

Highweek Area, Newton Abbot – Changes to Experimental Traffic Regulation Order

Report of the Head of Planning, Transportation and Environment

Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.**Recommendation: It is recommended that:**

- (a) the responses to the experimental traffic regulation order are noted;
- (b) the experimental one-way restriction on Pitt Hill is suspended and the road is reverted back to two-way traffic;
- (c) the prohibition on Ringslade Road is to be relocated to its junction with Highweek Village; and
- (d) maintain the closure of Whitehill Road.

1. Summary

This report reviews the experimental restrictions introduced in Highweek in November 2017. The order has now been active for ten months and a number of responses have been collected during this period and are summarised in this report.

It is proposed that the experimental restrictions are modified and continued up to the maximum 18 month period (May 2019).

2. Background

Report PTE/17/44 was presented to the July 2017 Teignbridge HATOC meeting, where authorisation was given for the implementation of the Highweek Experimental Traffic Regulation Order (ETRO). This included full closure of Whitehill Road at the northern end; restricted access for vehicles over 7.5 tonnes on Ringslade Road; and a northbound one-way restriction on Pitt Hill Road from Stoneleigh Close.

The restrictions were implemented on site during November 2017 and have run without interruption throughout this duration.

The following table shows average hourly traffic flows between 17:00 and 18:00 on Ringslade Road, Whitehill Road, Highweek Village and Coombeshead Road, both prior to the implementation and during the running of the ETRO.

	Ringslade Road Northbound	Ringslade Road Southbound	Whitehill Road Southbound	Highweek Village Eastbound	Highweek Village Westbound	Coombeshead Road Northbound	Coombeshead Road Southbound
Before ETRO implementation	53	196	163	33	192	46	33
After ETRO implementation	75	199	0*	38	224	43	87

*Not surveyed, but assumed 0 at northern end due to physical closure

It is recognised that the road width through Highweek is narrow and unsuitable for through traffic. Traffic flows are relatively low and there will be a level of daily variation which makes comparison of flows difficult. Although there has been a reduction in traffic on Whitehill Road, overall traffic flows have not changed very much. The impact of the one-way section on Pitt Hill Road has had a negative impact on Coombeshead Road.

3. Consultations

The Highweek ETRO has been implemented and public comments received in line with the statutory process.

To date the consultation has received 26 responses which are summarised in Appendix I with the County Council's response.

Having considered the comments submitted, it is recommended that the restrictions are modified as proposed.

4. Proposal

The restrictions that were introduced are listed below with details of any suggested modifications.

(i) Closure of Whitehill Road at the northern end

Flows on Whitehill Road are now close to zero because the road is closed at the northern end preventing any through traffic.

The recommendation is therefore no modification. However, the lack of turning head at the northern end will need to be monitored.

(ii) Restricted access for vehicles over 7.5 tonnes on Ringslade Road

Consultation responses indicated the operation of this restriction has seen a reduction in the number of HGVs using Ringslade Road. However, it has been noted by two established businesses on the southern section of Ringslade Road that this restriction limits daily operations.

It is therefore recommended to relocate the restriction to the junction of Ringslade Road and Highweek Village as shown on the plan in Appendix II.

(iii) Northbound one-way on Pitt Hill Road from Stoneleigh Close

Since the introduction of the one-way restriction on Pitt Hill there has been a change in traffic behaviours. As expected there has been an increase in traffic travelling southbound on Coombeshead Road, however, there are a number of users which ignore this restriction and travel the wrong way down Pitt Hill.

The lack of adherence to the one-way restriction on Pitt Hill combined with the reported increase in traffic congestion and number of incidents on Coombeshead Road suggest that this restriction is not providing the best solution for Highweek Village.

It is therefore recommended that this restriction is suspended and this section of Pitt Hill reverts back to two-way traffic.

5. Financial Considerations

The required works to implement these modifications will be funded from LTP.

6. Environmental Impact Considerations

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

The modifications detailed above will result in shorter journey times for vehicles which will reduce emissions in the area.

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

7. Equality Considerations

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

8. Legal Considerations

An ETRO can only run for a total duration of 18 months and any amendments to the order need to be in place for a minimum of 6 months before the order can be sealed and made permanent.

The order is due to complete 18 months of consultation on Monday 20 May 2019.

Due to the schedule of HATOC meetings this scheme will need to be decided at the February 2019 HATOC meeting as any subsequent meetings thereafter will be after the legal consultation period.

This will mean that the proposed modifications will need to be in place by end of August 2018 in order to run for 6 months prior to decision.

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, to secure the expeditious, convenient and safe movement of traffic and provision of parking facilities.

9. Risk Management Considerations

There is a risk that the traffic through Highweek along Ringslade Road and Pitt Hill will increase due to the suspension of the one-way restriction. This situation will be monitored during the final 6 months of the ETRO.

10. Public Health Impact

There is not considered to be any public health impact.

11. Options

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

A number of alternative modifications have been considered regarding the operation of the Ringslade Road weight limit restriction. This modification considered the implementing of a permit based access system, however, through discussions around various methods of administering permits, it has been decided that this modification is not a long term viable solution.

12. Reason for Recommendation

The County Council is responding to concerns raised by residents and local councillors and their requests for interim measures in advance of the longer term major scheme solutions being completed, recognising there is no easy answer to the traffic problems in Highweek. The ETRO has already made some improvements but modifications are required in order to achieve the full benefits of the proposed scheme.

Dave Black
Head of Planning, Transportation and Environment

Electoral Division: Newton Abbot North

Local Government Act 1972: List of Background Papers

Contact for enquiries: Samantha Taylor

Room No. AB2, Lucombe House

Tel No: 0345 155 1004

Background Paper	Date	File Reference
None		

st180718tnh
sc/cr/Highweek Area Newton Abbot Changes to Experimental Traffic Regulation Order
02 180718

Devon County Council (Various Roads, Highweek, Newton Abbot) (Traffic Regulation)
Experimental Order 2017

Comment	Response
First Respondent – Resident, Whitehill Road	
Large vehicles unable to turn in Whitehill Road. Refuse collection disrupted.	Views noted. Refuse collection issues resolved with Teignbridge District Council.
Second Respondent – Resident, Coombeshead Road	
Pitt Hill one way causes additional traffic on narrower Coombeshead Road. Vehicles have to mount the kerb to pass. Vehicle has hit resident's wall.	Views noted. It is recommended that the one-way restriction is suspended.
Third Respondent – Resident, Blenheim Close	
Pitt Hill one way will cause chaos.	Views noted. It is recommended that the one-way restriction is suspended.
Forth Respondent – Resident, Ringslade Road	
Ringslade Road HGV ban – alternative routes are narrower.	Views noted. It is recommended that the prohibition is relocated closer to Highweek Village to allow access from the A382.
Fifth Respondent – Resident, Gaze Hill	
One-way system in Highweek Village being ignored by users. Counted 25 vehicles in 40 mins (15:40 - 16:30)	Views noted. The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.
Sixth Respondent – Unknown	
Lack of warning/signage to indicate change to road layout at Pitt Hill.	Views noted. New road layout warning signs were installed.
Seventh Respondent – Unknown	
Driver for courier service, drives long vehicle, had to dangerously reverse down Whitehill Road. Lack of provision for vehicles larger than cars. No turning circles large enough for vans, etc.	Views noted. The situation will continue to be monitored.

Comment	Response
Eighth Respondent – Resident, Whitehill Road	
<p>Positive feedback about walking up/down Whitehill Road.</p> <p>Lack of provision for vehicles larger than cars.</p> <p>No turning circles large enough for vans, etc. Affecting refuse collection services.</p>	<p>Views noted.</p> <p>The situation will continue to be monitored.</p> <p>Refuse collection issues resolved with Teignbridge District Council.</p>
Ninth Respondent – Resident, Coombeshead Road	
<p>Vehicles turning in to Highweek Village and Coombeshead Road instead of going around via main roads. Many vehicles ignoring new restriction on Pitt Hill entirely.</p>	<p>Views noted.</p> <p>The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.</p>
Tenth Respondent – Resident, Highweek Village	
<p>Drivers regularly ignore one-way system on Pitt Hill. Suggests "Slow", "Give-way" or traffic humps may help deter drivers.</p>	<p>Views noted.</p> <p>The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.</p>
Eleventh Respondent – Resident, Blenheim Close	
<p>One-way system in Highweek Village being ignored by users.</p>	<p>Views noted.</p> <p>The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.</p>
Twelfth Respondent – Resident, Whitchurch Ave	
<p>Requests that Whitehill Road closure and Pitt Hill one-way system to apply to motor vehicles only, bicycles exempt.</p>	<p>Views noted.</p> <p>It is recommended that the one-way restriction is suspended.</p> <p>Cyclists are able to dismount and pass through the No Entry before continuing along Whitehill Road.</p>
Thirteenth Respondent – Business Owner, Highweek Village	
<p>Small business owner having issues with access for delivery/service vehicles over weight limit of Ringslade Road. Seeking alternative route or addition of 'except for access' to signage.</p>	<p>Views noted.</p> <p>It is recommended that the prohibition is relocated closer to Highweek Village to allow access from the A382.</p>

Comment	Response
Fourteenth Respondent - Unknown	
<p>Highweek Village, Mile End Road and Coombeshead Road struggling with congestion due to Pitt Hill one way.</p>	<p>Views noted.</p> <p>The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.</p>
Fifteenth Respondent – Business Owner, Highweek Village	
<p>Small business owner having issues with access for delivery/service vehicles over weight limit of Ringslade Road. Seeking addition of 'except for access' to signage.</p>	<p>Views noted.</p> <p>It is recommended that the prohibition is relocated closer to Highweek Village to allow access from the A382.</p>
Sixteenth Respondent – Resident, Whitehill Road	
<p>Definite positive change noticed, happy with new system and effects it has had.</p>	<p>Views noted.</p>
Seventeenth Respondent – Resident, Coombeshead Road	
<p>Redirected traffic making already narrow and congested roads busier and dangerous for pedestrians. Particularly bad around end of school time.</p>	<p>Views noted.</p> <p>The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.</p>
Eighteenth Respondent – Resident, Gaze Hill	
<p>Definite positive change noticed, happy with new system and effects it has had.</p>	<p>Views noted.</p>
Nineteenth Respondent – Resident, Highweek Village	
<p>One-way system in Highweek Village being ignored by users. Difficult to use other routes due to numbers of parked cars on pavement. Recommends signs advising no parking on pavement.</p>	<p>Views noted.</p> <p>The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.</p>
Twentieth Respondent – Resident, The Churchills	
<p>One-way system in Highweek Village being ignored by users. Worry of creating accident black spot.</p>	<p>Views noted.</p> <p>The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.</p>

Comment	Response
Twenty-first Respondent – Resident, The Churchills	
<p>One-way system not effective in reducing traffic flows through the village. Residents forced through the village along with the through traffic. One-way system being ignored by users. New road being built will reduce traffic travelling through Highweek so no need to make this restriction permanent.</p>	<p>Views noted.</p> <p>The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.</p>
Twenty-second Respondent – Resident, The Churchills	
<p>One-way system in Highweek Village being ignored by users. Other roads are inconvenienced by additional traffic. Fears Pitt Hill junction has become more dangerous.</p>	<p>Views noted.</p> <p>The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.</p>
Twenty-third Respondent – Resident, Coombeshead Road	
<p>Traffic flows increasing, too much development, need new link road, should not have closed Pitt Hill Road southbound.</p>	<p>Views noted.</p> <p>It is recommended that the one-way restriction is suspended.</p>
Twenty-fourth Respondent – Resident, Highweek Village	
<p>People driving on the pavement, impossible to pass, people parking on the pavement to purposefully to prevent people driving on the pavement. Have to drive short distances now as too dangerous to walk.</p>	<p>Views noted.</p> <p>Driving on the pavement is an offence and should be reported to the police.</p> <p>Changes are proposed which should reduce traffic in Highweek Village.</p>
Twenty-fifth Respondent – Resident, The Churchills	
<p>Redirected traffic making already narrow and congested roads busier and dangerous for pedestrians. Particularly bad around end of school time.</p>	<p>Views noted.</p> <p>The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.</p>
Twenty-sixth Respondent - Unknown	
<p>Unacceptable speed and volume of traffic in Highweek Village.</p>	<p>Views noted.</p> <p>The proposals seek to reduce the volume of traffic in Highweek Village.</p>

