

SOUTH HAMS HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

1 April 2016

Present:-

Devon County Council:-

Councillors J Brazil, R Croad, R Gilbert, J Hart, J Hawkins, R Hosking, R Rowe and R Vint

Councillor Trevor Pennington, South Hams District Council
Councillor Philip Dredge, Devon Association of Local Councils

51 Minutes

RESOLVED that the minutes of the meeting held on 13 November 2015 be signed as a correct record.

MATTERS FOR DECISION

52 Devon Highways Update

The Committee received a presentation from Peter Brunt (Neighbourhood Highway Manager) and Tony Matthews (Neighbourhood Highway Group Manager) updating Members on relevant Devon Highways issues. The presentation covered:

(a) The Incentive Fund: this was a Government 'Top Up' funding to the needs based highway maintenance capital allocation designed to encourage highway authorities to adopt good practice with an emphasis on collaboration with suppliers and other authorities. There were three bands of funding over 6 years from 2015/16 (with maximum funding in Band 3). The County Council was currently on course for Band 2 in 2016/17 and striving for Band 3 in the future with its planned changes working with other local authorities and other efficiency savings and service improvements. A move into Band 3 would result in a greater funding allocation for the Council in later years.

(b) Drainage Maintenance Strategy: this related to the measures taken to mitigate drainage issues in respect of the highway (both planned, cyclical and reactive activities) and the role and responsibilities of adjacent landowners, the programmed works for rural and urban gullies for example and budgetary constraints and challenges and the work of the County Council with its contractor to develop valid data sources and information to better target limited resources.

(c) Footway Maintenance Programme: the programme was about maintaining a condition which was safe and commensurate with usage. This was also in line with the analysis of footway survey conditions and budget allocations. The presentation highlighted how schemes were developed and progressed and the various types of repair materials used. Officers also highlighted upcoming issues with flagged / paved footways that would soon need to be considered for repair or replacement and advised Members that like for like replacements might not always be possible.

(d) Community Road Warden Update: related to the number of approved Road Warden Agreements, those pending, numbers trained to 'Chapter 8' level and booked for or awaiting training. A county-wide Project Officer had been engaged (on secondment) to promote the Scheme and develop a roll out plan. A trial pothole repair pilot using new materials for repairs was also being carried out under the Warden Scheme involving 4 Parishes, the results of which would inform future developments and plans.

(e) Community Payback Scheme: the extent of the work in communities across Devon and the positive feedback received from Towns and Parishes and the benefits for the Service Users under the Scheme under the supervision of probation staff working with neighbourhood officers. Future plans included additional training for the probation service supervisors to facilitate 'Chapter 8' work on the highway. Examples of the variety of work carried out across the County was also presented. Members commended the success of the scheme and the benefits for the local communities and Service Users.

The Committee asked questions on whether there was any cost implications of attaining band 3, the preventative work undertaken to stop gulleys and drains becoming blocked, the role of parish lengthsman and their workload, whether work was undertaken to inspect and / or repair spent soakaways, the potential for exploring new materials when replacing pavements and paved surfaces and the role of local Members in this process.

Lastly Members asked for confirmation that the new Highways tender would not diminish any of the current good work undertaken in Parishes and further asked officers to check the legal position with regard the Road Warden Scheme and training other people, such as an employee of the Parish Council.

53

Proposals for the Delivery of an Annual Local Waiting Restrictions Programme

The Committee received a report from the Head of Highways, Capital Development and Waste (HCW/16/27) on a revised proposed process for dealing with new requests for waiting restrictions.

The report outlined that the Council received regular requests for waiting restrictions to be introduced or amended and these could be difficult to deliver due to resource and funding pressures. The proposal was to develop an annual local programme for each HATOC area for the funding and delivery of waiting restriction schemes.

The process was outlined in the report which had included the collation of existing Member and Community lists, with those being reviewed to assess cost, legal compliance, compatibility with current parking strategy, wider impacts and any significant ongoing revenue implications. As part of this, a prioritisation tool had been developed to assist scoring (both positive and negative scoring), looking at issues such as, inter-alia, community benefit, positive effect on congestion and safety, maintenance category, assists with delivery of on-street parking enforcement, parking displacement, potential for objections, costs and deliverability.

The Committee had received a list of proposed schemes list, in priority order, which were in line with Policy and identified as deliverable, each proposal having a notional value assigned so the HATOC could consider what might be delivered (dependant on the funding formula agreed by Cabinet).

Members noted that additional top-up funding could be provided from Locality Budget or Parish Councils for eligible schemes (with the caveat that staffing resource must be available to carry out design work).

Once funding was agreed, a finalised list would be circulated to Members, the proposals be designed and the associated Traffic Order drafted and advertised following consultation on the detailed design with the locally affected Members and Committee Chair.

The report outlined the relevant sustainability, carbon, equality, risk management and legal considerations for Members consideration.

Members noted that any schemes that received significant objections would be brought back to the Committee for further consideration.

Members were asked to email officers if they felt any scheme was missing from the list, although one addition was suggested at the meeting which related to the top of West View into Marldon Cross Hill.

It was **MOVED** by Councillor Croad, **SECONDED** by Councillor Hart and

RESOLVED

(a) that the work carried out to date on the annual waiting restrictions programme and the prioritisation process be noted;

(b) that waiting restriction schemes be progressed through advertising and sealing of subsequent Orders in priority order as presented in Appendix I, as circulated at the meeting, subject to funding being agreed by Cabinet; and

(c) that the specific details of individual schemes be developed with the correct locally affected County Member prior to advertising.

54 Kennel Lane, Ivybridge, Proposed Prohibition of Motor Vehicles Order

(Councillor Croad declared a personal interest in this matter by virtue of having friends and family who used this lane).

(Mr Bell attended the meeting and spoke to the Committee, in line with the Councils Public Participation Rules, in support of the proposed Traffic Regulation Order).

The Committee considered the Report of the Head of Highways, Capital Development & Waste (HCW/16/28) seeking approval for a new traffic regulation order and revocation of the previous order.

The report outlined that Kennel Lane, Ivybridge was closed to through traffic in 1986 to reduce the possibility of road safety hazards, should there be an increase in through traffic from the extension of Plover Rise (northern end of the lane). Bollards at the Plover Rise end of the lane had effectively blocked the lane for many years and there had been no reports of powered vehicles using the lane illegally, until recently.

A recent planning approval for Woodland Barn has impacted on the previous traffic regulation order and as such, the current proposal sought to legalise access to a currently derelict property to enable its renovation and future use as domestic dwellings.

The report outlined that as number of comments had been received, including objections, but on balance, was considered that objections were either based on incorrect information or they overstated the potential negative safety consequences of the proposal.

A road safety audit had been undertaken and no major issues were raised. This was attached to the report (Appendix III).

It was considered that the proposal practically secured reasonable access to the development and provided for the safe and expeditious movement of traffic along Kennel Lane, therefore complying with S122 of the Road Traffic Regulation Act 1984.

The report outlined the relevant sustainability, environmental, carbon, equality, risk management and legal considerations for Members consideration.

It was **MOVED** by Councillor Rowe, **SECONDED** by Councillor Gilbert and

RESOLVED that the existing Traffic Regulation Order be revoked and that a new Traffic Regulation Order as outlined in the report be made as advertised.

55

Proposed 20mph Speed Limits - Marldon

(Councillor Vint declared a personal interest in this item by virtue of being a member or organisations advocating extensions of 20mph zones)

(Councillor Veasey, Vice Chairman of Marldon Parish Council, attended and spoke to this item in accordance with the constitutional arrangements for HATOCs, in support of the request for a 20 mph speed limit in Marldon).

(The Chairman, having exercised his discretion and in the spirit of the County Council's Public Participation rules and with the consent of the Committee, invited Mrs Sutton and Mrs Oliphant (representatives of Marldon Speed Reduction Group (MRSG) to speak on a recent study they had undertaken on speeding both in and through the village).

The Committee noted that, in accordance with Standing Order 23, Councillor Pennington had asked that it consider the introduction of a 20mph speed limit in Marldon. This issue had been considered at the HATOC meeting of 13 November 2015 and had resolved to defer any consideration of the matter pending the findings of the interim Department for Transport report on the effectiveness of 20mph speed limits and zones and the subsequent review of the Council's policy on local speed limits.

The Committee heard that this guidance had been expected in 2016, but the revised date for receipt was 2017.

It was **MOVED** by Councillor Pennington, **SECONDED** by Councillor Rowe and

RESOLVED that, due to road safety concerns, which the Committee felt to be an overriding factor to depart from current policy, Cabinet be asked to consider that a 20mph limit for the Parish of Marldon be implemented.

56

Highways Safety Precautions outside Marldon School

(Councillor Veasey, Vice Chairman of Marldon Parish Council, attended and spoke to this item in accordance with the constitutional arrangements for HATOCs, in support of further safety measures outside of Marldon School).

The Committee noted that, in accordance with Standing Order 23, Councillor Pennington had asked that the Committee consider this issue.

Members heard that, in line with many other schools, Marldon School suffered from severe traffic issues with inappropriate parking and driving in the vicinity of the school, especially at drop off and pick up times.

Councillor Pennington acknowledged that the priority list considered earlier in the meeting relating to the annual local waiting restrictions programme contained proposals for works near to the school that should help ease the situation.

57

Five Lanes Road (Marldon) - HGV Restriction

(Councillor Veasey, Vice Chairman of Marldon Parish Council, attended and spoke to this item in accordance with the constitutional arrangements for HATOCs, in support of further traffic management measures this area).

The Committee noted that, in accordance with Standing Order 23, Councillor Pennington had asked that it consider the potential for an extended HGV restriction at Five Lanes Road in Marldon, given the difficulty of HGV's getting out of this road once they had entered.

Officers confirmed that the zone in question commenced near Preston Roundabout and there was appropriate signage in this area, before Five Lanes, giving adequate warning to HGV's.

STANDING ITEMS

58 Petitions/Parking Policy Reviews

There was no petition from a member of the public or the Council relating to the South Hams.

MATTERS FOR INFORMATION

59 Actions Taken Under Delegated Powers

The Committee received and noted the Report of the Head of Highways, Capital Development & Waste (HCW/16/29) setting out action taken under delegated powers on advertised Traffic Regulation Orders since the last meeting.

60 Dates for Future HATOC Meetings

15 July 2016 @ 10.00am
11 November 2016 @ 10.00am
28 April 2017 @ 10.00am

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

The Meeting started at 10.00 am and finished at 12.21 pm