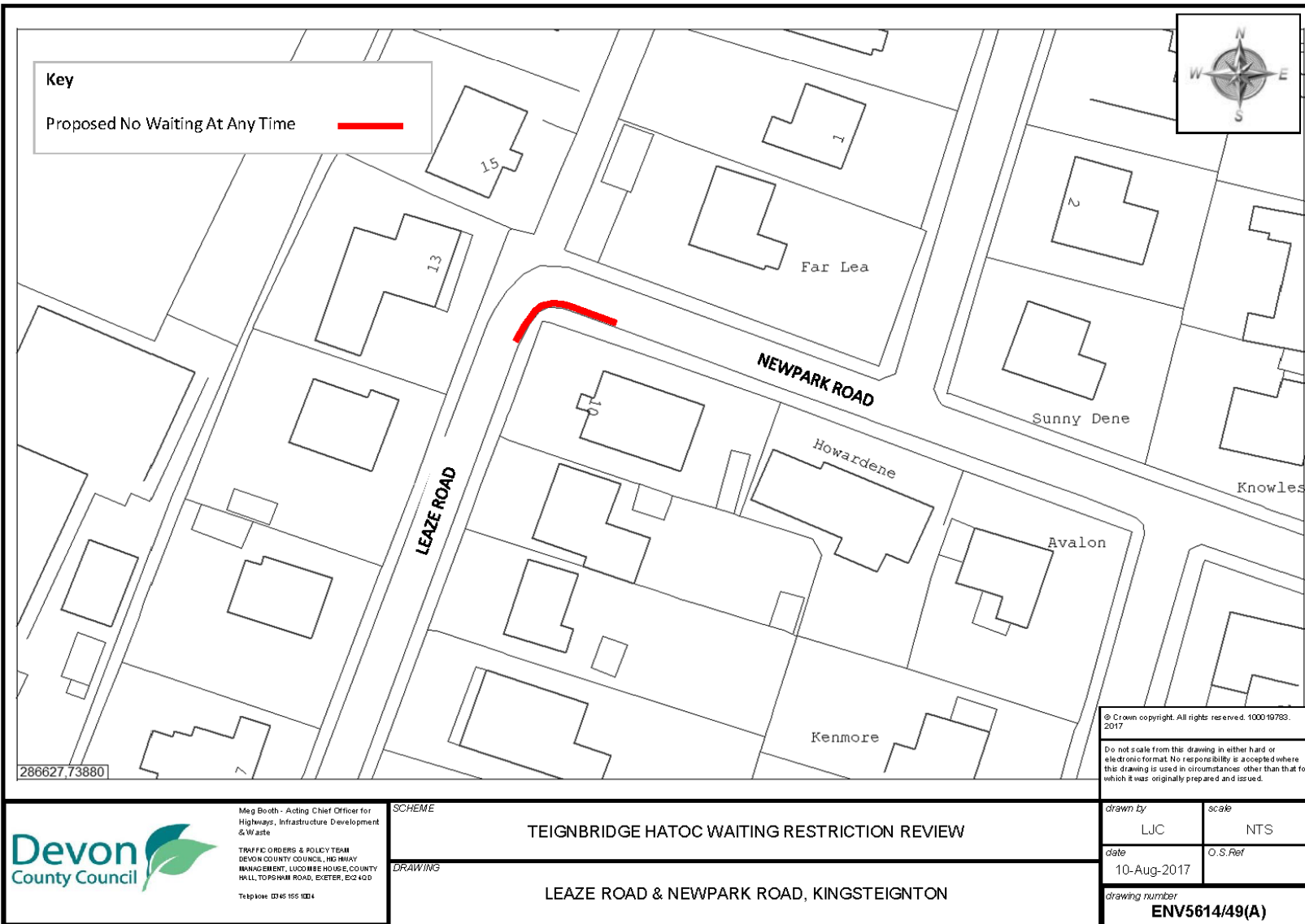


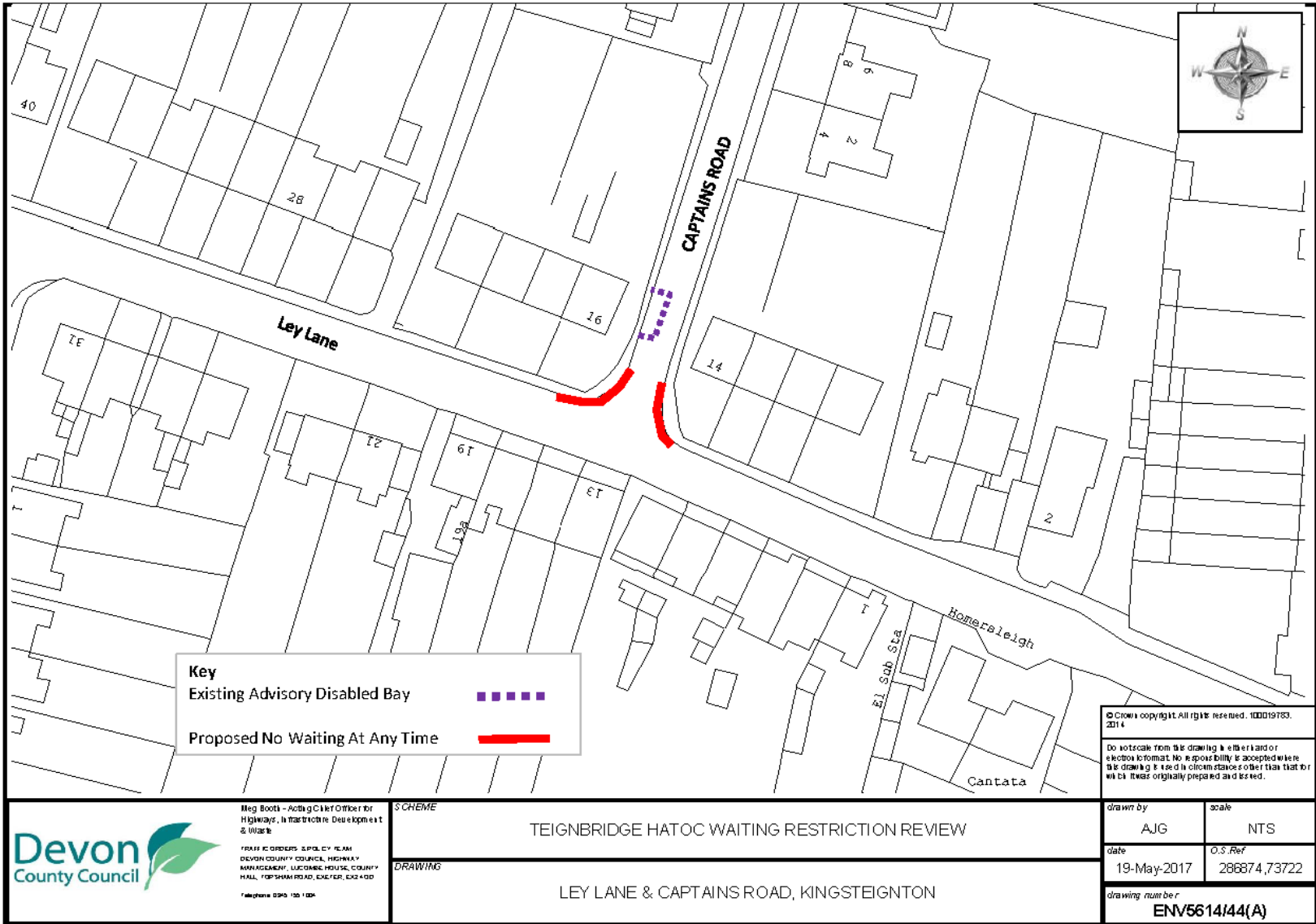


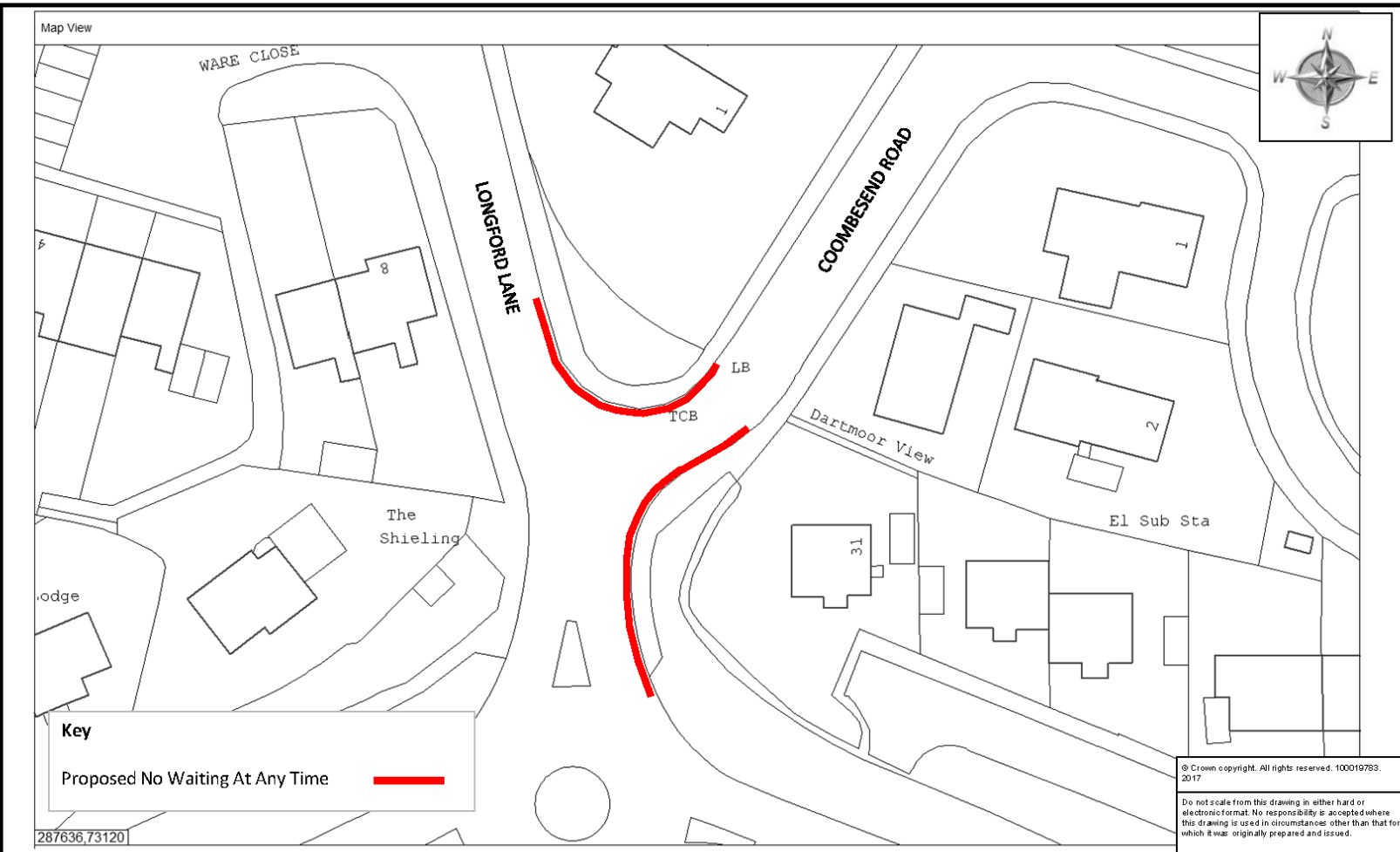
# Agenda Item 6











**Key**  
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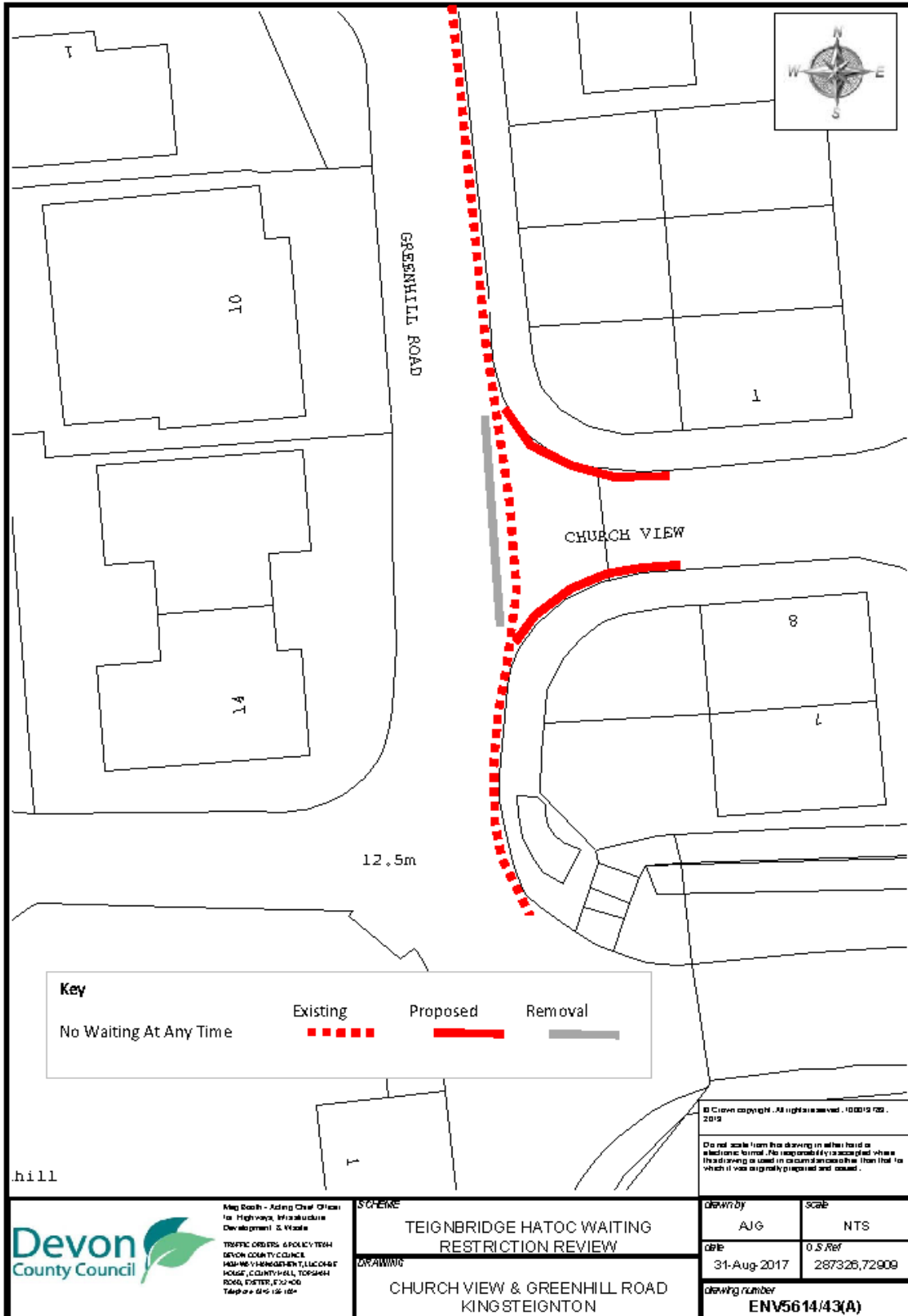
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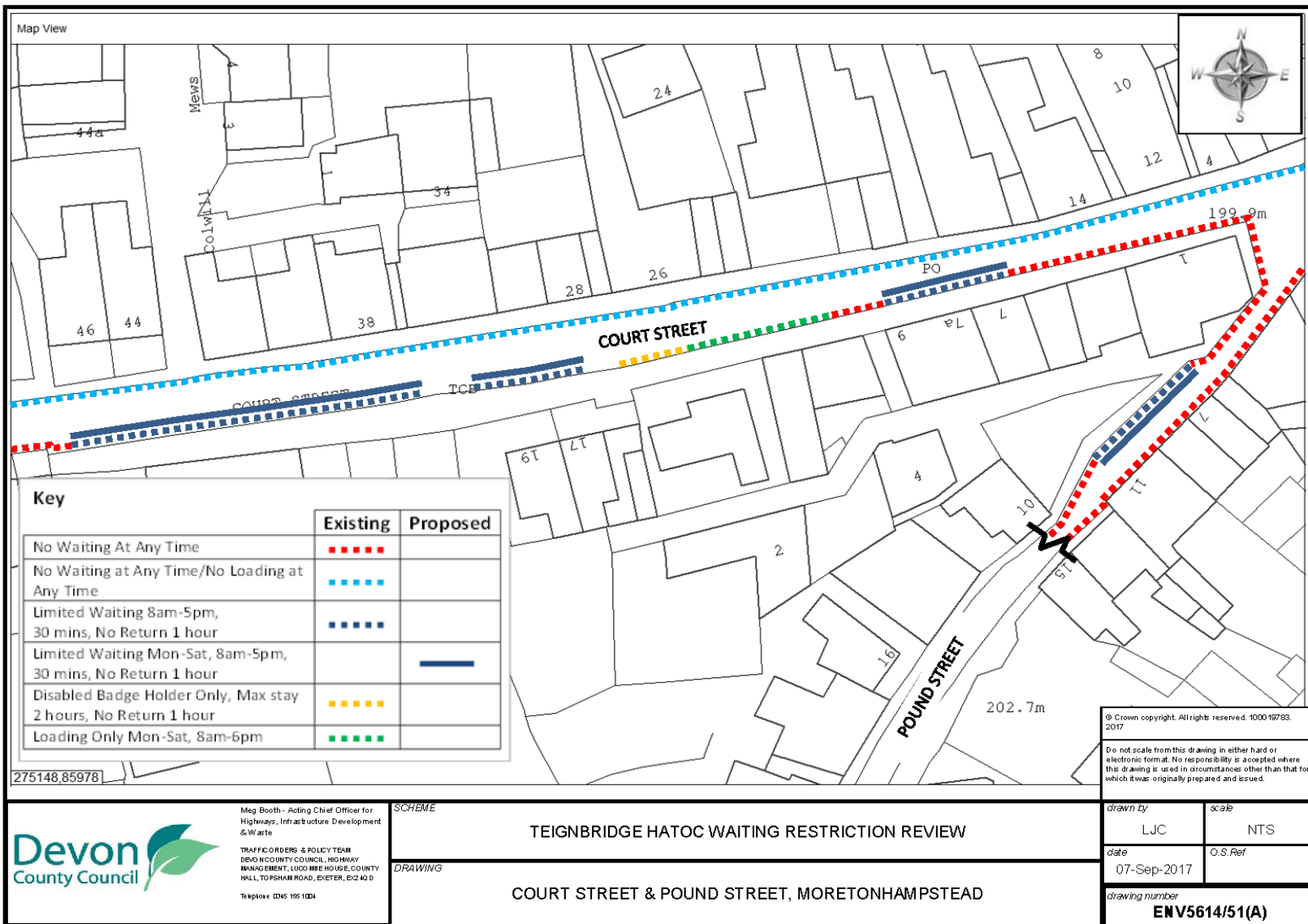


Meg Booth - Acting Chief Officer for Highways, Infrastructure Development & Works  
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 DEVON COUNTY COUNCIL, HIGHWAY MANAGEMENT, LICOMBE HOUSE, COUNTY HALL, TOPSHAM ROAD, EXETER, EX2 4GD  
 Telephone: 01392 155 1004

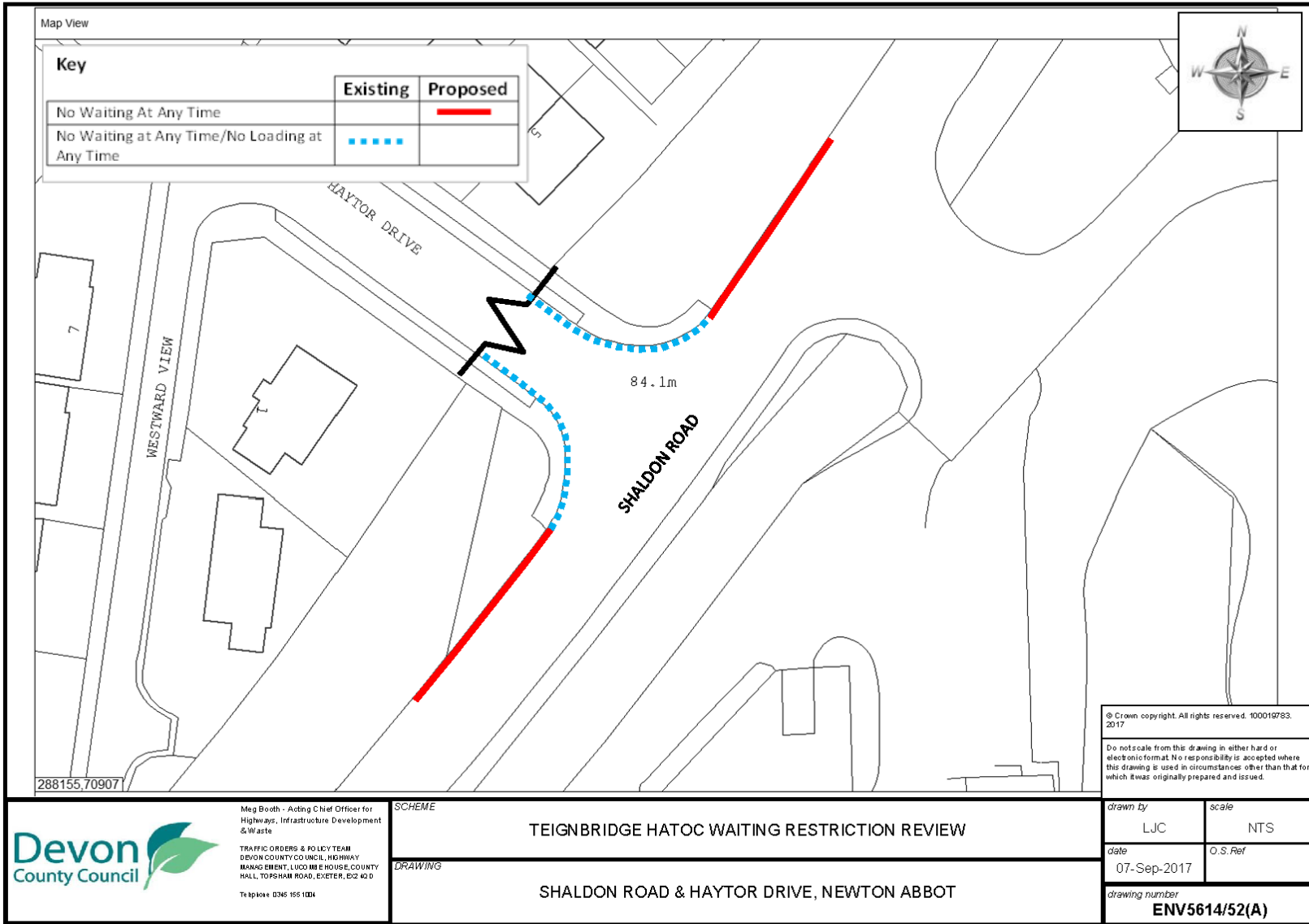
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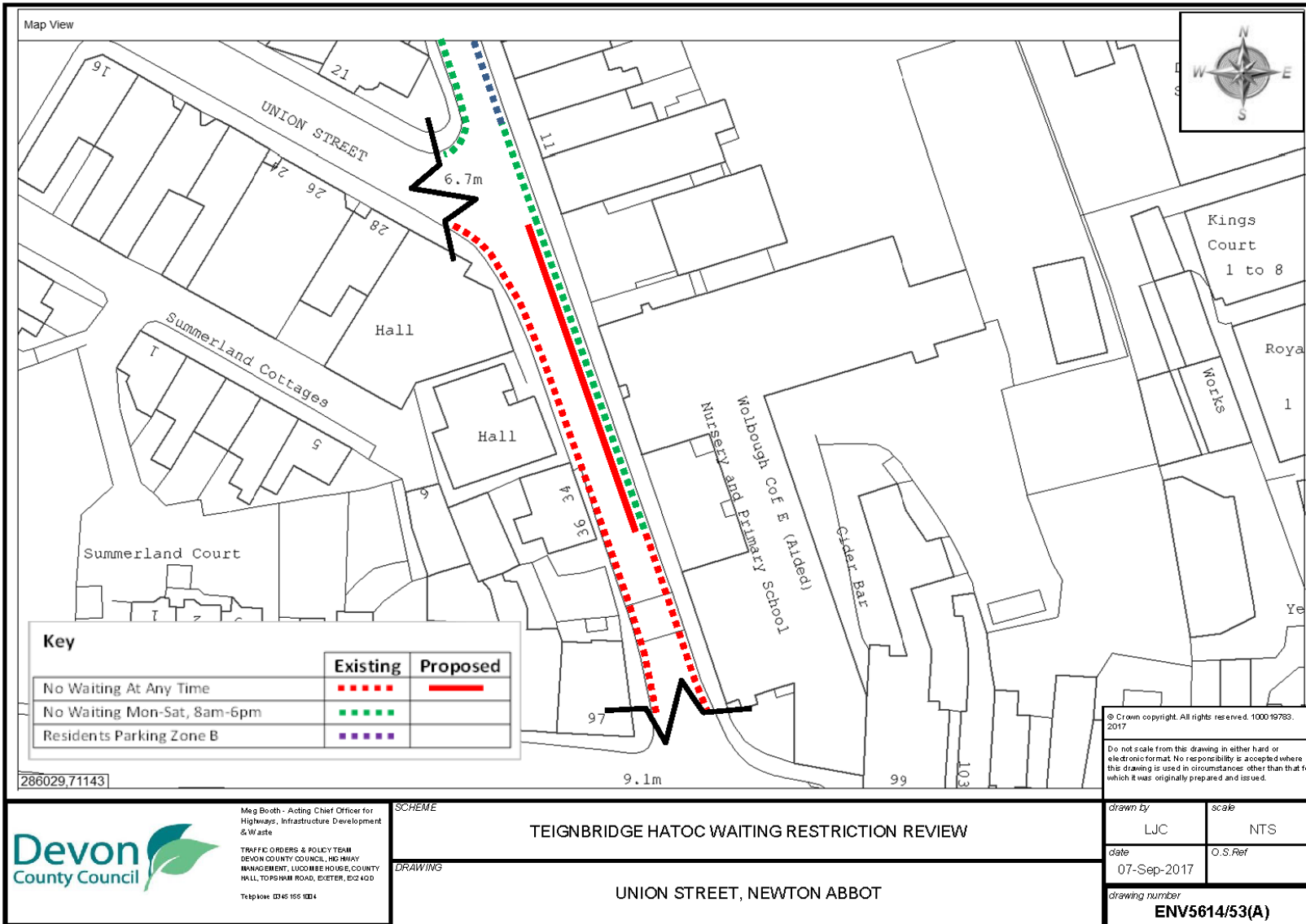
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date 07-Sep-2017	O.S. Ref
drawing number <b>ENV5614/50(A)</b>	

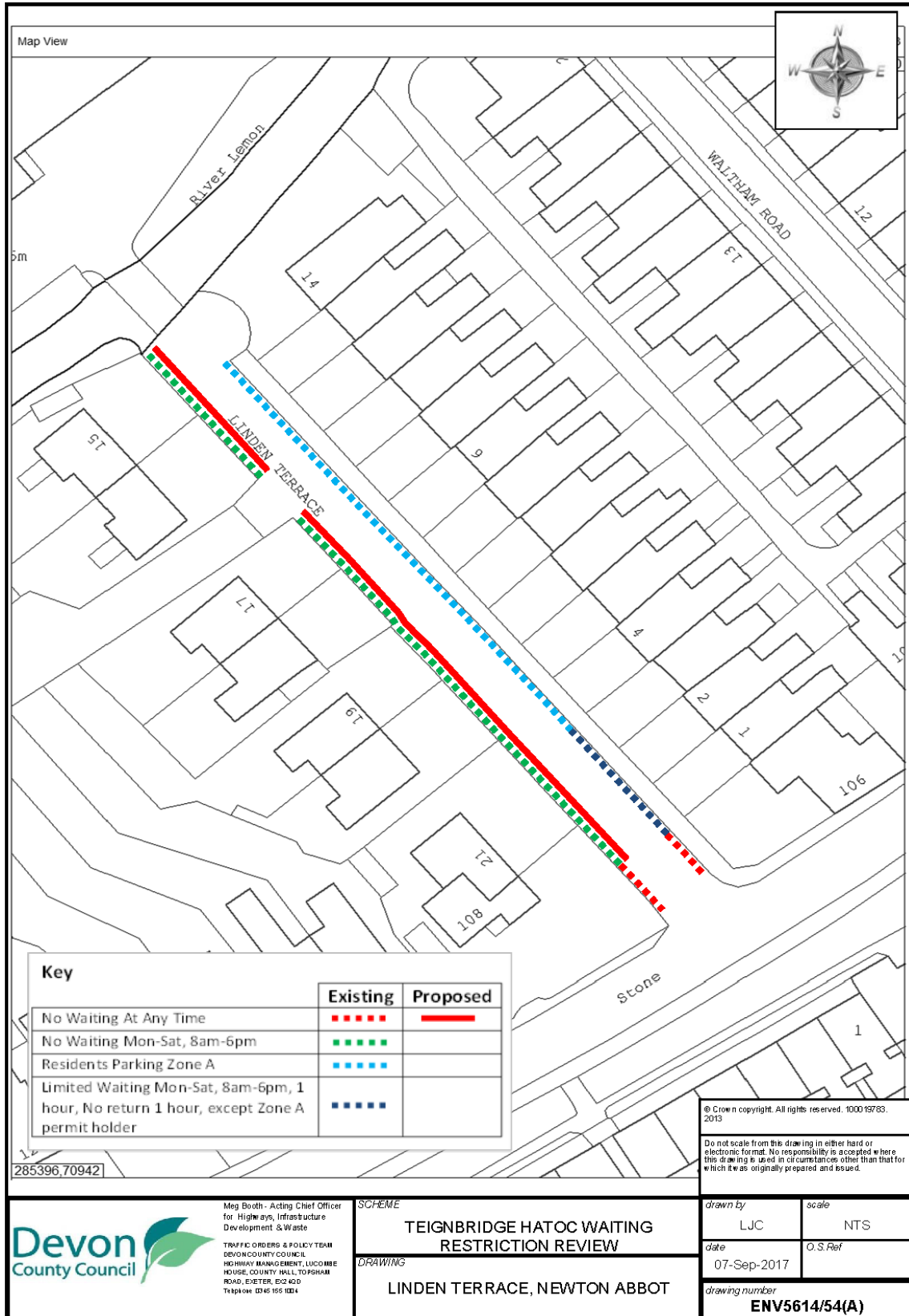




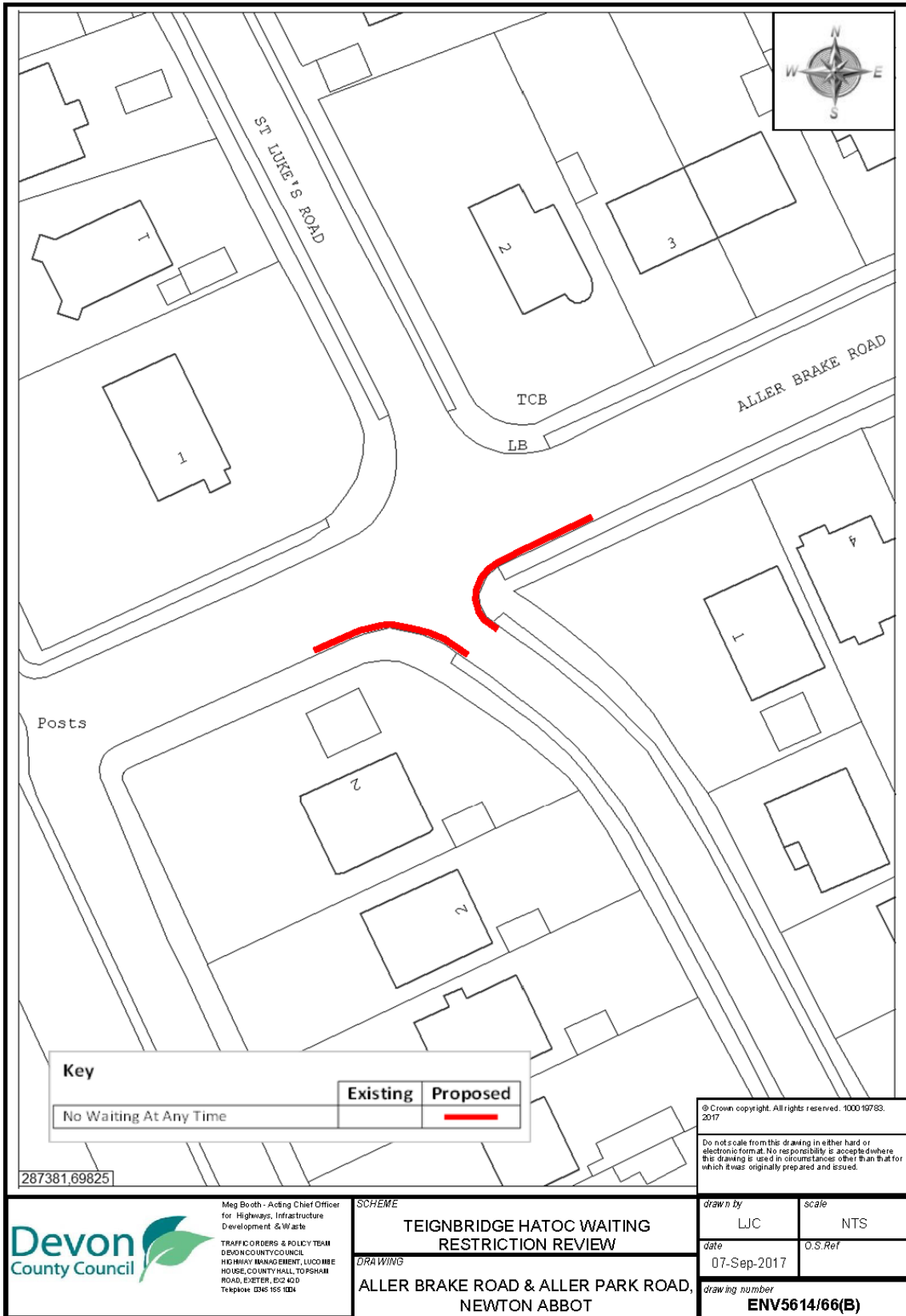


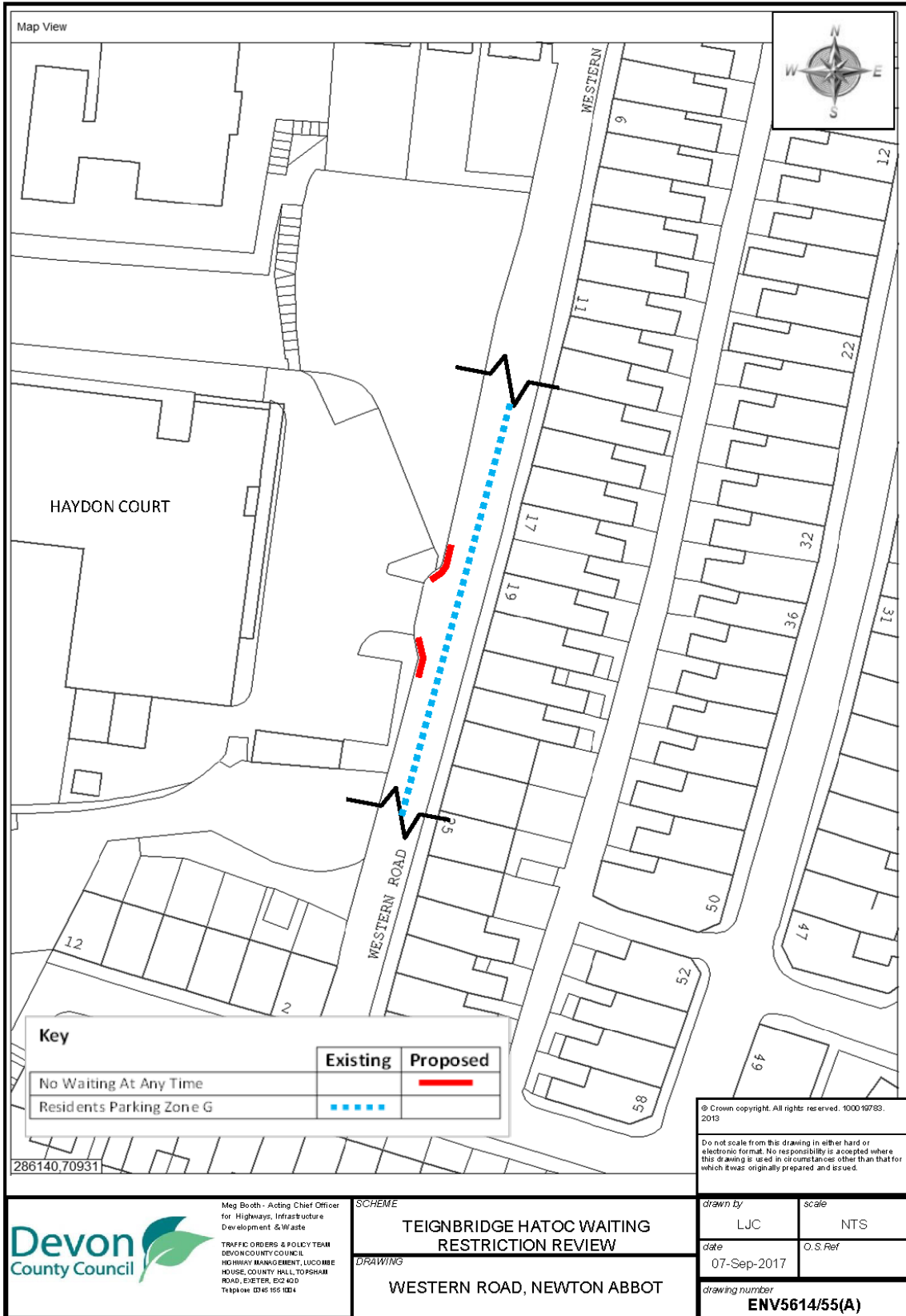


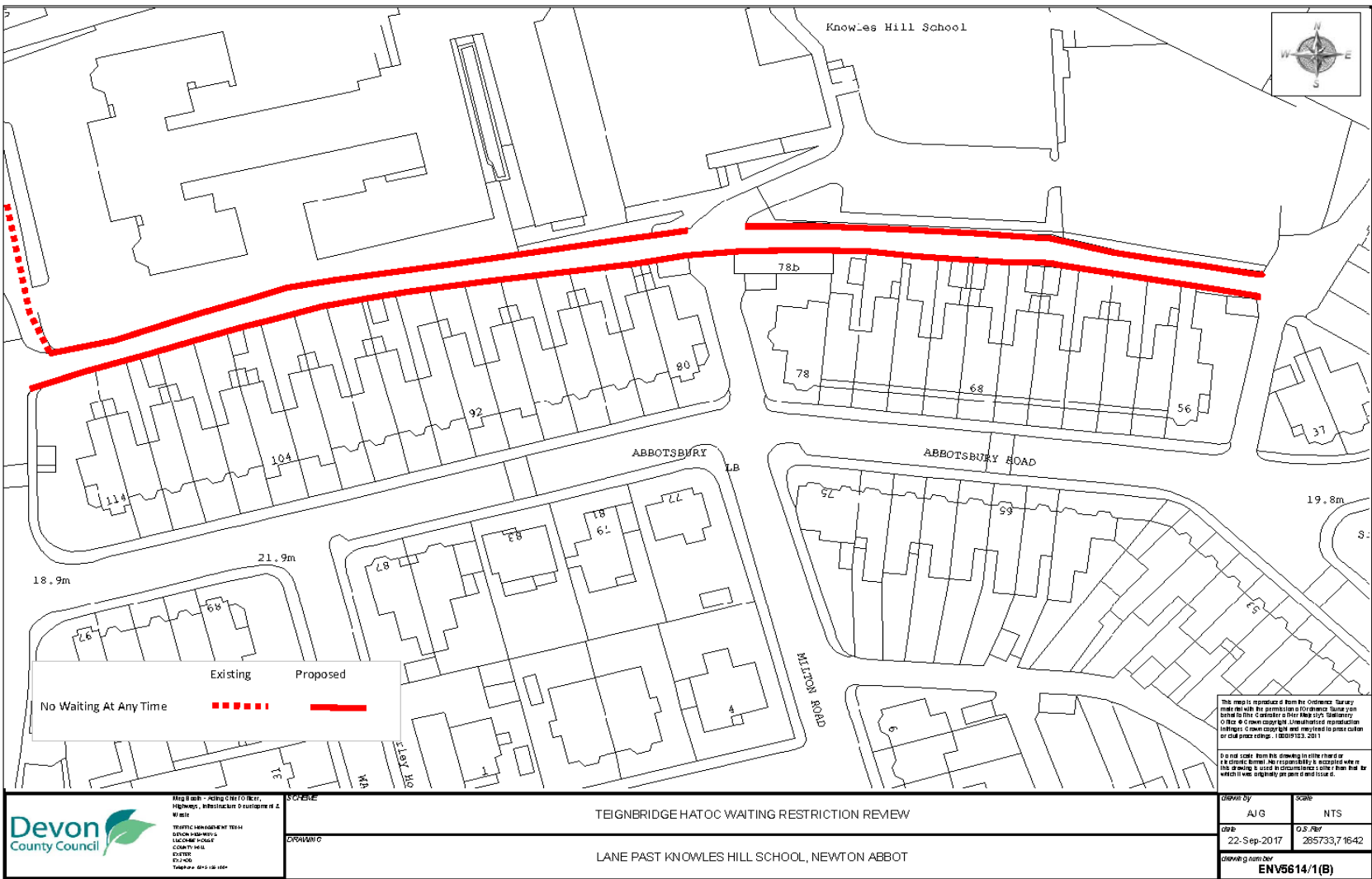


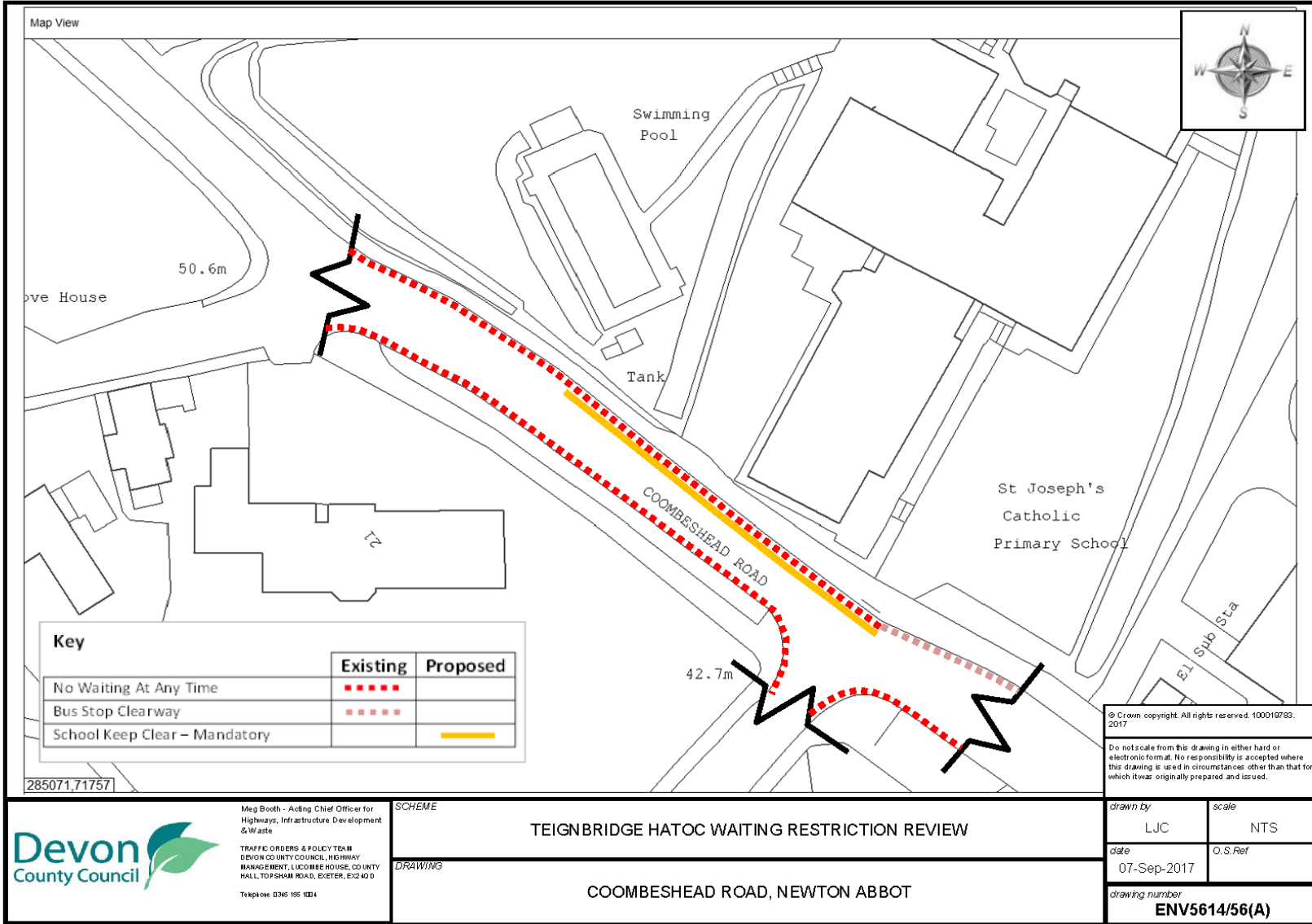


# Agenda Item 6









Meg Booth - Acting Chief Officer for Highways, Infrastructure Development & Waste

TRAFFIC ORDERS & POLICY TEAM  
DEVON COUNTY COUNCIL, HIGHWAY MANAGEMENT, LUCOMBE HOUSE, COUNTY HALL, TOPSHAM ROAD, EXETER, EX2 4GJ

Telephone: 0365 166 1004

SCHEME

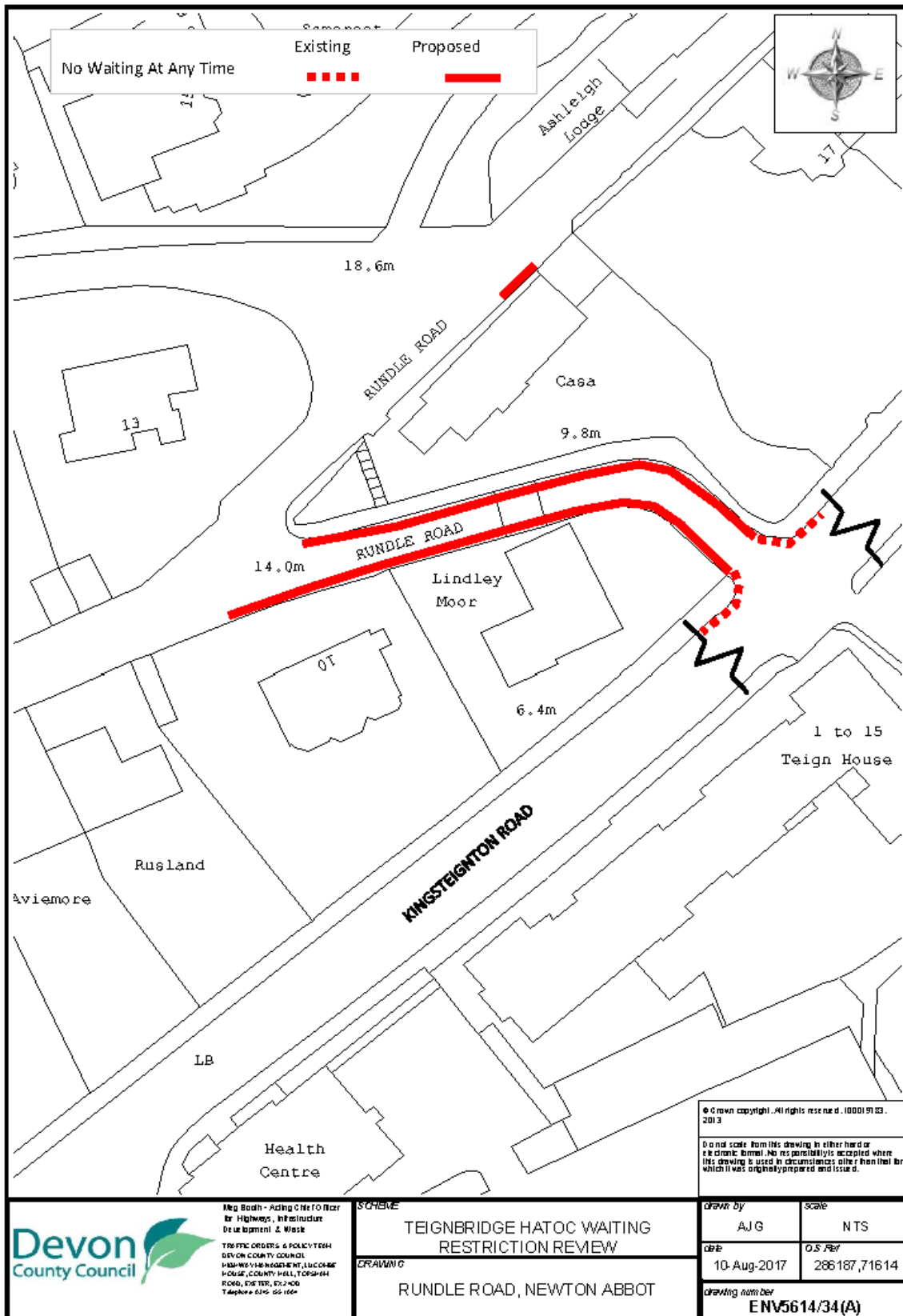
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DRAWING

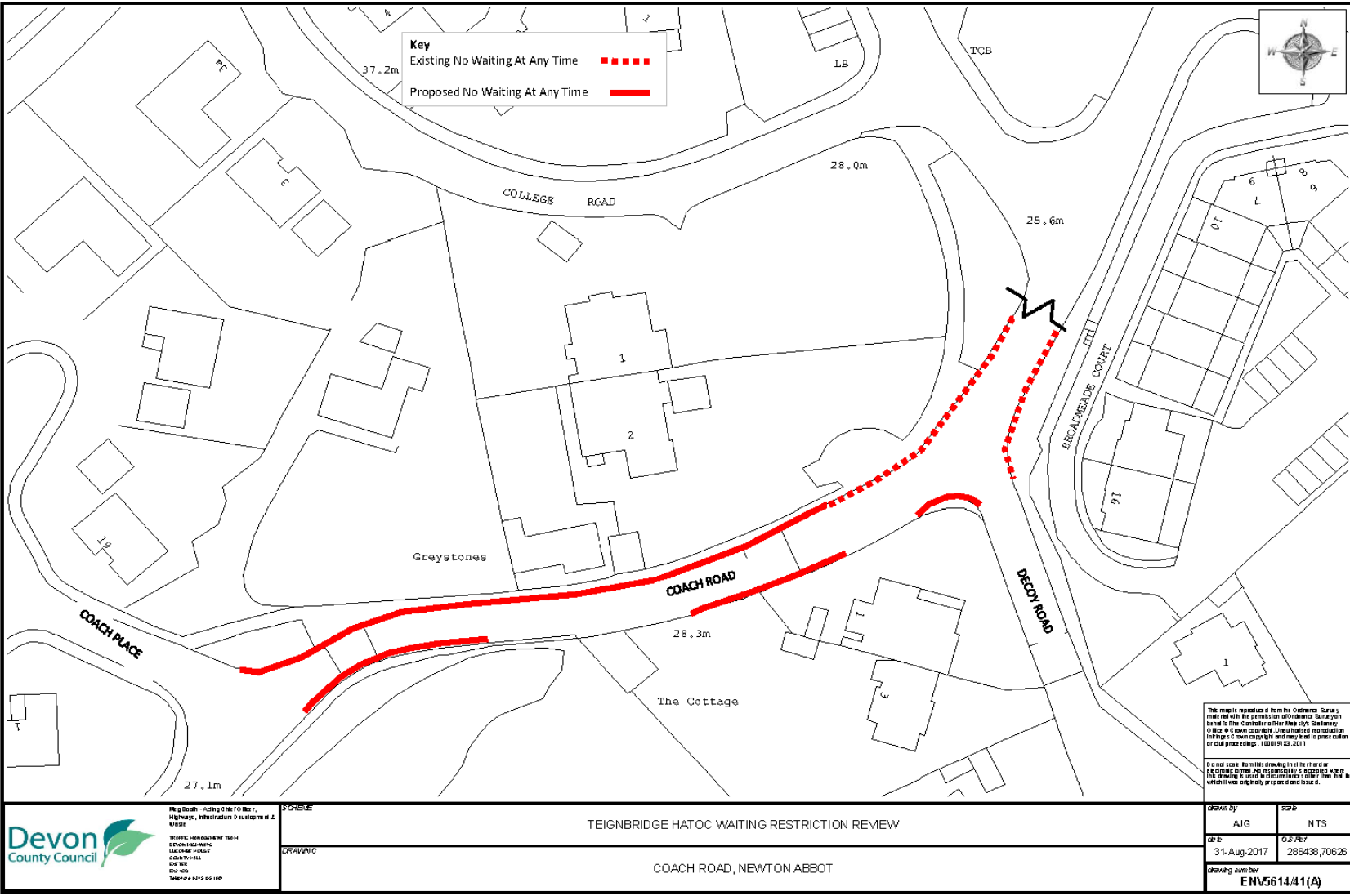
COOMBESHEAD ROAD, NEWTON ABBOT



# Agenda Item 6







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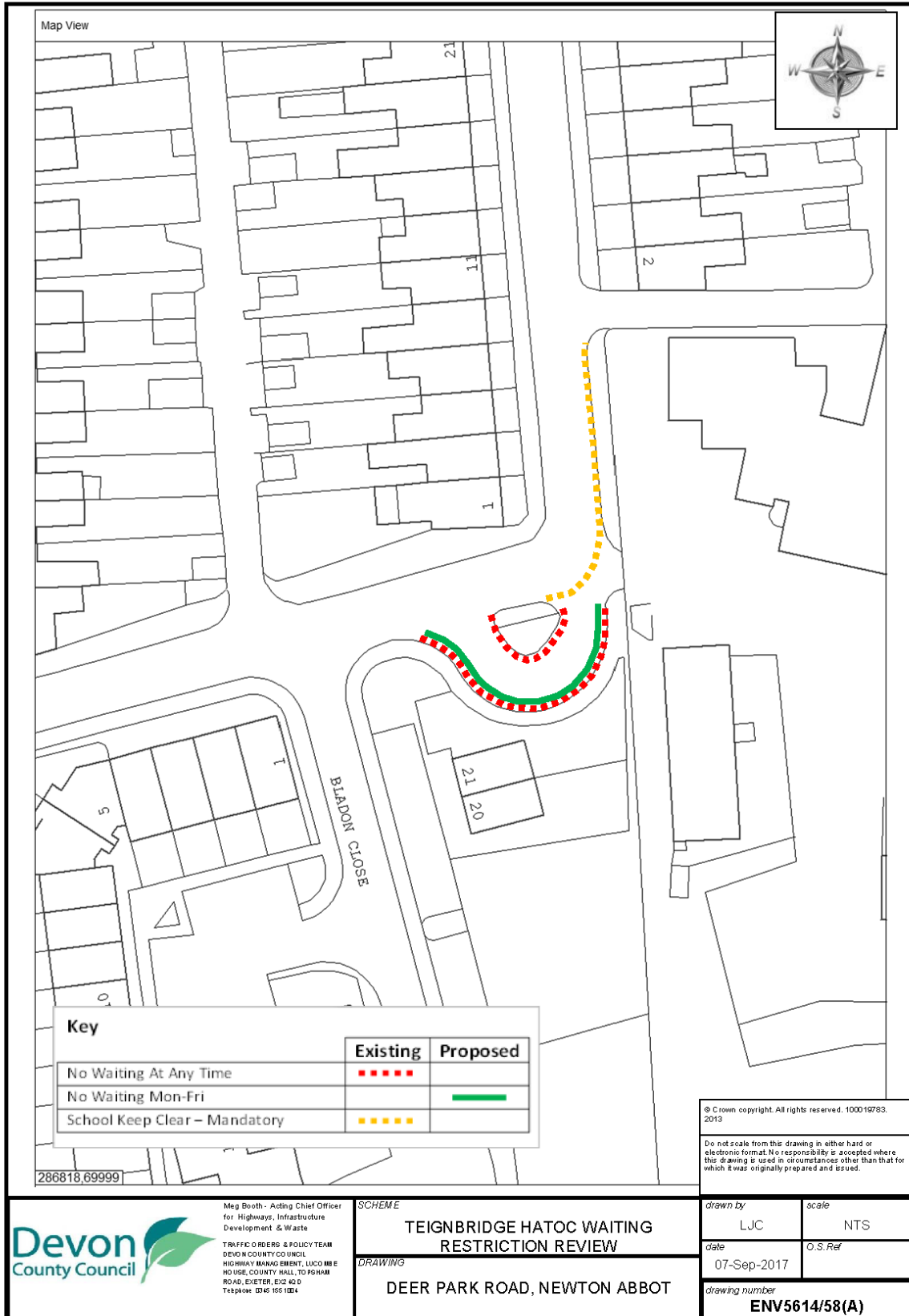
**Devon**  
County Council

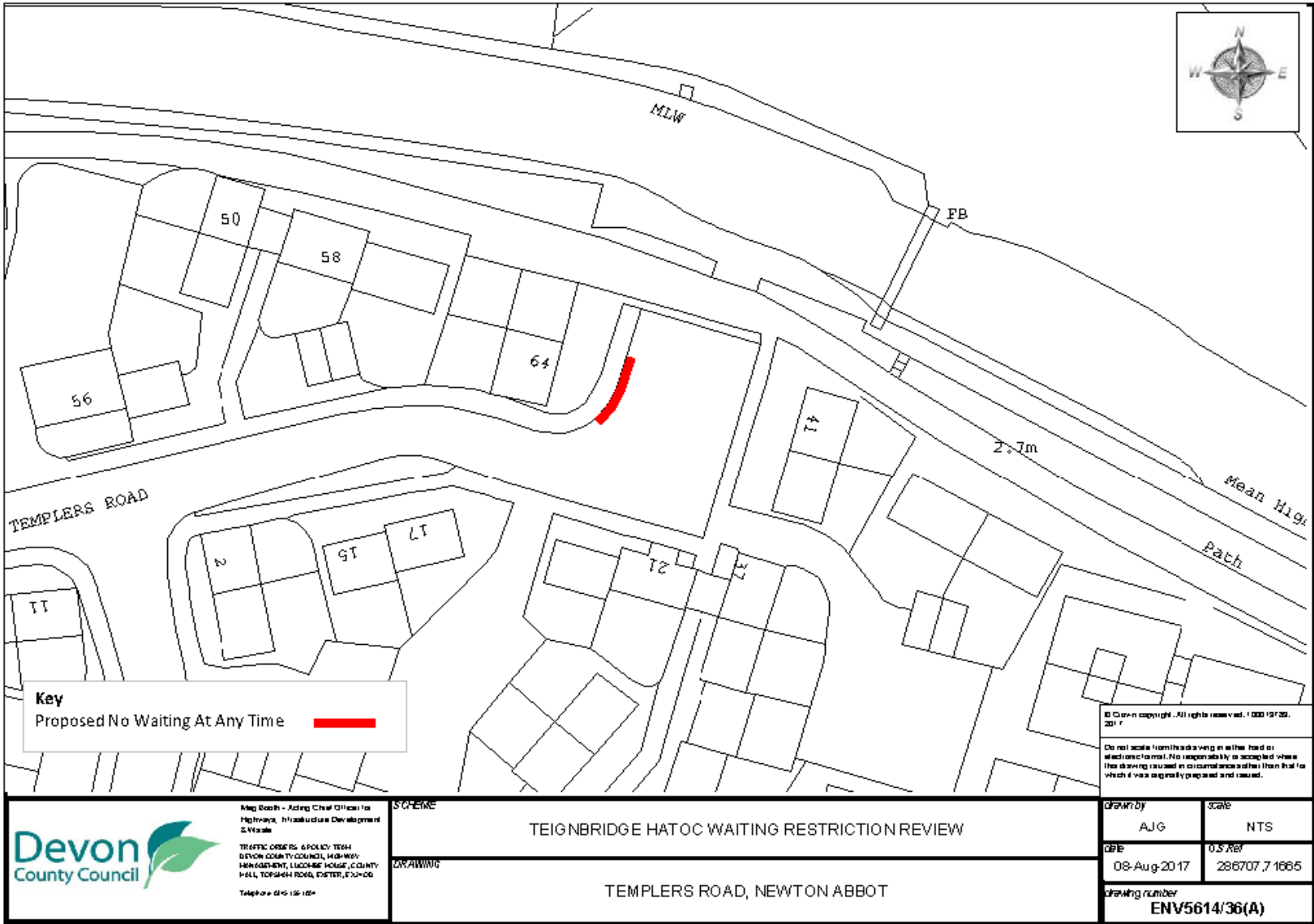
Highways - Planning and Traffic  
 Highways, Infrastructure Development & Waste  
 TRAFFIC MANAGEMENT TEAM  
 DEVON LEASING  
 LINCHEW HOUSE  
 COUNTY HALL  
 EXETER  
 EX1 1DB  
 Telephone 01392 661100

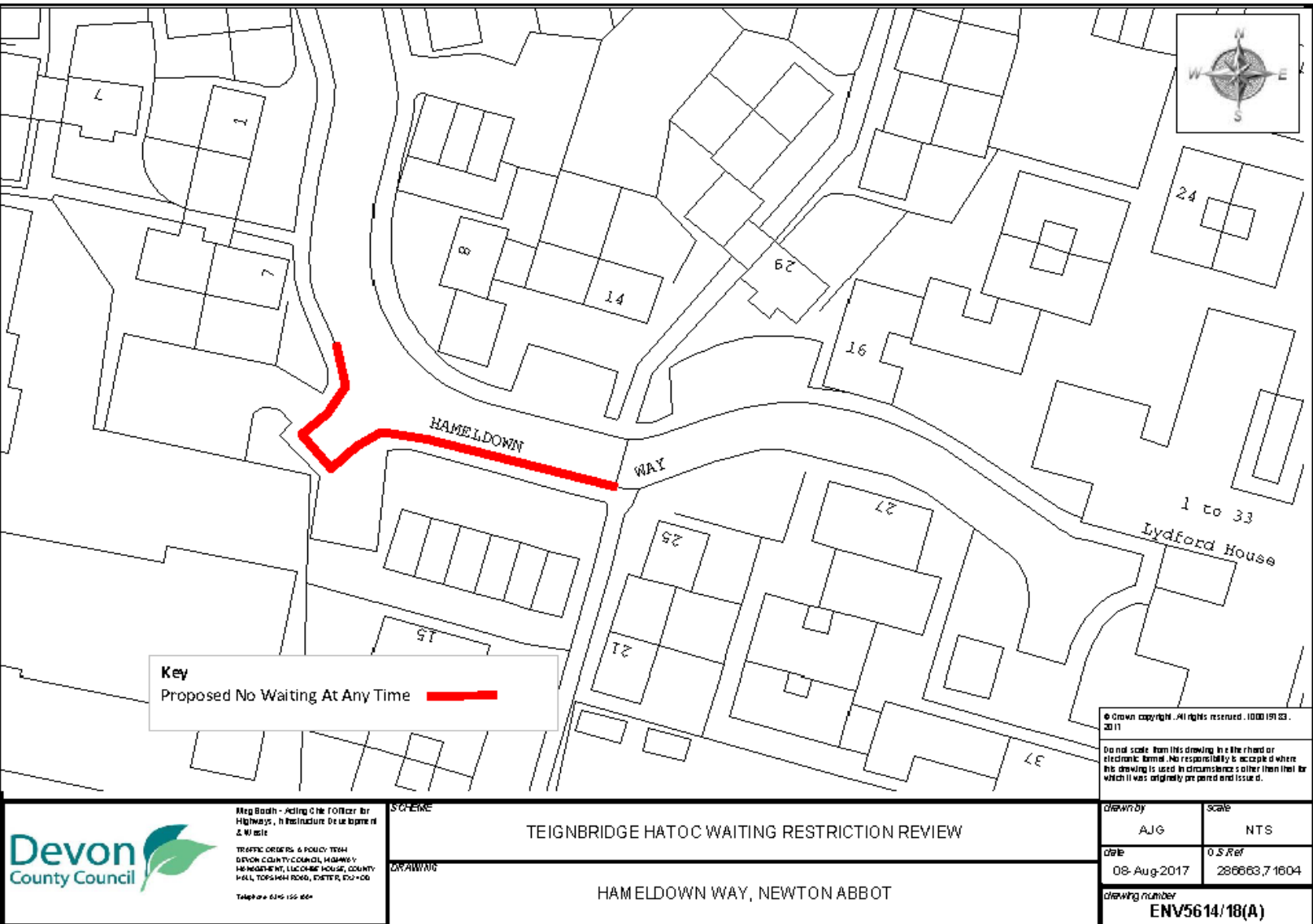
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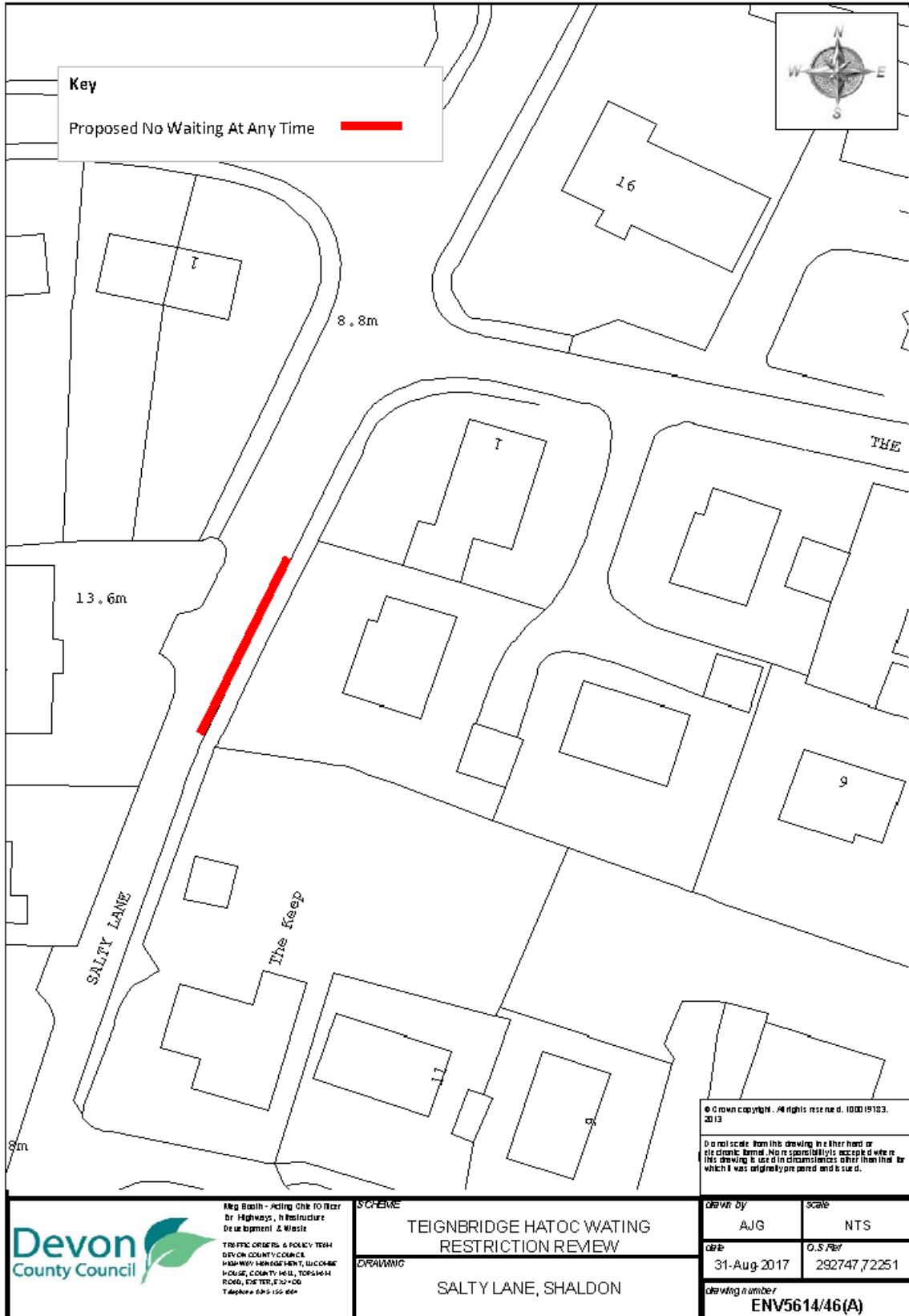
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AUG	NTS
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ENV5614/41(A)	

# Agenda Item 6

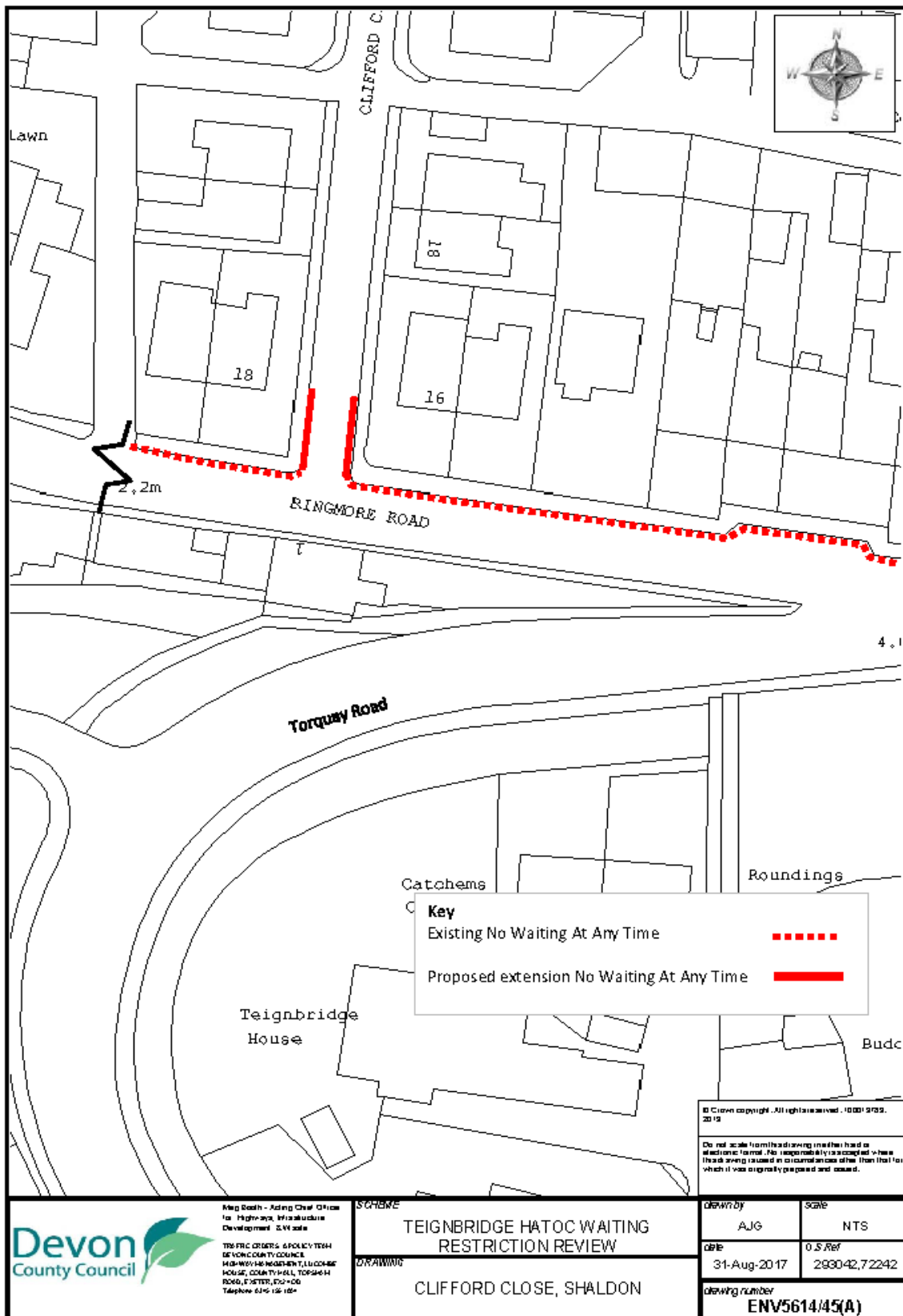


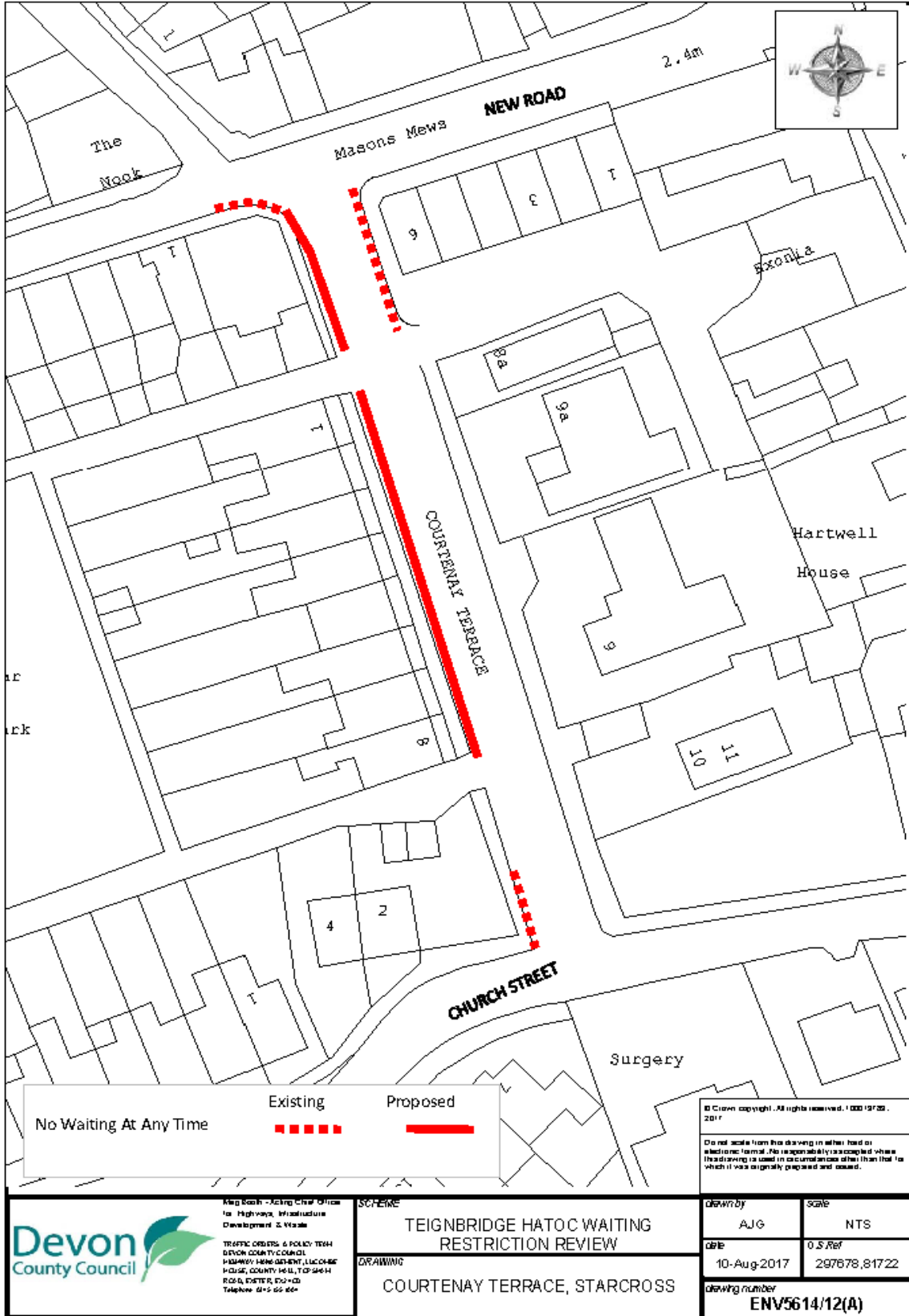


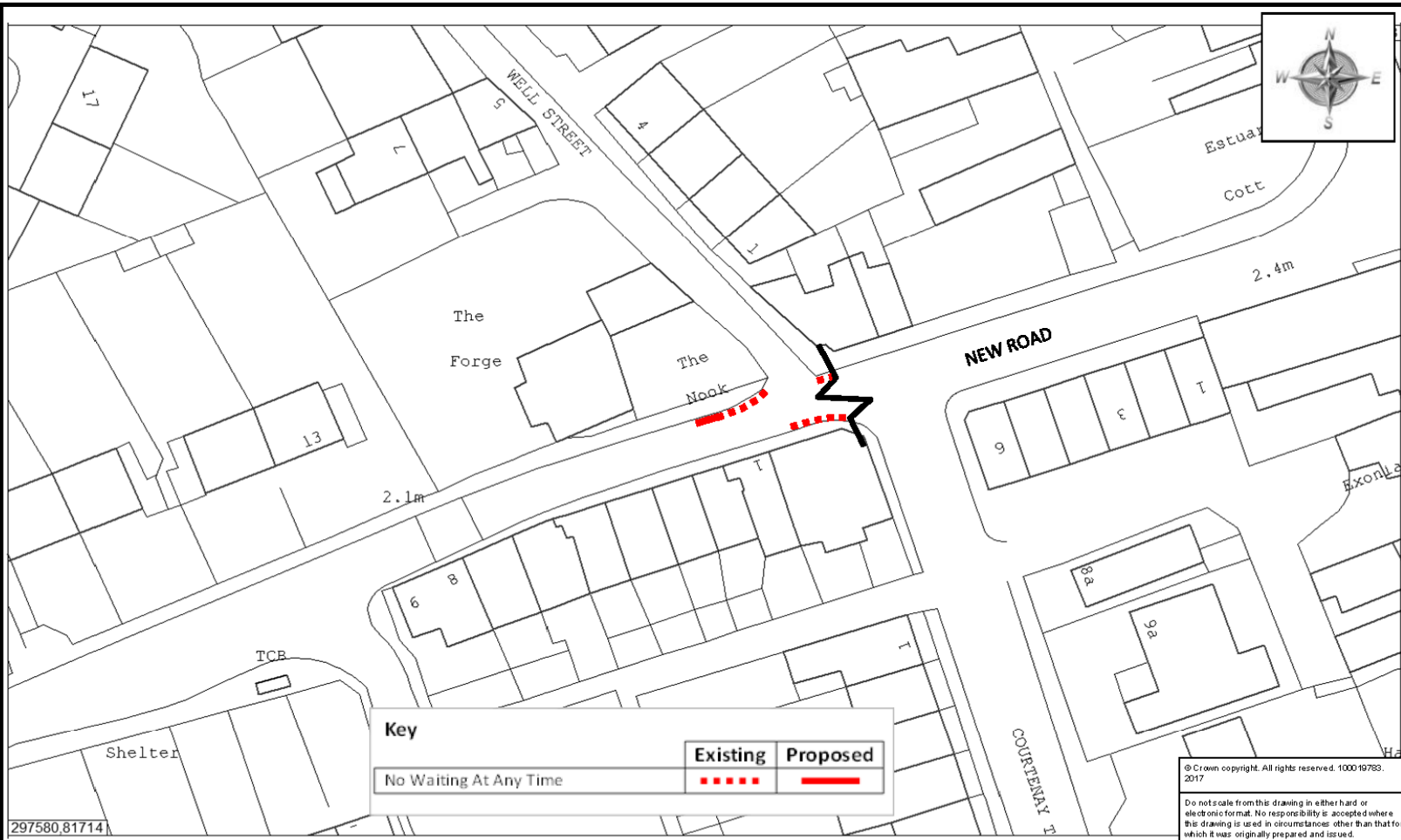




# Agenda Item 6







**Devon**  
County Council

Meg Booth - Acting Chief Officer for Highways, Infrastructure Development & Waste

TRAFFIC ORDERS & POLICY TEAM  
DEVON COUNTY COUNCIL, HIGHWAY MANAGEMENT, LUDCUMBEN HOUSE, COUNTY HALL, TQ1 1GK RHAD, EXETER, EX2 4QD  
Telephone: 0346 155 1014

SCHEME

**TEIGNBRIDGE HATOC WAITING RESTRICTION REVIEW**

DRAWING

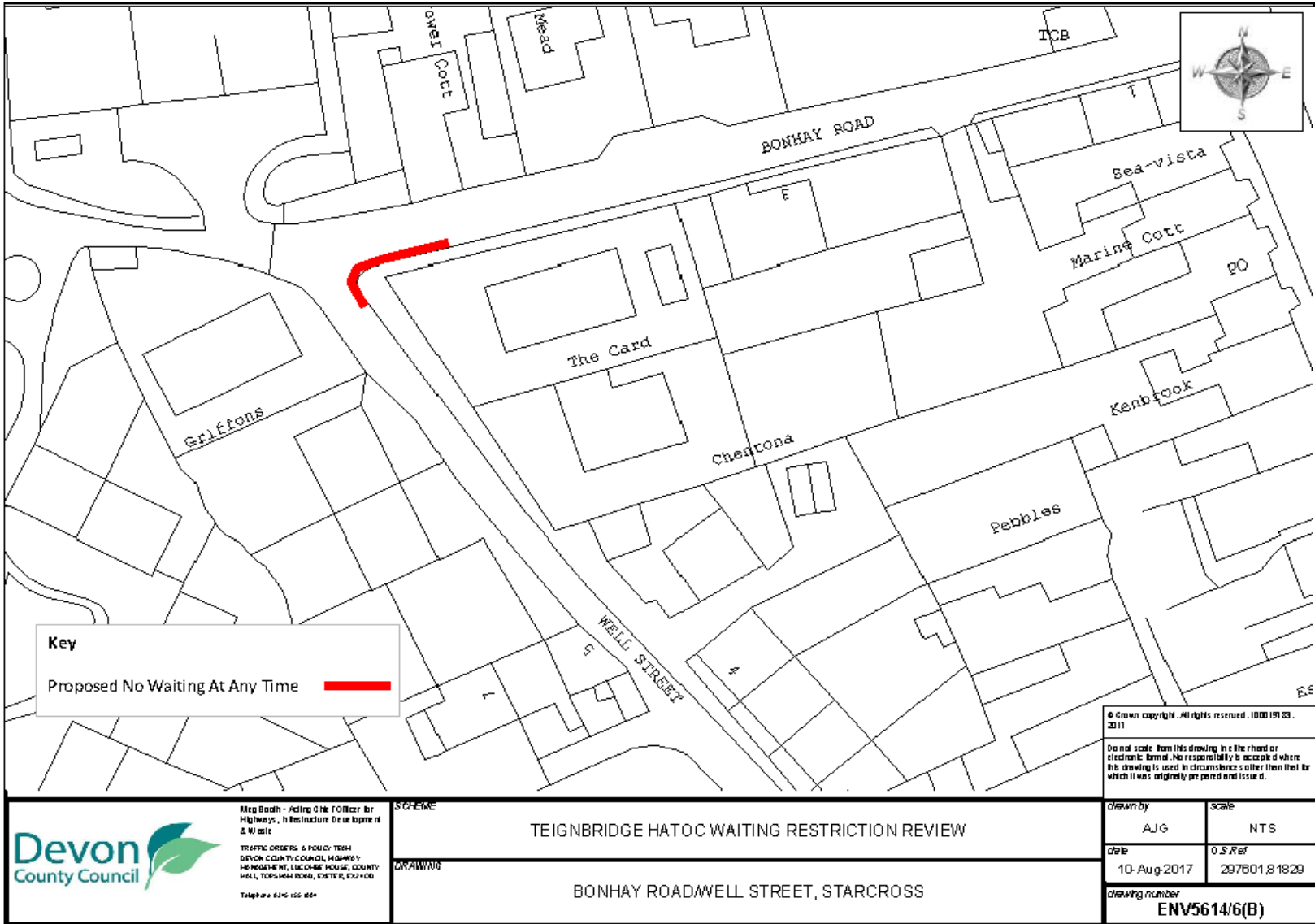
**NEW ROAD, STARCROSS**

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drawn by	scale
LJC	NTS
date	O.S.Ref
07-Sep-2017	
drawing number	
<b>ENV5614/62(A)</b>	





**Key**

Proposed No Waiting At Any Time █

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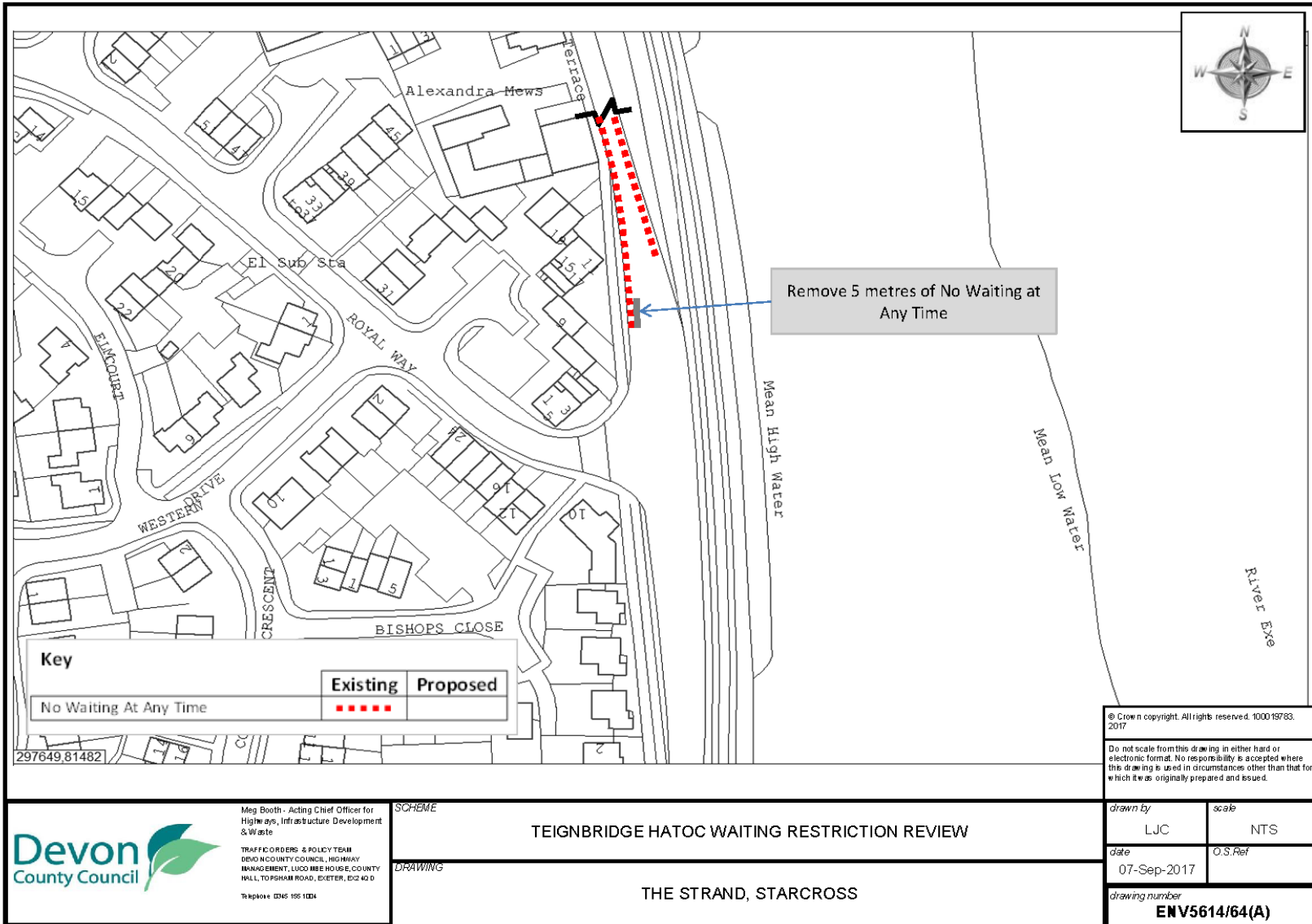
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DEVON COUNTY COUNCIL, HANMAY  
HE ROAD, HAY, LUCKING, DEVON, EX16 9JG  
TELEPHONE 01392 266100

SCHEME	TEIGNBRIDGE HATOC WAITING RESTRICTION REVIEW	
DRAWING	BONHAY ROAD/WELL STREET, STARCROSS	

drawn by	scale	
AJG	NTS	
date	0.5 Ref	
10-Aug-2017	297601.8-1829	
drawing number	ENV5614/6(B)	

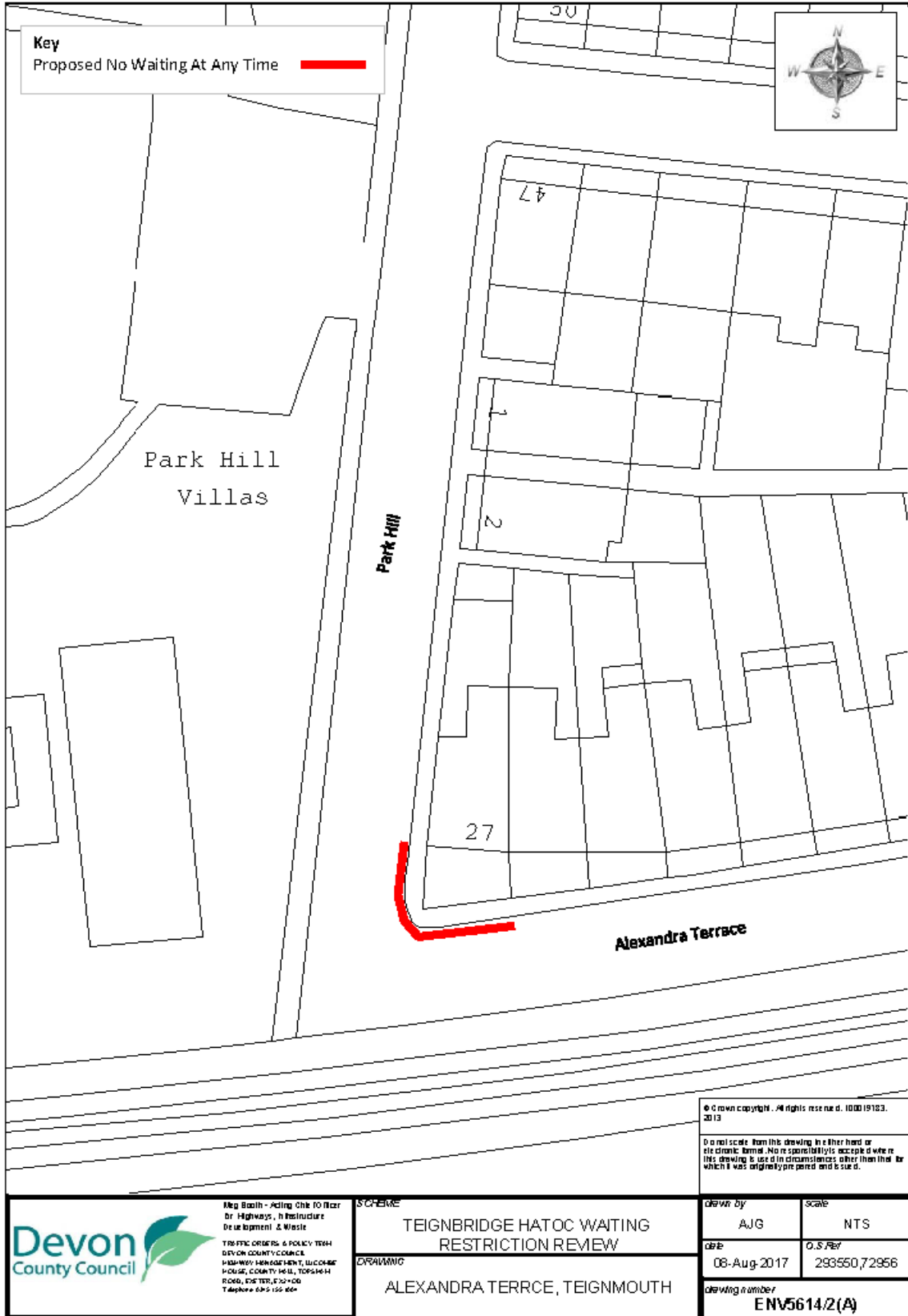


Meg Booth - Acting Chief Officer for Highways, Infrastructure Development & Waste  
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 DEVON COUNTY COUNCIL, HIGHWAY MANAGEMENT, LUDCOBBE HOUSE, COUNTY HALL, TQ13 8AA, EXETER, EX2 4QD  
 Telephone 01392 155 1004

SCHEME  
 DRAWING

TEIGNBRIDGE HATOC WAITING RESTRICTION REVIEW

THE STRAND, STARCROSS



**Key**  
Proposed No Waiting At Any Time █



Park Hill  
Villas

Park Hill

Alexandra Terrace

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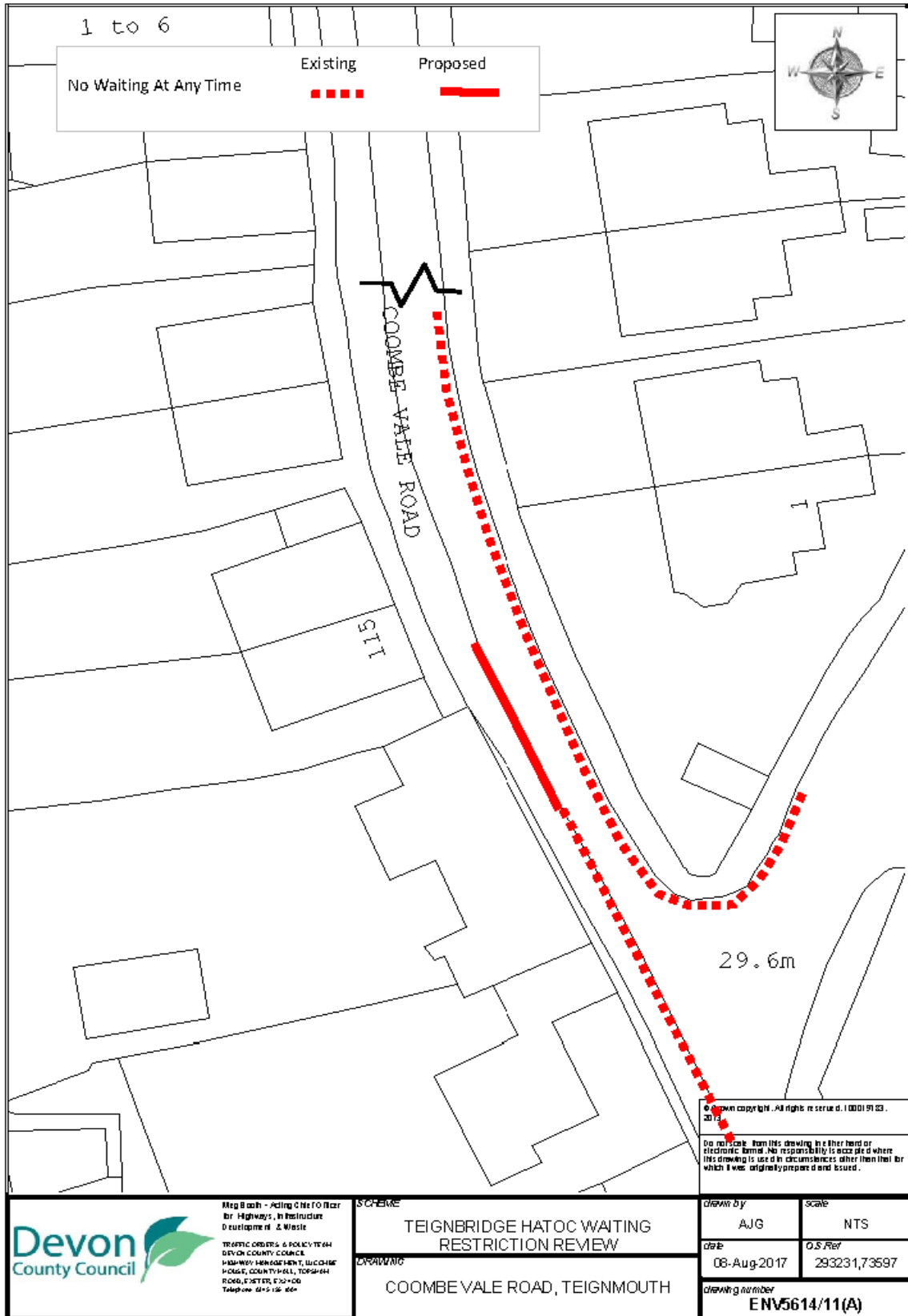


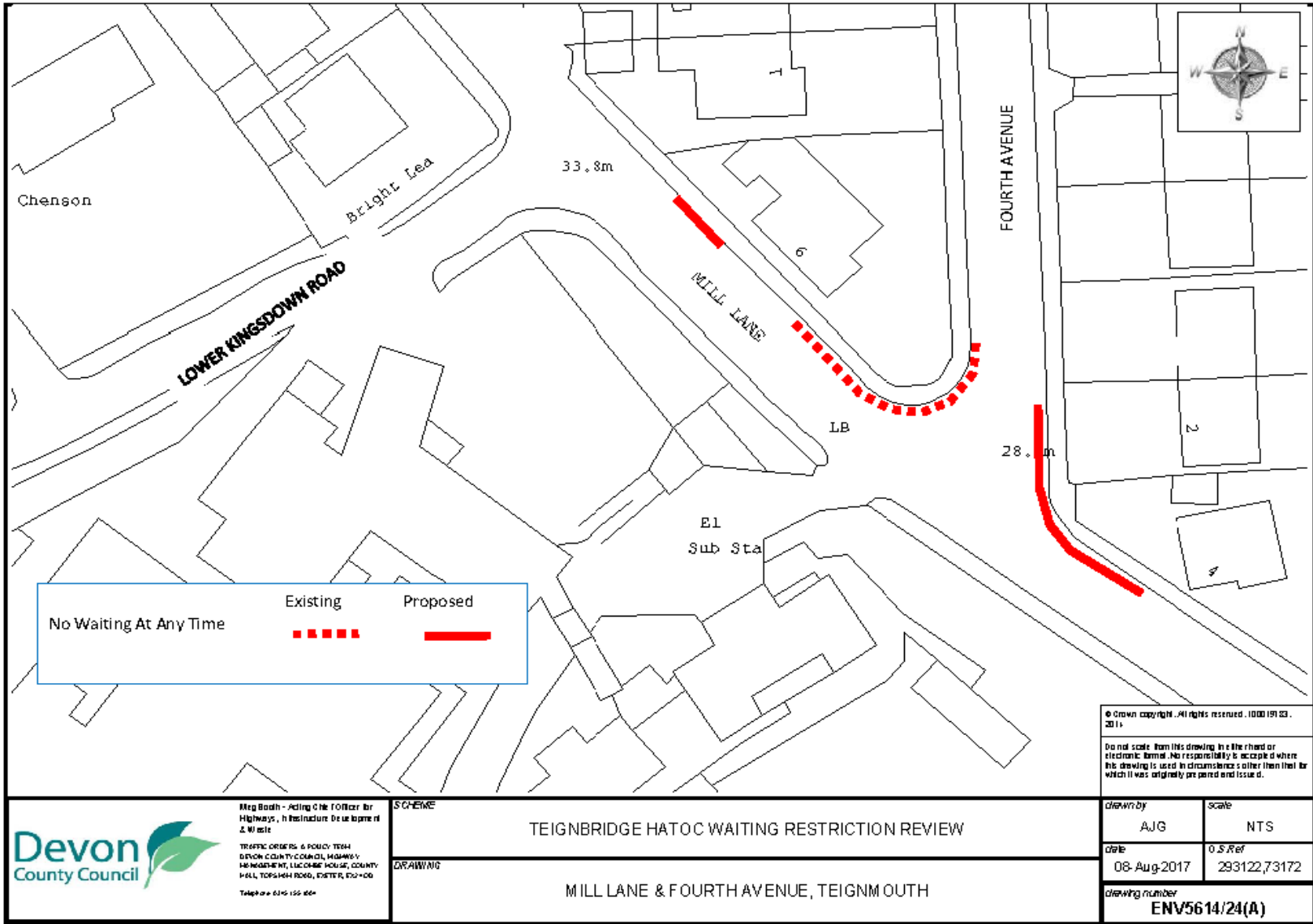
Reg Booth - Acting Chief Road  
or Highways, Infrastructure  
Department & Waste  
TRAFFIC ORDERS & POLICY TEAM  
DEVON COUNTY COUNCIL  
HIGHWAY MANAGEMENT, WELCOME  
HOUSE, COUNTY HILL, TOPSHAM  
ROAD, EXETER, EX2 0CG  
Telephone 01392 155 400

**SCHEME**  
TEIGNBRIDGE HATOC WAITING  
RESTRICTION REVIEW  
**DRAWING**  
ALEXANDRA TERRACE, TEIGNMOUTH

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AJG	NTS
<b>Date</b>	<b>D.S. Ref</b>
08-Aug-2017	293550,72956
<b>Drawing number</b>	
ENV5614/2(A)	

# Agenda Item 6





Highways - Acting Chief Officer for Highways, Infrastructure Design and Traffic  
 TRAFFIC OPERATIONS & POLICY TEAM  
 DEVON COUNTY COUNCIL, MARLBOROUGH HOUSE, 111, TORSHEAN ROAD, EXETER, EX2 0DA  
 Telephone: 01392 155 000

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TEIGNBRIDGE HATOC WAITING RESTRICTION REVIEW

DRAWING

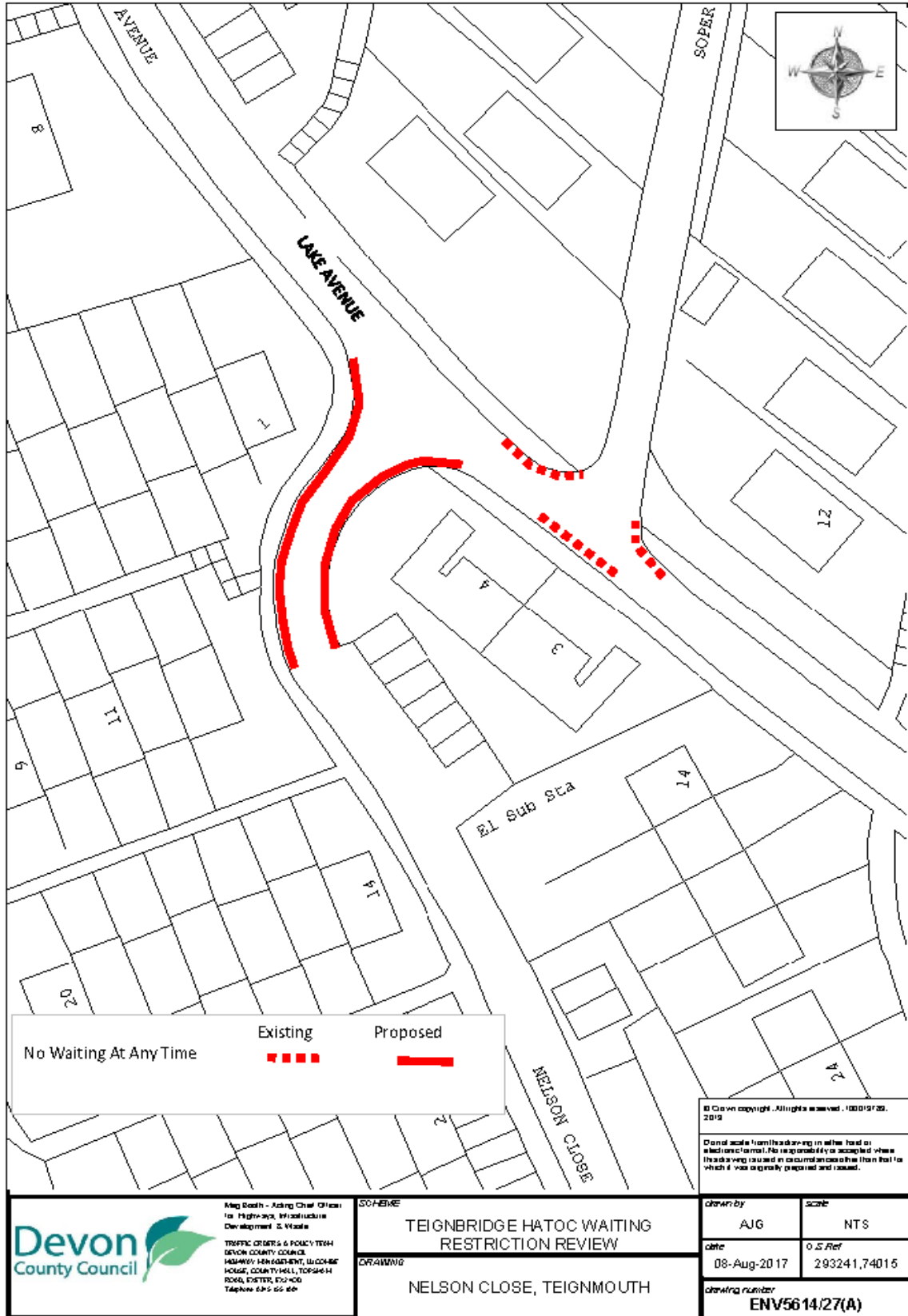
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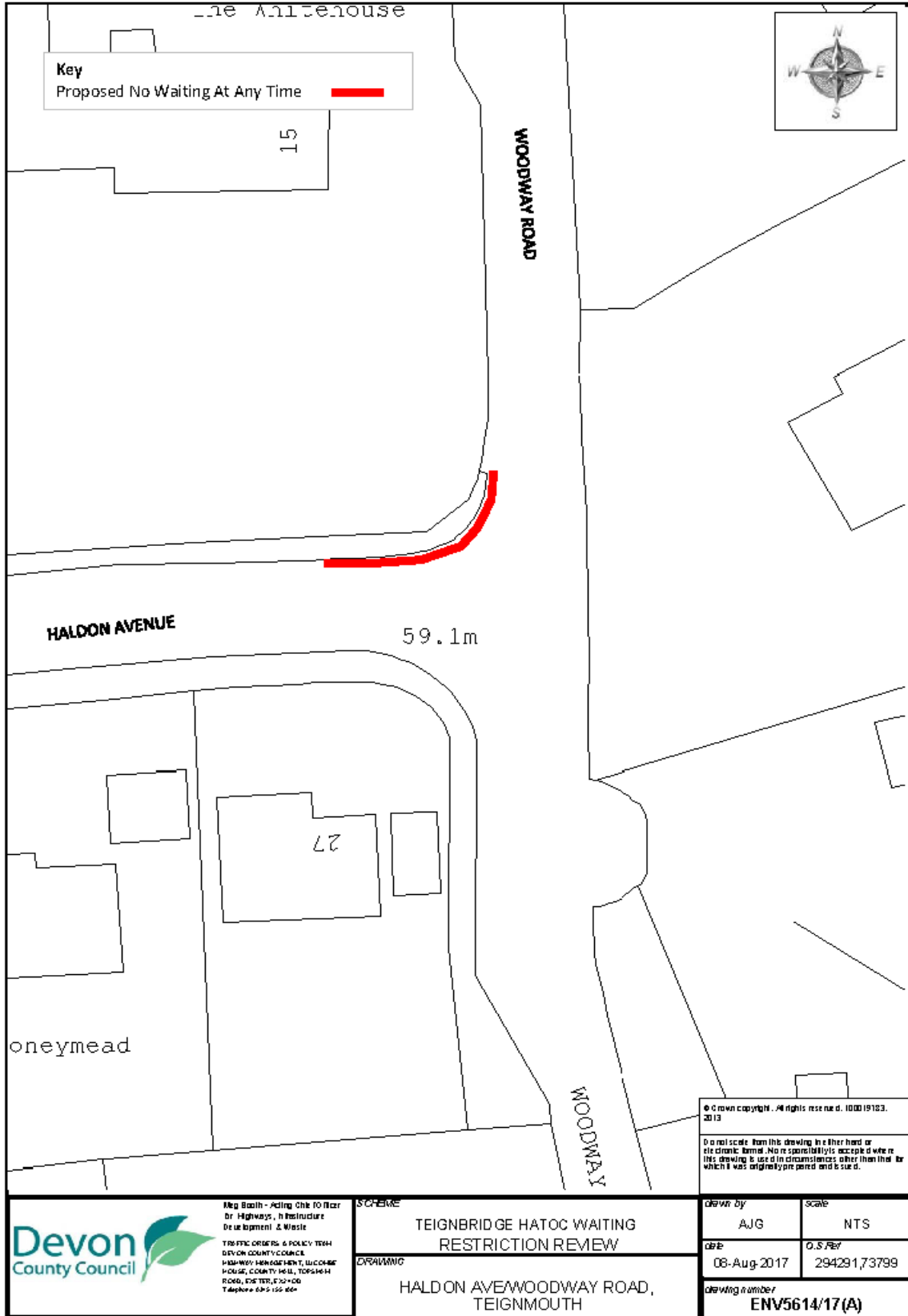
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AJG	NTS
date	O.S. Ref
08-Aug-2017	293122,73172
drawing number	
ENV5614/24(A)	

# Agenda Item 6





**Devon**  
County Council

Reg. Road - Acting Chief Officer  
for Highways, Infrastructure  
Development & Waste

TRAFFIC ORDERS & POLICY TEAM  
DEVON COUNTY COUNCIL  
HIGHWAY MANAGEMENT, WELCOME  
HOUSE, COUNTY HALL, TOPSHAM  
ROAD, EXETER, EX2 4DB  
Telephone: 01392 155 404

**SCHEME**

TEIGNBRIDGE HATOC WAITING  
RESTRICTION REVIEW

**DRAWING**

HALDON AVE/WOODWAY ROAD,  
TEIGNMOUTH

Drawn by

AJG

Date

08-Aug-2017

Scale

NTS

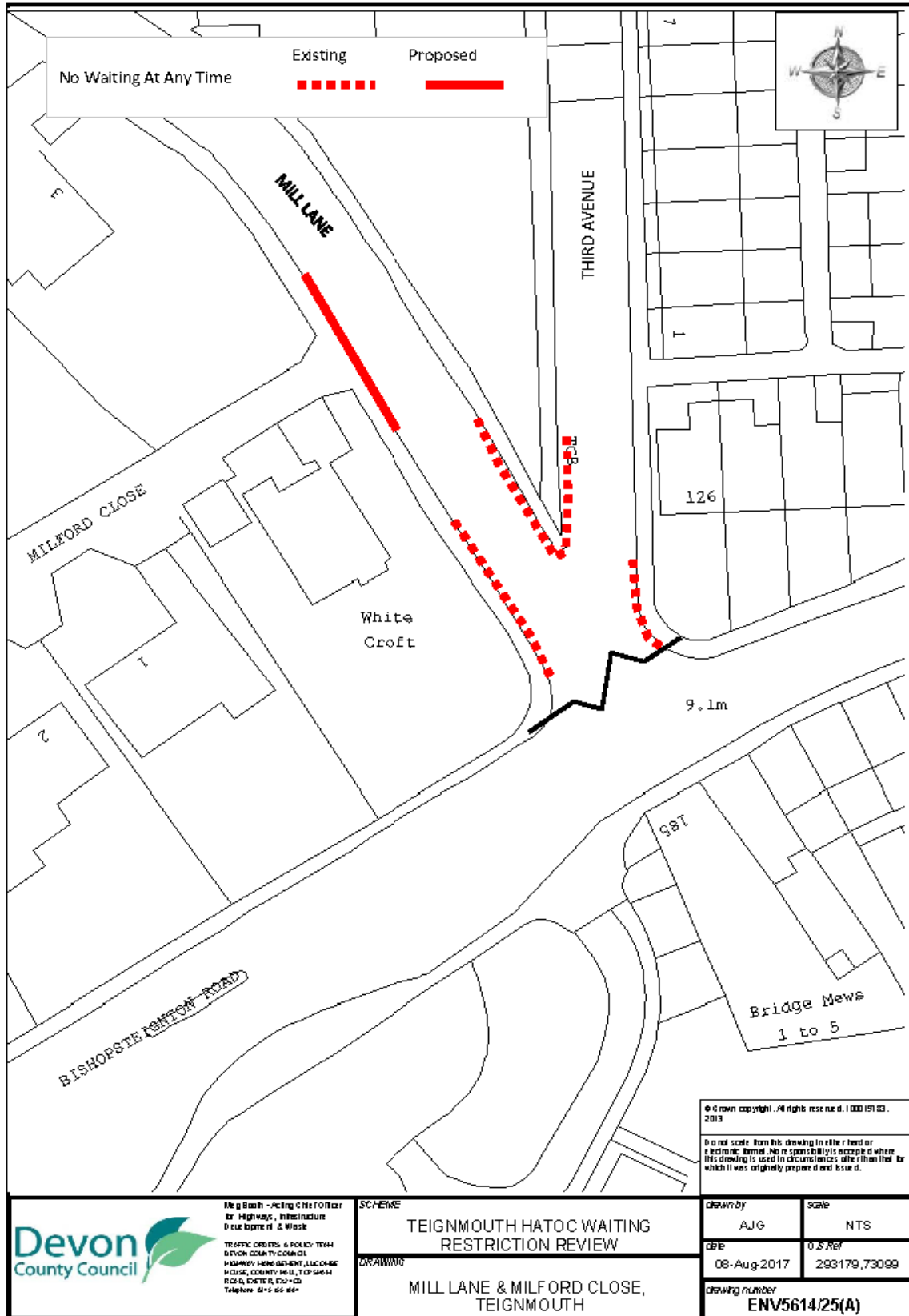
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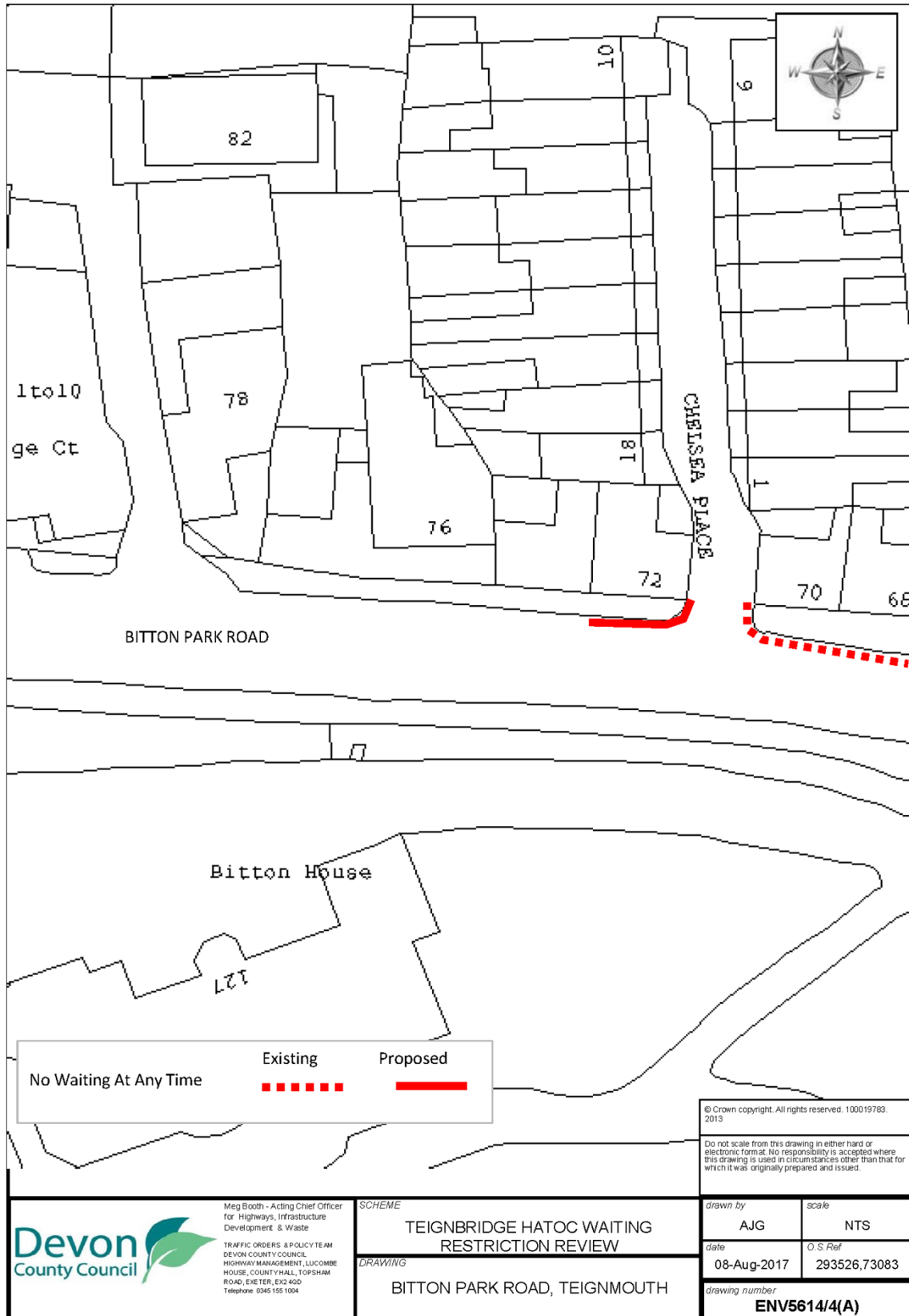
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ENV5614/17(A)

# Agenda Item 6







No Waiting At Any Time      Existing      Proposed

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County Council

Meg Booth - Acting Chief Officer  
for Highways, Infrastructure  
Development & Waste

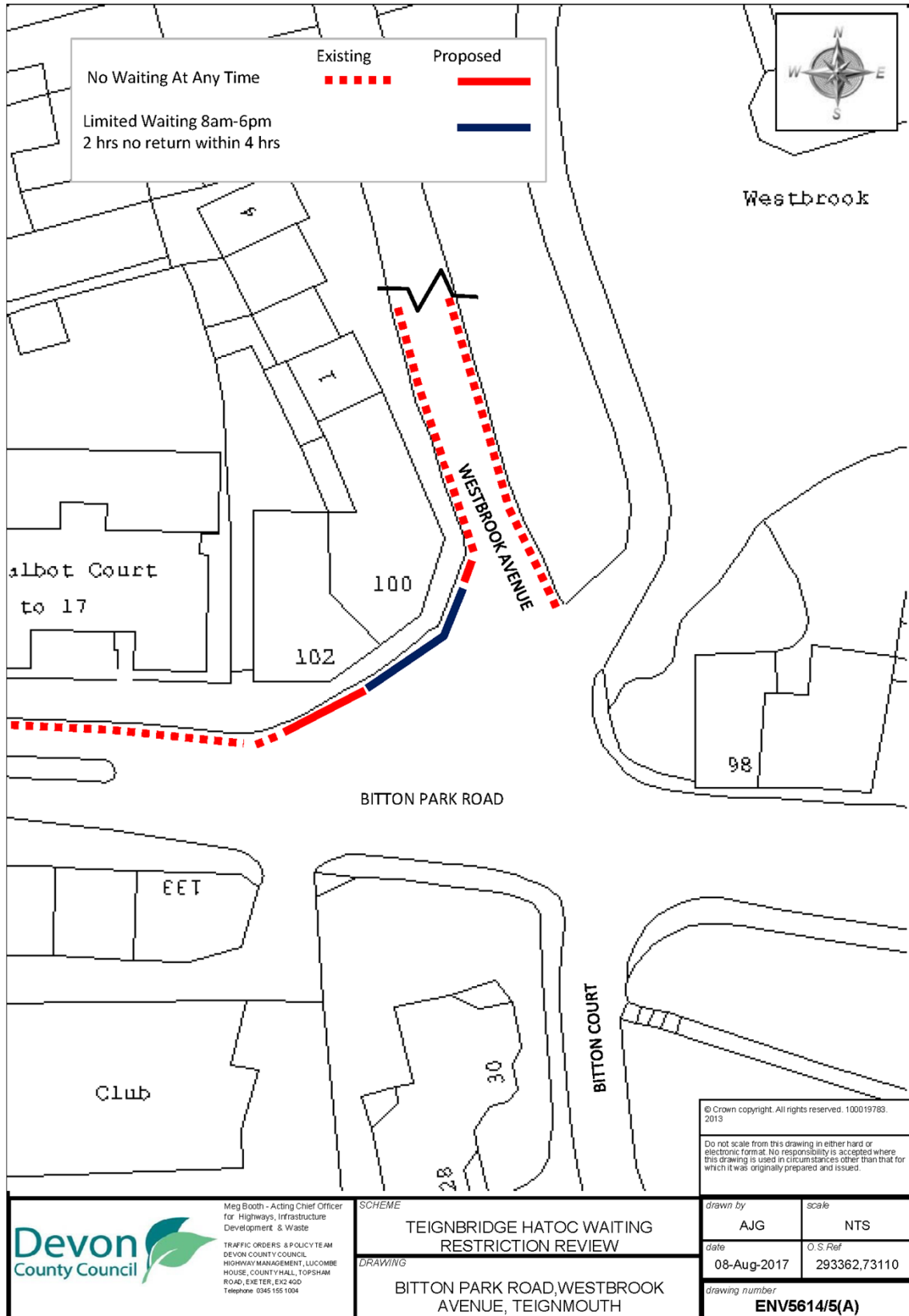
TRAFFIC ORDERS & POLICY TEAM  
DEVON COUNTY COUNCIL,  
HIGHWAY MANAGEMENT, LUCOMBE  
HOUSE, COUNTY HALL, TOPSHAM  
ROAD, EXETER, EX2 4DD  
Telephone 0345 155 1004

SCHEME  
TEIGNBRIDGE HATOC WAITING  
RESTRICTION REVIEW

DRAWING  
BITTON PARK ROAD, TEIGNMOUTH

drawn by	scale
AJG	NTS
date	O.S. Ref
08-Aug-2017	293526.73083
drawing number	
ENV5614/4(A)	

# Agenda Item 6



Meg Booth - Acting Chief Officer  
for Highways, Infrastructure  
Development & Waste

TRAFFIC ORDERS & POLICY TEAM  
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HOUSE, COUNTY HALL, TOPSHAM  
ROAD, EXETER, EX2 4DD  
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SCHEME  
TEIGNBRIDGE HATOC WAITING  
RESTRICTION REVIEW

DRAWING  
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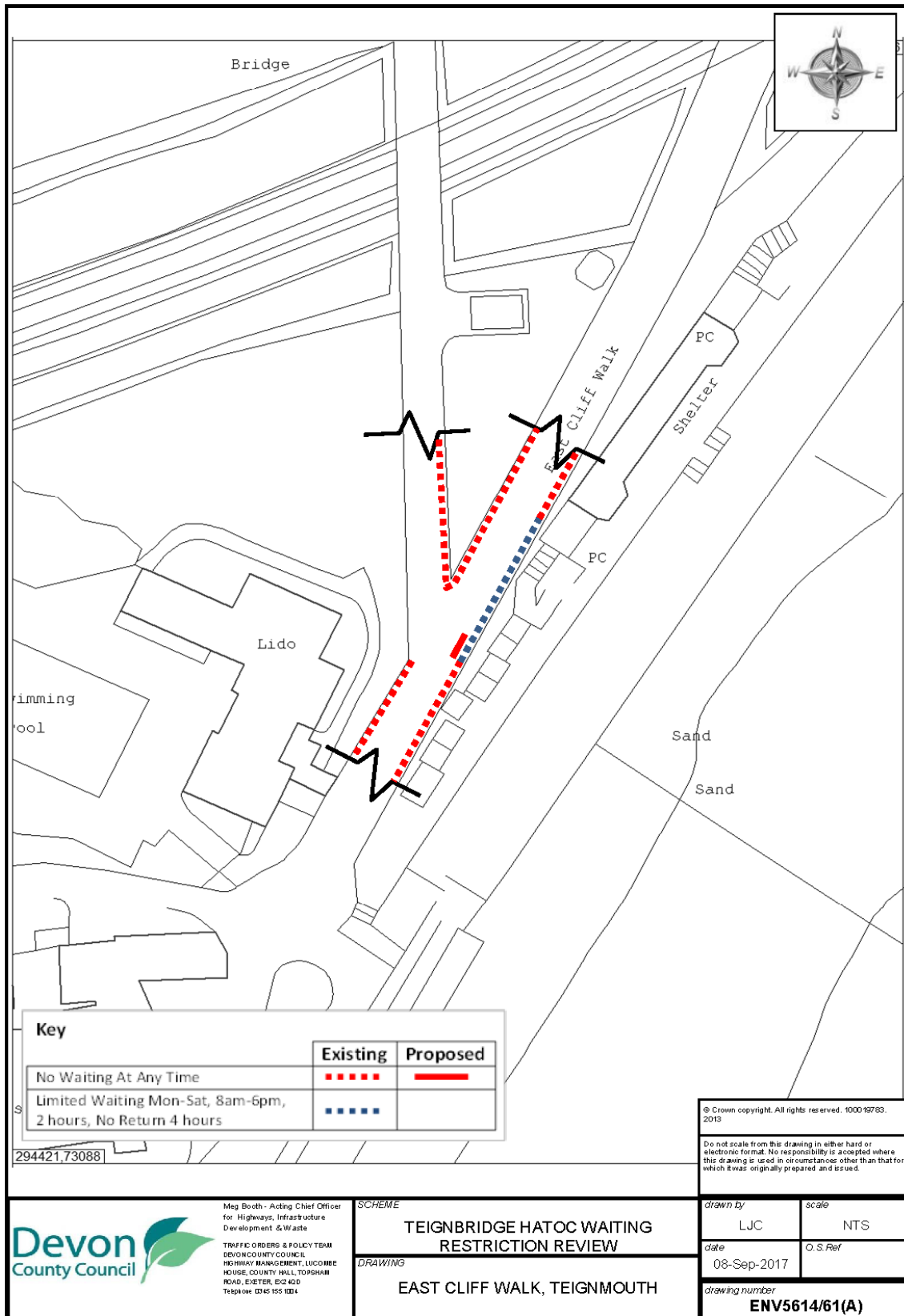
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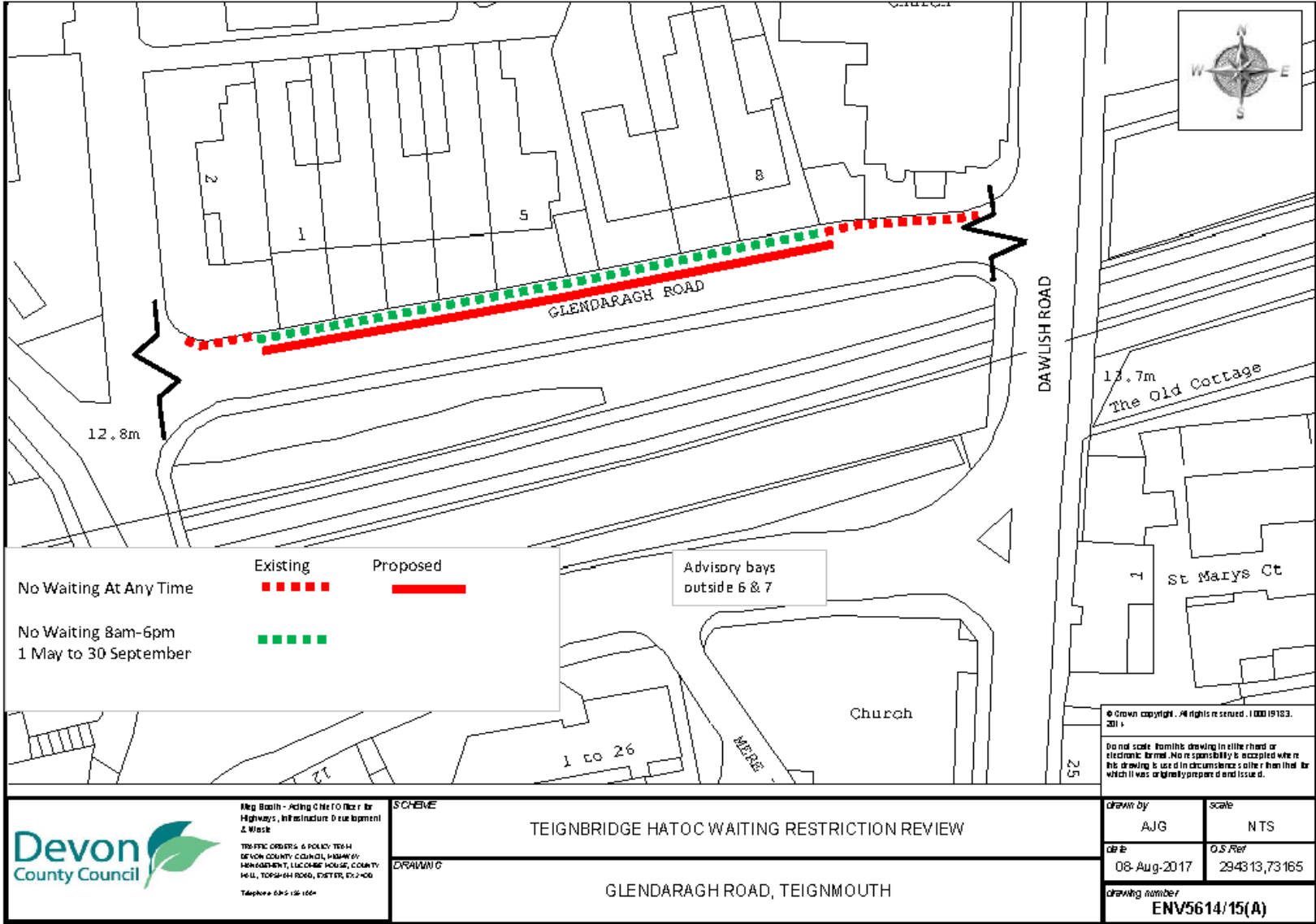
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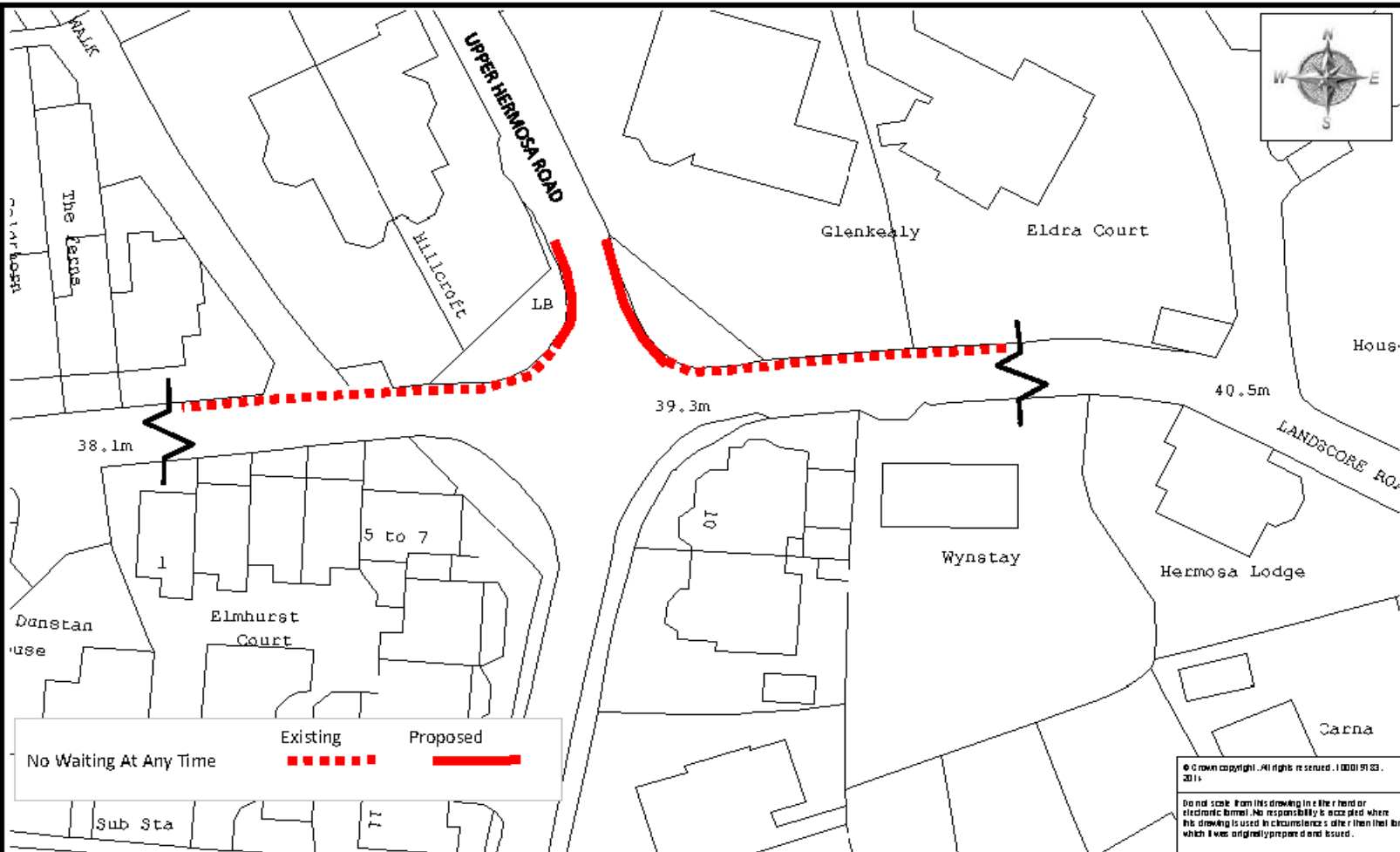
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ENV5614/5(A)	



# Agenda Item 6







No Waiting At Any Time

Existing ----- Proposed —————

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DEVON COUNTY COUNCIL, HIGHWAY  
HERMOSA ROAD, TEIGNMOUTH, DEVON  
PL20 9JG, TEL: 01392 262121, FAX: 01392 262122  
Telephone 01392 262121

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TEIGNBRIDGE HATOC WAITING RESTRICTION REVIEW

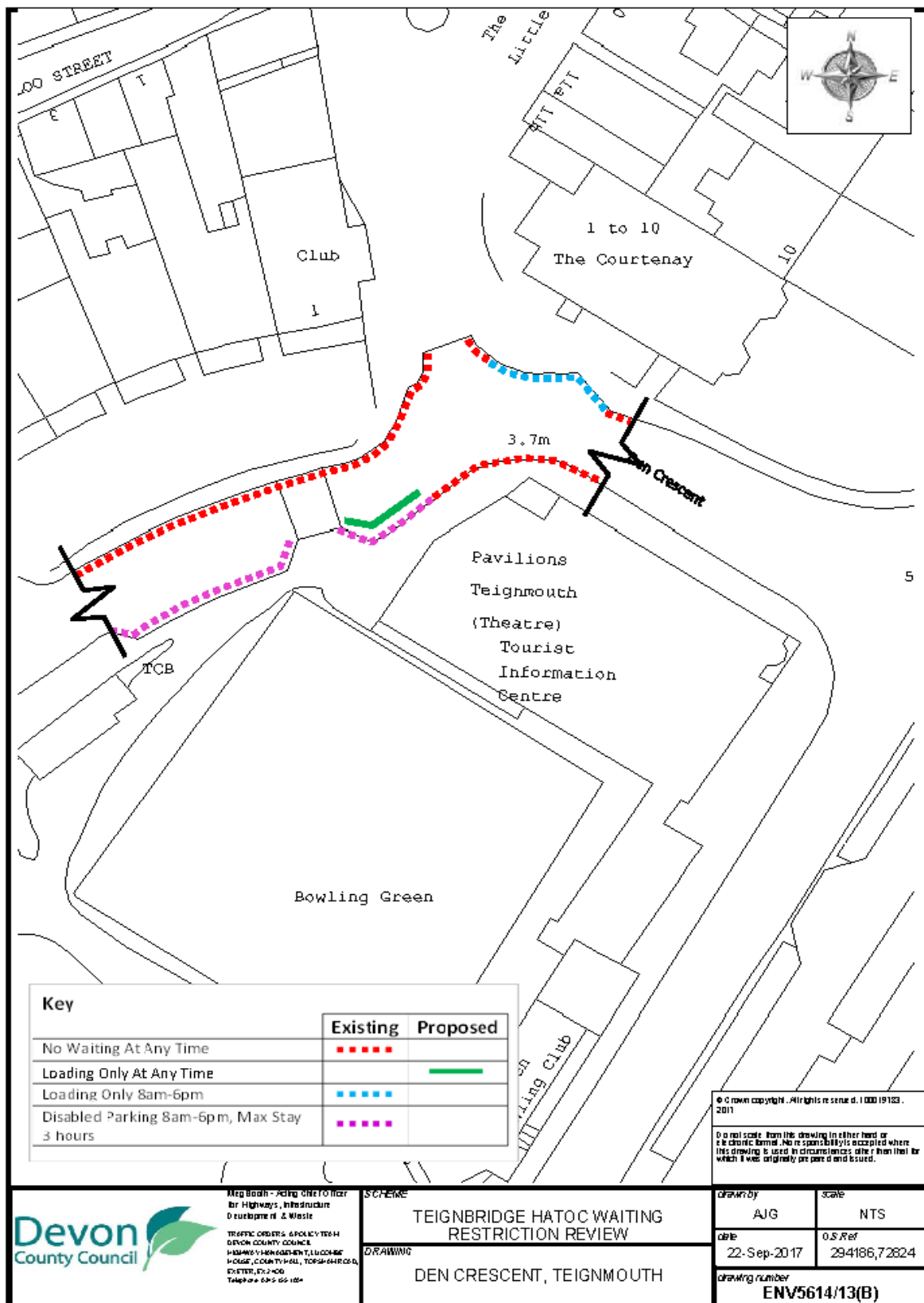
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Date	O/S Ref
08-Aug-2017	93609,73283
Drawing number	
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# Agenda Item 6



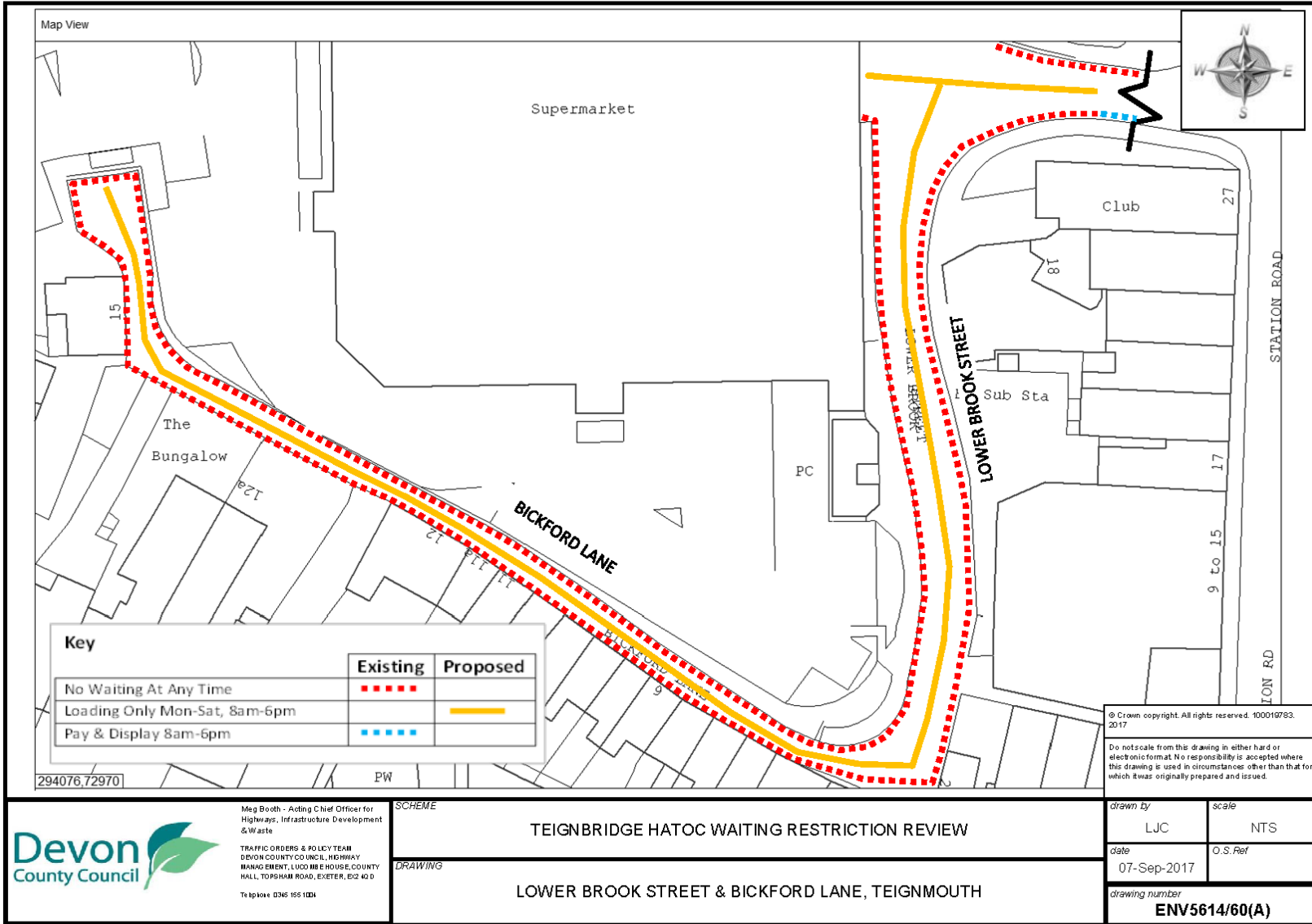
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 for Highways, Infrastructure  
 Development & Waste  
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 DEVON COUNTY COUNCIL  
 HIGHWAY MANAGEMENT, LICENSING  
 & ORDER, COUNTY HALL, TORQUAY, EXETER, EX2 2AG  
 Telephone 01392 551054

SCHEME  
**TEIGNBRIDGE HATOC WAITING  
 RESTRICTION REVIEW**  
 DRAWING  
**DEN CRESCENT, TEIGNMOUTH**

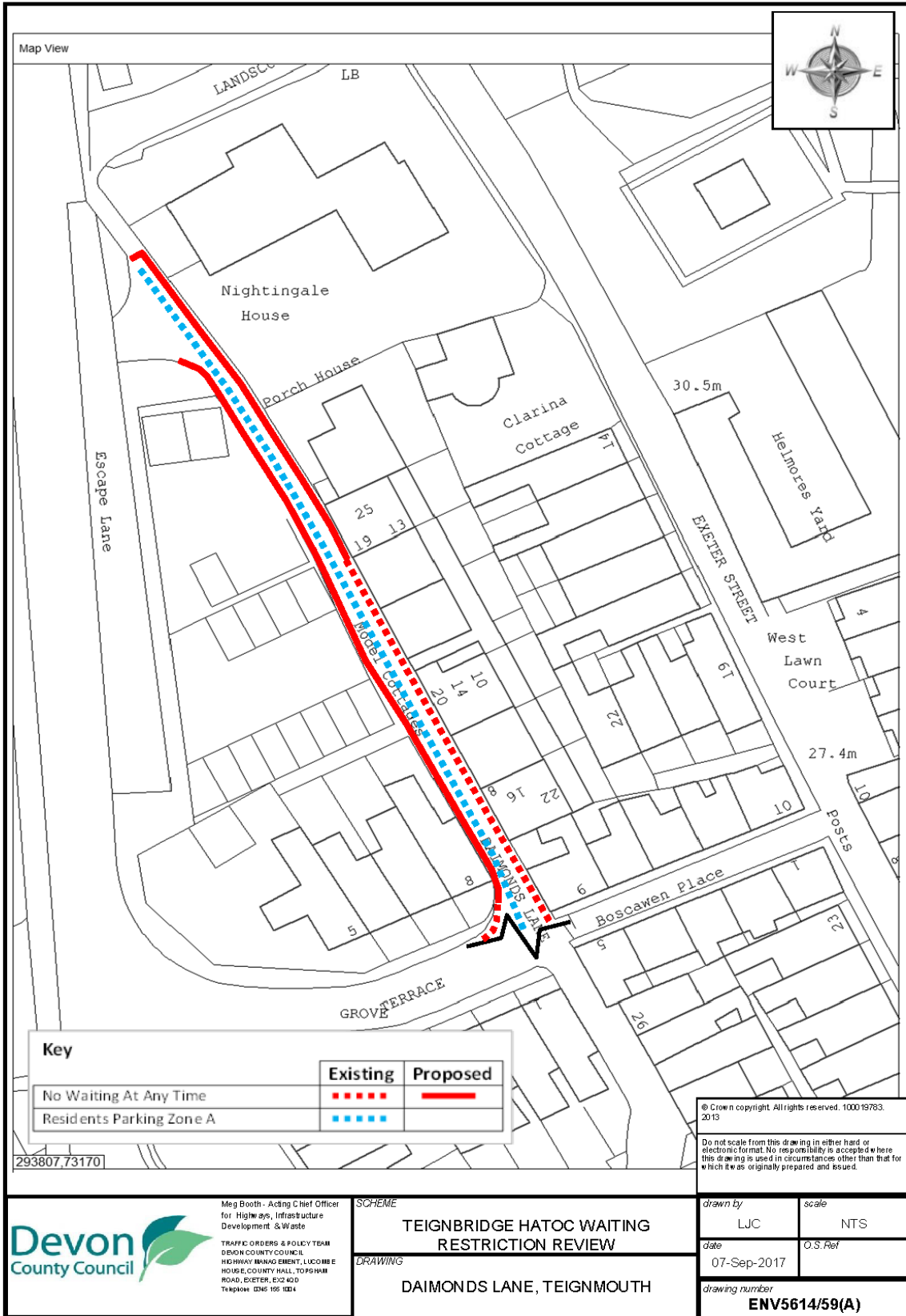
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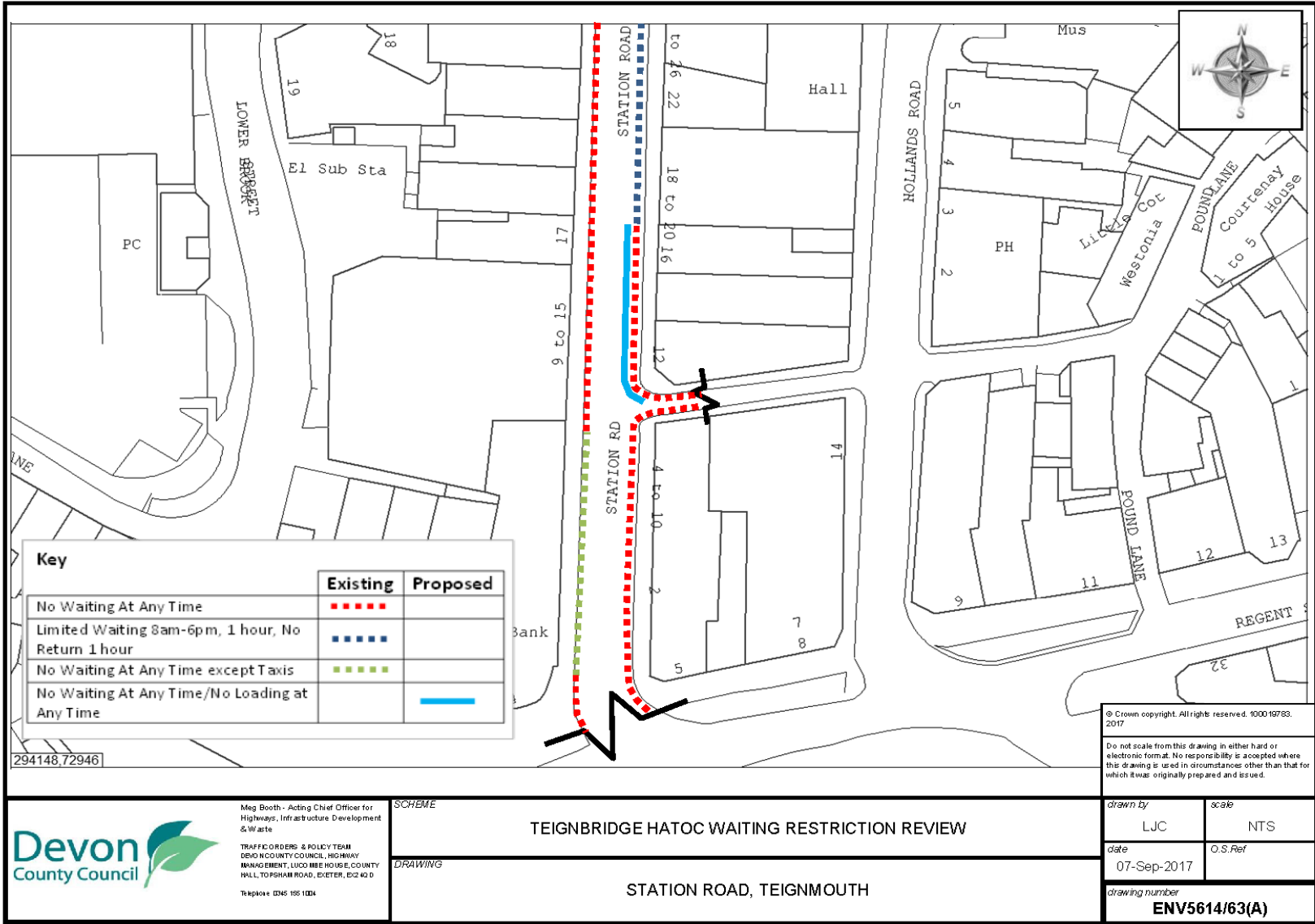
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# Agenda Item 6





Meg Booth - Acting Chief Officer for Highways, Infrastructure Development & Waste  
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 DEVON COUNTY COUNCIL, HIGHWAY MANAGEMENT, LUDCOCK HOUSE, COUNTY HALL, TONFRAM ROAD, EXETER, EX2 4QD  
 Telephone 0346 155 1004

SCHEME

TEIGNBRIDGE HATOC WAITING RESTRICTION REVIEW

DRAWING

STATION ROAD, TEIGNMOUTH

# Agenda Item 6

Appendix III  
To HIW/17/76

**Devon County Council  
(Various Roads, Teignbridge)  
(Waiting Restrictions) Amendment Order  
Summary of Representations**

Comment	Devon County Council (DCC) Response
<b>Church Path, Ashburton - 2 respondents (1 resident and Town Council)</b>	
<p><b>Objections</b></p> <ul style="list-style-type: none"> <li>1 respondent (Town Council) feels that there is no problem with parking in this area.</li> <li>1 respondent identifies that proposals are too far from town centre to warrant restrictions.</li> <li>1 respondent highlights that proposals will remove valuable parking for residents of Stonepark Terrace.</li> </ul> <p><b>Other comments</b></p> <ul style="list-style-type: none"> <li>Entrance to Tuckers is closed with access being maintained via Chuley Road.</li> </ul>	<p><b>Reason for proposal.</b> No Waiting At Any Time to maintain access in case of emergency.</p> <p><b>Officer Comments</b> Implementation of restriction not supported by Town Council and issues associated with obstruction can be reported to Devon &amp; Cornwall Constabulary.</p> <p>Issues associated with closing entrance to Tuckers outside scope of this project.</p>
<p><b>Recommendation</b> Not to proceed with the proposals.</p>	

Comment	Devon County Council (DCC) Response
<b>West Street, Bishopsteignton – 3 Respondents (2 residents of West St and 1 resident Fore St, Bishopsteignton)</b>	
<p><b>Objections</b></p> <ul style="list-style-type: none"> <li>2 respondents unsure how proposals will resolve parking and congestion in village.</li> <li>1 respondent highlights that proposed restrictions on natural narrowing of street.</li> </ul> <p><b>Comments</b></p> <ul style="list-style-type: none"> <li>1 respondent highlights that proposed restrictions on natural narrowing of street.</li> <li>1 respondent highlighted that residents usually park considerably and not often enough to justify parking restrictions.</li> <li>1 respondent states that flow of traffic not a problem with current parking arrangements.</li> </ul> <p><b>Suggestions</b></p> <ul style="list-style-type: none"> <li>White hatching is extended outside number 6 West Street to address parking problems.</li> <li>Additional restrictions be provided around 25 Clanage Street opposite Public House.</li> </ul>	<p><b>Reason for proposal.</b> No Waiting At Any Time to maintain access and prevent obstructive parking.</p> <p><b>Officer comments</b> The proposed restriction seeks to provide a compromise between providing unrestricted parking in the village whilst preventing obstructive parking.</p>
<p><b>Recommendation</b> Implement No Waiting at Any Time restrictions as advertised.</p>	

# Agenda Item 6

Comment	Devon County Council (DCC) Response
<b>School Hill &amp; Longlands, Dawlish – 1 Respondent (1 resident Stockton Lane)</b>	
<b>Support</b> <ul style="list-style-type: none"> <li>Generally, supports proposals but would like the restriction reduced to 1 or 2 metres due to restricted parking in area.</li> </ul>	<b>Reason for proposal.</b> To prevent inappropriate and obstructive parking at junction and maintain visibility splays.  <b>Officer comments</b> The proposals seek to address parking obstructing visibility for motorists using junction. Reducing proposal to 1 or 2 metres will not address issue.
<b>Recommendation</b> Implement No Waiting at Any Time restrictions as advertised.	

Comment	Devon County Council (DCC) Response
<b>Ide – 4 Respondents (2 Residents of Ide, 1 Parish Councillor and Parish Council)</b>	
<b>Objections</b> <ul style="list-style-type: none"> <li>3 respondents (including Parish Council) highlight that implementing No Waiting At Any Time at war memorial will reduce parking space in village.</li> <li>1 respondent indicates that parking has never posed a problem and parking is severely restricted.</li> </ul> <b>Supports</b> <ul style="list-style-type: none"> <li>3 respondents (including Parish Council) support No Waiting At Any Time on Old Ide Lane at hammerhead.</li> </ul>	<b>Reason for proposal.</b> To prevent obstructive parking.  Not proceed with the proposals at war memorial.
<b>Recommendation</b> (i) Not proceed with the proposals at war memorial. (ii) Implement No Waiting at Any Time and School Keep Clear restrictions as advertised on Old Ide Lane at turning head.	

Comment	Devon County Council (DCC) Response
<b>Sandfords, Kennford – 1 Respondent (Parish Council)</b>	
<b>Suggestion</b> <ul style="list-style-type: none"> <li>1 respondent suggests that mandatory waiting at school be from 1<sup>st</sup> September to 31<sup>st</sup> July.</li> </ul>	<b>Reason for proposal.</b> To prevent obstructive parking on access road to the Primary School.  <b>Officer comments</b> Motorists should not be encouraged to park on junctions and in vicinity of school entrance irrespective of the omission of parking restrictions.
<b>Recommendation</b> Implement restrictions as advertised.	

# Agenda Item 6

Comment	Devon County Council (DCC) Response
<b>Gissons Lane, Kennford – 1 Respondent (Parish Council)</b>	
<ul style="list-style-type: none"> <li>Supports proposals.</li> </ul>	<b>Reason for proposal.</b> To prevent obstructive parking and protect visibility splays.
<b>Recommendation</b> Implement restrictions as advertised.	

Comment	Devon County Council (DCC) Response
<b>Access to Rydon Industrial Estate, Kingsteignton – 2 Respondents (1 Business and Landowners of estate)</b>	
<b>Supports</b> <ul style="list-style-type: none"> <li>2 respondents in support of No Waiting At Any Time but would like to see all of the access road have restricted parking.</li> </ul> <b>Comments</b> <ul style="list-style-type: none"> <li>2 respondents highlight that unrestricted parking on access road and hammerhead is stopping large vehicles from manoeuvring in estate.</li> <li>1 respondent identified threat of a delivery company withdrawing collection and delivery to site, which puts jobs at risk.</li> <li>1 respondent highlights that vehicles park on footway causing pedestrians to walk into the road.</li> <li>1 respondent highlights that lorries unable to get to premises to unload presents a logistical and health and safety issue.</li> </ul>	<b>Reason for proposal.</b> To prevent vehicles causing obstructions to HGV's using the industrial estate.  <b>Officer comments</b> Additional evidence has been provided by local businesses to warrant investigating of additional restrictions as part of future programme.
<b>Recommendation</b> Implement restrictions as advertised and consider additional restrictions as part of future programme.	

Comment	Devon County Council (DCC) Response
<b>Leaze Road &amp; New Park Road, Kingsteignton – 1 Respondent (Resident of Leaze Road)</b>	
<b>Support</b> <ul style="list-style-type: none"> <li>1 Respondent supports proposals but would like them extended a further 5 metres past gate of No. 10. This would prevent parking from obstructing pavement and blocking gate.</li> </ul>	<b>Reason for proposal.</b> To prevent inappropriate and obstructive parking and maintain visibility splays.
<b>Recommendation</b> Implement restrictions as advertised and consider additional restrictions as part of future programme.	

Comment	Devon County Council (DCC) Response
<b>Court Street and Pound Street, Moretonhampstead</b>	
<b>Comments</b> <ul style="list-style-type: none"> <li>Devon County Council has been made aware that the incorrect no return period on the Traffic Regulation Order has been advertised.</li> </ul>	<b>Reason for proposal.</b> 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.
<b>Recommendation</b> Amend proposals from, 8am-5pm 30 mins No Return 1 hour to Mon-Sat, 8am-5pm 1 hour No Return 2 hours through a Modification Order.	

# Agenda Item 6

Comment	Devon County Council (DCC) Response
<b>Service Lane to rear of Abbotsbury Road, Newton Abbot – 2 Respondents (2 Residents of Abbotsbury Road)</b>	
<p><b>Supports</b></p> <ul style="list-style-type: none"> <li>1 respondent supports proposals but would like to see it extended all the way through to Garston Terrace.</li> </ul> <p><b>Comment</b></p> <ul style="list-style-type: none"> <li>1 Respondent unable to access rear of property due to width of lane so uses rear lane for loading/unloading and washing car and would like assurances this can continue.</li> </ul> <p><b>Other Comments</b></p> <ul style="list-style-type: none"> <li>Access should be restricted along service road to residents only.</li> </ul>	<p><b>Reason for proposal.</b> To prevent obstructive parking preventing access completely on well-used service lane and rear garages/hardstands.</p> <p><b>Officer comments</b> Loading and unloading permitted on No Waiting At Any Time. Washing car is not permitted on No Waiting At Any Time.</p> <p>Access restrictions beyond the scope of this project.</p>
<p><b>Recommendation</b> Implement restrictions as advertised and consider additional restrictions as part of future programme.</p>	

Comment	Devon County Council (DCC) Response
<b>Salty Lane, Shaldon – 1 Respondent (1 Resident of Shaldon)</b>	
<p><b>Objections</b></p> <ul style="list-style-type: none"> <li>1 respondent strongly objects to the loss of 5-6 parking places, more space should be made available.</li> </ul>	<p><b>Reason for proposal.</b> To prevent inappropriate and obstructive parking.</p> <p><b>Officer comments</b> Proposed restriction is 17 metres in length, which equates to 3 vehicles.</p>
<p><b>Recommendation</b> Implement restrictions as advertised.</p>	

Comment	Devon County Council (DCC) Response
<b>Well Street/Bonhay Road, Starcross – 1 Respondent (1 Resident of Well Street)</b>	
<p><b>Other Comments</b></p> <ul style="list-style-type: none"> <li>1 respondent identified many near misses between motorists and cyclist and suggests provision of signs similar to Powderham coast road to highlight shared road.</li> </ul>	<p><b>Reason for proposal.</b> To prevent inappropriate and obstructive parking.</p> <p><b>Officer comments</b> Proposed restrictions seek to improve inter visibility between motorists and cyclists.</p> <p>Provision of cycle signs beyond scope of this project.</p>
<p><b>Recommendation</b> Implement restrictions as advertised.</p>	

# Agenda Item 6

Comment	Devon County Council (DCC) Response
<b>Glendaragh Road, Teignmouth – 2 Respondents (2 Residents of Glendaragh Road)</b>	
<p><b>Objections</b></p> <ul style="list-style-type: none"> <li>1 respondent objects due to loss of parking in town in general and questioning that parking on both sides restricts access.</li> <li>1 respondent object that it is already a struggle to park between April and September.</li> </ul> <p><b>Comments</b></p> <ul style="list-style-type: none"> <li>1 respondent identified that removing on street parking will lead to an increase in vehicle speeds.</li> <li>1 respondent highlighted that access has never been a problem with vehicles parked on both sides of road.</li> </ul> <p><b>Suggestion</b></p> <ul style="list-style-type: none"> <li>1 respondent suggested that No Waiting At Any Time be implemented in vicinity of garage for No. 5 to allow better access.</li> </ul>	<p><b>Reason for proposal.</b> To prevent inappropriate and obstructive parking.</p> <p><b>Officer comments</b> Width of carriageway is less than 7 metres wide, promoting parking on both sides of carriageway would restrict access.</p>
<p><b>Recommendation</b> Implement restrictions as advertised.</p>	

Comment	Devon County Council (DCC) Response
<b>Grove Crescent, Teignmouth – 1 Respondent (1 Resident of Grove Crescent)</b>	
<p><b>Objections</b></p> <ul style="list-style-type: none"> <li>1 respondent strongly objects as residents will not be able to park and suggest that No Waiting At Any Time is implemented near junction with Landscore Road, outside garages and at turning point at bottom of crescent.</li> </ul> <p><b>Suggestion</b></p> <ul style="list-style-type: none"> <li>1 respondent suggested that No Waiting At Any Time be considered on Landscore Road.</li> </ul>	<p><b>Reason for proposal.</b> To prevent inappropriate and obstructive parking on corner outside 28 Grove Crescent.</p> <p><b>Officer comments</b> Only a short section of No waiting At Any Time is being proposed to assist with larger vehicles manoeuvring in the vicinity of number 28 Grove Crescent.</p>
<p><b>Recommendation</b> Implement restrictions as advertised.</p>	

Comment	Devon County Council (DCC) Response
<b>Nelson Close, Teignmouth – 1 Respondent (1 Resident of Nelson Close)</b>	
<p><b>Comments</b></p> <ul style="list-style-type: none"> <li>1 respondent highlights inconsiderate parking already blocking garages and private parking spaces. Not aware of a Parking Warden ever visiting to enforce restrictions in the area. Parking Wardens need to enforce parking on footways and dropped kerbs.</li> </ul>	<p><b>Reason for proposal.</b> To prevent inappropriate and obstructive parking at junction and maintain visibility splays.</p> <p><b>Officer comments</b> Requests for enforcement can be made via the Devon County Council website. Currently Devon County Council does not have powers to enforce vehicles parking on footways.</p>
<p><b>Recommendation</b> Implement restrictions as advertised.</p>	



HIW/17/70

All Highways and Traffic Orders Committees  
October/November 2017

## **Traffic Sensitive Streets Review 2017**

Report of the Acting 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 Committee notes that Devon County Council propose to undertake a full review of the traffic sensitive streets network across the county. Proposed completion: 1 April 2018.

### **1. Background/Introduction**

Devon County Council has a legal duty under the Traffic Management Act 2004/Section 59 New Roads and Street Works Act 1991 to Co-ordinate works activities on the road network.

As part of this duty, a power is afforded to Devon County Council to enable the designation of certain streets as 'Traffic Sensitive'.

When a street is designated 'Traffic Sensitive', timings of works can be better regulated to ensure free flow of traffic so far as reasonably practicable. i.e. no works on Topsham Road, Exeter during peak morning and afternoon traffic flows.

The project works in line with Devon County Council's strategic objective in the Better Together vision, getting from A to B.

The last recorded full review was undertaken in 1994. Designations in some cases are currently no longer fit for purpose and effectiveness is reduced.

### **Main aims/Objective of project:**

- ✓ To ensure all possible effects of works are raised at an early stage in the planning process and considered, managed and communicated affectively.
- ✓ To co-ordinate works and reduce impact on road users.
- ✓ Ensure safe and easy passage for road users on Devon's network.
- ✓ To meet statutory duties imposed under the network management duty.
- ✓ To help manage the balance of works in line with other events on the public highway. i.e. local and special events.
- ✓ To ensure the effects of all works on the road network are minimised for the local economy.
- ✓ To improve open communication and better planning between works promoters and Devon County Council. N.B. This project is not aimed at prohibiting or limiting options for works to be undertaken.

# Agenda Item 7

## 2. Proposal

Proposed timescales for project:

Devon Highways											
Traffic Sensitive Streets review - 2017											
	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18
Aims and Objectives to be agreed	█										
Seek advise from Data Team	█										
early light touch comms		█	█	█							
Website Development	█	█									
Area focused workshops - Quantification of traffic data		█	█								
HATOC Meeting Attendance			█	█							
Confirmation of Designations					█						
Develop Consultation Mapping						█					
Develop Consultation Page						█					
Formal Consultation							█				
Close of Consultation								█			
NSG Updates required									█	█	█
Project Debrief											█

### How will the review be undertaken?

Statutory Regulations outline when a street can be designated traffic sensitive. The following steps must be completed before a designation can be updated:

- Each street is cross referenced against the statutory triggers.
- Proposals for revised designations are outlined.
- Communications are undertaken with affected stakeholders.
- A 1 month statutory consultation is undertaken.
- Updating of Devon's mapping data is completed.

### What are the Impacts?

It is envisaged that some designations will be increased due to traffic flow levels. Some may be removed. The proposal aims to consider strategic visions for network growth wherever possible.

Works promoters may find adjusted restrictions on working practices/timescales (N.B. this includes Devon County Council's contractors). However, the overall objective is to trigger early communication and better planning. It is not to prevent works taking place.

## 3. Options/Alternatives

The process is determined by statute, therefore there is no alternative.

## 4. Consultations/Representations/Technical Data

Statutory consultation proposed for March/April 2018.

## 5. Financial Considerations

The costs involved are resource costs for in-situ Highway Officers only as outlined by the project plan.

## 6. Environmental Impact Considerations

No areas have been identified.

## 7. Equality Considerations

No areas have been identified. Project is operating to standard designation tolerances and will be implemented consistently across the county.

## 8. Legal Considerations

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

## 9. Risk Management Considerations

No risks have been identified.

## 10. Public Health Impact

No areas have been identified.

## 11. Reasons for Recommendations

This report has been compiled at the initial stages of the project to enable a clear and open communication process between Devon County Council and its members.

This is a report for information only.

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

## Electoral Divisions: All

Local Government Act 1972: List of Background Papers

Contact for enquiries: Victoria Walsh

Room No: AB1 Lucombe House, County Hall, Exeter, EX2 4QD

Tel No: 01392 383000

Background Paper	Date	File Ref.
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None

vw260917hat  
sc/cr/traffic sensitive streets review 2017  
02 021017



HIW/17/77

Teignbridge Highways and Traffic Orders Committee  
2 November 2017

## **Brunel Industrial Estate, Newton Abbot – Proposed Waiting Restrictions**

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 comments in the report are noted;**
- (b) that a site visit should be arranged to review the proposals for the northern and western arms of Forde Road and that a decision on the matter should be delegated to the Chief Officer for Highways, Infrastructure Development and Waste in consultation with the Local Member and Chair; and**
- (c) that the remaining proposals are implemented as advertised.**

### **1. Background**

Collett Way was constructed by Teignbridge District Council (TDC) as part of the Brunel Industrial Estate to serve access to parcels of development land and enable new business in the area. The road now forms part of the existing road network on the estate that is used by the public on a daily basis.

TDC have managed the road since it was constructed, including the introduction of parking restrictions. As the development in the area is completed they have requested the adoption of Collett Way.

Before the road can be adopted Devon County Council (DCC) requires it to be brought up to an adoptable standard and this includes the resolution of parking issues. As the current parking practices cause a problem for larger vehicles manoeuvring around the estate, it was agreed as part of the scheme TDC would pay for a traffic regulation order to be advertised to introduce further parking restrictions on the estate.

### **2. Proposal**

It is proposed to introduce further No Waiting at Any Time restrictions on sections of Collett Way and Forde Road to prevent obstructive parking and ensure large vehicles such as HGVs can safely manoeuvre in and out of businesses accesses and around the Industrial Estate. It is also proposed to convert the existing No Waiting Mon – Sat 8am - 6pm to No Waiting at Any Time to keep the advisory cycle lane on Brunel Road clear of parked vehicles. A plan showing these proposals can be found in Appendix II.

### **3. Consultation**

Following approval by the local member and Chair of Teignbridge Highways and Traffic Orders Committee formal consultation on the proposed traffic regulation order began on 8 September until 29 September 2017. During the consultation period, 133 submissions were received alongside a petition of 89 names.

# Agenda Item 8

A summary of the submissions is shown in Appendix I to this report along with a summary and the DCC response. All of the responses object to the introduction of restrictions as it removes parking.

## **4. Discussion**

126 responses and the petition were from staff working/out of Estuary House and Bridge House. The rest were from staff working from other businesses on the estate.

It is recommended that the restrictions on Collett Way are implemented as advertised as the proposals broadly match those currently marked on street by TDC with variations to prohibit parking across the dropped kerb for the cycle route and to allow more parking outside Clarity Copiers.

It is recommended that the proposals on Brunel Road are implemented as advertised to keep the advisory cycle lane on Brunel Road clear of parked vehicles.

Due to the number of submissions received it is recommended that a site visit is arranged to review the proposals for the northern and western arms of Forde Road and that a decision on the matter should be delegated to the Chief Officer for Highways, Infrastructure Development and Waste in consultation with the Local Member and Chair. However, given the significant responses from Estuary House and Bridge House it is also suggested that the County Council and the NHS explore a green travel plan for this site.

## **5. Financial Considerations**

The funding for this traffic regulation order is being met by Teignbridge District Council.

## **6. Environmental Impact Considerations**

The introduction of restrictions will facilitate movement of HGVs through the estate and reduce commuter parking which will encourage sustainable travel and improve air quality.

## **7. Equality Considerations**

There are no equality issues relevant to the proposals.

## **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**

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

## **10. Options/Alternatives**

The option of not progressing with the restrictions would mean that the parking issues would continue and therefore DCC would not be willing to adopt the road.

## 11. Reasons for Recommendations

It is recommended to implement some of the restrictions as advertised to ensure that access for HGVs is maintained in the entirety of the industrial estate and that a site meeting is held to review the proposals on the northern and western arms of Forde Road.

Meg Booth  
Chief Officer, Highways, Infrastructure Development and Waste

### **Electoral Division: Newton Abbot North**

Local Government Act 1972: List of Background Papers

Contact for enquiries:

Room No: ABG Lucombe House, County Hall, Exeter

Tel No: 01392 383000

Background Paper	Date	File Ref.
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None

ms181017teih  
sc/cr/Proposed Waiting Restrictions Brunel Industrial Estate, Newton Abbot  
03 241017

# Agenda Item 8

Appendix I  
To HIW/17/77

**Submissions to  
Devon County Council (Various Roads, Newton Abbot) (Control of Waiting) Amendment Order**

Comment	No. of responses	Devon County Council Response
<b>General Comments</b>		
Double yellow lines already in appropriate sections on the estate roads to ensure HGV vehicles have adequate space to turn in/out of premises.	4	It is considered that parking on the northern arm of Forde Road narrows the carriageway width to an unacceptable level. However, it is recommended that a site visit is arranged to review the proposals.
No alternative parking is being identified or provided.	88	It is the responsibility of drivers to park where it does not cause an obstruction for other traffic.
Blue Badge Holder.	1	Noted. It is recommended that that respondent discusses off-street parking with employer. On-street parking cannot be guaranteed close to the employee's place of work.
Some businesses have recently closed down. Why not use their premises for alternative parking?	1	Devon Council County does not have jurisdiction over this land.
Parking in the local car parks would entail having to walk backwards and forwards from car several times a day up to 30 minutes at a time, thus reducing the time to do our jobs efficiently.	70	Noted. It is recommended that a site visit is arranged to review the proposals to identify if some parking can be retained.
Increase in congestion as people will be driving around to find a car parking space.	1	Noted. However, commuters will identify alternative parking arrangements which means it will only likely to be visitors looking for spaces which is what currently happens.
Current cycling facilities at work are poor and would require significant improvement to encourage more employees to cycle to work.	3	This is something for the respondents to discuss with their employer.
Mobility is restricted through a disability (but not enough to warrant a blue badge) and cannot walk too far from work premises.	1	Noted. It is recommended that that respondent discusses off-street parking with employer. On-street parking cannot be guaranteed close to the employee's place of work.
Employees rely on having easy access to their place of work.	14	Noted. On-street parking cannot be guaranteed close to the employee's place of work.



# Agenda Item 8

Comment	No. of responses	Devon County Council Response
Carrying equipment backwards and forwards to vehicles which contravenes health and safety and manual handling legislation would cause further issues if cars parked long distances away.	4	Noted. On-street parking cannot be guaranteed close to the employee's place of work. This is something for the respondents to discuss with their employer.
The enforced use of using fee paying car parks will have a detrimental effect on the finances of all causing financial difficulties.	23	The proposals will not force the use of car parks as this is one option available to drivers.
Employees need their cars for work purposes. A reduction in on-road parking spaces would affect ability of employees to carry out their job effectively in providing support to the community as frontline supporters, working with vulnerable people and attending meetings.	75	Noted. It is recommended that a site visit is arranged to review the proposals to identify if some parking can be retained.
Current parking (off-street & on-street) provided for the businesses on the estate is very limited and does not accommodate the large number of employees who park on the estate.	40	Noted. However, on-street parking can only be allowed where it is not causing an obstruction for other traffic. It is recommended that employers look into green travel plans to reduce parking demand.
Having to arrive at work earlier to locate a parking space will impact on employee's work/life balance - putting a strain on family life and other commitments outside of work.	13	Noted. See above.
Suggests a park and ride facility.	1	Noted.
If parking is to be restricted, this could be resolved by only having a pavement on one side of the road. This would widen the road enabling parking to continue on both sides of the road.	2	Footways are needed on both sides of the road to ensure safe pedestrian movements around the estate.
Planning has been granted in the past for non-industrial businesses to locate to their offices onto the Brunel Industrial Estate. Question the logic of creating a dual-purpose site only to remove the on-street parking facility for these businesses.	8	Parking provision would have been considered by TDC in the planning applications.
There are no public transport links in the immediate vicinity or planned to support the reduction in parking.	68	It is acknowledged that there is no public transport currently serving the estate however, options are available within a reasonable walking distance for most workers.

# Agenda Item 8

Comment	No. of responses	Devon County Council Response
The nearest car park is accessed by going through the poorly lit industrial estate and under the poorly lit railway bridge. This will be dangerous in the evenings especially as winter is drawing in.	17	The use of car parks is just one option available to drivers. It is considered the street lighting is within acceptable standards.
Proposals will have an effect on delivery of services, retaining and recruiting staff. Proposals will adversely impact on employment in Newton Abbot area and businesses might have to relocate to new premises elsewhere.	7	Noted. On-street parking cannot be guaranteed close to the employee's place of work.
Reduce the amount of double yellow lines being proposed to provide additional areas for parking.	8	It is recommended that a site visit is arranged to review the proposals to identify if some parking can be retained.
Reducing parking on estate will increase the build-up of vehicles parking in surrounding residential areas.	3	It is acknowledged this may occur however parking in these areas may not cause a problem. This will be monitored.
Has any consideration been given to the various areas of unused land on the Brunel Estate? There are several overgrown areas of 'scrubland' which could possibly provide a solution to the parking situation.	12	Devon Council County does not have jurisdiction over this land.
<b>Collett Way</b>		
No alternative parking is being identified or provided.	3	It is the responsibility of drivers to park where it does not cause an obstruction for other traffic.
Parking in the local car parks would entail having to walk backwards and forwards from car several times a day up to 30 minutes at a time, thus reducing the time to do our jobs efficiently.	3	Noted. It is recommended that a site visit is arranged to review the proposals to identify if some parking can be retained.
The enforced use of using fee paying car parks will have a detrimental effect on the finances of all causing financial difficulties.	1	The proposals will not force the use of car parks as this is one option available to drivers.
Employees need their cars for work purposes. A reduction in on-road parking spaces would affect ability of employees to carry out job effectively in providing support to the community as frontline supporters, working with vulnerable people and attending meetings.	2	Noted. It is recommended that a site visit is arranged to review the proposals to identify if some parking can be retained.
Current parking (off-street & on-street) provided for the businesses on the estate is very limited and does not accommodate the large number of employees who park on the estate.	1	Noted. However, on-street parking can only be allowed where it is not causing an obstruction for other traffic. It is recommended that employers look into green travel plans to reduce parking demand.

# Agenda Item 8

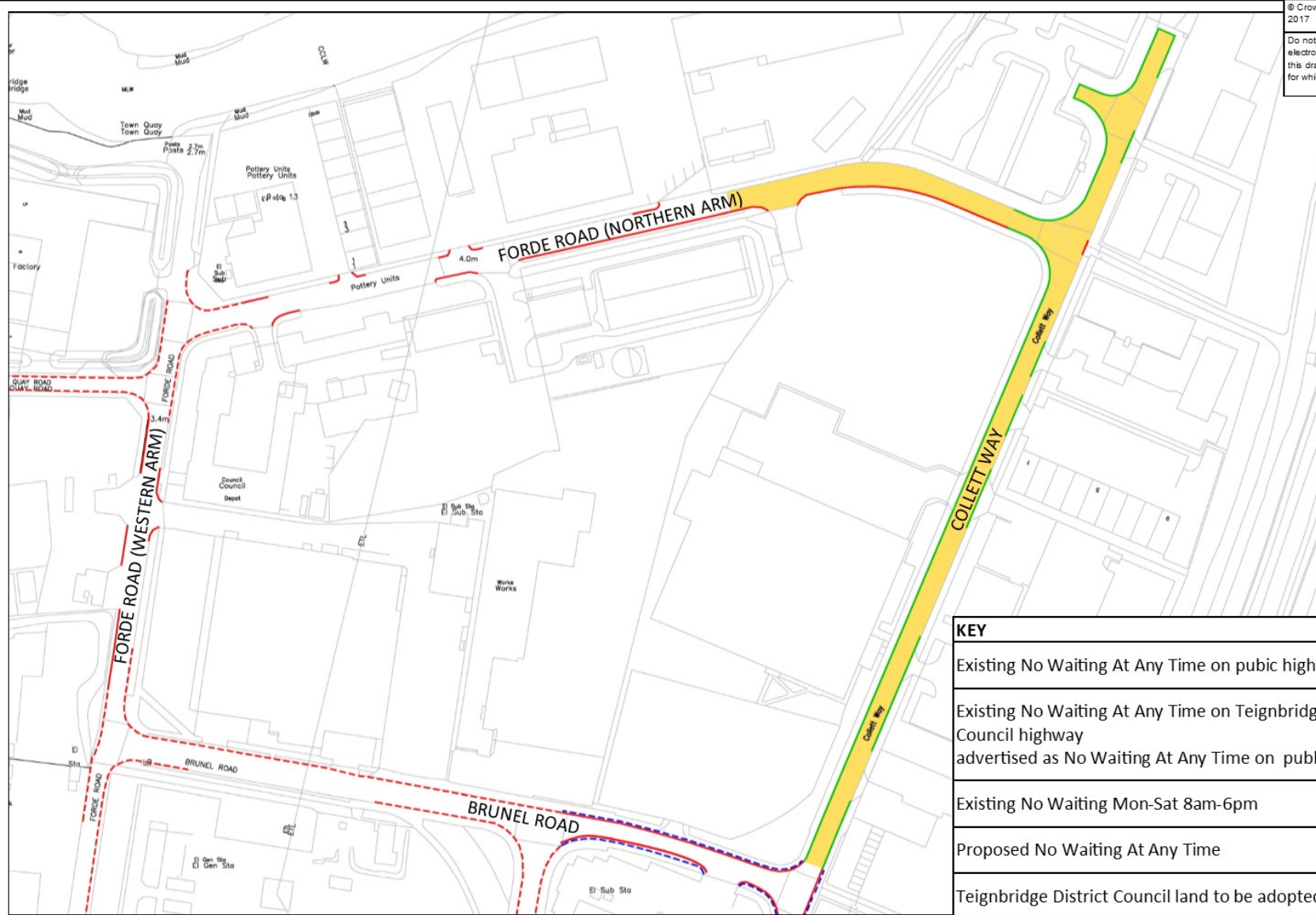
Comment	No. of responses	Devon County Council Response
Having to arrive at work earlier to locate a parking space will impact on employee's work/life balance - putting a strain on family life and other commitments outside of work.	1	Noted. See above.
There are no public transport links in the immediate vicinity or planned to support the reduction in parking.	3	It is acknowledged that there is no public transport currently serving the estate however, options are available within a reasonable walking distance for most workers.
The nearest car park is accessed by going through the poorly lit industrial estate and under the poorly lit railway bridge. This will be dangerous in the evenings especially as winter is drawing in.	1	The use of car parks is just one option available to drivers. It is considered the street lighting is within acceptable standards.
Has any consideration been given to the various areas of unused land on the Brunel Estate. There are several overgrown areas of 'scrubland' which could possibly provide a solution to the parking situation.	1	Devon Council County does not have jurisdiction over this land.
<b>Forde Road</b>		
No alternative parking is being identified or provided.	5	It is the responsibility of drivers to park where it does not cause an obstruction for other traffic.
Parking in the local car parks would entail having to walk backwards and forwards from car several times a day up to 30 minutes at a time, thus reducing the time to do our jobs efficiently.	5	Noted. It is recommended that a site visit is arranged to review the proposals to identify if some parking can be retained.
The enforced use of using fee paying car parks will have a detrimental effect on the finances of all causing financial difficulties.	1	The proposals will not force the use of car parks as this is one option available to drivers.
Employees need their cars for work purposes. A reduction in on-road parking spaces would affect ability of employees to carry out job effectively in providing support to the community as frontline supporters, working with vulnerable people and attending meetings.	6	Noted. It is recommended that a site visit is arranged to review the proposals to identify if some parking can be retained.
Current parking (off-street & on-street) provided for the businesses on the estate is very limited and does not accommodate the large number of employees who park on the estate.	2	Noted. However, on-street parking can only be allowed where it is not causing an obstruction for other traffic. It is recommended that employers look into green travel plans to reduce parking demand.

# Agenda Item 8

Comment	No. of responses	Devon County Council Response
Planning has been granted in the past to for non-industrial businesses to locate to their offices onto the Brunel Industrial Estate. Question the logic of creating a dual-purpose site only to remove the on-street parking facility for these businesses.	1	Parking provision would have been considered by TDC in the planning applications.
There are no public transport links in the immediate vicinity or planned to support the reduction in parking.	6	It is acknowledged that there is no public transport currently serving the estate however, options are available within a reasonable walking distance for most workers.
Reduce the amount of double yellow lines being proposed to provide additional areas for parking.	1	It is recommended that a site visit is arranged to review the proposals to identify if some parking can be retained.
Proposals will lead to lack of sufficient parking for Teignbridge District Council's waste and cleansing staff who work from Forde Road.	1	On-street parking can only be allowed where it is not causing an obstruction for other traffic. It is recommended that employers look into green travel plans to reduce parking demand.

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KEY	
Existing No Waiting At Any Time on public highway	.....
Existing No Waiting At Any Time on Teignbridge District Council highway advertised as No Waiting At Any Time on public highway	————
Existing No Waiting Mon-Sat 8am-6pm	.....
Proposed No Waiting At Any Time	————
Teignbridge District Council land to be adopted	————



Meg Booth  
Chief Officer for Highways, Infrastructure  
Development & Waste  
  
TRAFFIC MANAGEMENT TEAM  
DEVON COUNTY COUNCIL  
COUNTY HALL  
TOPSHAM ROAD  
EXETER  
EX2 4QD  
Telephone 0345 155 1004

SCHEME

COLLETT WAY, NEWTON ABBOT

DRAWING

PROPOSED WAITING RESTRICTIONS

drawn by  
JPB

scale  
NTS

date  
6/10/2017

O.S. Ref  
287226,71496

drawing number

ENV5626/2 (B)



HIW/17/78

Teignbridge Highways and Traffic Orders Committee  
2 November 2017

## Actions Taken Under Delegated Powers

Report of the 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. It also lists Local Transport Plan schemes that have been implemented as part of the agreed 2014/15 programme, under Delegated Powers.

### 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 Members. Details of these matters are listed below.

Location	Proposal	Action
King Street, Newton Abbot	Mandatory Disabled Parking Bay and No Waiting At Any Time	Traffic regulation order advertised, objections resolved and order sealed after consultation with Local Member and HATOC Chair.
Oakland Road, Newton Abbot	Mandatory Disabled Parking Bay	
Warren Road, Dawlish Warren	Zebra Crossings	Crossing advertised after consultation with Local Member and HATOC Chair.

Meg Booth  
Chief Officer for Highways, Infrastructure Development and Waste

## Electoral Divisions: Newton Abbot South, and Newton Abbot North

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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