



You can view the agenda on the [website](#)
or use a smart phone camera and scan the code

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

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

Date: 21 July 2023

Contact: Yvette Welsh 01392 382406

Email: yvette.welsh@devon.gov.uk

WEST DEVON HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Monday, 31st July, 2023

A meeting of the West Devon Highways and Traffic Orders Committee is to be held on the above date at 10.30 am at Kilworthy Park Council Offices, Tavistock to consider the following matters.

Donna Manson
Chief Executive

A G E N D A

PART 1 OPEN COMMITTEE

- 1 Apologies for Absence
- 2 Election of Chair

To elect the Chair for the ensuing year.

NB: In accordance with the County Council's Constitution, the Chair and Vice Chair must be County Councillors. County and Borough Councillors may vote.

- 3 Election of Vice Chair

To elect the Vice Chair for the ensuing year.

NB: In accordance with the County Council's Constitution, the Chair and Vice Chair must be County Councillors. County and Borough Councillors may vote

4 Minutes (Pages 1 - 6)

Minutes of the meeting held on 21 October 2022 (previously circulated).

5 Items Requiring Urgent Attention

Items which in the opinion of the Chairman should be considered at the meeting as matters of urgency.

MATTERS FOR DECISION

6 Local Waiting Restrictions Programme (Pages 7 - 30)

Report of the Director of Climate Change, Environment and Transport (CET/23/60), attached.

Electoral Divisions: All in West Devon

MATTERS FOR INFORMATION

7 Petition Calling for a speed Limit on the B3215 (minute 57, 5 November 2019 refers)

Following a previous request submitted by the Parish Council in 2017 involving this length of Road a referral had been made to the Safety Compliance Action Review Forum (SCARF). Following analysis of speed and road traffic collision data the Forum had recommended a signage review and accordingly a scheme was being designed which was subject to consultation. Further traffic monitoring and speed analysis was also undertaken over a wider area to include this stretch of Road. It had been resolved

- (a) that Officers consult with the Parish Council and local Member about the details of the proposed Signage Scheme; and
- (b) that further traffic speed monitoring be carried out prior to and following the introduction of new signage for report to a future meeting of this Committee.

Director of Climate Change, Environment and Transport to report.

8 Traffic Sensitive Routes Review (Pages 31 - 34)

Report of the Director of Climate Change, Environment and Transport (CET/23/2), attached.

Electoral Divisions: All in West Devon

9 Bus Users and Stakeholders (BUS) Forum

The Committee representative to report.

10 Dates of Future meetings

Confirmation of meeting dates/venue are published on the Council's website – [Browse meetings - West Devon Highways and Traffic Orders Committee - Democracy in Devon](#)

Meetings will start at 10.30am on the following dates:

7 November 2023, Town Council Offices, Okehampton
27 March 2024, Kilworthy House, Tavistock.

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

Nil.

Part II Reports

Members are reminded that Part II reports contain exempt information and should therefore be treated accordingly. They should not be disclosed or passed on to any other person(s). Members are also reminded of the need to dispose of such reports carefully and are therefore invited to return them to the Democratic Services Officer at the conclusion of the meeting for disposal.

Agenda Items and Attendance of District & Town/Parish Councillors

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

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

MEETINGS INFORMATION AND NOTES FOR VISITORS

Getting to County Hall and Notes for Visitors

For SatNav purposes, the postcode for County Hall is EX2 4QD

[Further information about how to get to County Hall](#) gives information on visitor parking at County Hall and bus routes.

Exeter has an excellent network of dedicated cycle routes. For further information see the [Travel Devon webpages](#).

The nearest mainline railway stations are Exeter Central (5 minutes from the High Street), St David's and St Thomas. All have regular bus services to the High Street.

Visitors to County Hall are asked to report to Main Reception on arrival. If visitors have any specific requirements, please contact reception on 01392 382504 beforehand.

Membership of a Committee

For full details of the Membership of a Committee, please [visit the Committee page](#) on the website and click on the name of the Committee you wish to see.

Committee Terms of Reference

For the terms of reference for any Committee, please [visit the Committee page](#) on the website and click on the name of the Committee. Under purpose of Committee, the terms of reference will be listed. Terms of reference for all Committees are also detailed within Section 3b of [the Council's Constitution](#).

Access to Information

Any person wishing to inspect any minutes, reports or background papers relating to an item on the agenda should contact the Clerk of the Meeting. To find this, [visit the Committee page](#) on the website and find the Committee. Under contact information (at the bottom of the page) the Clerk's name and contact details will be present. All [agenda, reports and minutes of any Committee are published on the Website](#)

Public Participation

The Council operates a Public Participation Scheme where members of the public can interact with various Committee meetings in a number of ways. For full details of whether or how you can participate in a meeting, please [look at the Public Participation Scheme](#) or contact the Clerk for the meeting.

In relation to Highways and Traffic Orders Committees, any member of the District Council or a Town or Parish Councillor for the area covered by the HATOC who is not a member of the Committee, may attend and speak to any item on the Agenda with the consent of the Committee, having given 24 hours' notice.

Webcasting, Recording or Reporting of Meetings and Proceedings

The proceedings of any meeting may be recorded and / or broadcasted live, apart from any confidential items which may need to be considered in the absence of the press and public. For more information [go to our webcasting pages](#)

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. Filming must be done as unobtrusively as possible without additional lighting; focusing only on those actively participating in the meeting and having regard to the wishes of others present who may not wish to be filmed. Anyone wishing to film proceedings is asked to advise the Chair or the Democratic Services Officer in attendance.

Members of the public may also use social media to report on proceedings.

Declarations of Interest for Members of the Council

It is to be noted that Members of the Council 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.

WiFi

An open, publicly available Wi-Fi network (i.e. DCC) is normally available for meetings held in the Committee Suite at County Hall.

Fire

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; and do not re-enter the building until told to do so. Assemble either on the cobbled car parking area adjacent to the administrative buildings or in the car park behind Bellair.

First Aid

Contact Main Reception (Extension 2504) for a trained first aider.

Mobile Phones

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

Alternative Formats

If anyone needs a copy of an Agenda and/or a Report in another format (e.g. large print, audio tape, Braille or other languages), please contact the Customer Service Centre on 0345 155 1015 or email: committee@devon.gov.uk or write to the Democratic and Scrutiny Secretariat in G31, County Hall, Exeter, EX2 4QD.

Induction Loop available



WEST DEVON HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

21 October 2022

Present:-

Councillors J McInnes, P Sanders and D Sellis,

West Devon Borough Council

Councillors T Southcott and N Heyworth

DALC

Councillor J Goffey

Apologies:-

Councillors L Samuel

Members attending in accordance with Standing Order 25

Councillor P Reid (Mart Tavy Parish Council) and T Pearce (West Devon Borough Council).

* **13** **Minutes**

RESOLVED that the Minutes of the Meeting held on 11 July 2022 be signed as a correct record.

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

No item was raised as a matter of urgency.

* **15** **Road Casualty Data Dashboard Demonstration**

The Committee received a presentation by the Director of Climate Change, Environment and Transport on a website dashboard which provided detailed information on road casualty data in Devon at Devon-wide, District/Parish/Town Council and electoral division levels.

The Dashboard information was available via:

Link to Councillors' Dashboard Landing:

[Councillor Dashboard Landing Page - Power BI](#)

Link to public webpages:

[Collision & Casualty Data - Roads and transport \(devon.gov.uk\)](#)

Agenda Item 4

2

WEST DEVON HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

21/10/22

Members' questions and discussion points with the Officers included:

- the useful resource available for County Council Members and a request that it be made available also to the non-County Council Members of this Committee;
- the dashboard showed official published collision data up to the end of the previous calendar year;
- new data was published on the dashboard in July the following year after a verification process with the Department for Transport;
- there was a delay in receiving serious/fatal accident records pending investigation by the Police (usually 2 - 4 weeks or more in certain cases); and fatal/serious collisions were also routinely investigated by specialist officers contracted by the County Council; and for details Members should contact the Officers (email: rshelp@devon.gov.uk);
- the legal duty if involved in an accident with a vehicle where there was either injury or damage to property, was to stop and give your name and address to anyone who reasonably required it; and if details were not exchanged, to report the collision to the police (within 24 hours). This could now be reported online in Devon and Cornwall;
- confirmation that most accidents were on the main arterial routes; and
- consideration to more easily readable and accessible fonts (size and colour).

The Chair thanked the Officers for the informative presentation.

* 16 **Mary Tavy Speed Limit**

(Councillor P Reid (Chair, Mary Tavy Parish Council) attended in accordance with Standing Order 25 and spoke to this item in support of a referral to the Director of Climate Change, Environment and Transport).

The local Traffic Engineer reported on actions taken subsequent to the site visit held in September with the Chair and Vice Chair and Parish and District Council representatives on a proposal to reduce the speed limit on the approach to Mary Tavy on the A386. A formal request with the support of the Chair and local Parish Council would be submitted to the Director of Climate Change, Environment and Transport to authorise an exception to the DoT Standard to reduce the speed limit along the approach to the junction from 60mph - 40 mph.

The Committee noted the position.

* 17 **Clearbrook to Roborough Multi-Use Trail**

(Councillors P Sanders and J McInnes declared a personal interest in this matter by virtue of their membership of the Dartmoor National Park Authority (as County Council appointees).

The Committee considered the Report of the Director of Climate Change, Environment and Transport (CET/22/57) on a proposed new multi-use trail between Clearbrook and Roborough along the A386 corridor being developed by the County Council. The A386 Tavistock to Plymouth Corridor Study (2018) identified an opportunity to improve active travel along the A386 corridor and the Council's Cycling and Multi-Use Trail Strategy set out the ambition for a new link to complete provision between Tavistock and the northern growth area of Plymouth, connecting to new development and providing improved access to Dartmoor. This new route, in combination with existing infrastructure between Yelverton and Clearbrook, would complete a missing link in the existing Multi-Use Trail Network and open up sustainable access between communities, employment, health, and leisure opportunities along the A386 corridor.

The Report made recommendations to proceed with a preferred route for the trail, identified through ongoing feasibility work in conjunction with findings from a public consultation held in Spring 2022.

Members' discussion point with the Officers included:

- the need for further consultation on the detail of the new adapted route which would be carried out;
- the need to promote cycling and divert cyclists away from the A386, noting that some cyclists would continue to use the Road, and
- the marginal increase in distance with the proposed multi-use trail and noting the increased safety, decreased vehicle pollution and pleasant rural outlook on the Trail.

It was **MOVED** by Councillor P Sanders, **SECONDED** by Councillor J McInnes and

RESOLVED

(a) that the preliminary design for the preferred multi use trail route between Clearbrook and Roborough shown on Appendix 1 of the Report be approved; and

(b) that the land acquisition by agreement and a planning application for the preferred multi-use trail route between Clearbrook and Roborough shown on Appendix 1 be progressed.

* 18

Dartmoor National Park Off-Street Parking Places Order

(Councillors P Sanders and J McInnes declared a personal interest in this matter by virtue of their membership of the Dartmoor National Park Authority (as County Council appointees).

Agenda Item 4

4

WEST DEVON HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

21/10/22

(Councillor T Pearce attended in accordance with Standing Order 25 and spoke to this item in so far as it related to Lydford Car Park and additional facilities)

The Committee considered the Report of the Director of Climate Change, Environment and Transport (CET/22/58) on the results of the statutory consultation on the proposed traffic regulation order (TRO) for pay & display in a number of Dartmoor National Park Authority (DNPA) car parks (Site Plans attached to the Report).

In October 2021, Dartmoor National Park Authority had agreed to implement charges in a number of their car parks within the National Park and had requested the County Council's support to introduce a Traffic Regulation Order to formalise the charges under the Road Traffic Regulation Act 1984 (RTRA). This legislation allowed the County Council to make a Traffic Regulation Order on the National Park land at the request of the DNPA and allow enforcement if it was considered necessary.

The Report detailed the outcome of the consultations made from 30 June to 21 July 2022.

The details of enforcement and implementation were a matter for the DNPA and if necessary subject to agreement with the County Council.

It was **MOVED** by Councillor P Sanders, **SECONDED** by Councillor D Sellis and

RESOLVED

(a) that the results of the consultation be noted;

(b) that the proposals for Meldon Reservoir, Postbridge and Princetown Car Parks be implemented as advertised;

(c) that the proposal for Lydford Car Park be modified and implemented as detailed in section 3 of this Report; and

(d) that the proposal for Brent or Car Park be delegated to the Director of Climate Change, Environment and Transport in consultation with the Local Member and this Committee's Vice Chair.

(N.B. In accordance with Standing Order 32(4) Councillor J McInnes requested that his abstention from the vote and the decision taken be recorded)

* 19 **Actions Taken Under Delegated Powers**

The Committee noted the Report of the Director of Climate Change, Environment and Transport (CET/22/59) on actions taken under delegated powers.

* 20 **Dates of Meetings**

4 April 2023 (Okehampton), 31 July (Tavistock), 7 November (Okehampton) and 27 March 2024 (Tavistock).

Details available here: [Browse meetings - West Devon Highways and Traffic Orders Committee - Democracy in Devon](#)

NOTES:

1. *Minutes should always be read in association with any Reports for a complete record.*
2. *If the meeting has been webcast, it will be available to view on the [webcasting site](#) for up to 12 months from the date of the meeting*

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

The Meeting started at 10.30 am and finished at 12.00 pm

CET/23/60
West Devon Highways and Traffic Orders Committee
31 July 2023

Local Waiting Restriction Programme

Report of the Director of Climate Change, Environment and Transport

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

1) Recommendation

That the Committee be asked to:

- (a) note the work on the local waiting restriction programme;
- (b) agree the recommendations contained in Appendix 2 to this report.

2) Background

In October 2022, a list of requests for new or amended waiting restrictions for the area was collated by the council. These requests have been considered by officers and proposals drafted. Officers have consulted the relevant local County Councillors and Chair/Vice Chair before they were advertised from 25 May until 16 June 2023 (with an extension for Okehampton Hamlets Parish Council due to being missed from the original notification email).

A summary of the proposals advertised can be found in Appendix 1 and the associated plans have been attached as supplementary information to this report.

3) Consultations/Representations

Details of the objections received to these proposals, and the County Council's response are shown in Appendix 2 to this report.

Following advertisement:

- The proposal that did not attract objections will be implemented.
- Proposals that received objections are detailed in Appendix 2 to this report with a recommendation for each location.

4) Strategic Plan

The restrictions proposed support the priorities in the Strategic Plan as they aim to improve road safety to improve health and wellbeing and to better manage traffic and parking in the areas to respond to the climate emergency and support sustainable economic recovery.

Agenda Item 6

5) Financial Considerations

The total costs of the scheme will be funded from the Minor Traffic Management Improvements budget, funded by Local Transport Plan grant.

There is 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.

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.

7) Environmental Impact Considerations (Including Climate Change)

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

- Enable enforcement to be undertaken efficiently.
- Encourage commuters to make more sustainable travel choices e.g. 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.

8) Equality Considerations

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

9) Risk Management Considerations

No risks have been identified.

10) Reasons for Recommendations

The proposals rationalise existing parking arrangements within the HATOC area by:

- Enabling enforcement to be undertaken efficiently.

Agenda Item 6

- Encouraging those working in the town to make more sustainable travel choices e.g. Car Share, Public Transport, Walking and Cycling.
- Assist pedestrians and other vulnerable road users in crossing the highway.

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

Meg Booth

Director of Climate Change, Environment and Transport

Electoral Divisions: All in West Devon

Local Government Act 1972: List of background papers

Background Paper Nil

Contact for enquiries:

Name: Amy Garwood

Telephone: 0345 155 1004

Address: M8, Great Moor House, Bittern Road, Exeter

ag110723wdh

sc/cr/Local Waiting Restriction Programme

02 20723

Agenda Item 6

Appendix 1 to CET/23/60

Details of Proposals Advertised

Councillor	Plan Reference	Location	Parish/ Town	Proposals	Statement of Reasons
Debo Sellis	ENV6034-63	St Johns	Tavistock	Extend No Waiting At Any Time	To prevent obstructive parking.
James McInnes	ENV6034-83	Road from Shilhayes to Zeal Head Cross	South Zeal	Introduce No Waiting At Any Time	To prevent obstructive parking.
Lois Samuel	ENV6034-117	Fore Street & Road from The Square To Pigs Leg Cross	Bridestowe	Introduce Buses Only Mon-Fri 8.45am-9.15am And 3.00pm-3.30pm, and a Mandatory School Keep Clear	To prevent obstructive parking.
Lois Samuel	ENV6034-122	Fore Street	Okehampton	Extend No Waiting At Any Time	To prevent obstructive parking.
Lois Samuel	ENV6034-23	Merrivale Road	Okehampton	Extend No Waiting At Any Time	To prevent obstructive parking.
Lois Samuel	ENV6034-10	Station Road	Okehampton	Upgrade No Waiting Mon-Sat 9am-5pm to No Waiting At Any Time	To prevent obstructive parking.
Philip Sanders	ENV6034-230	Fore Street	Bere Alston	Introduce Limited Waiting Mon-Sat Midday-4pm 30 Minutes No Return Within 30 Minutes	To improve on street parking capacity.
Philip Sanders	ENV6034-120	A386	Mary Tavy	Introduce Limited Waiting Mon-Sat 8am-6pm, Sun 9am-12pm 1 Hour No Return Within 2 Hours	To prevent long term parking.

Summary of Submissions

ENV6034-63 – St Johns, Tavistock 7 respondents – 1 resident of Drake Road and 6 residents of St Johns	
Comments	Devon County Council Response
<p>7 respondents support the proposal.</p> <p>Supporting arguments:</p> <ul style="list-style-type: none"> - Resident reports that cars park right up to the entrance to St Johns and vehicles often protrude into Deer Park Lane causing obstruction to drivers' lines of sight when leaving St Johns. - Current parking behaviour led to road safety issues for pedestrians crossing entrance, particularly children from St Peter's School. - Resident feels that allowing parking near a junction is dangerous and could cause accidents then states that Deer Park Lane is frequently used by schoolchildren and walkers and wheelchair users. - Current parking makes access difficult for emergency vehicles and refuse collection vehicles. - Resident reports cars parking on the kerbs opposite driveways, making access difficult. - Obstructive parking opposite driveways causes anxiety and stress. - Respondent states that obstructive parking could cause accidents. - Resident states they have been unable to safely exit residence in St Johns due to obstructive parking by cars. - Resident states that due to cars obstructing the entrance they feel they are taking a chance/risking safe passage. - Resident reports having mounted the kerb to avoid collisions with parked cars. - Refuse carts/delivery drivers can't get up the road if cars obstruct the bottom. - Resident states current arrangements affect access for emergency vehicles. - Allowing parking near a junction is dangerous and could cause accidents. - St Johns is difficult to access safely when people park on the curve at the end of the road. - Resident reports poor visibility, inhibiting a safe exit. - Resident states chances of an accident or collision are likely. - Resident reports large vans and refuse trucks have experienced access issues, even when mounting the pavement. 	<p>Reason for Proposal: Extend No Waiting At Any Time to prevent obstructive parking.</p> <p>Officer comments: Support noted.</p>

Agenda Item 6

Suggestions:

- Resident suggests that if the proposed yellow lines are not extended to cover the turning bay in St Johns, they foresee that the proposed changes will only exacerbate the problem and vehicles will simply park further into the close.
- Resident suggests that the whole of the close is made no parking.
- Resident suggests that both turning bays in St Johns should be included in the no waiting proposals.

Additional Info:

- Resident states that St Johns is one of the nearest roads to town centre with free parking available, thus encouraging all day parking.
- Resident reports parking in the two turning bays in St Johns, restricting property access except for smallest vehicles.
- Although resident states their support they suggest that the changes don't extend far enough along St Johns. Resident reports that they made the council aware of the parking problems in St Johns and that vehicles will continue to park on the corners of the turning bays making access and turning for large vehicles difficult.
- Proposal would push parking further into St Johns.
- Resident states they have a photo as evidence to support previous submission but is not able to submit this.
- Resident states proposal doesn't extend far enough into St Johns.

It is acceptable to maintain some parking stock on the straight section of St Johns.

The turning head is primarily dropped kerbs, no vehicles should be parked over these otherwise they would cause an obstruction.

People unfamiliar with the area are unlikely to know to drive into St Johns; it is not an obvious place to park.

Vehicles blocking dropped kerbs can be issued a Penalty Charge Notice (PCN). This can be reported via our website [Report a parking problem - Roads and transport \(devon.gov.uk\)](https://www.devon.gov.uk/report-a-parking-problem), please note this is not a reactive service. If the parked vehicle is preventing a vehicle from leaving a property, they can be reported to Devon and Cornwall Police.

The situation can be monitored and if issues with parking in the turning head occurs, further restrictions can be considered as part of a future review.

Recommendation

It is recommended that the proposals are implemented as advertised.

ENV6034-83 - Road from Shilhayes to Zeal Head Cross, South Zeal
21 respondents – 1 resident of Chagford, 1 resident of South Tawton and 19 residents of South Zeal

Comments	Devon County Council Response
<p>2 respondents support, 18 respondents oppose, and 1 respondent did not indicate whether they support or oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> - Many spaces have already been lost due to the recent implementation of double yellow lines. <ul style="list-style-type: none"> o Already plenty of yellow lines in the village. o Recent double yellow lines have already cost over £100,000 and restricted a tight parking situation. o There's very little parking on the main street. o Restrictions were placed in the main street only a couple of years ago. o An in-depth review of parking already held a few years ago before the current yellow lines went down for safety purposes. o Parking restrictions were put in place previously and deemed adequate, which were put in place at the behest of the Parish Council contrary to what the majority of the villagers wanted. o Previous installation of yellow lines completely disregarded residents who do not have driveway parking and rely on on-street parking in the proposed area. Complete disregard seems to be happening again under the new proposal. o Previous proposals for double yellow lines destroyed community relations. If these proposals go ahead then it will no doubt end in unneighbourly behaviour as everyone tries to cope with the situation. - There is a lack of on-road parking outside the houses on this stretch of road. - Decreasing on-road parking would be detrimental to residents. - Issues could be solved by residents utilising off-street parking. - Resident often has to park far away from home due to lack of parking. - Lack of parking is compounded by the school in the village. - Removing valuable parking spaces from young families and the elderly would be detrimental and unsafe. - It seems excessive to make this whole stretch of road not for parking. 	<p>Reason for Proposal: Introduce No Waiting At Any Time to prevent obstructive parking.</p> <p>Officer comments: The previous restrictions that were implemented only highlighted where it was not appropriate for vehicles to be parking, such as junctions or narrow sections of road.</p> <p>The previous restrictions did not cost the figure stated, this may have been a figure quoted for the County Wide HATOC waiting restrictions project, not just South Zeal.</p> <p>The Council understands the need for parking for residents, especially those without off street parking, however by law we need to help consider all those who use the highway. These restrictions will aid agricultural vehicles egress to and from a property with no alternative access.</p> <p>Devon County Council (DCC) is not responsible for the behaviour of residents.</p> <p>It is not the responsibility of the County Council to provide parking on the public highway. There are no automatic rights to park on the public highway and parking is only permitted at locations where it does not cause an obstruction to traffic movements or visibility. It is our legal duty to maintain safe traffic flow.</p>

Agenda Item 6

- A large enough turning space has already been made by placing objects (plant pots) in the area.
 - o These objects are a danger and a nuisance.
 - o Farmer's current practice of systematically leaving using plant pots on public highways land to protect access and only occupies only 3m, not the 15m being proposed.
 - o A third of the proposed site is already unofficially blocked by plant pots which causes aggravation.
- Proposals will penalise residents at the top of the village.
- Proposals will penalise those who go to work and struggle to find parking close to home.
 - o It is already almost impossible to park after work without the further loss of more spaces.
- Proposals would worsen the parking difficulties in the village.
- Other farms are accessible despite smaller entrances and without the need to block highway space.
- Losing 2-3 spaces will lead to disputes between residents.
- Initial request was for only one space, not three.
- Village sees a lot of business and school traffic.
 - o The biggest problem is from school parents parking wherever they like – a better use of resources would be parking for them closer to the school.
- Proposals will hugely impact local business.
- There is a severe shortage of parking, during school drop-offs/pick-ups and village events.
- Resident states having to park some distance from their house several times a month.
- Each and every one of the parking spaces along this road is vital.
- Unless a more accessible car park for the whole village can be formed then all residents in the upper part have to use the road.
- This will add to the urbanization of the centre of South Zeal village detracting from the natural beauty of the unmarked road.
- Resident states that none of the Councillors live on the main road through the village and don't understand the effect it has on residents.
- Restrictions are not in the interest of most villagers.
- Parking in the village is under severe pressure with on street parking and only one car park.
- Farms need to be able to work within the constraints of the village.

We will ensure any unauthorised obstructions of the highway are removed.

Restrictions have been implemented near the school to make this area safe where there will be larger numbers of vulnerable road users. Restrictions on the main road through South Zeal have been kept to a minimum, but it is down to parents that drop off or pick up their children to do so safely, and this is only for a short time in the morning/afternoon, therefore vehicles are not parked permanently/all evening. There is little we can do to prevent this parking that would not impact on residents as well. DCC are not responsible for the provision of off-street parking/car parks.

It is a matter of opinion whether implementation of further DYLS will have a high impact on urbanization.

<ul style="list-style-type: none"> - Previously wider access to the farm was only needed during harvest, which was managed with cones. <ul style="list-style-type: none"> o Proposals will have an impact all through the year. - Nothing has changed other than farms acquiring larger vehicles. <ul style="list-style-type: none"> o Other residents and farms are able to work within the constraints of the village. - These proposals are not being brought forward on the basis of health and safety. - Respondent understands that there was an earlier application for yellow lines in this location but this was refused. <ul style="list-style-type: none"> o It is strange that this second application has jumped straight to this stage without any consultation with affected residents or local businesses or village facilities. o The constraints of the village and access have not changed since the first application (refused) so it is unclear why public time and money is being used to consider these proposals again. o Residents have no issue in cooperating to clear the accessway at harvest time. - No consideration is being given to people already struggling to park. - These yellow lines proposals are totally unfair, discriminative (particularly to working people and families, people with children and the elderly) and totally disproportionate in terms of the benefit it will bring to a single individual to the severe detriment of all surrounding local residents, businesses and village facilities. - Proposals would not serve the community as a whole. <p>Supporting arguments:</p> <ul style="list-style-type: none"> - Restrictions are needed to maintain access to local farming businesses. - Proposals will allow tractors and trailers to access the farm. <p>Suggestions:</p> <ul style="list-style-type: none"> - Multiple respondents suggest that only one car width of restrictions is needed for the access, not the entire length. <ul style="list-style-type: none"> o Original request was only for a few metres/one car length. - Resident states they are in favour of two spaces to be restricted for their neighbour to be able to operate their tractor but they think it is very 	<p>However, eliminating hazards and congestion is a higher priority.</p> <p>Farm access is required all year.</p> <p>There has not been a previous proposal for restrictions on this section of the highway.</p> <p>This is the public consultation giving everyone the opportunity to respond with their comments.</p> <p>Support noted.</p>
--	---

Agenda Item 6

<p>necessary for at least one space to be free for parking which is a huge problem in this village.</p> <ul style="list-style-type: none">- Resident suggests they might be able to achieve more convenient ingress/exit if they were to utilise in his manoeuvres the space in front of the house upon which their car is parked, and park the car in behind the house instead, rather than have yet more parking space removed from the use of the village residents.- Resident asks that time and money is spent on filling pot holes instead.- Resident suggests kerbed area is lowered to a ramp, this will enable the farmer to manoeuvre with trailers around the corner of his house without going on to the other side of the road.- Resident states that a better use of resources would be parking for them close to the school.- Resident suggests that the highway land at the front of the farmhouse which if levelled off on the corner could be used to help improve the existing access.- Resident states that applicant originally requested a parking restriction and only wanted to restrict parking on approximately one-third of the property frontage. This would be from the driveway to the resident's property for about 5 meters in a south-westerly direction towards Zeal Head Cross. This would still allow one/two cars to park outside instead of three possible currently.- Can a space not be left at the top of this section? This will still leave plenty of room for farm access. <p>Questions/Additional Info:</p> <ul style="list-style-type: none">- It is noted that the proposal is now for 15 metres, rather than 3 as before when this was first mooted.- Resident reports that an in-depth review of parking took place a few years ago before the current yellow lines were put in for safety purposes.- Resident reports small area which has been permanently blocked off, initially by way of parking a moped and later by keeping plant pots there.- Why are needless proposals being brought forward which will affect everyone else 24/7 365 days of the year-it is outrageous?- The constraints of the village and access have not changed since the first application (refused) so it is unclear why public time and money is being used to consider these proposals again?- The farm backs onto farmland with access to that land from a very accessible gateway from a wide	<p>There has been no other request. The length requested has always been as per the proposed plan.</p> <p>Budgets for restrictions is not able to be spent on road maintenance.</p> <p>There is not the funding to carry out the engineering being suggested.</p> <p>There has been no other request. The length requested has always been as per the proposed plan.</p> <p>We will ensure any unauthorised obstructions of the highway are removed.</p>
---	--

<p>road. Has the farmer explored creating a new access to his farm from the rear?</p> <ul style="list-style-type: none"> - Parking is very restricted in the village and resident states that removal of three spaces is disproportionate to the area the applicant needs. - With parking so limited in South Zeal why does this whole section need a No Waiting at any time order on it? - Resident has no issue in cooperating to clear the accessway at harvest time. - Resident understands that there was a site visit without any consultation with local residents. At what time of day was this and when is unclear. 	<p>Believe that the land does not belong to the farm, so this is not possible.</p> <p>Farm access is required all year.</p> <p>A site visit was undertaken to determine the extent of proposals. The public are not invited to these types of visit but they have the opportunity to comment once proposals are published.</p>
<p>Recommendation</p> <p>It is recommended that a site meeting is undertaken with the local County Councillor to review objections and the site prior to making a decision on whether the advertised restriction (or any part of that restriction) should be progressed with the final decision delegated to the Director of Climate Change, Environment and Transport in consultation with the local County Councillor and HATOC Chair.</p>	

Agenda Item 6

ENV6034-117 - Fore Street & Road from The Square To Pigs Leg Cross, Bridestowe
2 respondents - 1 resident of Beech Tree Meadow and 1 resident of Fore Street

Comments	Devon County Council Response
<p>1 respondent supports and 1 respondent opposes the proposal.</p> <p>Objections:</p> <ul style="list-style-type: none"> - The main issue is the numerous "School Run" cars delivering/collecting pupils, that park anywhere there is a space, which includes within the active road junction itself. <ul style="list-style-type: none"> - Respondent refers to Rule 217 of the highway code "Must not Park within 10 meters of a junction", although it is not actually a traffic offence to do so. - The reported local issues only happen during the "Buses Only" operating times. In reality issues usually exist beyond these proposed times because of the teaching staff cars parking opposite the junction on a bend. - Staff also park in the immediate vicinity of the school entrances where pedestrians congregate. - Resident states that many of the drivers seem to have a complete disregard for their own activity blocking other road users, especially at the school entrance opposite Beech Tree Meadow. - Resident states that outside of school hours the issues do not exist. - Resident states that the no stopping at any time restrictions implies that it will be active 24/7, 365 days a year and most of the time the school is unoccupied with no activities that need the imposition of restrictions. <p>Supporting arguments:</p> <ul style="list-style-type: none"> - Resident reports that proposal is needed because the site is an accident waiting to happen. <p>Suggestions:</p> <ul style="list-style-type: none"> - Resident suggests the school has a large playing field and other areas at the rear, open the school gates, let the parents drive in, drop their children off and then leave. 	<p>Reason for Proposal: Introduce Buses Only Mon-Fri 8.45am-9.15am And 3.00pm-3.30pm, and a Mandatory School Keep Clear to prevent obstructive parking.</p> <p>Officer comments: Respondent is providing conflicting statements, however, drivers should only park where they do not cause an obstruction to the highway. If there is an issue with drivers parking on the opposite side of the road to the bus bay, further restrictions to ensure the road is kept clear can be considered as part of a future review.</p> <p>Staff and any drivers should only park where it is safe and legal to do so.</p> <p>The school keep clear restriction could be relaxed to Monday to Friday 8.30am – 3.30pm to allow parking in the afternoon, overnight and at weekends.</p> <p>Support noted.</p> <p>The back gate opens onto the school playground, this would be a safety issue for children that have already arrived at the school to have vehicles in the same area.</p>

<p>Questions/Additional Info:</p> <ul style="list-style-type: none"> - Resident states that the proposal will create a bigger problem with parking opposite the back entrance of Bridestowe Primary School. Used by parents when dropping off children. Resident reports having witnessed two accidents and a near miss when drivers speed to find spaces. Resident states that with no waiting outside of the school it would only make the situation worse and almost impossible for resident to get in and out. - Resident states that the specified length of restriction on Fore Street already exists, just that the Highways Agency has failed to maintain the existing yellow bus stop markings. - How will the restrictions be enforced on a daily basis to ensure the drivers causing the reported issues in the first place to change their road habits and comply? 	<p>Staff and any drivers should only park where it is safe and legal to do so and where they do not cause an obstruction to the highway.</p> <p>There are signs warning drivers of the school, they should drive appropriately.</p> <p>The current bus stop is not a legal restriction and cannot be enforced. A new legal sign and markings will be installed if the restrictions are approved.</p> <p>Restrictions will be enforced by our Civil Enforcement Officers when they are in the area.</p>
<p>Recommendation</p> <p>It is recommended that the bus bay proposals are implemented as advertised and the school keep clear proposals are relaxed to adjust the times to Mon - Fri 8.30am – 3.30pm and implemented.</p>	

<p>ENV6034-122 – Fore Street, Okehampton 1 respondent – Okehampton Town Council</p>	
<p>Comments</p>	<p>Devon County Council Response</p>
<p>The Town Council supports the proposal.</p> <p>No comments were submitted.</p>	<p>Reason for Proposal: Extend No Waiting At Any Time to prevent obstructive parking.</p> <p>Officer comments: Support noted.</p>
<p>Recommendation</p> <p>It is recommended that the proposals are implemented as advertised.</p>	

Agenda Item 6

ENV6034-23 – Merrivale Road, Okehampton

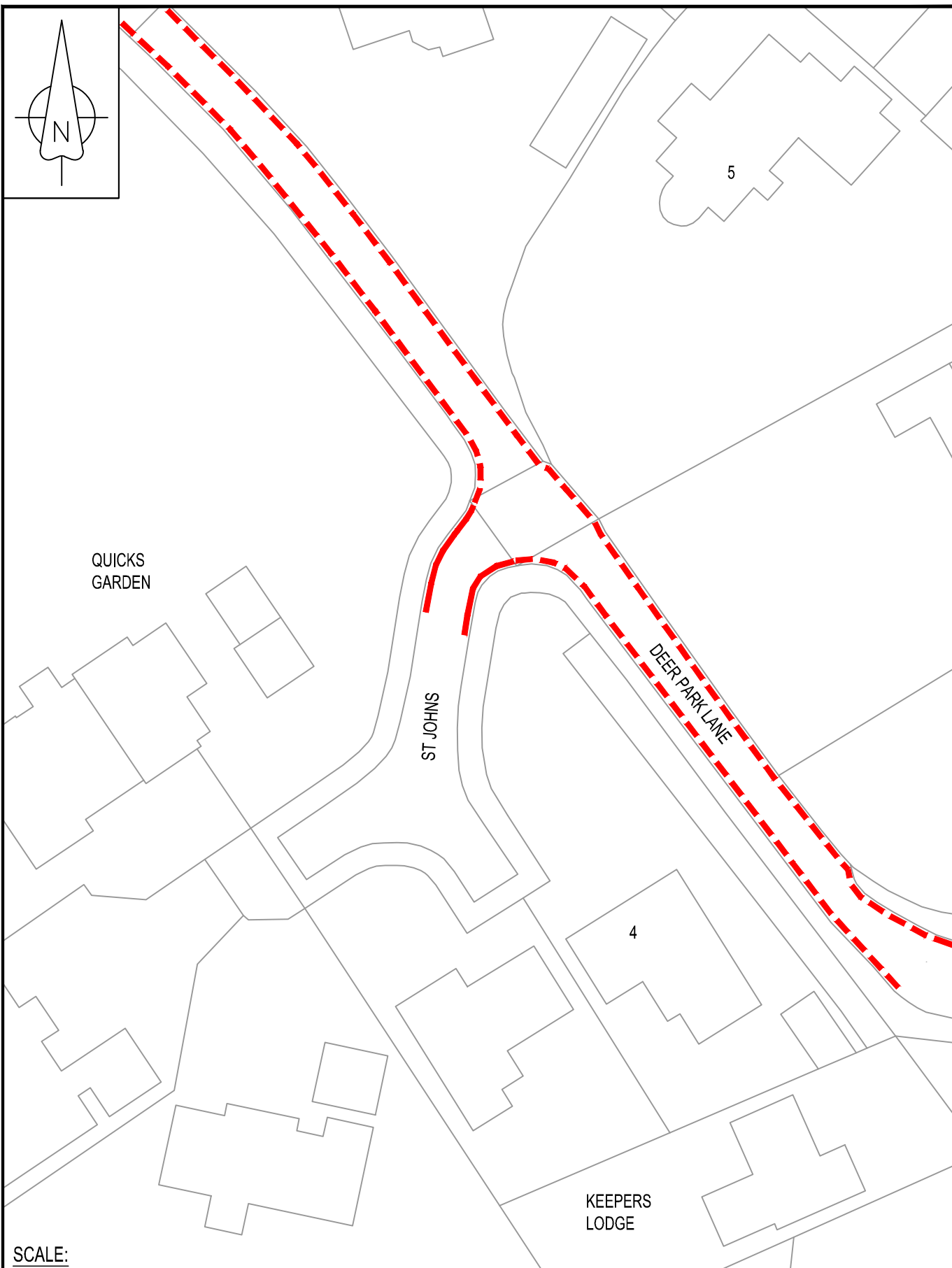
3 respondents – Okehampton Hamlets Parish Council, Okehampton Town Council and 1 business of Merrivale Road

Comments	Devon County Council Response
<p>The Parish Council and Town Council support and 1 respondent opposes the proposal.</p> <p>Objections:</p> <ul style="list-style-type: none"> - The area covered by proposals has parking needed by at least five local businesses. - This area provides spaces for their customers to collect and deliver their vehicles outside of business opening hours, which will not be possible with the proposals. - Respondent states it is not fair to punish businesses when the largest creator of problems, chaos and vehicular obstruction to this particular site is caused by the recycling centre. - Respondent states the recycling centre continually creates a build-up of traffic, which obstructs their business entrance and causes issues for their customers to reach their premises, resulting in a loss of custom and revenue. - Proposed restrictions would create a no waiting zone which would be broken on a regular basis due to the recycling centre. - Respondent states that the proposals are not viable as the recycling centre causes the most build-up of traffic and long stationary queues that block the whole site. - Proposals would only make it harder for local businesses to earn a living. - Proposals would not prevent obstructive parking as the large numbers of vehicles that pass through this area everyday will not cease, and the 'obstructive parking' is the queuing system to the recycling centre itself. <p>Supporting arguments:</p> <ul style="list-style-type: none"> - Parking on the roads in the Exeter Road Industrial Estate is a cause of many issues to the businesses in the area. 	<p>Reason for Proposal: Extend No Waiting At Any Time to prevent obstructive parking.</p> <p>Officer comments: It is not the responsibility of the County Council to provide parking on the public highway. There are no automatic rights to park on the public highway and parking is only permitted at locations where it does not cause an obstruction to traffic movements or visibility.</p> <p>The restrictions will not apply to vehicles queuing to enter the recycling centre, drivers will not be exiting their vehicles or be considered as parked, whilst waiting.</p> <p>Proposals aid vehicles exiting the area.</p> <p>It is acknowledged that there is a feeling among businesses that traffic problems are predominantly caused by queuing outside the recycling centre and that the proposals are not the most appropriate solution.</p> <p>Support noted.</p>
<p>Recommendation</p> <p>It is recommended that a site meeting is undertaken with the local County Councillor to review objections and the site prior to making a decision on whether the advertised restriction (or any part of that restriction) should be progressed with the final decision delegated to the Director of Climate Change, Environment and Transport in consultation with the local County Councillor and HATOC Chair.</p>	

ENV6034-10 – Station Road, Okehampton 2 respondents – Okehampton Town Council and 1 resident of Station Road.	
Comments	Devon County Council Response
<p>Town Council supports and 1 respondent did not indicate whether they support or oppose the proposals.</p> <p>Questions/Additional Info:</p> <ul style="list-style-type: none"> - Respondent enquires about what will be done to support residents of Station Road who have no access to parking outside their house to accommodate for the increase in traffic mainly due to the station re-opening. - Residents in the past have asked on many occasions for resident permits. Can you please explain why this can't be issued now with the new changes that you are putting forward? - Respondent can rarely park outside their house and has to park right at the top of Station Road which impacts upon other residents. - Respondent does not want to have to park so far away from their property and do not have off road parking. - There is already limited parking available with the last set of double yellow lines which respondent believed was a trial. When was the trial period over and how was this communicated to the residents? Now you are putting more limitations on us which will hugely impact upon us. 	<p>Reason for Proposal: Upgrade No Waiting Mon-Sat 9am-5pm to No Waiting At Any Time to prevent obstructive parking.</p> <p>Officer comments: It is not the responsibility of the County Council to provide parking on the public highway. There are no automatic rights to park on the public highway and parking is only permitted at locations where it does not cause an obstruction to traffic movements or visibility.</p> <p>Residents parking is not typically implemented on individual streets and would need to be considered in a wider traffic management plan for the town. This is beyond the remit for this waiting restrictions programme. Residents can of course raise this with their County Councillor so they can consider if there is a desire from the community as a whole for residents parking.</p> <p>The experimental traffic regulation order (ETRO) for Station Road was sealed on 26 April 2023, the notice of making was in the Okehampton Times on 27 April 2023. Anyone who had made a submission during the consultation would have received a response within 2 weeks of the sealing date.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

Agenda Item 6

ENV6034-120 - A386, Mary Tavy 1 respondent – Mary Tavy Parish Council	
Comments	Devon County Council Response
<p>The Parish Council supports the proposal.</p> <p>Suggestions:</p> <ul style="list-style-type: none"> - Parish Council suggests a reduction in the waiting time from 1 hour to 30 minutes. - Mary Tavy Parish Council originally asked for the parking proposals to be considered by the West Devon HATOC to help prevent long-term parking to support business continuity for Mary Tavy Post Office & Stores, and feel that 30 minutes is ample time for most people to use the Post Office and/or shop. <p>Additional Info/Question:</p> <ul style="list-style-type: none"> - Parish Council only want to change the waiting time to 30 minutes, if it means that the proposal can be considered now. If this requires a fresh TRO to change the proposal then it is not wanted and in this circumstance one hour waiting would still help to alleviate some of the current issues with long term parking. 	<p>Reason for Proposal: Introduce Limited Waiting Mon-Sat 8am-6pm, Sun 9am-12pm 1 Hour No Return Within 2 Hours to prevent long term parking</p> <p>Officer comments: This has been further discussed with our Civil Enforcement Officers. They have confirmed for it to be practical to enforce the restriction they require the 1 hour no return 2 hours restriction we have proposed.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	



SCALE:
1:500

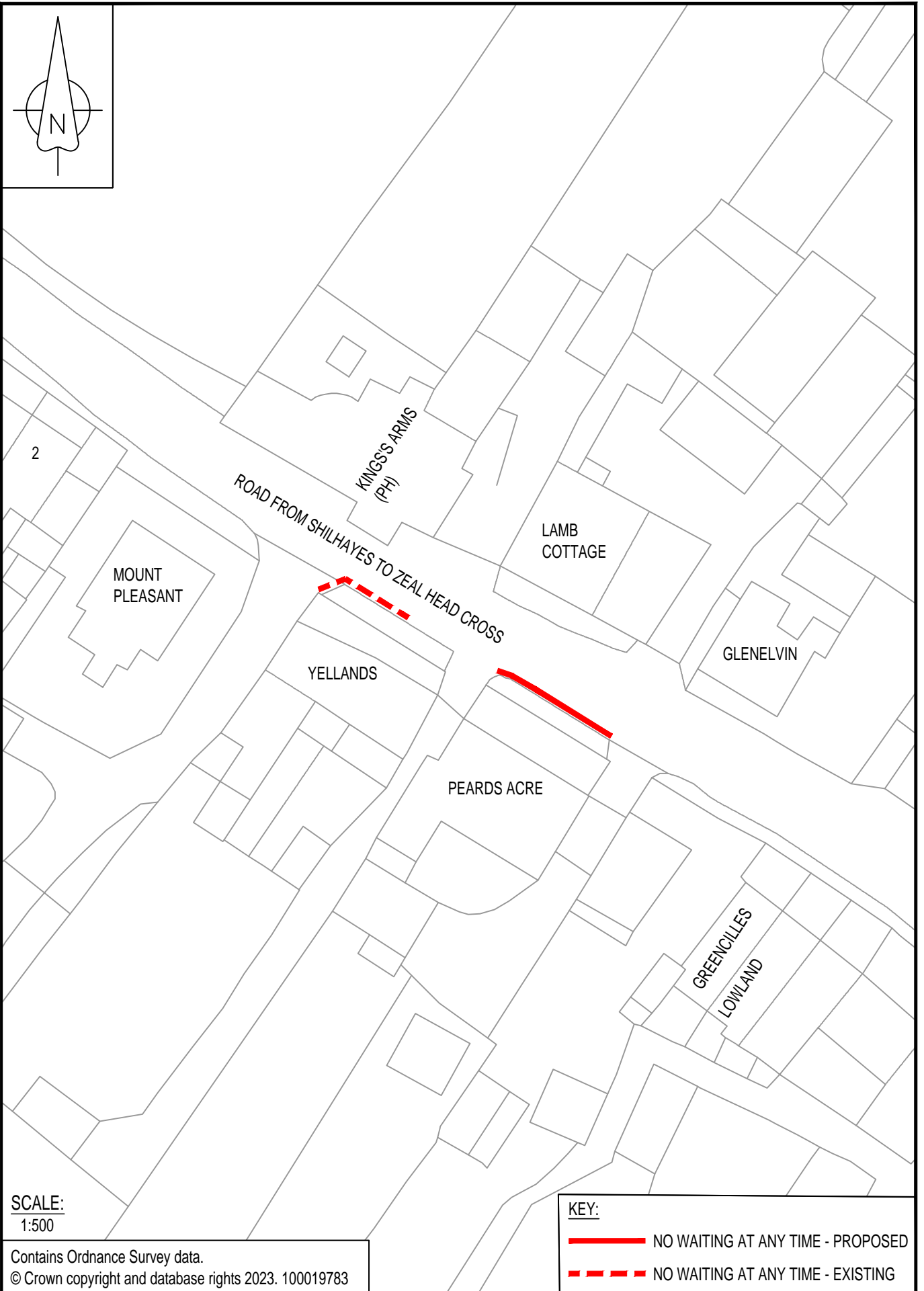
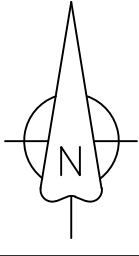
Contains Ordnance Survey data.
© Crown copyright and database rights 2023. 100019783

KEY:

- NO WAITING AT ANY TIME - PROPOSED
- - - NO WAITING AT ANY TIME - EXISTING



TITLE:

FIGURE No:



SCALE:
1:500

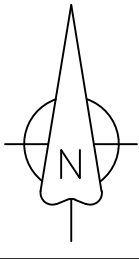
Contains Ordnance Survey data.
© Crown copyright and database rights 2023. 100019783

KEY:
 NO WAITING AT ANY TIME - PROPOSED
 NO WAITING AT ANY TIME - EXISTING



TITLE: WEST DEVON HATOC
ROAD FROM SHILHAYES
TO ZEAL HEAD CROSS, SOUTH
 Page 24
 264978,93648

FIGURE No:
ENV6034-83



ST
BRIDGET'S
CHURCH

FORE STREET

26

24

2
3

1 ROYAL OAK
COTTAGES

1

10

FORE STREET

1 2
COURTYARD
HOUSE

GIDEONS
BARN

ROAD FROM THE SQUARE TO PIGS LEG CROSS

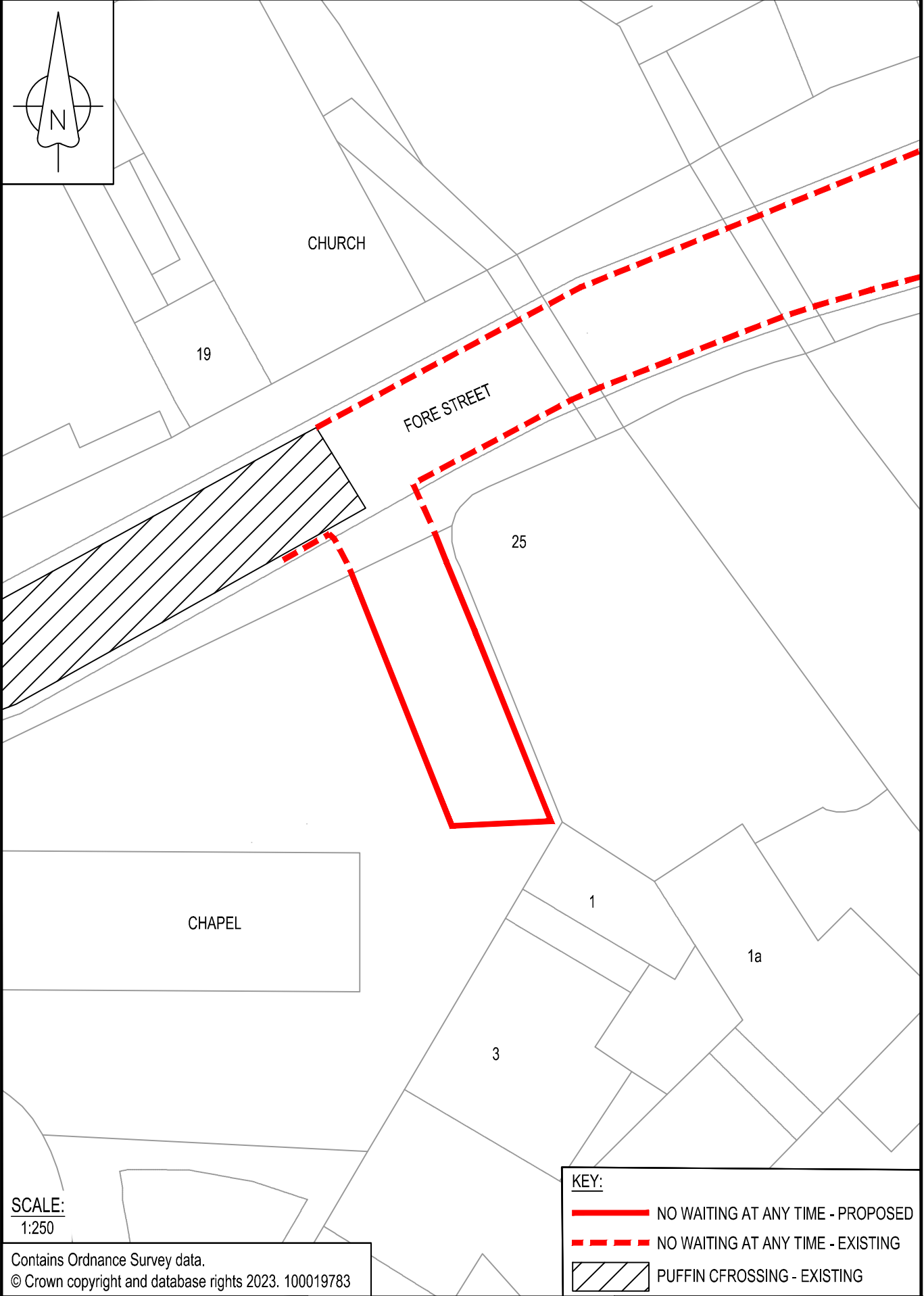
16

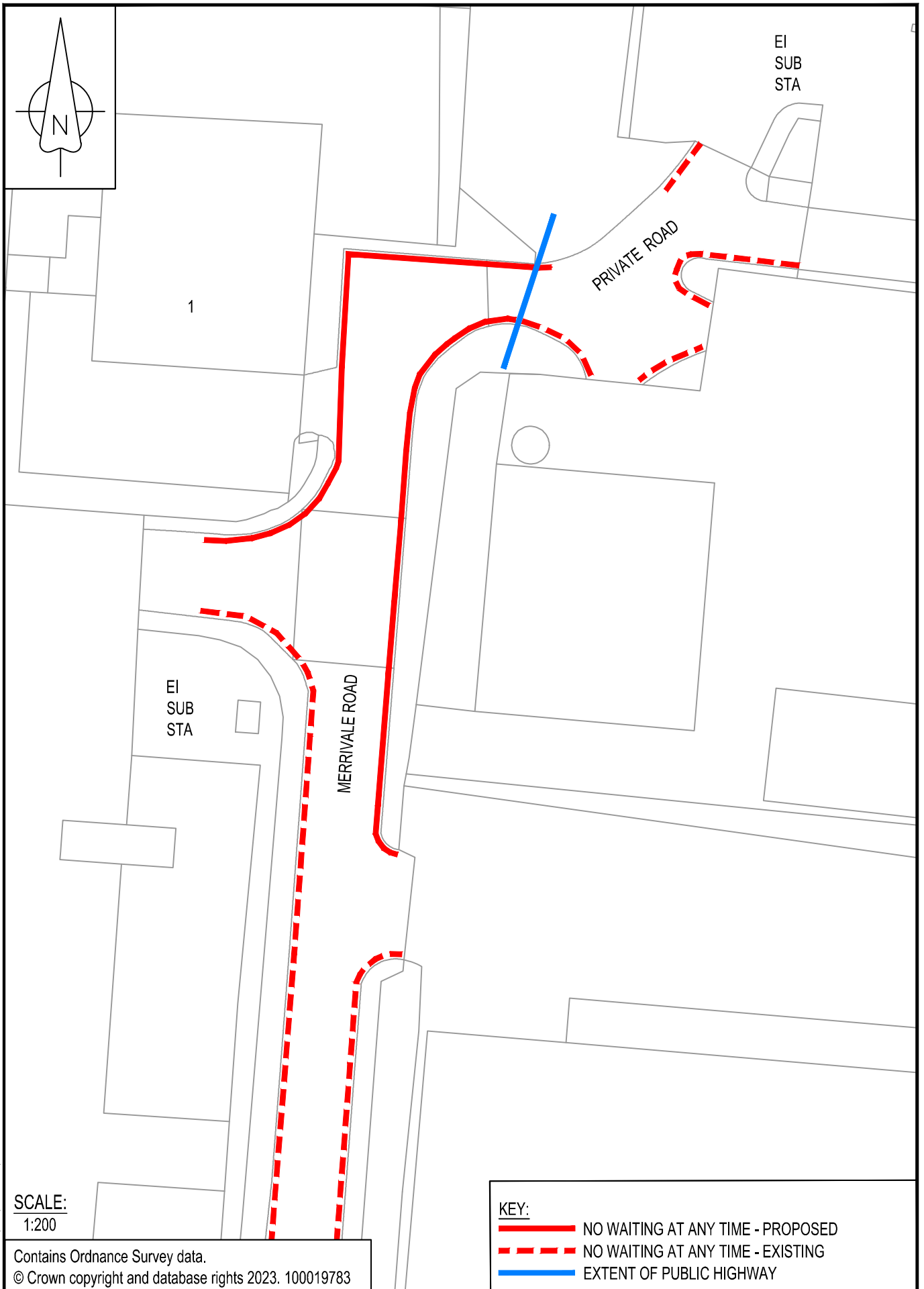
SCALE:
1:500

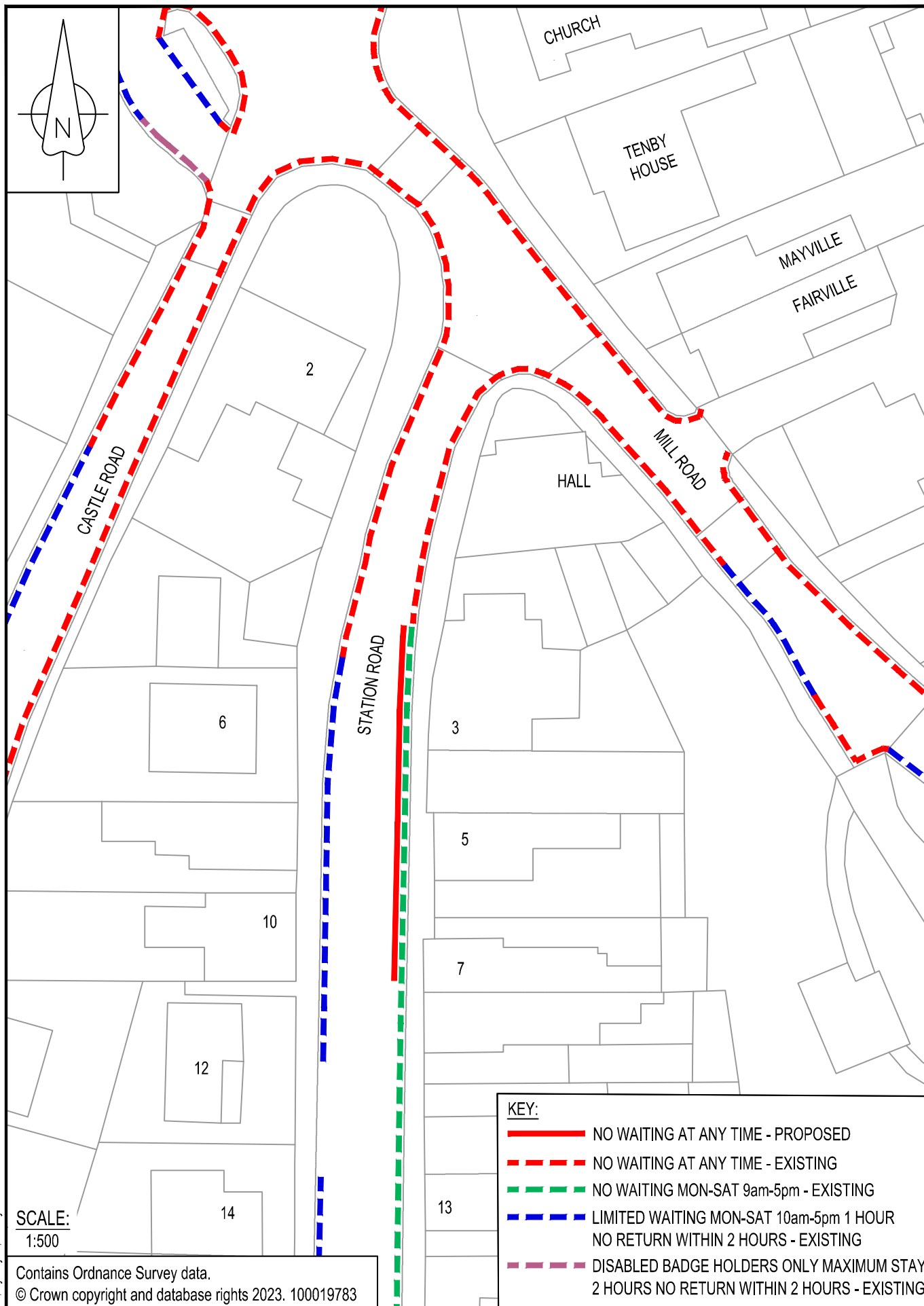
Contains Ordnance Survey data.
© Crown copyright and database rights 2023. 100019783

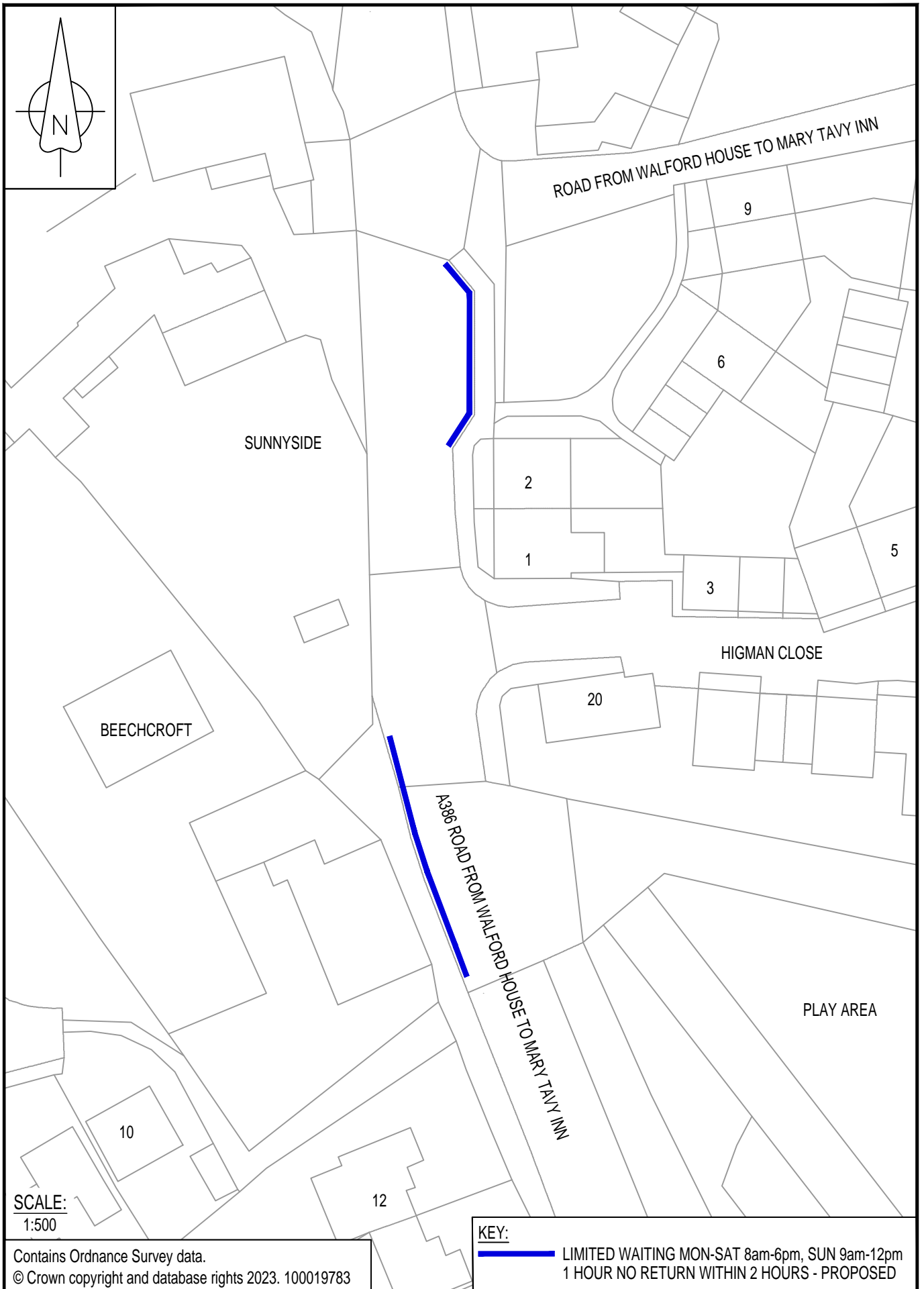
KEY:

- BUSES ONLY MON-FRI 8.45am-9.15am
AND 3.00pm-3.30pm - PROPOSED
- SCHOOL KEEP CLEAR - PROPOSED
- - - - UNRESTRICTED PARKING - EXISTING









SCALE:
1:500

Contains Ordnance Survey data.
© Crown copyright and database rights 2023. 100019783

KEY:

 LIMITED WAITING MON-SAT 8am-6pm, SUN 9am-12pm
1 HOUR NO RETURN WITHIN 2 HOURS - PROPOSED

TITLE:

FIGURE No:

CET/23/2

All Highways and Traffic Orders Committees

January-April 2023

Traffic Sensitive Streets Review 2023

Report of the Director of Climate Change, Environment and Transport

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

1) 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.

2) Background

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 the free flow of traffic so far as reasonably practicable through the council's Permit for Works Scheme. E.g. Restrict works on Topsham Road, Exeter during peak traffic flow times.

The project works in line with Devon County Council's strategic objective in the Better Place vision, 'Help Communities be safe, connected and resilient'. The last recorded full review was undertaken in 2018. The proposed review forms part of a 5 yearly routine review, designed to ensure that designations remain fit for purpose.

The Department for Transport (DfT) recent consultations also indicate that changes to the legal powers for destinations may be imposed. Proceeding with this review will put Devon in the best place to react to any statutory changes.

3) Proposal

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 crossed referenced against the statutory criteria.
- Proposals for revised designations are outlined.
- Communications are undertaken with affected stakeholders.
- A 1-month statutory consultation period is held.
- The updating of Devon's mapping data is completed.

Agenda Item 8

	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23
Internal assessment of designations						
Informal communications with stakeholders						
Formal Consultation						
Review of Consultation						
Update Designations						

What are the Impacts?

It is envisaged that some designations will be decreased due to the statutory requirements being adjusted (as indicated by a recent DfT consultation). This may mean reduced controls for the following areas:

- Winter gritting routes.
- Tourist areas.
- Special events.

The proposal aims to consider strategic visions for network growth wherever possible. Works promoters may find adjusted restrictions on working practices/timescales (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.

4) Options

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

5) Consultations

Statutory consultation proposed for April 2023 and this will include County Councillors.

6) Strategic Plan

<https://www.devon.gov.uk/strategic-plan>

This proposal helps network management and aims to keep traffic flowing. It also reducing idling traffic for lengthily queues at road works sites, reducing the amount of CO2 emitted into the atmosphere. The following areas of the strategic plan are drivers for this review:

- Respond to the climate emergency.
- Help communities be safe, connected and resilient.

7) Financial Considerations

There are no additional costs as the review will be undertaken by existing highway staff.

8) Legal Considerations

This change is required to remain compliant with Devon County Council's duties under the Traffic Management Act 2004 and ensure our Permit for Works Scheme remains lawful in its application.

9) Environmental Impact Considerations (Including Climate Change)

This review will offer a method of better managing road works and give controls for idling traffic. The environmental impacts are therefore positive and in line with Devon County Council's Carbon Plan objectives.

10) Equality Considerations

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

11) Risk Management Considerations

The recent DfT consultation indicates that local authorities would have reduced powers for designating routes that impact on winter gritting locations, tourist areas and special events. *(To be confirmed if this will proceed)*. This may result in Devon having to deregulate some of the existing traffic sensitive routes. This will be led by statutory changes to regulations.

The proposed review aims to help identify the areas where powers may be reduced so Devon can consider other forms of designations/education to minimise the impacts on end road users.

12) Summary

This review is required for 2 purposes:

- To ensure Devon's traffic sensitive network is in line with network changes and reflects the current traffic choices of our communities.
- To ensure compliance with statutory changes.

Meg Booth

Director of Climate Change, Environment and Transport

Electoral Divisions: All

Local Government Act 1972: List of background papers

Background Paper Nil

Date

File Reference

Contact for enquiries:

Name: Victoria Walsh

Telephone: 01392 3831302

Address: Great Moor House, Bittern Road, Exeter

vw040123alh

sc/cr/Traffic Sensitive Streets Review 2023

02 050123

