

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.

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

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Background Paper	Date	File Ref.
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None

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

**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
General Comments		
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.

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.

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.
Collett Way		
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.

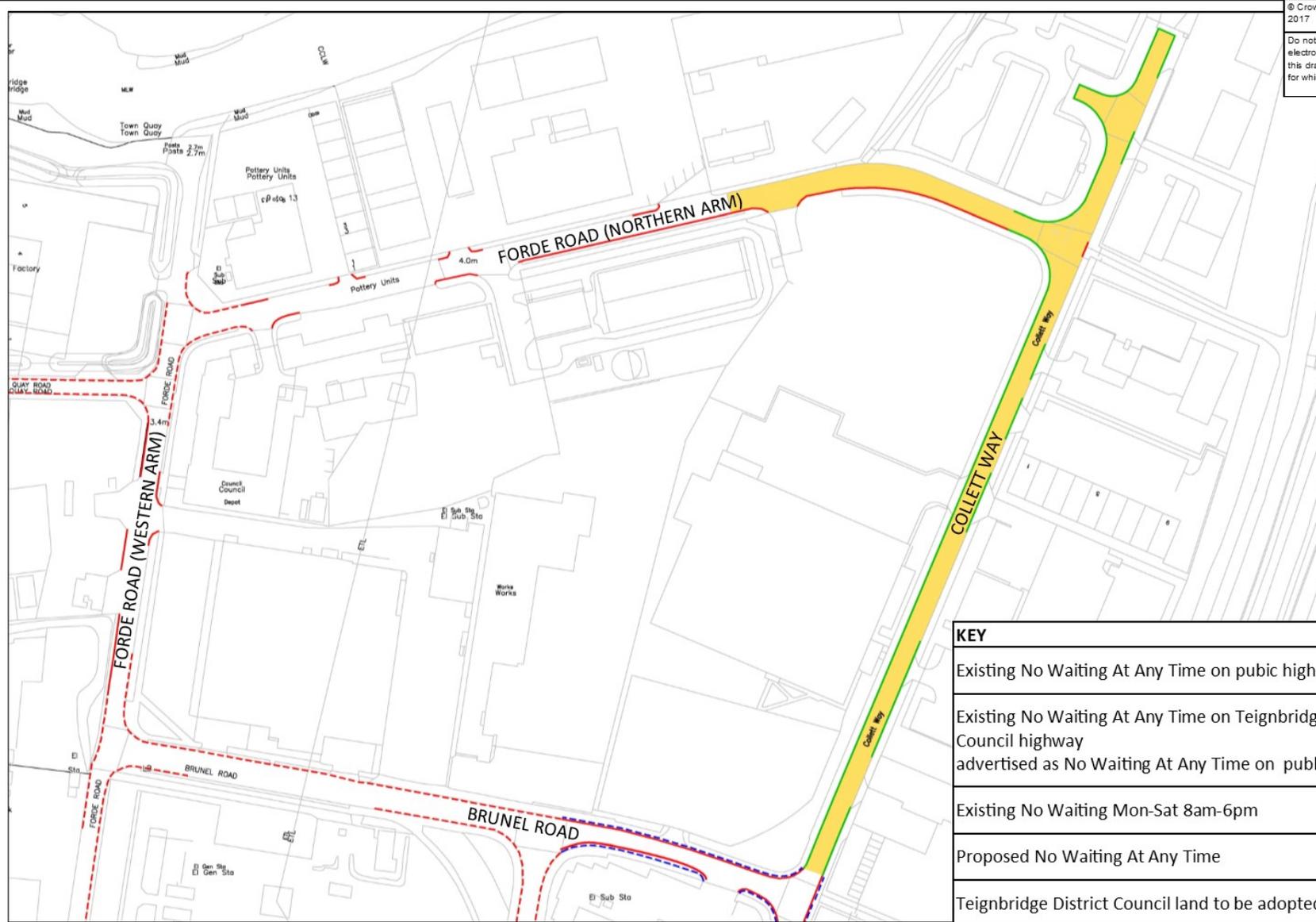
Comment	No. of responses	Devon County Council Response
Having to arrive at work earlier to locate a parking space will impact on employee's work/life balance - putting a strain on family life and other commitments outside of work.	1	Noted. See above.
There are no public transport links in the immediate 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.
Forde Road		
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.

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.

Appendix II To HIW/17/77

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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

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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)