

Kennel Lane, Ivybridge: Proposed Prohibition of Motor Vehicles Order

Report of the Head of Highways, Capital 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 the existing Traffic Regulation Order be revoked and that the new Traffic Regulation Order detailed in this report be made as advertised.

1. Background

Kennel Lane, Ivybridge was closed to through traffic in 1986 to reduce the possibility of road safety hazards if an increase in through traffic were to result from the extension of Plover Rise at the northern end of the lane.

A Highway Authority is required to provide such signing, as it considers appropriate, when introducing a Traffic Regulation Order. It is not clear if the restriction was ever formally signed. However, bollards in place at the Plover Rise end of the lane have effectively blocked the lane for many years and no reports of powered vehicles using the lane illegally have been received by the County Council until recently.

The 1986 Order prohibited traffic between the junctions with Woodland Road and a point 21 m to the south of its junction with Plover Rise.

Vehicular accesses to Woodland Farm, Woodland Barn and land later to become a South Hams District Council park, remained on the Lane but no specific permanent exemptions for access were included in the Order at that time.

The Farm itself had another access onto Woodland Road and as the Barn had ceased to be used, legal vehicular access was not an issue.

2. Main Text/Proposal

In October 2015 South Hams District Council granted approval for Woodland Barn, which had become derelict, to be converted into 2 domestic dwellings. Vehicular access is to be via Kennel Lane with one dwelling using the historic vehicular access to the barn and a new vehicular access/parking area to be created closer to the Woodland Road junction. Estimated vehicle movements associated with the development are 10 per day. The proposed layout of the layout of the barn conversion can be seen in Appendix II.

In order to ensure that vehicular access to the 2 dwellings does not contravene the existing unsigned traffic regulation order it is proposed to allow access along the lane from its junction with Woodland Road for a distance of 135 metres. The extent of the proposed Traffic Regulation Order is shown in Appendix I.

The Proposal retains the prohibition of through traffic and will physically restrict any vehicles from using the road to the north of the development, which is not currently the case.

The legal and physical costs of implementing the required Traffic Regulation Order are to be funded from a contribution received from the developer of Woodland Barn.

A Road Safety Audit has been undertaken which has raised no major issues with the proposal and is attached as Appendix III.

3. Options/Alternatives

As no alternative means of vehicular access are available to the owners of the barn and planning approval has been granted with access from Kennel Lane, there are no alternative options available to amending the restrictions to allow access.

4. Consultations/Representations/Technical Data

The proposal has been advertised and attracted comments from 42 respondents including objections from Ivybridge Town Council and South Hams District Councillor, Councillor Saltern and a Governor of Woodlands Park Primary School.

Consultation responses along with DCC's comments are included in Appendix III. The majority of responses are opposed to allowing vehicular access along the lane as far as the new development.

The main grounds for objection are based around safety and a perception that an alternative right of access exists through Woodland Farm.

DCC has found no evidence that such a right of access exists and the planning approval has been given for access from Kennel Lane.

DCC has arranged for a Road Safety Audit to be undertaken. The Audit identifies no major safety issues associated with the proposal and is attached as Appendix IV.

5. Financial Considerations

There are no financial implications to the proposal.

6. Environmental Impact Considerations

The development will repair a derelict building for domestic use. The traffic generation from the development will be minor and the environmental effects are thought to be neutral.

7. Equality Considerations

There are no equality issues relevant to the proposal.

8. Legal Considerations

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

When making a Traffic Regulation Order it is the County Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, to secure the expeditious, convenient and safe movement of traffic and provision of suitable and adequate parking facilities having regard, amongst other things, to the desirability of securing reasonable access to premises. It is considered that the proposal complies with

Section 122 of the Act as it secures safe and convenient movement along Kennel Lane by prohibiting through traffic by vehicles and it also affords reasonable access to the development.

9. Risk Management Considerations

A Road Safety Audit has been undertaken which has raised no major issues with the proposal and is attached as Appendix IV.

10. Public Health Impact

It is considered that there is no public health impact as a result of the recommendation.

11. Reasons for Recommendation

The proposal legalises access to a currently derelict property to enable its renovation and future use as domestic dwellings. On balance, it is considered that objections are either based on incorrect information or overstate the potential negative safety consequences of the proposal. The proposal practically secures reasonable access to the development and provides for the safe and expeditious movement of traffic along Kennel Lane and therefore complies with S 122 of the Road Traffic Regulation Act 1984.

David Whitton
Head of Highways, Capital Development and Waste

Electoral Division: Ivybridge

Local Government Act 1972: List of Background Papers

Contact for enquiries: Mike Jones

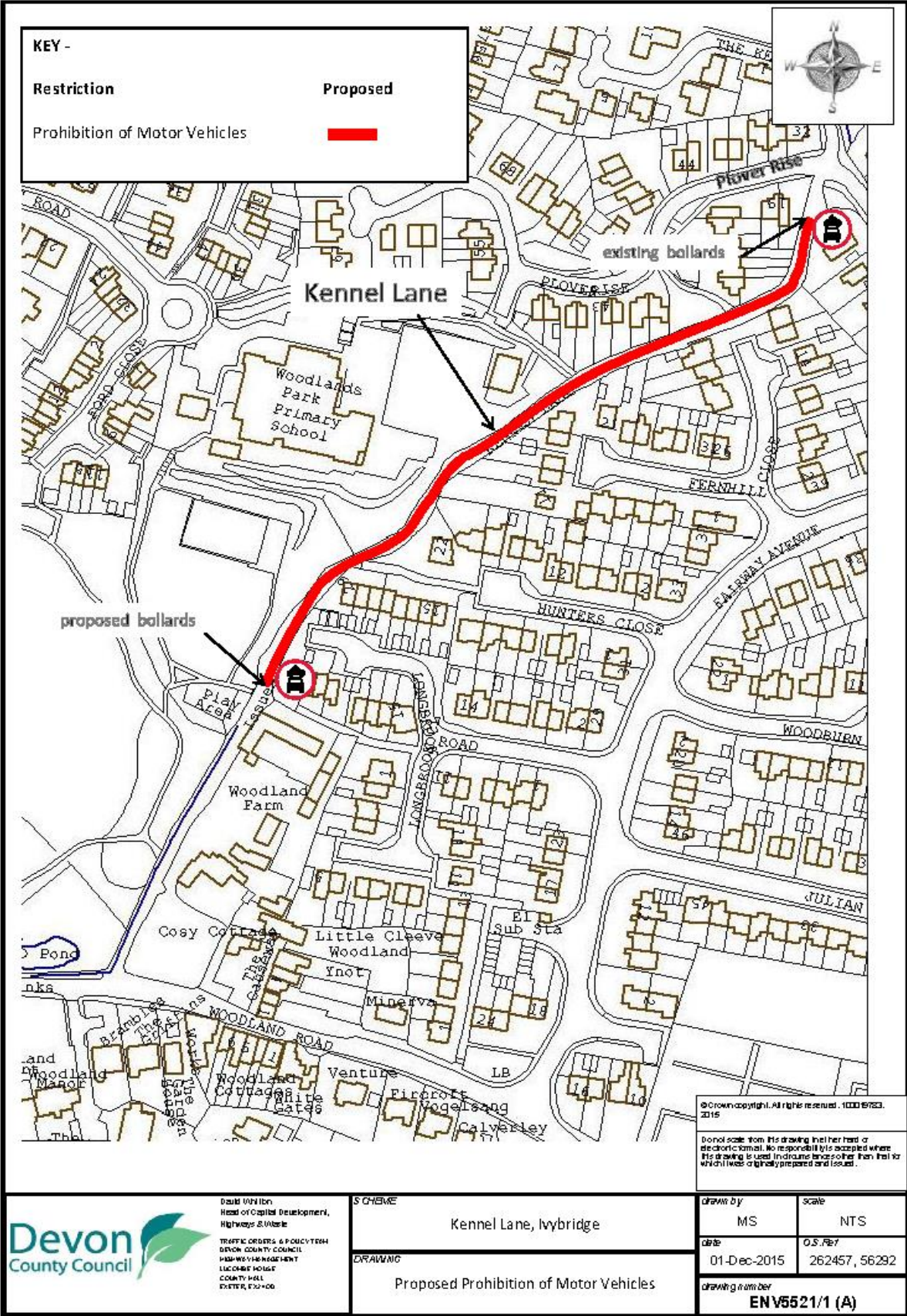
Room No: ABG Lucombe House

Tel No: (01392) 382178

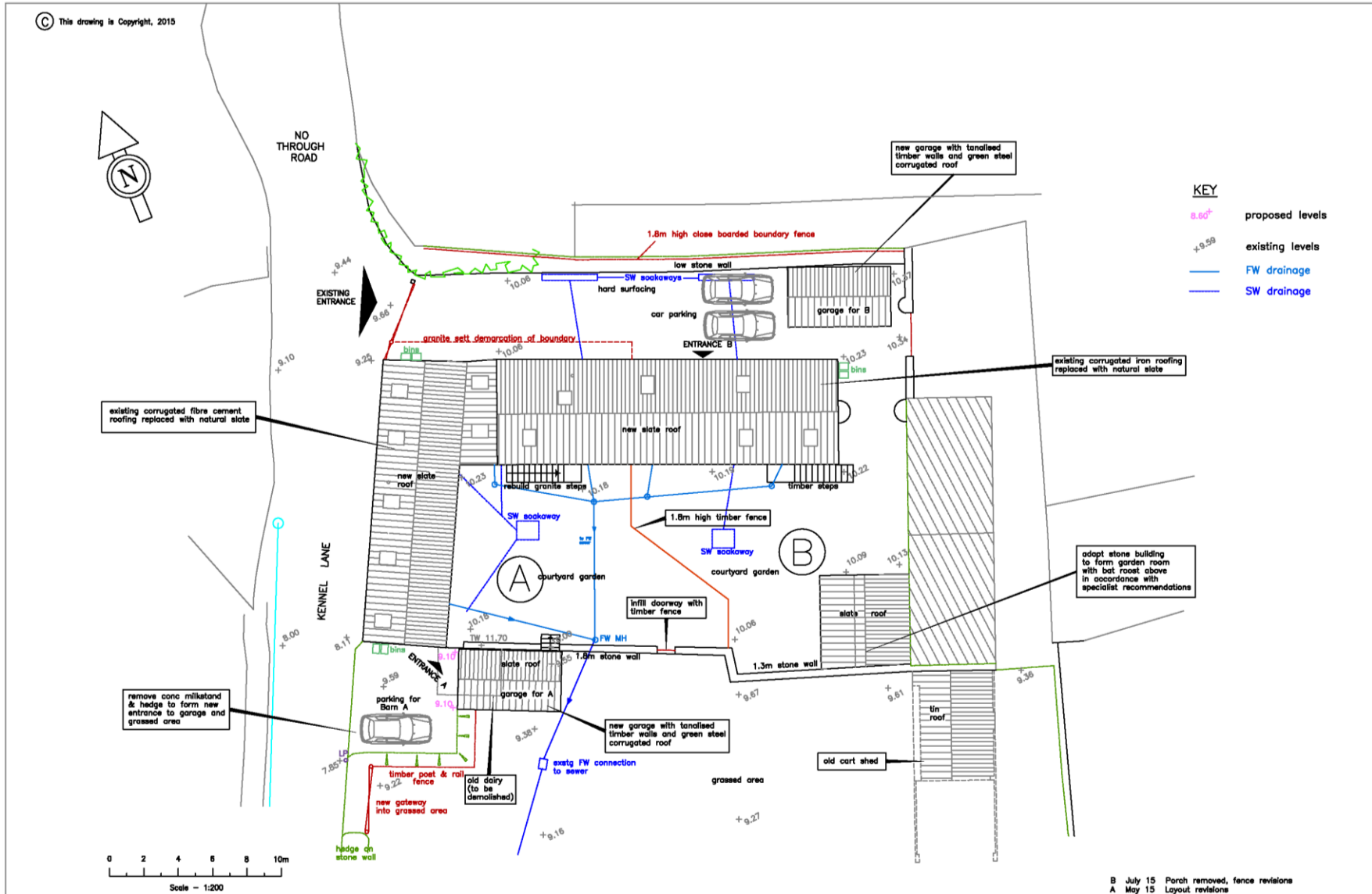
Background Paper	Date	File Ref.
Nil		

mj180316shh
sc/cr/kennel lane Ivybridge proposed prohibition motor vehicles order
02 220316

Appendix I
To HCW/16/28



Appendix II To HCW/16/28



Benchmark Design
Stoneybrook, Moorhaven, Ivybridge, Devon, PL21 0HB
Telephone : 01752 896937



Job **PROPOSED RESIDENTIAL CONVERSION
WOODLAND BARN, WOODLANDS
IVYBRIDGE, PL21 9HG**

Title **PROPOSED SITE PLAN**

Scale 1:200@A3	Drawn DKB	Date FEB 15	Cad Ref. 233
Drawing No. 23302			Rev B

5521 – Devon County Council
(Kennel Lane, Ivybridge)
(Prohibition of Motor Vehicles)

Summary of Representations

Comment	Devon County Council Response
First Respondent: Resident of Longbrook Road	
Opposes the proposed change to an order which was implemented for a safer pedestrian environment.	The existing Order was implemented in 1986 to reduce the possibility of road safety hazards if an increase in through traffic were to result from the extension of Plover Rise. The Proposal retains the prohibition of through traffic and will physically restrict any vehicles from using the road to the north of the Woodland Barn development which is not currently the case.
The amendment to the existing traffic prohibition order is not required as a valid alternative is available through farm lane on the east of the site. This access is recognised on the land registry documents for Woodland Farm.	There is no vehicular access through Woodland Farm in the ownership or control of the owners of the barn. Land Registry Records supplied to DCC do not show a right of access and there is a level difference involved making direct vehicular access impossible for non-specialist vehicles. There is an existing and historic direct access to Woodland Barn from Kennel Lane.
Kennel Lane has been traffic free since 1986 due to an existing traffic prohibition order on the grounds of safety. Not aware of any improvements being made to Kennel Lane to improve the safety concerns which were obvious to the highway engineers back in 1986.	The possibility of road safety hazards related to an increase in through traffic are not relevant as there will be no through traffic.
Kennel Lane is even busier today as Woodland Primary and Junior School are well established with lots of children walking to school via traffic free Kennel Lane in safety under the street lighting.	The traffic generation of the development is estimated at 10 vehicles a day. Potential conflict with children walking to school will be minor and at very low speed.
Partial removal of the prohibition will cause conflict between young children and vehicles. It is a potentially dangerous combination.	Children travelling to most schools will usually interact with vehicles. The number of vehicles and short distance involved do not indicate that the risks are great in this case.
Leave existing prohibition in place and provide the signage required so Police can enforce the existing order as intended in 1986.	The changes are proposed to enable the current and future owners of Woodland Barn to have vehicular access their property without contravening a Traffic Regulation Order.
Second Respondent: Resident of Longbrook Road	
There is no requirement for Kennel Lane traffic prohibition order to be amended as a recognised alternative access route is available to the developer through woodland farm to the east of the site. Land Registry documents support an existing right of access through this route.	There is no vehicular access through Woodland Farm in the ownership or control of the owners of the barn. Land Registry Records supplied to DCC do not show a right of access and there is a level difference involved making direct vehicular access impossible for non-specialist vehicles. There is an existing and historic direct access to Woodland Barn from Kennel Lane.

Comment	Devon County Council Response
Traffic order originally imposed in 1986 with the expansion of Ivybridge with highway engineers having concerns about the lane having suitability for regular vehicle movements hence the prohibiting traffic on the grounds of safety. Taylor Wimpey paid for the order in 1986.	The existing Order was implemented in 1986 to reduce the possibility of road safety hazards if an increase in through traffic were to result from the extension of Plover Rise. The Proposal retains the prohibition of through traffic and will physically restrict any vehicles from using the road to the north of the Woodland Barn development which is not currently the case.
DCC claim that primary users of the lane have a valid alternative route through the adjacent woodland park. However this park is not street lit and remote and not a safe alternative.	Both routes provide safe alternatives to each other. The route through the park is not lit but use of both routes is light during the hours of darkness. The small number of vehicle movements associated with the proposed development present a low risk at times when use of the lane is also likely to be low.
Kennel Lane does not meet the guidelines in the DCC highways Manual for Streets documents as in the narrowest part of the lane the width is narrower than the 2m 60cm required by highways.	Manual for Streets is not a DCC publication. We do not recognise the advice being quoted. The lane is just over 2.5m in width at its narrowest point due to the presence of a street lamp. This point is immediately to the north of the entrance to the park which would provide a safe area for pedestrians to wait if a vehicle were to use the lane at the same time.
Pedestrian traffic has increased significantly since the 1986 order was imposed as the school and park are now established.	Agreed that this is likely.
Third Respondent: Resident of Woodlands Road	
Kennel Lane was shut for safety reasons in 1986 and the proposed amendment makes no sense as the lane is not suitable for traffic.	The existing Order was implemented in 1986 to reduce the possibility of road safety hazards if an increase in through traffic were to result from the extension of Plover Rise. The Proposal retains the prohibition of through traffic and will physically restrict any vehicles from using the road to the north of the Woodland Barn development which is not currently the case.
Kennel Lane has enjoyed 30 years as a traffic free pathway/bridleway and is used by school children, day nursery children, dog walkers, horse riders and Dame Hannah Roger's residents.	Agreed.
The entrance to the development that seeks vehicle access is opposite an access to the childrens play park frequented by many who play in the park and the lane.	The lane is around 8 metres wide at this location and the access to the play area is opposite the northern side of the access. The play area can also be accessed from within the park.
An incident occurred in November 2015 where there was a near miss between a primary school child and a vehicle. This was reported to all parties concerned including the Police.	DCC have been informed of the alleged incident but no details have been made available.
Developer has existing access but did not submit this to South hams District Council when applying for planning permission.	There is no vehicular access through Woodland Farm in the ownership or control of the owners of the barn. Land Registry Records supplied to DCC do not show a right of access and there is a level difference involved making direct vehicular access impossible for non-specialist vehicles. There is an existing and historic direct access to Woodland Barn from Kennel Lane.

Comment	Devon County Council Response
Fourth Respondent: Governor of Woodlands Park Primary School	
Objects to the proposal to de-restrict Kennel Lane and permit vehicles to use it as a road.	Noted.
The section of Kennel Lane that is in question is regularly used as a footpath for parents and children attending the primary school and has been since the school opened 25 years ago.	The traffic generation of the development is estimated at 10 vehicles a day. Potential conflict with children walking to school will be minor and at very low speed
Grave concerns over the wisdom of permitting vehicles to use Kennel Lane as proposed, based on the issue of safety for children and other pedestrians.	Children travelling to most schools will usually interact with vehicles. The number of vehicles and short distance involved do not indicate that the risks are great in this case.
School regularly encourages and supports all those who choose to walk to and from school and currently Kennel Lane is one of the safe, car free walking routes that parents and children make use of.	The lane will remain a safe walking route.
Fifth Respondent: Resident of Badgers Close	
Objects to vehicles using Kennel Lane.	Noted.
'Lane' is used by unsupervised children of all ages and dog walkers.	Noted.
It is not wide enough to deal with traffic passing or indeed if a car broke down.	Passing traffic cannot be accommodated over this short length of road so the issue will not arise. If a vehicle breaks down it will presumably be repaired on site or moved.
Sixth Respondent: South Hams District Councillor	
Objects to the proposed change to the current Traffic Order applied to Kennel Lane.	Noted.
It is incomprehensible to exclude the southern section of Kennel Lane which has the narrowest of pinch points which does not provide a safe width for vehicle and pedestrians.	The traffic generation of the development is estimated at 10 vehicles a day. Potential conflict with pedestrians will be minor, at very low speed and over a short distance.
This route is regularly used by children attending Woodlands Primary School and also accessing the play park almost opposite the entrance to the barn. The road itself has a significant gully which is never maintained and is unstable at the edges. A car accessing this area could force a pedestrian into the gully causing injury.	The traffic generation of the development is estimated at 10 vehicles a day. Potential conflict with children walking to school and accessing the park will be minor at very low speed and over a short distance. There are many narrow lanes bounded by drainage ditches in Devon where pedestrians mix with far greater numbers of motorised vehicles without injury.
Feels that this creates a considerable risk and has been borne unnecessarily out of the planning application for the barn conversion which originally had a different access point.	The proposal has been safety audited and all recommendations of the Audit will be addressed. The major and historic vehicular access to the barn is on Kennel Lane.
Seventh Respondent: Resident of Woodland Road (Woodland Farm)	
Supports Devon County Council proposal to make an order under the Road Traffic Regulation Act 1984 to introduce prohibition of motor vehicles on Kennel Lane, Ivybridge from a point 135 metres north east of its junction with Woodland Road north eastwards until a point 21metres south of its junction with Plover Rise.	Noted.

Comment	Devon County Council Response
Kennel Lane is no different to hundreds of narrow lanes that exist in Devon other than it is a No Through Road. Vehicles, pedestrians and leisure users have shared such roads for years. Being a No Through Road it will only be used by vehicles wishing to gain access to the properties that abut it.	Noted.
The definitive map of the area shows Kennel Lane as a Road not a public footpath. There is no visible indication or road sign that traffic is prohibited from using Kennel Lane other than that it is a No Through Road.	The Highway Authority provides appropriate signing if required. Until recently there have been no reports of traffic using the lane illegally and signs have not been required.
Council vehicles have been safely using Kennel Lane as part of their maintenance of the adjacent park and Kennel Lane for years without incident. They are still doing so to this day. Any lost vehicles (Tesco's vans and others) have also inadvertently been driving up Kennel Lane and reversing back down it without incident. Occasional vehicles delivering heavy goods to Woodland Farm have also unloaded from Kennel Lane without incident.	Noted.
Local residents have been complaining that allowing traffic up Kennel Lane will cause a safety risk. There is no reason to suggest that the few people who will use Kennel Lane as a result of the Council's suggested order will drive without all due care and attention. The Lane is well lit and should there be anyone else using the Lane as they pass along it there is plenty of room for them to pass by safely.	Agreed, drivers in control of vehicles are required to take due care and attention particularly in their interactions with vulnerable road users.
Opening up Kennel Lane as proposed will negate the need for council vehicles to park on the Lane, or for any vehicle to have to reverse down the Lane, which will make it even safer than it is currently.	Noted.
Eighth Respondent: Resident of Trehill Road	
Appalled that it is being considered to open Kennel Lane to traffic after more than thirty years of pedestrian use.	Noted
School children use the lane on their way to and from school, many of them in primary education. Along with other adults and several small children were met by a large vehicle who was unable to pull over or turn around, forcing us to return to the park. This is an extremely irresponsible action by the Council.	Children and other pedestrians travelling to most schools will usually interact with vehicles. The number of vehicles and short distance involved do not indicate that the risks are great in this case.
Ninth Respondent: Resident of Buckfastleigh	
Insane proposal. Will create a death trap next to a school and a park.	The lane will remain a safe walking route.
Tenth Respondent: Resident of Yeolland Lane	
Objects strongly to this order.	Noted.

Comment	Devon County Council Response
The order has been in place for 30 years and since that time no improvements have been made to it. It is still a narrow lane not suitable for motor vehicles of any sort. This should have been considered before the planning permission was granted for the dwellings.	The road is metalled and suitable for motor vehicles over the short length in question.
Aware of a near miss already when a vehicle entered the lane as children were leaving school. This caused some distress to the children. Use the lane taking grandson to school and will not be prepared to give way to vehicles.	DCC have been informed of the alleged incident but no details have been made available.
Eleventh Respondent: Resident of Longbrook Road	
Opposes this move to change Kennel Lanes traffic status. The prohibition must remain and proper signs erected so the police can enforce this order.	Noted.
The existing traffic order prohibiting traffic on kennel lane has worked well for nearly 30 years. There is no reason to amend it to allow vehicles to use Kennel Lane for access as there is already existing access through farm lane to the east of the site.	The changes are proposed to enable the current and future owners of Woodland Barn to have vehicular access their property without contravening a Traffic Regulation Order. There is no other vehicular right of access to the property.
The original order was put in on the grounds of safety. And with the school and play park the hazards are worse.	The existing Order was implemented in 1986 to reduce the possibility of road safety hazards if an increase in through traffic were to result from the extension of Plover Rise. The Proposal retains the prohibition of through traffic and will physically restrict any vehicles from using the road to the north of the Woodland Barn development which is not currently the case.
Twelfth Respondent: Resident of Longbrook Road	
Opposed to any amendment to this order that has protected children travelling to school and playing in the park for nearly 30 years. It has maintained a traffic free safe area where children can play without the fear of being run over.	The traffic generation of the development is estimated at 10 vehicles a day. Potential conflict with children walking to school will be minor and at very low speed. The lane will remain a safe walking route.
There is no need to use Kennel Lane for access as the barn development has a recognised right of access through farm lane to the east of the site. This is recognised by land registry documents.	There is no vehicular access through Woodland Farm in the ownership or control of the owners of the barn. Land Registry Records supplied to DCC do not show a right of access and there is a level difference involved making direct vehicular access impossible for non-specialist vehicles. There is an existing and historic direct access to Woodland Barn from Kennel Lane.
The traffic order was originally put in place on the grounds of safety. The trained highways engineers in 1986 could see the dangers hence the insistence of DCC highways imposing the prohibition order in 1986.	The existing Order was implemented in 1986 to reduce the possibility of road safety hazards if an increase in through traffic were to result from the extension of Plover Rise. The Proposal retains the prohibition of through traffic and will physically restrict any vehicles from using the road to the north of the Woodland Barn development which is not currently the case.

Comment	Devon County Council Response
The lane has become busier because of the development of woodlands estate and the need to keep it in place is greater today than in 1986.	The population of Ivybridge has increase significantly since 1986. The park at this location is an important leisure facility in the western part of the town. The new Traffic Regulation Order will physically prevent access along the lane to the north of Woodland Barn which is not currently the case. The proposed very minor use of the lane using an historic access to Woodland Barn is not seen as presenting any great risk to vulnerable road users.
Keep the order live and install the correct signage and bollard that have not been replaced at the junction of woodland road as per 1986. Do not amend it!	Noted.
Thirteenth Respondent: Resident of Cursons Way	
This is a ridiculous proposal.	Noted.
Kennel Lane is located near to a children's park and primary school. There is no justification for traffic to use Kennel lane. It will seriously impair the safety of the children of Ivybridge.	The traffic generation of the development is estimated at 10 vehicles a day. Potential conflict with children walking to school will be minor and at very low speed. The lane will remain a safe walking route.
Fourteenth Respondent: Employee of Woodlands Primary School	
Strongly against this amendment to the road use.	Noted
Allowing vehicles to be able to access the south part of Kennel Lane would be both dangerous to pedestrians, cyclists and equestrian users and damaging to the historic pathway. This lane is used every day by families with young children, dog-walkers, including the elderly, and children on their own.	The traffic generation of the development is estimated at 10 vehicles a day over a very short length of metalled carriageway. Potential conflict with children walking to school will be minor and at very low speed. The lane will remain a safe walking route.
This is a popular and well-known thoroughfare and a change to its use, would endanger young lives. Traffic is already busy along Woodlands Road and moves far too fast along this stretch.	Woodland Rd after its junction with Fairway Ave is a No Through Road and signed as such. This is part of the reason it was not considered necessary to sign Kennel Lane which is itself accessed from Woodland Road. There have been no injury collisions reported by the Police on any of the roads accessed from this section of Woodland Rd for at least 10 years. Alignment of the road which includes traffic calming and parked vehicles are effective speed control features. A survey undertaken on the wide section of the road close the Fairway Ave junction in 2006 showed average speeds to be below 25mph. There has been no need to undertake a further survey since that time.
Many of the houses in this area do not have allocated parking and this means that many cars are parked within proximity to Kennel Lane. Allowing vehicular use of the southern end of the lane will add additional strain to this busy part of the town.	There are usually several parking spaces available on this section of Woodland Rd which are not only used by residents but also turnover with visitors to the park. As mentioned above the parking referred to has a speed reducing effect. The development provides its own parking and so should not impact on Woodland Rd.
Fifteenth Respondent: Resident of Mead Town	
Objects to the proposed Traffic Order.	
The lane has been closed to traffic for the last 30 years and residents commonly use it as a public pathway and bridleway.	Agreed.

Comment	Devon County Council Response
The lane is narrow and the adjacent drainage channel further reduces the available width for vehicles. The planning application states that the available width is 3m and that a vehicle and pedestrian would use 2.6m. 400mm is insufficient 'free' space for pushchairs, wheelchairs or young children	The traffic generation of the development is estimated at 10 vehicles a day. Potential conflict with children walking to school and accessing the park will be minor at very low speed and over a short distance. There are many narrow lanes bounded by drainage ditches in Devon where pedestrians mix with far greater numbers of motorised vehicles without injury.
There is insufficient space for vehicles to turn within the curtilage of the site and therefore vehicles will have to reverse out of entrance A and B into the road.	There is an adequate safe turning area associated with the proposed entrance to the barn.
There is insufficient room for pedestrians and vehicles together: if a pedestrian was to encounter a vehicle they would have to walk back the way they had come to get out of the way. The Kennel Lane access is also used by disabled young adults from the nearby school - many of these have large wheelchairs and they would have to reverse to get out of the way of cars.	The length of road in question is short, inter-visibility between road users good with several opportunities for pedestrians to safely stand aside for traffic should this be required. The disabled young adults referred to are usually accompanied in daylight and both can and do access the park from the gate at the Badgers Close side of the park. Drivers in control of vehicles are required to take due care and attention particularly in their interactions with vulnerable road users.
Young people from the nearby nursery and primary school use the play area which is close by and exit the park from the gate beside the proposed new dwelling driveway.	The lane is around 8 metres wide at this location and the access to the play area is opposite the northern side of the access. Speed will be very low as the road will be blocked by bollards within a few metres of the gate to the play area which can also be accessed from within the park.
Sixteenth Respondent: Resident of Henlake Close	
It would be insanity to allow traffic to use Kennel Lane. Deeply oppose this going through.	Noted.
Children around the woodland area use this lane either with parents, or on their own to and from school, to access the play park and field. Schools encourage children in the last years of primary to walk back and forth on their own. To be confronted with are on this narrow lane will mean accidents are inevitable. Children are used to being safe on this lane.	The traffic generation of the development is estimated at 10 vehicles a day over a very short length of metalled carriageway. Potential conflict with children walking to school will be minor and at very low speed. The lane will remain a safe walking route.
Additionally this lane is used by both bats and badgers, collisions of protected species will happen if traffic usage is changed.	The traffic generation of the development is estimated at 10 vehicles a day over a very short length of metalled carriageway. Potential conflict with wildlife will be low. As the lane has been street-lit for many years it is likely that wildlife would prefer to use the unlit park adjacent to the lane rather than a lit metalled road.

Comment	Devon County Council Response
Seventeenth Respondent: Resident of Woodland Road	
<p>Use Kennel Lane on a daily basis to walk son to school. The lane is narrow with a stream running down the side making it impossible to pass any vehicles safely. Experienced a vehicle parked in the lane last week and struggled to get past. Those with young toddlers or a push chair would have been unable to get by.</p>	<p>The traffic generation of the development is estimated at 10 vehicles a day over a very short length of metalled carriageway. Inter-visibility between road users is good with several opportunities for pedestrians to safely stand aside for traffic should this be required. There are many narrow lanes bounded by drainage ditches in Devon where pedestrians mix with far greater numbers of motorised vehicles without injury. Parking a vehicle in the lane would be the offence of obstruction and there is no reason to do so unless loading or unloading is taking place. The lane will remain a safe walking route.</p>
<p>Son regularly plays in Woodlands Play Park and most children climb up and down the bank which borders the lane. The gate to the park opens onto the lane and is directly opposite the proposed driveway for one of the barns. The driveway will be narrow so you will only be able to reverse out, which will surely be a major safety issue.</p>	<p>The lane is around 8 metres wide at this location and the access to the play area is opposite the northern side of the access. Speed will be very low as the road will be blocked by bollards within a few metres of the gate to the play area which can also be accessed from within the park. There is an adequate safe turning area associated with the proposed entrance to the barn.</p>
<p>Do not feel that there is a need to reopen Kennel Lane for vehicle access. The order was originally put in place due to safety concerns in 1986. Feel that there is now an even greater need for safety since Woodland Park Primary school was built and further housing estate on the western side of Ivybridge.</p>	<p>The existing Order was implemented in 1986 to reduce the possibility of road safety hazards if an increase in through traffic were to result from the extension of Plover Rise. The Proposal retains the prohibition of through traffic and will physically restrict any vehicles from using the road to the north of the Woodland Barn development which is not currently the case.</p>
<p>Never opposed to the conversion of the Barns to dwellings but cannot understand why the existing access, via Farm Lane is not used. Keeping the current order in place on Kennel Lane will not prevent the development of the Barns, yet will alleviate all safety concerns.</p>	<p>There is no vehicular access through Woodland Farm in the ownership or control of the owners of the barn. Land Registry Records supplied to DCC do not show a right of access and there is a level difference involved making direct vehicular access impossible for non-specialist vehicles. There is an existing and historic direct access to Woodland Barn from Kennel Lane.</p>
Eighteenth Respondent: Ivybridge Town Council	
<p>Ivybridge Town Council wishes to object to the proposed amendment to the existing TRO number 4339 which has been active since 16/07/1986 which currently prohibits any motor vehicles from using Kennel Lane for its entire length from its junction in the south with Woodland Road to the fixed bollards situated 21 metres south of its junction with Plover Rise to the north.</p>	<p>Noted.</p>
<p>The original TRO was put into place to prevent Kennel Lane from being used as a "rat run" between Woodland Road and the then new housing development taking place at Plover Rise. The intention of the TRO appears to have been to create a safe walking route for pedestrians, children, the disabled and dog walkers between the new developments and the Woodlands area of Ivybridge.</p>	<p>The existing Order was implemented in 1986 to reduce the possibility of road safety hazards if an increase in through traffic were to result from the extension of Plover Rise. The Proposal retains the prohibition of through traffic and will physically restrict any vehicles from using the road to the north of the Woodland Barn development which is not currently the case.</p>

Comment	Devon County Council Response
<p>The existing TRO has served the users of Kennel Lane well especially with the growth of new housing on the western side of the town. Kennel Lane provides a safe means of access to both the Woodlands Day Nursery in Woodlands Road and to Woodlands Park Primary School in Abbots Road as well as to the play area for young children in Woodlands Park. The entrance to the play area is situated opposite the proposed new access to Woodland Barn in Kennel Lane.</p>	<p>The lane is around 8 metres wide at this location and the access to the play area is opposite the northern side of the access. Speeds will be very low as the road will be blocked by bollards within a few metres of the gate to the play area which can also be accessed from within the park.</p>
<p>There exists an alternative right of way to the barns via the private lane which is located immediately to the east of Woodlands Farm from Woodlands Road and mention is made of this in the Title Deed for the Farm which is Deed number DN417975 held by the Land Registry. The date on the Deed is 8th May 2014, paragraph 13 on page 3 refers to existence of the Right of Way. If this were to be used, access to the development would not need to be granted via Kennel Lane.</p>	<p>There is no vehicular access through Woodland Farm in the ownership or control of the owners of the barn. Land Registry Records supplied to DCC do not show a right of access and there is a level difference involved making direct vehicular access impossible for non-specialist vehicles. There is an existing and historic direct access to Woodland Barn from Kennel Lane. The deed referred to is for Woodland Farm not the Barn which is detailed in DN 645469. Planning approval for the development has already been granted with access from Kennel Lane.</p>
<p>Due to the tight confines of the proposed development, it is not possible for a car to turn around within the site. Therefore, motorists will be forced to either reverse into the site or reverse out from it. The entrance is very narrow with restricted visibility both up and down Kennel Lane. Also, there is a further hazard in as much as the entrance to the play area is opposite the entrance to the proposed development. This will create hazards for both motorists and pedestrians as well as young children using the lane.</p>	<p>The lane is around 8 metres wide at the proposed access to the development and the access to the play area is opposite the northern side of the access. Speeds will be very low as the road will be blocked by bollards within a few metres of the gate to the play area which can also be accessed from within the park. Inter-visibility along the lane between road users will be good. Reversing in to or out of a driveway where pedestrians may be present is not usually regarded as hazardous.</p>
<p>Due to the curvature of Kennel Lane in a north easterly direction from its junction in the south with Woodland Road, it is not possible to see the entrance to the development from the entrance to Kennel Lane. Therefore if two vehicles attempt to traverse Kennel Lane at the same time, one from the north and one from the south, one of the vehicles will have to give way to the other and reverse. Should that vehicle be the one heading north, it will have to reverse out into Woodland Road which is a blind junction as you would have to be positioned well out into Woodland Road before you would have sight of any other traffic. This movement would present a hazard to both the motorist concerned and to any traffic using Woodland Road at that point. Kennel Lane does not have any passing places and along most of its length is not even wide enough for a pedestrian and a car to pass each other.</p>	<p>The low number of vehicle movements indicate that the type of event described will be infrequent and, as the drivers of the vehicles involved are likely to be well known to each other could be easily avoided. The wide area at the entrance to Barn B is adequate for vehicles to pass and the parking area for Barn A also provides the potential for a passing area or waiting area. Existing and proposed accesses both vehicular and pedestrian along this 135m length of road provide potential for pedestrians to wait safely for vehicles to pass if required. Reversing out of Kennel Lane onto Woodland Road would not be blind and traffic speeds are low in the area.</p>

Comment	Devon County Council Response
<p>The road width of Kennel Lane varies from 3.65m where it has its southern junction with Woodland Road to 2.6m opposite the Woodlands Farm Building. Thereafter it is 2.75m wide northwards to the entrance to the proposed new development. There are hedgerows/walls on both sides of the lane and there is an open stream running down the western edge of the roadway.</p> <p>Apart from the southern end of Kennel Lane, there is very little clear demarcation between the roadway and the stream and it would be easy for a car to accidentally partially end up in the stream. At its narrowest points, there would be insufficient space for a car to safely pass a pedestrian or a wheelchair user. (Wheelchair users from Dame Hannahs school use Kennel Lane on a regular basis and their wheelchairs are 850mm wide.</p> <p>Despite the efforts of the enablers who accompany the wheelchair users, the occupants often overhang the sides of the chairs due to their involuntary physical movements caused by their medical conditions. According to figures supplied by DCC Highways Department, an average car is 2m and a pedestrian 600mm wide. These measurements do not seem to take into account that most cars are in excess of 2.4m wide over the wing mirrors and there has to be a distance between a car and the wall/hedgerow/stream and between a car and a pedestrian. Allowing for 30cm on each side of a car, the minimum width which would allow a car to pass a pedestrian safely is 3.6m. The "Manual for Streets" gives a minimum distance between walls etc of 2.7m road width for vehicles to use a single track road.</p>	<p>The incidents described are likely to be infrequent and the wheelchairs users mentioned are known to use the alternative access to the park which is via a paved footway which has the same unfenced stream running alongside it. Similar to a situation where 2 cars might meet on this short section of road, there is not enough room to accommodate a car and motorised wheelchair along most of the length in question. The car driver or wheelchair user would have to give way and wait for the other to pass. This would be neither unusual, unreasonable or unsafe were it to occur.</p>
<p>Emergency vehicles including fire engines and ambulances will not be able to use Kennel Lane as the roadway is not wide enough for them. For example, a Fire Engine requires a road width of 3.7m and a clear height above the road surface of 4m to pass under any obstructions. Besides this, a Fire Engine needs a minimum turning circle of 16.8m. Utility vehicles will have the same problem resulting in the owners of the new development possibly having to take their wheeled bins and recyclable refuse to Woodland Road for collection. Delivery vehicles will be faced with not being able to use Kennel Lane for their deliveries due to the width of the road.</p>	<p>The development has planning approval and these matters will have been considered as part of that process. The development is a short distance from Woodland Road which provides access for all emergency services and delivery vehicles. Smaller vehicles are of course available for most deliveries and refuse collection if it is felt that particular arrangement might be required.</p>
<p>Devon County Council Highways have stated that there will only be around 10 vehicular movements per day. Believe that this figure is flawed in as much as 6 parking spaces for the barn development have been provided and these vehicles will be making multiple journeys each day. Typically, on a school day, these vehicle movements will more than likely be at times when parents are walking their children to and from school.</p>	<p>DCC use nationally agreed transport assessment figures.</p>

Comment	Devon County Council Response
<p>Devon County Council Highways maintain that there is a suitable alternative walking route through Woodlands Park. This is not the case as this path goes across open park land and it does not have street lighting. Also, in the area of the play area, dogs are not allowed in the park under any circumstances.</p>	<p>Use of both the lane and the park during the hours of darkness is very low during the hours of darkness. The proposal does not prohibit any use of Kennel Lane by pedestrians at any time. However there are several other points of access to the park which are easily available. It is agreed that dogs have never been allowed in the play area and dog owners do not access the park through the play area.</p>
<p>Like to see a road safety audit undertaken particularly as allowing part of Kennel Lane to re-open to vehicles will have an impact on other road users, namely, pedestrians and children. So far, the Highways Department has refused to do this and has turned down requests from local residents for this to be done.</p>	<p>A Safety Audit has been undertaken and is available as an appendix to the report. No major issues were identified.</p>
<p>The original road signs were either allowed to deteriorate to such an extent that they disintegrated or were removed. After the near miss in November 2015 when three children and their mothers were nearly run down by a motorist who inadvertently used Kennel Lane as a means of getting to Plover Rise, suitable road signs were promised by Devon County Council Highways and South Hams District Council (SHDC). The sign that has recently been erected by SHDC is behind the wall at the bottom of Kennel Lane and is a "No Through Road" sign and not a "No Entry" sign. In view of the existence of the active TRO, the latter sign would have been more appropriate. Also, the sign needs to be re-located to a more appropriate and prominent location.</p>	<p>The near miss has been mentioned on many occasions but no clear evidence that it occurred or who might have been involved or witnessed the incident has been presented to date.</p> <p>The No Through Road Sign is clearly visible and was chosen following consideration of alternative locations. Funding a sign which has not been required for nearly 30 years at a time when a legal process is underway which would potentially require it to be removed shortly is not a prudent use of funding. This point is not relevant to the proposal at hand.</p>
<p>Nineteenth Respondent: Resident of Woodland Road (Woodland Farm)</p>	
<p>Supports the lifting of the traffic order on Kennel Lane, Ivybridge as the proposal will permit vehicles to use only the southern half of the road and the bollards at Plover Rise will remain in place.</p>	<p>Noted.</p>
<p>The original intention of the traffic order was to prevent a cut through issue arising at the junction with Plover Rise. The opening up of the southern section of Kennel Lane will maintain the integrity and purpose of that original order. The lane is made of tarmac, is in excellent condition and therefore suitable for motor vehicles. The junction with Woodland Road is wide and with very good visibility.</p>	<p>Agreed.</p>
<p>The objectors to the development of the barns raised safety issues as their primary concern. It would seem that they have a very low opinion of the driving abilities of the residents of Ivybridge. The road is wide enough to allow pedestrians with prams to comfortably pass vehicles and the majority of drivers tend to slow down and stop for pedestrians if and when there is a need.</p>	<p>Noted.</p>

Comment	Devon County Council Response
<p>Reading the comments made during the planning process it is clear that some residents have reasons other than safety in mind when objecting to this proposal but the subject of child safety is highly emotive and more likely to raise the support of those less interested in the position of parking spaces. Children and other users of the lane will be in no more danger than when walking down their own drives. This proposal is to allow access for a few properties, it is not being turned into an alternative to the A38.</p>	<p>Noted.</p>
<p>The lane is already being used regularly by South Hams council vehicles. If the traffic order is enforced then it must apply to all vehicles, including those used by council staff. To allow public vehicles access to this road but deny the owners of the barns would be grossly unfair and unjust.</p>	<p>Noted.</p>
<p>Twentieth Respondent: Resident of Woodland Road</p>	
<p>Objects to the intention to permit vehicles to use Kennel Lane.</p>	<p>Noted.</p>
<p>Kennel Lane is used constantly by pedestrians, mostly school children and also wheelchair users as well as other walkers. The lane is narrow and not suitable for both drivers and people. To allow vehicular access would be detrimental to the area and dangerous.</p>	<p>The traffic generation of the development is estimated at 10 vehicles a day. Potential conflict with pedestrians and other vulnerable road users will be minor and at very low speed. The lane will remain a safe walking route.</p>
<p>Twenty-first Respondent: Resident of Woodland Road</p>	
<p>Strongly objects to vehicular access being granted to Kennel Lane; either from the top of the lane, or from the bottom, adjacent to the Woodlands Farm Development.</p>	<p>Noted.</p>
<p>It is strikingly obvious and clear to anyone who has visited Kennel Lane, and has an environmental and social conscience, that it does not and will not cater for vehicular traffic. It is a quiet, pretty lane - one of the few remaining in Ivybridge - and is a much used access route for all to Woodland Park, mum's and toddlers to the children's Nursery, and it is also a favourite walk for dog-walkers accessing the park and in its own right.</p>	<p>The traffic generation of the development is estimated at 10 vehicles a day. Potential conflict with pedestrians and other vulnerable road users will be minor and at very low speed. The lane will remain a safe walking route and vehicles will be physically restricted from using the road along most of its length which is not currently the case.</p>
<p>Cannot understand why anyone would consider ruining this quiet and pretty pedestrian walkway when there is a current access to the barns and new development from the east side of the Farm.</p>	<p>There is no vehicular access through Woodland Farm in the ownership or control of the owners of the barn. Land Registry Records supplied to DCC do not show a right of access and there is a level difference involved making direct vehicular access impossible for non-specialist vehicles. There is an existing and historic direct access to Woodland Barn from Kennel Lane.</p>
<p>Twenty-second Respondent: Resident of Longbrook Road</p>	
<p>Objects to Kennel Lane being opened up to traffic due to the fact that it runs alongside a much used play park.</p>	<p>Noted.</p>

Comment	Devon County Council Response
Children use the lane as an extension of the play area, climbing trees along the lane, often climbing down into the lane. This is such a safe place for children to play. The introduction of vehicular access to Kennel Lane would totally change the dynamic of the park, spoiling the relaxed layout. Do you really want to put money over the welfare of children?	The traffic generation of the development is estimated at 10 vehicles a day. Potential conflict with pedestrians and other vulnerable road users will be minor and at very low speed. The lane will remain a safe walking route and vehicles will be physically restricted from using the road along most of its length which is not currently the case.
Encouraging our children to play outside, instead of playing on video games inside, but this proposed change would discourage people from using the play park.	It is felt that this would be an unlikely consequence of such a minor development.
Kennel Lane is also used as a safe route for children to walk to school. How it can safely be used by pedestrians and vehicles? This is totally unacceptable, and how will Devon County Council justify this decision if an accident occurs? There is simply not enough room in the lane to accommodate vehicular access.	The traffic generation of the development is estimated at 10 vehicles a day. Potential conflict with pedestrians and other vulnerable road users will be minor and at very low speed. The lane will remain a safe walking route and vehicles will be physically restricted from using the road along most of its length which is not currently the case.
Twenty-third Respondent: Resident of The Spinney	
This traffic order is only to make money.	DCC will not be making money from this process.
This road is for access to the park and for children to go to school. To open up access will cause injury similar to what happen on St Johns Road where full control had to be introduced. If this TRO happens and any person is injured the name of this road should be changed to the person who makes the profit.	Western Road is the main route into the Town Centre and carries in excess of 13,000 vehicles in a 24 hour period compared with Woodland Road which carries around 500 vehicles. A comparison between the St Johns Road/Western Road junction at this location is therefore not relevant.
If there was any concern about the kids the two new houses at the entrance to Kennel Lane should have been reduced in size to enable a pavement to be created to prevent the death or injury that will result.	The planning approval of these developments is unrelated to this proposal.
Twenty-fourth Respondent: Resident of The Spinney	
The original traffic order prohibiting motor vehicles from using the whole of the section of Kennel Lane from Woodlands Road to Plover Rise was enforced for a reason. Has that reason now gone away?	The existing Order was implemented in 1986 to reduce the possibility of road safety hazards if an increase in through traffic were to result from the extension of Plover Rise. The Proposal retains the prohibition of through traffic and will physically restrict any vehicles from using the road to the north of the Woodland Barn development which is not currently the case.
The section of the lane that is being proposed to be opened for vehicles is in regular use by pedestrians, including small children attending a nursery and disabled children from Dame Hannahs School.	Noted.

Comment	Devon County Council Response
The lane itself does not have sufficient width for vehicles to pass each other or turn around which means in that circumstance they will have to back onto Woodlands Road into oncoming traffic, in violation of road safety guidelines.	The low number of vehicle movements indicate that the type of event described will be infrequent and, as the drivers of the vehicles involved are likely to be well known to each other could be easily avoided. The wide area at the entrance to Barn B is adequate for vehicles to pass and the parking area for Barn A also provides the potential for a passing area or waiting area. Existing and proposed accesses both vehicular and pedestrian along this 135m length of road provide potential for pedestrians to wait safely for vehicles to pass if required. Reversing out of Kennel Lane onto Woodland Road would not be blind and traffic speeds are low in the area.
Visibility is already poor at the Kennel Lane/Woodlands Road junction, but will shortly become much worse when the current development of two large properties at the bottom of the lane completes.	Visibility is adequate at this junction.
These new properties will also require on street parking of several more vehicles as there is limited off street parking in the site, so manoeuvring space will be an issue.	Available parking and manoeuvring of vehicles has been considered through the planning process.
Council service vehicles such as refuse lorries will not be able to negotiate the restricted lane without blocking Woodlands traffic as they try to manoeuvre into it, adding to traffic disruption and extra time and cost to the council of service provision.	The development has planning approval and these matters will have been considered as part of that process. The development is a short distance from Woodland Road which provides access for all emergency services and delivery vehicles. Smaller vehicles are of course available for most deliveries and refuse collection if it is felt that particular arrangement might be required.
Arguments in favour of this change are that the owner of the land and the developers will be able to make a nice profit from their proposed development.	No Comment.
Twenty-fifth Respondent: Director of Benchmark Homes	
Supports Traffic Regulation Order Ref: IMR/B12588 Kennel lane, Ivybridge	Noted.
In early 2014, and to the current day, there were no visible signs indicating that traffic was prevented from using Kennel Lane. During the planning process (South Hams DC: 27/1159/15/F) the Highway consultation reply dated 4 June 2015 supported the application with no reference to the existence of a TRO. Bizarrely the consultation reply was amended to recognise a TRO on 8 July 2015. Why was the existence of the TRO not made apparent before this date despite the searches and checks?	Noted.
Satnav guided delivery vans use the lane and currently are unable to turn around when they realise it is a dead end. Consequently they have to reverse back onto Woodlands Road. When the residential development is complete they would be able to turn in an entrance, which has to be much safer.	Agreed.

Comment	Devon County Council Response
<p>There is an historic vehicular access from the barn onto Kennel Lane which has planning approval to allow access to the approved residential development of Woodlands Barn. Surely it is common sense that the existing road is used for the purpose it was originally intended. The recent building renovation works at Woodlands Farmhouse have proved that vehicles and pedestrians can happily co-exist without problems as delivery lorries have used Kennel Lane to drop off materials, etc.</p>	<p>Noted.</p>
<p>The amount of traffic generated by the development is likely to be small and as there is a high probability that children will be included amongst the residents, it is likely that drivers will be mindful of their presence in the lane and drive accordingly.</p>	<p>Noted.</p>
<p>There is a tarmac footpath in the adjacent park, running parallel with Kennel Lane which provides an alternative route for pedestrians who have concerns about sharing the lane with vehicles. It links Woodlands Road with the school.</p>	<p>Noted.</p>
<p>There is a core of objectors which became apparent during the planning processes for the barn conversion and the two houses at the junction of Woodlands Road and Kennel Lane. They have exaggerated the possible danger of vehicles and pedestrians using Kennel and are conducting a scaremongering campaign which is rather one-sided and misleading.</p>	<p>Noted.</p>
<p>Twenty-sixth Respondent: Resident of Woodland Road</p>	
<p>Astonished and dismayed by the short sighted and potentially dangerous decision to reopen Kennel Lane to vehicles especially as there is an alternative access only a short distance away along the road already being used.</p>	<p>There is no vehicular access through Woodland Farm in the ownership or control of the owners of the barn. Land Registry Records supplied to DCC do not show a right of access and there is a level difference involved making direct vehicular access impossible for non-specialist vehicles. There is an existing and historic direct access to Woodland Barn from Kennel Lane.</p>
<p>This appears to be a decision made in favour of the few at the possible detriment of the many. Where is the logic in this decision when an order made 29 years ago based on safety issues, during a time when there was less traffic, is being reversed at a time when there's is far more development and traffic surrounding the lane.</p>	<p>The existing Order was implemented in 1986 to reduce the possibility of road safety hazards if an increase in through traffic were to result from the extension of Plover Rise. The Proposal retains the prohibition of through traffic and will physically restrict any vehicles from using the road to the north of the Woodland Barn development which is not currently the case.</p>
<p>Twenty-seventh Respondent: Resident of Badgers Close</p>	
<p>Lives adjacent to the Kennel Lane. Children use lane to walk down returning from school and ride their bikes along out of school hours. This is a preposterous application and would endanger many adults and children.</p>	<p>The traffic generation of the development is estimated at 10 vehicles a day. Potential conflict with pedestrians and other vulnerable road users will be minor and at very low speed. The lane will remain a safe walking route and vehicles will be physically restricted from using the road along most of its length which is not currently the case.</p>

Comment	Devon County Council Response
Twenty-eighth Respondent: Resident of The Spinney	
Does not want to see any traffic along Kennel Lane. It has been this way for many years and will completely destroy the feel of the lane for all current users of this area.	The traffic generation of the development is estimated at 10 vehicles a day. Potential conflict with pedestrians and other vulnerable road users will be minor and at very low speed. The lane will remain a safe walking route and vehicles will be physically restricted from using the road along most of its length which is not currently the case.
Twenty-ninth Respondent : Resident of The Spinney	
This is a very narrow stretch of lane with a stream running down one side making it even narrower. It has been closed since the late 1980s when houses were built in Woodlands, The Spinney and Badger's Close. It is used now by walkers with children and dogs, parents taking their children to the junior school often with another child in a pushchair, and the occasional cyclist.	The traffic generation of the development is estimated at 10 vehicles a day. Potential conflict with pedestrians and other vulnerable road users will be minor and at very low speed. The lane will remain a safe walking route and vehicles will be physically restricted from using the road along most of its length which is not currently the case.
Since it was previously open to traffic, vehicles have become much larger and the lane is not suitable for vehicle and walkers to use safely at the same time. If vehicular access is now allowed again safety of children in particular will be compromised.	See above.
Not only will it be used by vehicles occupying the intended properties but delivery vehicles will require access. Traffic will need to emerge onto Woodland Road, which is already congested with vehicles parked for various reasons, leaving a very small turning space onto the road where traffic may be approaching from either direction.	Woodland Road is not heavily congested and is characterised by low traffic volumes and speeds. The development has planning approval and these matters will have been considered as part of that process. The development is a short distance from Woodland Road which provides access for all emergency services and delivery vehicles. Smaller vehicles are available for most deliveries and refuse collection if it is felt that particular arrangement might be required.
If access is granted for this purpose how long will it be before access is further extended for the full length of the lane thus making it a through road and set a precedent for opening other lanes in the vicinity.	There is no intention to allow a further extension of the trafficked section of the lane or to open up the road to through traffic.
Thirtieth Respondent: Resident of Woodland Road	
Astonished to see a huge lorry blocking Kennel Lane just when the children were coming out of school, dog walkers use the lane also people from Dame Hannah use the lane. There have already been some near misses.	It is understood that the lorry was delivering building materials to the adjacent development at Woodland Farm and was moved as soon as the delivery had taken place.
Can't understand why the planning office could possible allow the lane to open for traffic as the parked cars are already and issue which is already causing congestion , this will add to it and also likely to cause a member of the public been injured by a vehicle. The lane would be confusing and would lead to people driving up there and getting stuck.	There has been no signing on the lane for many years and DCC has received no reports of abuse of the lane until very recently. The lane is now clearly signed as a No Through Road and traffic will be physically prevented from travelling further than the northern access to the development. There is no reason to use the lane apart from accessing the 2 barn conversions.

Comment	Devon County Council Response
<p>Why it was shut in the first place and look at the difference in the amount of vehicles around today.</p> <p>Why was this allowed this to happen and it should have been made clear to the developers of those properties which I expect will two vehicles at least that this was a viable option.</p>	<p>The existing Order was implemented in 1986 to reduce the possibility of road safety hazards if an increase in through traffic were to result from the extension of Plover Rise. The Proposal retains the prohibition of through traffic and will physically restrict any vehicles from using the road to the north of the Woodland Barn development which is not currently the case.</p> <p>The changes are proposed to enable the current and future owners of Woodland Barn to have vehicular access their property without contravening a Traffic Regulation Order.</p>
Thirty-first Respondent: Planning Applicant of Woodlands Barn	
Supports Traffic Regulation Order Ref : IMR/B12588 Kennel lane, Ivybridge.	Noted.
The southern end of Kennel lane (nearest Woodlands Road) has been used by both pedestrians and motor vehicles (including agricultural vehicles accessing Woodlands Barn when it was still part of a working farm) for years successfully.	Agreed.
Pedestrians, wheelchair users, cyclists etc all have the choice of either utilising Kennel Lane or the parallel hard surfaced path in the adjacent park.	Agreed.
The conversion of Woodlands Barn into two family homes has received planning permission, during which process, traffic safety issues regarding access to Woodlands Barn from Kennel Lane were assessed and deemed satisfactory.	Agreed.
The proposed TRO does not propose that Kennel Lane should be opened up to allow through traffic, therefore fears of it becoming a rat run are unfounded.	Agreed.
Historically, the intention of the original TRO was to prevent Kennel Lane becoming a rat run, whilst the use of additional overlaying orders and permissions have recognised the need for, and allowed, access to the southern section of Kennel Lane, by agricultural vehicles for example. Vehicle use has therefore occurred for extended periods throughout Kennel Lane's historical use as a no-through road, including the use of the southern 150m during the last 2 years by the current owners of Woodland's Barn and by the previous owners during preceding years. The proposed TRO will formalise this historic use and differentiate between the use of the southern and northern ends of Kennel Lane.	Noted.
The objectors to this TRO appear to wish that the entire length of Kennel Lane is allowed to be used only by pedestrians. This would in affect result in Woodlands Barn becoming landlocked and potentially undevelopable, resulting in the continued degradation of a site which is currently derelict. Objectors have also stated that they are in favour of Woodlands Barn being brought back to life as an historic part of the neighbourhood, without seeming to realise that access to the Barns from Kennel Lane is needed for this to occur.	Noted.

Comment	Devon County Council Response
<p>On a number of occasions now, The DCC Highways department have asked me to comment on reports from local objectors (notably the same names that objected to our planning application), that there have been near misses involving vehicles and pedestrians, including children along Kennel Lane. On several of these occasions the police have been called out to investigate and on each occasion have found nothing untoward.</p> <p>Believe that a small group of objectors are intent on scaremongering to 'add weight' to their argument, whilst wasting police, council and our time in the process. Notably, on each of the above occasions I have been able to confirm that there have been no incidents or near misses relating to Woodlands Barn traffic, in fact on most of the reported dates, there has been no vehicular use of the lane that we have been aware of.</p>	Noted.
Regarding safety, there is excellent visibility throughout the short length of the lane that will continue to be shared with pedestrians and vehicles, as confirmed by Highways during the recent planning application for Woodlands Barn.	Noted.
The engineers at Devon County Council Highways Dept have stated that in their professional opinion Kennel Lane has sufficient width for vehicles and pedestrians to pass.	Noted.
The proposed TRO includes the installation of bollards a few metres further north of Woodlands Barn access, thereby creating a 'hammer head' area allowing vehicles who may have mistakenly driven up the no-through road to safely turn around and not have to reverse back down the lane. This will be an improvement on the existing situation where vehicles have to reverse back down Kennel Lane.	Agreed.
Thirty-second Respondent: Co-Owner of Woodlands Barn	
Supports the proposed TRO.	
Have been using the lane to access the barn since purchasing it. The previous owners had also been using the lane. The farm has been using the lane. There have been no problems with using the lane to access the properties that have entrances on it.	Noted.
It was only after purchasing the barn that the old TRO was brought to light by protesters, during the planning process. The barn has since gained planning permission for two dwellings. Prior to this old TRO coming to light, no one would know there was a TRO, as it did not come up in searches or show any physical signage.	Noted.
It's currently being used as a normal no through road and should continue as such. Welcomes the new TRO as it clarifies the current and historic modus operandi of unproblematic use for accessing the properties that have entrances on the lane.	Noted.

Comment	Devon County Council Response
Any suggestion that the lane is unfit for ongoing vehicular use has already been dealt with during the planning process, as Highways concluded that the lane was fit for continued vehicular use. Highways also concluded that there was no problem with shared use of the lane between pedestrians and vehicles.	Agreed.
Worth noting that pedestrians can use the almost parallel tarmac path that goes through woodlands park, should they wish to avoid the remote possibility of meeting a slow moving vehicle. Suggestions that this is a rat run are nonsensical as this is already a no through road.	Agreed.
As there are no properties with vehicular entrances on the part of Kennel lane past the 135m mark specified, it would make sense to close this off as proposed, to avoid lost vehicles inadvertently getting stuck at the existing dead end and then having to reverse down.	Agreed.
Thirty-third Respondent: Resident of Woodland Road	
There is a conflict of interest in that the lane is very narrow, with a drainage ditch on one side, it is not nearly wide enough to accommodate both vehicles and pedestrians, which are mainly school children, mothers with buggies, dog walkers and general members of the public. There is potential for an accident to occur should both vehicles and pedestrians use this same area.	The traffic generation of the development is estimated at 10 vehicles a day. Potential conflict with children walking to school and accessing the park will be minor at very low speed and over a short distance. There are many narrow lanes bounded by drainage ditches in Devon where pedestrians mix with far greater numbers of motorised vehicles without injury.
Overall this proposal has given cause for concern for both public safety and setting a precedent for vehicular traffic into a restricted space. The condition of the lane is poor and the ditch may be compromised by wide vehicles causing problems with drainage in the future if not properly tended.	See above.
Thirty-fourth Respondent: Resident of Woodland Road	
Deep concerns about plans to open Kennel Lane to traffic/motor vehicles	Noted
Kennel Lane is a very narrow lane which is scarcely wide enough to take a vehicle of any type these days due to the size of vehicles and width of the lane.	The lane is wide enough in relation to the size of the proposed development.
It is a lane in constant use by pedestrians to access the park, school, dog walking etc. A lot of children are walked to school at Woodlands by parents and then home probably pushing pushchairs/prams or walking along with very small children not yet old enough to go to school. Many older children use it to walk in the other direction to the other schools throughout Ivybridge and the college.	The traffic generation of the development is estimated at 10 vehicles a day. Potential conflict with children walking to school and accessing the park will be minor at very low speed and over a short distance.
There would be extra traffic using Woodland Road to go back towards Ivybridge or onwards journeys to Plymouth or Exeter.	The traffic generation of the development is estimated at 10 vehicles a day. The additional traffic generated by the development will be a very small percentage increase in the current traffic level.
To consider putting traffic into Kennel Lane is an accident waiting to happen. There is more than enough traffic running along the bottom of Kennel Lane already with the amount of children and older people having to walk along it	Noted.

Comment	Devon County Council Response
Please keep Kennel Lane traffic free and keep walkers of all ages safe. There is not room for a car and pedestrian to pass each other and it certainly would not be safe.	The traffic generation of the development is estimated at 10 vehicles a day. Potential conflict with pedestrians will be minor at very low speed and over a short distance. Existing and proposed accesses both vehicular and pedestrian along this 135m length of road provide potential for pedestrians to wait safely for vehicles to pass if required.
Thirty-fifth Respondent: Resident of The Causeway	
Since the opening of Woodlands Primary School Kennel Lane has become quite a busy access for parents taking and collecting children from school and is used just as heavily in school holidays with access to park area and hard standing area at top for football/basketball used by older children.	Noted.
Woodlands Rd is now much busier since the two estates built at end of it. There have been a few near miss traffic accidents since these changes and opening up the lane again would become quite dangerous as the lane is much used now by children and adults alike.	Woodland Road has a good safety record with no injury collisions reported by the Police for at least 10 years in the No Through Road section to the west of Fairway Avenue.
Thirty-sixth Respondent: Resident of The Spinney	
Objects to the traffic order to make Kennel Lane open to traffic.	Noted.
This lane is just not wide enough to allow cars and other vehicles access. The stated width of the road does not take account of the water ditch which takes at least two feet off.	The lane is wide enough in relation to the size of the proposed development
There are a large number of children and their parents with push chairs using this lane for school and the nursery school at the top of the lane. Sooner or later there will be an accident involving a child in the lane. Let us hope that it is not a fatality like the last one, before safety measures are taken notice of.	It is not possible to state that there will never be an injury on any road. In this case the risks are judged to be low.
Thirty-seventh Respondent: Resident of Woodland Road	
Do not consider opening this small lane for traffic use.	Noted.
This is a tiny lane bordered by a farm and small stream/play park. It is predominantly used by children on their way to/from school (Woodlands Primary and Ivybridge College), children/young people and their carers from Dame Hannah Rogers School, dog walkers (very young and the elderly).	Agreed, Kennel Lane is a minor road.
This lane comes out on a single lane/ road which is often congested with school and residential traffic. Allowing traffic to use this very narrow path/lane would be fool hardy and ultimately lead to tragedy. Please take this into consideration when making this decision.	It is not possible to state that there will never be an injury on any road. In this case the risks are judged to be low.
The greed of some could result in potential serious incidents or worse.	No comment.

Comment	Devon County Council Response
Thirty-eighth Respondent: Resident of Woodland Road	
Objects strongly to this proposal.	Noted.
There is a perfectly adequate lane already suitable for traffic and open to the development already and there is no need to change the order in place for Kennel Lane.	There is no alternative vehicular access in the ownership or control of the owners of the barn. Land Registry Records supplied to DCC do not show a right of access and there is a level difference involved making direct vehicular access impossible for non-specialist vehicles. There is an existing and historic direct access to Woodland Barn from Kennel Lane.
Thirty-ninth Respondent: Resident of Woodland Road	
Strongly objects to the proposed new TRO for Kennel Lane.	Noted
Believes that the lane should remain traffic free and continue to be used as a safe lane for all of the local community. Park users, nursery and school children, the elderly and disabled young people/carers all frequently use the lane and allowing traffic to enter/exit via this lane will increase the likelihood of a serious accident.	It is not possible to state that there will never be an injury on any road. In this case the risks are judged to be low.
Does not believe that the convenience of a few should take priority over the safety of the general public.	Noted.
Fortieth Respondent: Resident of Woodland Road	
Object to this traffic order.	
There does not seem to be a height, length or width restriction so feasibly for example a builder or horse owner could purchase one of the dwellings and then be driving a horse box, lorry or large van up the lane. Also have the council considered the cost of clearing the overhead trees which will surely be damaged by such traffic and also by the construction traffic?	The lane is wide enough in relation to the size of the proposed development.
The boundary hedge between the lane and the park is not secure and currently dogs and children use the existing hedge as a cut through rather than the gate. Will the council be securing this boundary for the protection of park users?	The boundary hedge is in the ownership of South Hams District Council.
There is no mention of priority. It has already been shown that the lane is not wide enough for people and cars to pass so are pedestrians expected to have to turn around and walk back up or down the lane when a car or lorry is using it or do they have right of way? Have the council considered the costs of being sued when people are injured because the council has not sufficiently taken into consideration the safety of pedestrians on this route.	<p>It is not possible to state that there will never be an injury on any road. In this case the risks are judged to be low.</p> <p>Drivers in control of vehicles are required to take due care and attention particularly in their interactions with vulnerable road users.</p> <p>The proposal has been safety audited and all recommendations of the Audit will be addressed. The major and historic vehicular access to the barn is on Kennel Lane.</p>
Forty-first Respondent: Resident of Woodland Road	
Strongly opposed to the implementation of the proposed Traffic Regulation Order (TRO) for Kennel Lane.	Noted.

Comment	Devon County Council Response
<p>Agreeing to the partial revocation of the existing TRO, covering the south of Kennel Lane will be a huge mistake. Kennel Lane that is firmly established in the eyes of the public, as a vehicle-free environment, and a safe passage for children and their parents, as they make their way to the nearby primary school, the day nursery and recreational park. If the vehicle prohibition is lifted according to the proposal, there will be far-reaching consequences for pedestrian safety.</p>	<p>Children and other pedestrians travelling to most schools will usually interact with vehicles. The number of vehicles and short distance involved on Kennel Lane do not indicate that the risks are great in this case.</p>
<p>Does not believe that Kennel Lane can ever truly be a safe shared space for both pedestrians and vehicles. It is widely used by the community, including significant numbers of vulnerable people, such as pre-school and primary-age children; parents with prams and buggies; and students from Dame Hannah Rogers School, in their large electronic wheelchairs. This casts doubt upon Kennel Lane's suitability to be used by vehicles and pedestrians.</p>	<p>The concept of shared space refers to vulnerable road users sharing road space with motorised vehicles at low speed. Whilst not part of the planning consent by design the effect may be similar. The traffic generation of the development is estimated at 10 vehicles a day. Potential conflict with pedestrians and other vulnerable road users will be minor, at very low speed and over a short distance.</p>
<p>The Highways consultation report regarding the Woodland Barn planning application, states that there will only be an estimated 10 car journeys a day, using Kennel Lane. Whether it is 10 or 10,000 – it only takes one car journey for an accident to happen. On 23rd November 2015, my deepest fears came very close to being realised, when three schoolchildren, accompanied by their Mums, on the 'school run', when a car driving at significant speed down Kennel Lane, forced them into the hedge and gated entrance to the park. Thankfully nobody was seriously injured, but the incident is a stark.</p> <p>warning to everyone, that if the proposed new TRO is approved, and vehicles are granted permission to drive on Kennel Lane, the risk of a similar – or worse - accident happening, will increase dramatically.</p>	<p>The near miss has been mentioned on many occasions but no clear evidence that it occurred or who might have been involved or witnessed the incident has been presented to date.</p> <p>It is not possible to state that there will never be an injury on any road. In this case the risks are judged to be low.</p> <p>Drivers in control of vehicles are required to take due care and attention particularly in their interactions with vulnerable road users.</p> <p>The proposal has been safety audited and all recommendations of the Audit will be addressed. The major and historic vehicular access to the barn is on Kennel Lane.</p>
<p>If a vehicle attempts to pass a person on foot at any of Kennel Lane's narrow pinch points, the pedestrian could be forced into the unstable and rarely maintained gully that runs the length of the road, causing injury. This would leave the Council open to being sued, and liable for compensation.</p>	<p>See above.</p>
<p>The narrow width of Kennel Lane prevents cars from passing each other, and there is insufficient space for any vehicles to turn around. Therefore when cars meet on Kennel Lane, coming from different directions, drivers will have only two options: reverse back up Kennel Lane (directly opposite the young children's play park), or reverse back down to the Kennel Lane junction with Woodland Road. This is a very busy thoroughfare used by people on their way to the school, the nursery, the recreational park, as well as residents who live in the large housing estate to the west. It is incredibly dangerous to reverse back down to Woodland Road - the boot and backseats of a car will be exposed on to Woodland Road before the driver is able to see if any pedestrians are passing. Genuinely believe that is an accident waiting to happen.</p>	<p>The low number of vehicle movements indicate that the type of event described will be infrequent and, as the drivers of the vehicles involved are likely to be well known to each other could be easily avoided. The wide area at the entrance to Barn B is adequate for vehicles to pass and the parking area for Barn A also provides the potential for a passing area or waiting area. Existing and proposed accesses both vehicular and pedestrian along this 135m length of road provide potential for pedestrians to wait safely for vehicles to pass if required. Reversing out of Kennel Lane onto Woodland Road would not be blind and traffic speeds are low in the area.</p>

Comment	Devon County Council Response
<p>Implementing the proposed TRO will pose a considerable threat to the safety of pedestrians – principally, young children – borne out by the risks created by the re-introduction of vehicles onto Kennel Lane, after nearly 30 years of being traffic-free. I believe the proposed TRO is completely unnecessary; existing access is available via Farm Lane – a route that will pose no threat to pedestrian safety, unlike the heavily-used Kennel Lane.</p>	<p>There is no alternative vehicular access in the ownership or control of the owners of the barn. Land Registry Records supplied to DCC do not show a right of access and there is a level difference involved making direct vehicular access impossible for non-specialist vehicles. There is an existing and historic direct access to Woodland Barn from Kennel Lane.</p>
Forty-second Respondent: Resident of Woodland Road	
<p>Objects to the proposed amendment to the Traffic Regulation Order (TRO) on Kennel Lane.</p>	<p>Noted.</p>
<p>The existing TRO was made in 1986, in advance of the further development of the housing estate to the west of Kennel Lane, on grounds of health and safety. Kennel Lane was recorded as narrow, with a poor alignment, and more suited to being “a pleasant footpath/bridleway... with the existing Devon hedges retained.” Since 1986, the housing estate has been completed; Woodland Park was opened as a recreational space; and both Woodland Park Primary School and the Rocking Horse day nursery, have been opened – making the need to keep the TRO as it currently stands.</p>	<p>The existing Order was implemented in 1986 to reduce the possibility of road safety hazards if an increase in through traffic were to result from the extension of Plover Rise. The Proposal retains the prohibition of through traffic and will physically restrict any vehicles from using the road to the north of the Woodland Barn development which is not currently the case.</p>
<p>Devon County Highways has failed to highlight any developments or changes made over the last 30 years, negating the need for the existing TRO to remain as it currently stands. The Highways engineer has refused to carry out a comprehensive safety audit, and nobody is willing to explain what – if any – new safety measures will be put in place along Kennel Lane, if both vehicles and pedestrians are expected to share the space.</p>	<p>A Safety Audit has been undertaken and is available as an appendix to the report. No major issues were identified. No additional safety measures other than signing and bollards are proposed.</p>
<p>The main entrance to the Barn development is sited directly opposite the young children’s play park, and am deeply concerned about the potential for accidents. Worst fears were nearly realised in November last year, when a car was driving down Kennel Lane that nearly collided into three children and their Mothers, on the ‘school run’.</p>	<p>The near miss has been mentioned on many occasions but no clear evidence that it occurred or who might have been involved or witnessed the incident has been presented to date.</p> <p>It is not possible to state that there will never be an injury on any road. In this case the risks are judged to be low.</p>
<p>Woodland Barn has alternative, existing access to the site via Farm Lane. The owners of the barns did not declare this in their planning application. The existing access poses no great threat to pedestrian safety, as opposed to the proposed access along Kennel Lane.</p>	<p>There is no alternative vehicular access in the ownership or control of the owners of the barn. Land Registry Records supplied to DCC do not show a right of access and there is a level difference involved making direct vehicular access impossible for non-specialist vehicles. There is an existing and historic direct access to Woodland Barn from Kennel Lane.</p>

Comment	Devon County Council Response
<p>If the TRO is amended, and traffic is allowed to drive on Kennel Lane, fear for the safety of all pedestrians. The Highways engineer has highlighted a different route through Woodland Park that pedestrians can choose to use, instead of Kennel Lane; but he has failed to notice that there is no lighting in the park, rendering it unsafe to use when it is dark. If the route through the park is to be considered seriously, the Council will have to be prepared to pay for the installation and maintenance of lighting across the park.</p>	<p>Both routes provide safe alternatives to each other. The route through the park is not lit but use of both routes is light during the hours of darkness. The small number of vehicle movements associated with the proposed development present a low risk at times when use of the lane is also likely to be low. There is no intention or need to provide lighting through the park.</p>



MEMORANDUM

County Environment, Economy and Culture Directorate

From: Daniel Trump Traffic Engineer Jacobs Planning, Transportation and Environment	To: Mike Jones Senior Traffic Engineer DCC
Copy to:	
Your ref: N/A	
My ref: DT.TI.26. – 2062/1_2	

Date: 23 February 2016	Phone: 01392 363000	e-mail: daniel.trump@devon.gov.uk
Please ask for: Daniel Trump	Fax:	

STAGE 1_2 SAFETY AUDIT

INTRODUCTION

This report results from a request received from Mike Jones for a Stage 1_2 Safety Audit of

G6020 - Kennel Lane Traffic Order

The Safety Audit was carried out by:

Malcolm H James MIHE, RegRSA (IHE), AMR SGB, HA RSA Cert Comp
Safer Travel Programme Officer

Team Leader

Daniel Trump AMCIHT
Traffic Engineer

Team Member(s)

The site was visited by Malcolm H James and Daniel Trump on 22/02/2016.

The terms of reference of the audit are as described in Chapter 2 of HD 19/03. I have examined and reported only on the road safety implications of the scheme as presented and not examined or verified the compliance of the design to any other criteria.

The documents are listed at Appendix A.

All comments and recommendations are referenced to drawings attached to this report in an Appendix B.

APPENDIX A

Drawings:

TRO 5521
Draft Order

PREVIOUS SAFETY AUDITS

None known

APPENDIX B: ITEMS RESULTING FROM THIS (STAGE 1_2) AUDIT.

B1	PROBLEM	Junction of Kennel Lane / Woodland Road The southern Prohibition of Motor Vehicles terminal is located to the north of the play area access. It has been communicated to the audit team that northbound drivers have had to reverse back along Kennel Lane when they find they cannot proceed through to Plover Rise. No information of the proposed prohibition is visible to drivers entering Kennel Lane from Woodland Road. This could lead to some drivers continuing to attempt to pass along Kennel Lane, meeting the new bollards and be forced to reverse back along Kennel Lane. This could lead to a strike with a pedestrian.
	RECOMMENDATION	Road sign 818.2 or 818.3 could be installed at the junction of Kennel Lane and Woodland Road to further enforce the prohibition.
B2	PROBLEM	Lighting Lighting column 2 appears to have been struck by a vehicle. Scrape marks are evident on it and it is no longer vertical. Tyre marks potentially suggest a vehicle associated with the building site may have been responsible when reversing along Kennel Lane but this cannot be confirmed (Figure 1). The lighting column could be easily moved laterally by hand. This stability of the column in time could be reduced such so that it topples over and could potentially strike a pedestrian.
	RECOMMENDATION	Lighting column 2 should be replaced / repaired. The current location is approximately 0.5m from the edge of the highway. It could be relocated against the edge of highway to avoid potential strikes by legitimate access vehicles.
B3	COMMENT	Maintenance Vehicles Kennel Lane has a number of lighting columns within the proposed prohibition and is lined on both sides by mature trees. These in time are likely to need maintenance. The bollards should allow access to all necessary maintenance parties.

AUDIT TEAM STATEMENT

I certify that I have examined the drawings listed. The examination has been carried out with the sole purpose of identifying any features of the design that could be removed or modified in order to improve the safety of the scheme. The problems identified have been noted in this report together with associated safety improvement suggestions which I recommend should be studied for implementation.

Signed:

Malcolm H James MIHE, RegRSA (IHE), AMRSGB, HA RSA Cert Comp
Safer Travel Programme Officer
Devon County Council



Figure 1 Struck lighting column number 2

Safety Audit Feedback and Response

Audit Reference: - DT.TI.26. – 2062/1_2

Date Audit Completed: 23/02/2016

Scheme: G6020 - Kennel Lane Traffic Order

Paragraph No. in Safety Audit report	Problem Accepted (yes/no)	Recommended Measure Accepted (yes/no)	Alternative Measures (describe)
B1	Yes	Yes	
B2	No	No	Agreed that lighting column may need to be relocated. Situation to be assessed when development complete.
B3	Yes	Yes	

Signed



Project Manager

Date 18/03/2016

The Safety Audit Team are happy to discuss the merits of any alternative measures before this part of the report is completed.

For any recommendations that are rejected, the designer's manager must provide an exception report giving clear strategic, technical or financial justification for their rejection.

Please complete and return as soon as possible to:-

Collision Investigation Team
Road Safety Group
Lucombe House, County Hall
Topsham Road
Exeter
EX2 4QU