

Phil Norrey
Chief Executive

To: The Chairman and Members of
the South Hams Highways and
Traffic Orders Committee

County Hall
Topsham Road
Exeter
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EX2 4QD

(See below)

Your ref :
Our ref :

Date : 16 March 2017
Please ask for : Karen Strahan 01392 382264

Email: karen.strahan@devon.gov.uk

SOUTH HAMS HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Friday, 24th March, 2017

A meeting of the South Hams Highways and Traffic Orders Committee is to be held on the above date at 10.00 am at Follaton House, Plymouth Road to consider the following matters.

P NORREY
Chief Executive

A G E N D A

PART 1 - OPEN COMMITTEE

- 1 Apologies for Absence
- 2 Minutes (Pages 1 - 4)
Minutes of the meeting held on 11 November 2016.
- 3 Items Requiring Urgent Attention
Items which in the opinion of the Chairman should be considered at the meeting as matters of urgency.

MATTERS FOR DECISION

- 4 Annual Local Waiting Restrictions Programme (Pages 5 - 40)
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/17/22) on the annual waiting restriction programme, attached.
- 5 Request for Pedestrian Crossing at Marldon School (Pages 41 - 44)
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/17/23), on the request for a pedestrian crossing at Marldon School, attached.

Electoral Divisions(s): South Brent & Dartington

6 20 MPH Speed Limit Review

In considering the report on Action Taken under Delegated Powers at the last meeting of this committee it was resolved that:

‘in view of the continued delay of the Governments Review of 20mph speed limits, the Committee receive a report at its next meeting, so the matter could be debated’.

Atkins, Aecom and Professor Mike Maher were commissioned by the Department for Transport to undertake research into 20mph speed limits.

- to evaluate the effectiveness of 20mph speed limits, in a range of settings;
- to examine drivers' and residents' perceptions of 20mph limits;
- to assess the relative costs/benefits to vulnerable groups e.g. children, cyclists, the elderly; and
- to evaluate the processes and factors which contribute to the level of effectiveness of 20mph speed limit schemes.

The 20mph research project is continuing to make progress and has been extended to allow for an additional year of accident data to be included, strengthening the evidence base being considered. The final report is expected to be published later this year at which point the County Council will be better able to take a balanced view on the matter.

7 Exeter Road (B3372) South Brent - Various Traffic Calming Measures

In accordance with Standing Order 23(2) Councillor Smerdon has requested that the Committee consider this matter, in particular Exeter Road (B2272), South Brent in respect of potential traffic calming measures (speed warning signs) and a crossing point. In addition, the exit off the Northbound A38 onto the B3372 at the Carew Shell service station.

8 Speeding Cyclists in Dean Prior (DNPA)

In accordance with Standing Order 23(2) Councillor Smerdon has requested that the Committee consider this matter, in particular the high speed and lack of warning when travelling through Dean Prior (cyclists) and the request of the Parish Council to see what measures could be taken.

STANDING ITEMS

9 Petitions/Parking Policy Reviews

[An item to be taken under s18 of the Traffic Management Act 2004 relating to any reviews of parking policy sought in line with the Council's Petition Scheme
[\(https://new.devon.gov.uk/devon-democracy/guide/constitutionparts2-4/part-4-section-7-petition-scheme/\)](https://new.devon.gov.uk/devon-democracy/guide/constitutionparts2-4/part-4-section-7-petition-scheme/)

MATTERS FOR INFORMATION

10 Actions Taken Under Delegated Powers (Pages 45 - 46)

Report of the Head of Highways, Infrastructure Development & Waste (HIW/17/24) on actions taken under delegated powers on Traffic Regulation Orders since the last meeting.

PART II - ITEMS WHICH MAY BE TAKEN IN THE ABSENCE OF THE PUBLIC AND PRESS ON THE GROUNDS THAT EXEMPT INFORMATION MAY BE DISCLOSED
Nil

Part II Reports

Members are reminded that Part II reports contain exempt information and should therefore be treated accordingly. They should not be disclosed or passed on to any other person(s).

Members are also reminded of the need to dispose of such reports carefully and are therefore invited to return them to the Democratic Services Officer at the conclusion of the meeting for disposal.

Agenda Items and Attendance of District & Town/Parish Councillors

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

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

For further information please contact Karen Strahan on 01392 382264.

MembershipCounty Councillors

Councillors R Croad (Chairman), J Brazil, R Gilbert, J Hart, J Hawkins (Vice-Chair), R Hosking, R Rowe and R Vint

South Hams District Council

Councillors D Horsburgh, T Pennington, P Smerdon and P Dredge

Declaration of Interests

Members are reminded that they must declare any interest they may have in any item to be considered at this meeting, prior to any discussion taking place on that item.

Access to Information

Any person wishing to inspect any minutes, reports or lists of background papers relating to any item on this agenda should contact Karen Strahan on 01392 382264.

Agenda and minutes of the Committee are published on the Council's Website and can also be accessed via the Modern.Gov app, available from the usual stores.

Webcasting, Recording or Reporting of Meetings and Proceedings

The proceedings of this meeting may be recorded for broadcasting live on the internet via the 'Democracy Centre' on the County Council's website. The whole of the meeting may be broadcast apart from any confidential items which may need to be considered in the absence of the press and public. For more information go to: <http://www.devoncc.public-i.tv/core/>

In addition, anyone wishing to film part or all of the proceedings may do so unless the press and public are excluded for that part of the meeting or there is good reason not to do so, as directed by the Chairman. Any filming must be done as unobtrusively as possible from a single fixed position without the use of any additional lighting; focusing only on those actively participating in the meeting and having regard also to the wishes of any member of the public present who may not wish to be filmed. As a matter of courtesy, anyone wishing to film proceedings is asked to advise the Chairman or the Democratic Services Officer in attendance so that all those present may be made aware that is happening.

Members of the public may also use Facebook and Twitter or other forms of social media to report on proceedings at this meeting. An open, publicly available Wi-Fi network (i.e. DCC) is normally available for meetings held in the Committee Suite at County Hall. For information on Wi-Fi availability at other locations, please contact the Officer identified above.

Public Participation

Any member of the public resident in the administrative area of the County of Devon may make a presentation on any proposed traffic order being considered by the Committee. Any request to make a presentation must be given to the Chief Executive's Directorate, County Hall, Exeter by 12 noon on the third working day before the relevant meeting.

For further information please contact Karen Strahan on 01392 382264.

Emergencies

In the event of the fire alarm sounding leave the building immediately by the nearest available exit, following the fire exit signs. If doors fail to unlock press the Green break glass next to the door. Do not stop to collect personal belongings, do not use the lifts, do not re-enter the building until told to do so.

Mobile Phones

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

If you need a copy of this Agenda and/or a Report in another format (e.g. large print, audio tape, Braille or other languages), please contact the Information Centre on 01392 380101 or email to: centre@devon.gov.uk or write to the Democratic and Scrutiny Secretariat at County Hall, Exeter, EX2 4QD.



Induction loop system available

SOUTH HAMS HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

11 November 2016

Present:-

Devon County Council:-

Councillors J Brazil, R Gilbert, J Hawkins (Chairman), R Hosking, R Rowe and R Vint.

Councillor Trevor Pennington, South Hams District Council

Apologies:-

Councillors R Croad, J Hart and P Smerdon

* **74** **Minutes**

RESOLVED that the minutes of the meeting held on 15 July 2016 be signed as a correct record.

* **75** **Items Requiring Urgent Attention**

There was no item requiring urgent attention.

* **76** **Chairmans Announcements**

The Chairman welcomed Mrs Mayes who was attending the meeting in her capacity as a Co-opted Member of the Council's Standards Committee to observe and monitor compliance with the Council's ethical governance framework.

* **77** **Devon Highways Update**

The Committee received a presentation from the Chief Officer for Highways, Infrastructure Development and Waste.

This outlined the Cabinet's recent decision, on 14 September 2016, to award the County Council's Highways Term Maintenance Contract to Skanska Construction UK Limited, as a single lot bid for the County Council (for the period 1 April 2017 to 31 March 2024, with extension options to 2027); and that transitional arrangements would be made at the appropriate time.

Members noted the contract had now been awarded and work was ongoing, including a demobilisation plan with South West Highways and a mobilisation plan with Skanska for a smooth handover, with various workstreams covering issues such as depots, leases, premises and staff.

Members discussed the potential for the new contract to deliver improved services, how performance might be monitored, whether the contract included incentives and penalties and also how Parish and Town Councils might undertake work themselves, if this was a more cost efficient option for them.

Agenda Item 2

* 78

Community Road Warden Scheme

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/16/70) on changes to the Community Road Warden Scheme in light of feedback received since its introduction two years ago.

The Scheme guidance was being simplified and updated, and its scope widened to include the option to undertake minor carriageway surfacing repairs, and a process to apply for financial grants towards materials, labour and equipment introduced. Applications received for funding would be considered on a case by case basis, but there was £100,000 available for the self help scheme.

The intention was to relaunch the Scheme through a number of local Parish and Town Council events to be held during November, including one at Buckfastleigh Town Hall on 16th November 2016 @ 9.30am.

Members also noted the request to extend the scheme to allow communities to fill potholes that were of concern to that community but didn't meet the Council's criteria as a safety defect. A successful trial had been undertaken with five Parish and Town Councils and guidance was being produced to enable other communities to follow suit should they wish.

Members' discussion points with the Chief Officer included:

- clarification of the application process and a plea for it to be simple;
- the potential for Parishes to be given one pot of money, rather than the process currently proposed;
- the ability of Towns and Parishes to use suitably qualified contractors as well as volunteers who were Chapter 8 trained; and
- the take up rates for the various self help schemes.

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

RESOLVED that Members be encouraged to use the information contained within the report, particularly pages 8 and 9, and promote this at Parish and Town Council meetings.

* 79

Links Court Service Road, Thurlestone: Stopping-up of Highway

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/16/4) on the proposal to the stopping-up of part of the public highway in Links Service Road, Thurlestone, as outlined on the Drawing attached as Appendix I to the report. This included making an application to the Magistrates' Court under Section 116 of the Highways Act 1980 for the stopping-up, but also to retain pedestrian rights in the area and create extensions to Thurlestone Footpath 3 from A-B and C-D-E-F as shown on plan HCDW/PROW/14/095.3.

The Committee heard that following the storms in 2014, a section of the Links Court Service Road was washed away, beyond repair. The remaining length of road only served Thurlestone Golf Club and provided no purpose to the highway authority.

The South West Coast Path used Links Court Service Road and it was proposed that the public rights of way were updated to reflect the changes and ensure the Trail was not severed.

Thurlestone Parish Council and South Hams District Council had been contacted for comments on the proposals and if any were received they would be discussed with the local member and Chairman before a final decision was made on whether to proceed with the Magistrates Court application. No comments had been received to date.

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

RESOLVED

(a) that the part of the public highway in Links Court Service Road, Thurlestone as shown on the Drawing, attached as Appendix I to report (HIW/16/4) be considered unnecessary for public use;

(b) that subject to the outcome of the consultation with the Parish and District Council, the Council make an application to the magistrates' court for an order under Section 116 of the Highways Act 1980 that the part of said highway be stopped up;

(c) that authority be delegated to the local member and Chairman of the HATOC to resolve any issues following the necessary consultations specified in section 4 of the report; and

(d) that the Committee has no objection to the proposed amendments to the public rights of way network.

* 80

Pedestrian Crossing - Marldon School

The Committee noted that, in accordance with Standing Order 23, Councillor Pennington had asked that the Committee consider the issue of a Pedestrian Crossing at Marldon School.

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 D Sutton (representative of Marldon Parish Council) to speak on this issue.

Councillor Pennington highlighted that there were continuing problems at the School, including volume and speed of traffic and that the public, Parish Council, Neighbourhood Plan and local Police were in support of a pedestrian crossing. He further added that there had been such a crossing in the past, but it had been removed, possibly after objections from nearby properties.

Members asked questions in relation to why the original crossing was removed, the potential for the school to use bollards to prevent poor and ill judged parking, the likely timescale for the proposed road markings near to the school, the traffic criteria that would be applied to support such a proposal and also that technology had improved, including improved shading and the use of LED.

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

RESOLVED

(a) that the Committee wholeheartedly support the principle of a pedestrian crossing outside Marldon School; and

(b) that officers prepare an evidence base, including the required surveys, costings and monitoring, and submit a project proposal to the next meeting of the HATOC, or that the Chair be given delegated authority to approve the project proposal, whichever is the earlier.

* 81

Petitions/Parking Policy Reviews

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

[NB: The relevant Head of Service would be asked to respond direct to the petitioners on the issues raised, within 15 days, letting him/her know how long it would take to undertake the requested review in line with the Council's Petition Scheme (<http://democracy.devon.gov.uk/ecSDDisplay.aspx?NAME=Part%2004%20-%20Rules%20of%20Procedure%20for%20Meetings%20of%20the%20C&ID=391&RPID=76123>) and when that would be concluded and published and/or considered by the relevant Highways & Traffic Orders Committee thereafter.]

Agenda Item 2

* 82 Transport Capital Programme for 2016/17

(Councillor Hodgson, with the consent of the Committee, spoke on this issue).

The Committee received the Report of the Head of Planning, Transportation & Environment (PTE/16/43) on the revised transport capital programme for 2016/17, excluding maintenance, in light of the Cabinets request, at its meeting on 14 September 2016 (minute *70) that Report PTE/16/43 be circulated, for information, to all Highways & Traffic Orders Committees.

The revised Capital Programme for 2016/17 reflected changes in scheme costs, funding sources and timing.

Members asked questions in relation to the 'Totnes on the Move' project and why many of the proposals had not been taken forward, how Parishes find out how much money was being spent in their area and how schemes were prioritised, the importance of the Littlehempston cycleway and that, as a scheme, should be progressed, the new development in Dartington and the issues being experienced such as parking on the main road and the current roundabout layout, the proposed relocation of Shinnars Bridge bus stop and when this might happen and the allocation and use of S106 monies and how this information might be more accessible to Members and Parish / Town Councils.

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

RESOLVED

(a) that Councillors Vint, Rowe and Pennington work with relevant officers on the Littlehempston cyclepath proposals, to identify a way forward for the delivery of this scheme; and

(b) that the Clerk to the Committee identify the information held on S106 agreement allocations and spend and assess how this information might be made available to Members, on a Parish basis, for further dissemination to Town / Parish Councils.

* 83 Actions Taken Under Delegated Powers

The Committee received the Report of the Head of Highways, Capital Development & Waste (HIW/16/5) setting out action taken under delegated powers on advertised Traffic Regulation Orders since the last meeting.

It was **MOVED** by Councillor Hawkins, **SECONDED** by Councillor Vint, and

RESOLVED that in view of the continued delay of the Governments Review of 20mph speed limits, the Committee receive a report at its next meeting, so the matter could be debated.

* 84 Dates for Future HATOC Meetings

Members noted the dates of future meetings, in line with the Councils calendar;
<http://democracy.devon.gov.uk/mgCalendarMonthView.aspx?GL=1&bcr=1>

24 March 2017 @10.00am

7 July 2017 @10.30am

24 November 2017 @ 10.30am

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

The Meeting started at 10.00 am and finished at 11.39 am

HIW/17/22

South Hams Highways and Traffic Orders Committee
24 March 2017

Annual Local Waiting Restriction Programme

Report of the Chief Officer for Highways, Infrastructure Development and Waste

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

Recommendation: It is recommended that:

- (a) work on the annual waiting restrictions programme and the prioritisation process applied in 16/17 is noted;***
- (b) the recommendations contained in Section 4. of this report are agreed and the proposals implemented where recommended;***
- (c) pending Cabinet support, and decisions on funding and scope of works; a further programme is developed for 17/18;***

1. Background

The County Council regularly receives requests for waiting restrictions to be introduced or amended. These can be difficult to deliver due to resource and funding pressures which, in turn, can have a negative impact on the County Council's relationship with local communities.

Recognising this difficulty, a managed process has been developed to deliver an annual local programme for each HATOC area for the funding and delivery of waiting restriction schemes.

The agreed process was reported to Members at the March 2016 meeting along with the proposed programme for this Committee's area for approval.

Building on the success of this process, officers propose that a further programme is developed for 2017/18.

2. Proposal

Pending Cabinet support, decisions on funding and scope of works, officers propose that:

- (a) the sites that have received objections in the 2016/17 programme are reported to this committee and decided individually, in line with the recommendation in Section 4.**
- (b) consideration is given to extending the scope of the programme in 2017/18 to include other restrictions and minor aids to movement improvements such as dropped crossing points**

In preparation for the 17/18 programme, and assuming Cabinet support, Members may wish to discuss sites for consideration with local officers in the Neighbourhood Highways Teams.

Agenda Item 4

3. Consultations

The 2016/17 Programme advertised proposals from Exeter City and all District Council Areas. A budget of £100,000 was allocated to the project with indicative budgets of £12,500 for each area. The number of requests received in some areas significantly exceeded others but have all been contained within the overall budget.

The table below shows the number of proposals advertised in each area, the number of sites progressed without significant objection, the number of sites to be reported to HATOC in each area and the number of objections received respectively.

Area	Available Funding	No. of Sites advertised	No. of Sites Progressed	No. of Sites to be reported to HATOC	No. of Objections received
Torridge	£12,500	8	6	2	1
Mid Devon	£12,500	10	9	1	5
East Devon	£12,500	58	21	37	49
West Devon	£12,500	14	8	6	39
South Hams	£12,500	54	32	22	71
Exeter	£12,500	81	58	23	43
Teignbridge	£12,500	34	20	14	28
North Devon	£12,500	22	14	8	8
Total	£100,000	282	168	114	247

4. Representations Received in the South Hams District

Objections have been received to the following proposals:

Comments	Devon County Council (DCC) Response
Bickleigh, Ferndale Close ~ 1 objection Plan: ENV5570-JHT-1(A)	
<p>Objector 1 (Resident of Hazelwood Drive) objecting on grounds that :</p> <ul style="list-style-type: none"> Parking in Hazelwood Drive, is already very limited which will displace vehicles into Woolwell Road. Vehicles parked along Woolwell Road create both a visibility hazard and an obstruction to other drivers who use this already busy and only road in and out of Woolwell. 	<p>Reason for proposal.</p> <p>Improve road safety by preventing obstruction of footway crossing points and improving visibility at the junction during the very busy times of school drop of and pick up.</p> <p>Response</p> <p>The restrictions in Ferndale Close and Woolwell Road extend for 10m and 12m respectively. Parking opposite or within 10m of a junction is prohibited in the Highway Code.</p> <p>Any vehicle displacement into Woolwell Road should help to slow vehicle speeds on this road.</p>
RECOMMENDATION – Proceed as advertised	

Comments	Devon County Council (DCC) Response
Blackawton ~ 2 objections Ref Plan: ENV5570-JH-1(A) Main Street ENV5570-JH-2(A) Vicarage Road	
<p>Objector 1 (Resident of Castle Lane) objecting on the following grounds:</p> <ul style="list-style-type: none"> • Will urbanise the village which is a designated conservation area. • The proposed restriction is unlikely to be enforced due to the isolated location of the village. • The problems are caused by parents delivering and collecting are their children who attend Blackawton School. Parents will continue to park in the areas identified within this proposed order if enforcement does not occur. • Parish Council agreed that it would be a good idea to try once again to resolve these issues by discussion with the School and local residents to see if the problems can be resolved without introducing unnecessary urban features to a rural residential village. • Requests that no action is taken in relation to these proposed restrictions until these discussions have been held. <p>Objector 2 (Resident of a Farm) objects on the same grounds as objector 1.</p> <p>Supporter (Parish Council)</p> <ul style="list-style-type: none"> • Blackawton Parish Council confirms its support for the double yellow line in this order which were requested in BPC's letter to DCC of 29/2/16. • After substantial discussion where concerns about urbanisation of the Village and difficulties with enforcement were again discussed, the Parish Council concluded that the benefits of the double yellow lines outweigh any disadvantage related to a change to the character of the Village and formally resolved to confirm its request for these double yellow lines. 	<p>Reason for proposal.</p> <p>Requested by Parish Council to prevent obstructive parking at pinch points on Main Street and to prevent obstructive parking at junction on Vicarage Road.</p> <p>Response</p> <p>Many conservation areas in rural villages have double yellow lines and are used to help prevent obstructive parking. Parking restrictions already exist in the village in the form of a School Clearway. Its agreed enforcement is likely to be infrequent but can be targeted at school times. Parish minutes and submission indicate that they wish the TRO to be progressed.</p>
RECOMMENDATION – Proceed as advertised.	

Agenda Item 4

Comments	Devon County Council (DCC) Response
Dartmouth, ~ 47 Objections, 3 Supporters Plans: ENV5570-JH-3(A), ENV5570-JH-4(A), ENV5570-JH-5(A), ENV5570-JH-6(A) & (B), ENV5570-JH-7(A), ENV5570-JH-8(A), ENV5570-JH-15A), ENV5570-JH-16(A) & (B)	
Objections 47 objections were received of which 30 were general objections to all of the proposed restrictions or objected to 2 or more of the proposed changes. The main reason for objection was loss of on street car parking spaces which were considered unjustified and having a major impact on the town. The following streets received one or more specific objection: <ul style="list-style-type: none"> • Baynards Hill • Above Town • Anzac Street • Clarence Hill • College Way • North Embankment • Coombe Close. 	Reasons for proposals. To generally improve road safety by preventing obstructive parking at pinch points, junctions and on the ferry queue. Re-introduce more unrestricted parking where it does not cause obstruction Response The objections have been discussed with County Councillor Hawkins. A number of changes are being proposed in the recommendation. Nb The recommendation for Seymour Drive has been modified to allow a limited amount of parking where it will not affect visibility. (see ENV5570-JH-16(RevB)).
Additional requests received <ul style="list-style-type: none"> • Double Yellow Lines in Mount Bourne Way at its junction with Mount Bourne. • Double Yellow Lines in Clarence Street. 	The additional requests are outside the scope of this Order. They will be consider as a part of next year's HATOC request list.
RECOMMENDATION – Implement all proposed changes as advertised except for: <ul style="list-style-type: none"> • Anzac Street. Do not progress the proposal ENV5570-JH-4(A) • North Embankment Modify the proposal as shown on plan ENV5570-JH-6(RevB) • Modify with amendments Seymour Drive as shown on plan ENV5570-JH-16(RevB). 	
Dittisham, Riverside Road ~ 1 objection Ref Plan: ENV5570-JH-9(A) Riverside Road	
Objector 1 (Church Warden) objects on the following grounds: <ul style="list-style-type: none"> • This is the only access gate to the church not affected by waiting restrictions and is used by wedding cars, hearses and grave diggers to park their vehicles. • 62 metre section of the road it is often congested and if the 'no waiting' area is extended, would result in these vehicles having to park some distance from the church. • As the parish of Dittisham falls within the Benefice of Dartmouth and Dittisham, the vicar, who lives in Dartmouth is often on a very tight time schedule between services and needs to be able park legally, adjacent to the church. • The existing access to Dittisham Court at this point is wide with good visibility and is not adversely affected by the current parking permitted parking. • Does not consider that the 'statement of reasons' justifies this particular extension. 	Reason for proposal. To prevent obstructive parking at the junction and in an area where larger vehicles can turn. Response Wedding cars and Hearses may park on double yellow lines as long as necessary to carry out their business although it is not expected that they would remain throughout the wedding service or funeral service.

Comments	Devon County Council (DCC) Response
<p>Supporter (Parish Council)</p> <ul style="list-style-type: none"> Dittisham Parish Council requested the introduction of double yellow lines at this location and supports the proposal. The Parish Council has considered the issues raised by the Parochial Church Council of St George's Church, Dittisham in its letter of objection, and is of the view that rather than making parking more difficult the proposed lines improve the situation for the Church as previously stated both of these locations are important turning bays for larger vehicles. They become obstructed by parked cars - particularly during the tourist season. Anecdotally, in the last year, the owners of several cars parked in the turning area outside the Church have had to be asked to move the cars so that a large vehicle could turn. 	
RECOMMENDATION – Proceed as advertised.	
<p>Ivybridge, Wood Park ~ 1 objection Ref Plan: ENV5570-RC-4(A) Wood Park</p>	
<p>Objector 1 (Resident of Wood Park) objecting on grounds:</p> <ul style="list-style-type: none"> This will have a major impact on the ability to access and egress their drive. Cars will now park obstructing their drive. Suggests that the lines at the boundary between 29 and 31 would only be extended by a cars length. 	<p>Reason for proposal.</p> <p>To prevent parking obstructing refuse lorry at junction.</p> <p>Response</p> <p>Proposals were in response to the objectors request but there has been a misunderstanding of what was required. It should be possible to shorten proposed restrictions without affecting the refuse lorries access.</p>
RECOMMENDATION – That a site meeting is had with the objector and agree length of lines that still maintain access for the refuse lorry.	
<p>Kingsbridge, Highfield Road ~ 1 objection Ref Plan: ENV5570-JB-3(A) ~ Highfield Road</p>	
<p>Objector 1 (Resident of Highfield Drive) objecting on grounds:</p> <ul style="list-style-type: none"> is not in front of any houses and serves a useful and safe (no obstructions) parking place for visitors and residents. parking will just be displaced onto the narrower Fairfield Close and Hillside Drive residential roads and therefore cause significant obstruction and hazards to residents/children. Request either include Fairfield Close and Hillside Drive within this area of parking restriction or Fairfield Close and Hillside Drive residents-only parking? 	<p>Reason for proposal.</p> <p>Improve road safety on bend at approach to junction with A379.</p> <p>Response</p> <p>Improves safety on bend. Request for resident parking outside scope of the current process.</p>
RECOMMENDATION – Proceed as advertised.	
<p>Kingsbridge, Redford Way ~ 1 objection Ref Plan: ENV5570-JB-5(A) ~ Redford Way</p>	

Agenda Item 4

Comments	Devon County Council (DCC) Response
<p>Objector 1 (Resident of Redford Way) objects on the following grounds:</p> <ul style="list-style-type: none"> that parking for residents is already severely limited and during the day is used by people working in the town. where will we park? suggest that parking should be for residents only. 	<p>Reason for proposal.</p> <p>To remove obstructions to passage of large vehicles.</p> <p>Response</p> <p>Parked vehicles causing an obstruction have been reported as an issue for a number of years. Resident Parking is outside of the scope of the current process.</p>
RECOMMENDATION – Proceed as advertised.	
<p>Kingsbridge, Warren Road & Embankment Road~ 1 objection Ref Plan: ENV5570-JB-6(A) & (B) ~ Warren Road & Embankment Road</p>	
<p>Objector 1 (Resident of Warren Road) objecting on grounds:</p> <ul style="list-style-type: none"> Agree's that there should be double yellow lines at the junction on to Embankment Road but 20 metres does seem rather excessive. Warren Road from the junction up the Hill is always full of parked vehicles. If the restriction go too far up the hill it will mean that the overspill parking from the Crabshell area of will be displaced further into Warren Road and thus make it even more difficult for the residents to park themselves. 	<p>Reason for proposal.</p> <p>Improve road safety at the junction and on bend at the bottom Warren Road. Also improves access to public service bus.</p> <p>Response</p> <p>The proposals are the minimum required to protect visibility at the junction up to and including the bend on Warren Road.</p>
RECOMMENDATION – Implement proposal with small modification on Embankment Road as shown on plan ENV5570-JB-6(B)	
<p>Loddiswell, Elmwood Park Road ~ 1 Objector Ref Plan: ENV5570-RG-7(A) Elmwood Park</p>	
<p>Objector 1 (Resident of The Terrace) objects on the following grounds:</p> <ul style="list-style-type: none"> There is no off street parking at The Terrace immediately opposite, which means residents have no choice but to park on Elmwood Park on the opposite side of the road. The village car park is always full and cars are prone to vandalism. Residents of The Terrace with no alternative but to on the pavement opposite which is dangerous and illegal. <p>Supported by Parish Council</p> <p>The Parish Council have recently asked when the restrictions be implemented.</p>	<p>Reason for proposal.</p> <p>Improve road safety by improving visibility at junction.</p> <p>Answers to comments</p> <p>Restrictions are the minimum 10m length recommended to protect visibility at junctions in the highway code.</p>
RECOMMENDATION – Proceed as advertised	
<p>Newton and Noss, Newton Hill ~ 1 Objector Ref Plan: ENV5570-RH-3(A) ~ Newton Hill</p>	
<p>Objector 1 (The Parish Council) objecting on grounds:</p>	<p>Reason for proposal.</p> <p>Prevent obstruction of pedestrian access.</p>

Comments	Devon County Council (DCC) Response
<ul style="list-style-type: none"> Asks that the existing hatched lines are repainted to preserve access to the butcher's shop. <p>Objector 2 (Resident of Newton Hill) objecting on grounds:</p> <ul style="list-style-type: none"> Has no pavement outside property and sometimes vehicles park across the entrance making it difficult to gain access. This is more of a problem at night as people are not aware that there is living accommodation above the shop. Disabled resident finds it difficult to negotiate cars parked across the entrance. Preferred remedy would be to repaint the chequered box as most people would then realise it is there to project the entrance to my property. If double lines were the only option, then could they be exactly where the yellow box is situated and no further in either direction? This would then avoid losing any valuable parking space for shoppers wishing to use the local shops, one of which I own. 	<p>Answers to comments</p> <p>The hatched box is not a recognised marking to protect a pedestrian access so will not be remarked when faded.</p> <p>The descriptions for these bays have been revised to match what is currently on the ground.</p>
RECOMMENDATION – Proceed as advertised	
Totnes, Bourton Lane ~ 1 objection Ref Plan: ENV5570-RV-1(A) & (B) Bourton Lane	
<p>Objector 1 (Resident of Bourton Lane) objecting on grounds that:</p> <ul style="list-style-type: none"> There will be no-where to park They have a good working relationship with the farm and move their cars when the farmer notifies them of a delivery requiring a large vehicle 	<p>Reason for proposal.</p> <p>To remove obstructions to the passage of large vehicles travelling to and from Lower Bourton Farm.</p> <p>Response</p> <p>At a recent site meeting attended by the objector and the owner of the farm it was agreed that the Double Yellow Lines could be reduced in length as shown on Plan B.</p>
RECOMMENDATION – That the proposed restrictions be implemented as shown on Drawing No.ENV5570-RV-1(RevB).	
Totnes, Plymouth Road (nr Smithfields) ~ 2 objections Ref Plan: ENV5570-RV-7(A) Plymouth Road (nr Smithfields)	
<p>Objector 1 (Resident of Collapark) objecting on grounds:</p> <ul style="list-style-type: none"> Music Tuition Business in Collapark subject to residents parking and doesn't have enough visitor tickets. Concerned that this will affect the business. There are no nearby Car Parks. Parking on Plymouth Road, near the cemetery, is being reduced which makes it difficult for pupils with large instruments to attend for lessons. If the limited waiting were reduced to 2 hrs this would be acceptable and not unduly affect pupil parking. Asks that prohibition of parking outside of the cemetery is reconsidered. 	<p>Reason for proposal.</p> <p>To amend times of limited waiting in favour of residents by reducing 3 hour waiting period to 1 hour.</p> <p>Response</p> <p>Agreed that the 1 hour limited Waiting will create issues for home businesses in the area. On further investigation the current 3 hour waiting period was agreed during the to assist home businesses and those in the Old Plymouth Rd area.</p>

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Comments	Devon County Council (DCC) Response
<p>Objector 2 (Resident of Ivybridge) objecting on grounds:</p> <ul style="list-style-type: none"> • Same objections as above. 	
RECOMMENDATION – That the proposal should not be implemented.	
<p>Totnes, Totnes Down Hill~ 1 objection Ref Plan: ENV5570-RV-10(A) Totnes Down Hill</p>	
<p>Objector 1 (Resident of Moat Hill) objecting on grounds:</p> <ul style="list-style-type: none"> • This is one of the 2 possible areas within 200 yards where we and 4 other properties on Moat Hill live can park. • The two cars parking spaces on Totnes Down Hill are outside a unoccupied second home. • Does not have the means to purchase an annual car parking permit for the nearest car park that is at least 1/4 of a mile away. • Will affect re-sale value of their property. • The nearest on-street parking is on Warland and Maudlin Road which are within a Residents Parking Zone. The objector lives outside of the permit area. • Will not be able to unload shopping with nowhere to park locally. 	<p>Reason for proposal.</p> <p>Improve road safety by improving visibility on bends.</p> <p>Response</p> <p>The restrictions are proposed for safety reasons and will not affect residents loading and unloading vehicles.</p>
RECOMMENDATION – Proceed as advertised	
<p>West Alvington, Lower Street~ 8 objections Ref Plan: ENV5570-RG-12(A) ~ Lower Street</p>	
<p>All 8 Objectors (Resident of Lower Street or Southfields) objections are summarised as:</p> <ul style="list-style-type: none"> • Proposal removes parking in Lower Street used by resident and will cause great inconvenience. • There have never been any incidents, which warrant the parking to be either limited or removed. • The parking slows traffic and makes it much safer than if the road was clear. • Lorries and delivery vehicles currently use the road without problem. 	<p>Reason for proposal.</p> <p>To remove obstruction to the passage of large vehicles and to assist users of mobility scooters in using the road which has no pavement.</p> <p>Response.</p> <p>Agree that restrictions as advertised may go too far. Scope for reducing the length of the proposals should be investigated on site.</p>
<p>RECOMMENDATION – That a meeting is arranged with the Parish Council and local County Councillor to resolve the issue to consider at a minimum junction protection with the A381 and possible extension of this to take in any pinch points.</p>	

Summary of Representations

Plans relating to the comments received above are contained in Appendix A to this report.

5. Financial Considerations

The total costs of the scheme are contained within a countywide budget of £100,000 which has been allocated from the On Street Parking Account.

6. Environmental Impact Considerations

The scheme rationalises on street parking within communities in the South Hams District and are designed to:

- Encourage turnover of on street parking to benefit residents and businesses.
- Enable enforcement to be undertaken efficiently.
- Encourage longer term visitors to use off street car parks.
- Encourage those working in the town make more sustainable travel choices eg Car Share, Public Transport, Walking and Cycling.

The Environmental effects of the scheme are therefore positive.

7. Equality Considerations

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

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, secures the expeditious, convenient and safe movement of traffic and provision of parking facilities. It is considered that the proposals comply with Section 122 of the Act as they practically secure the safe and expeditious movement of traffic in the South Hams District.

9. Risk Management Considerations

There are thought to be no major safety issues arising from the proposals.

10. Public Health Impact

There is not considered to be any public health impact.

11. Reasons for Recommendations

The proposals rationalise existing parking arrangements within the town by:

- Encouraging turnover of on street parking to benefit residents and businesses.
- Enabling enforcement to be undertaken efficiently.
- Encouraging longer term visitors to use off street car parks.
- Encouraging those working in the town make more sustainable travel choices eg Car Share, Public Transport, Walking and Cycling.

The proposals contribute to the safe and expeditious movement of traffic in the South Hams District and therefore comply with S 122 of the Road Traffic Regulation Act 1984.

David Whitton
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: All in South Hams

Agenda Item 4

Local Government Act 1972: List of Background Papers

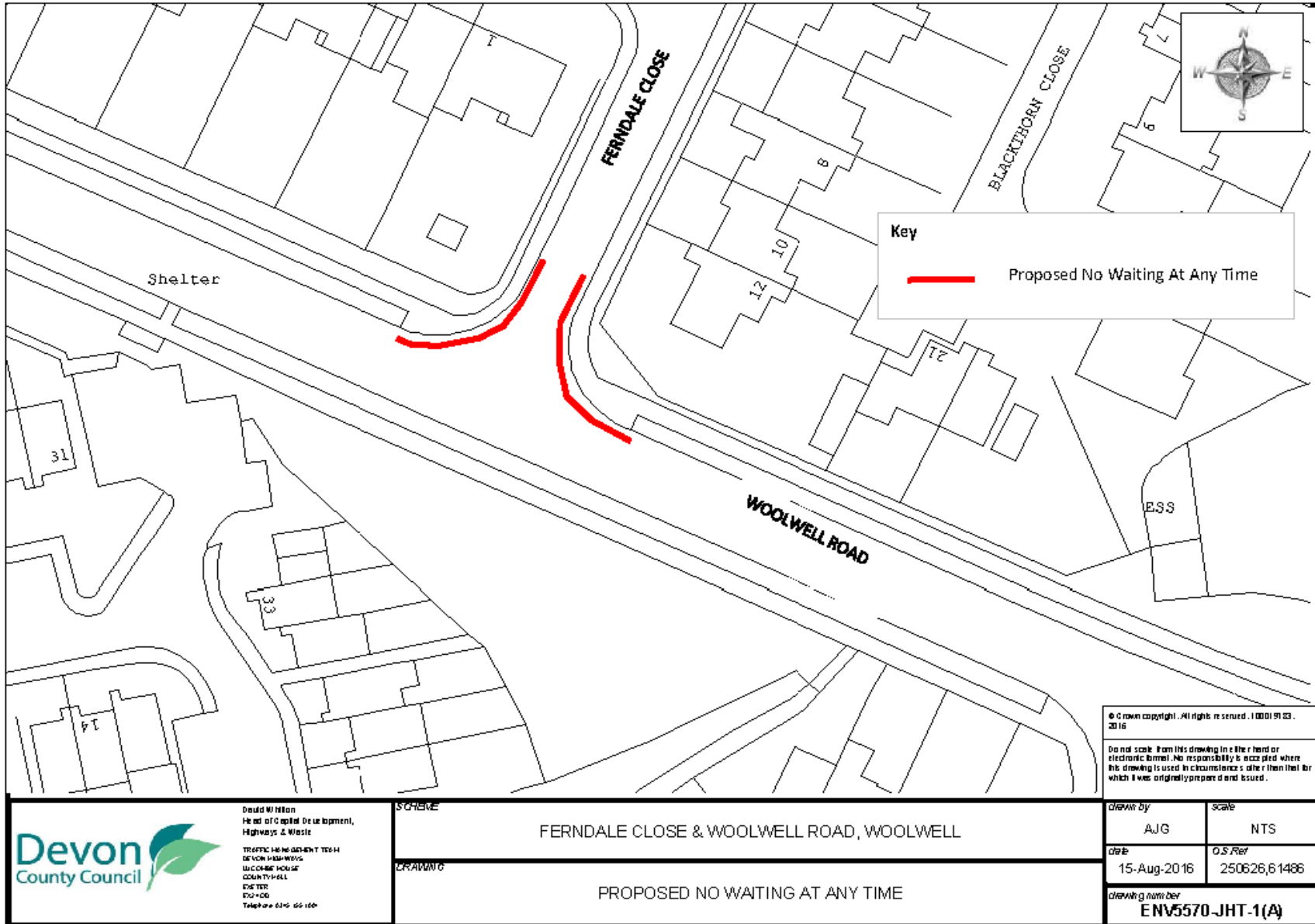
Contact for enquiries: Mike Jones,

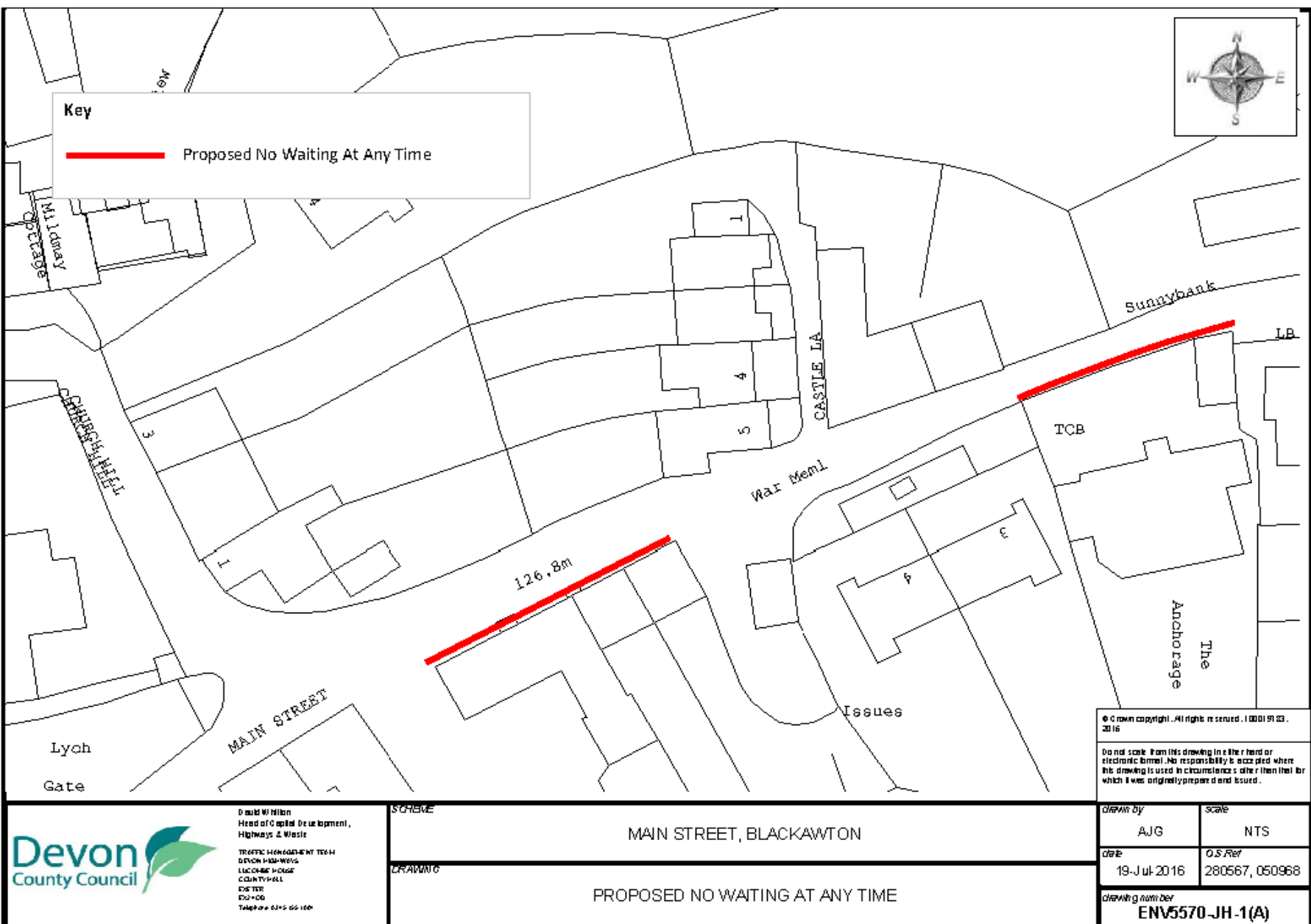
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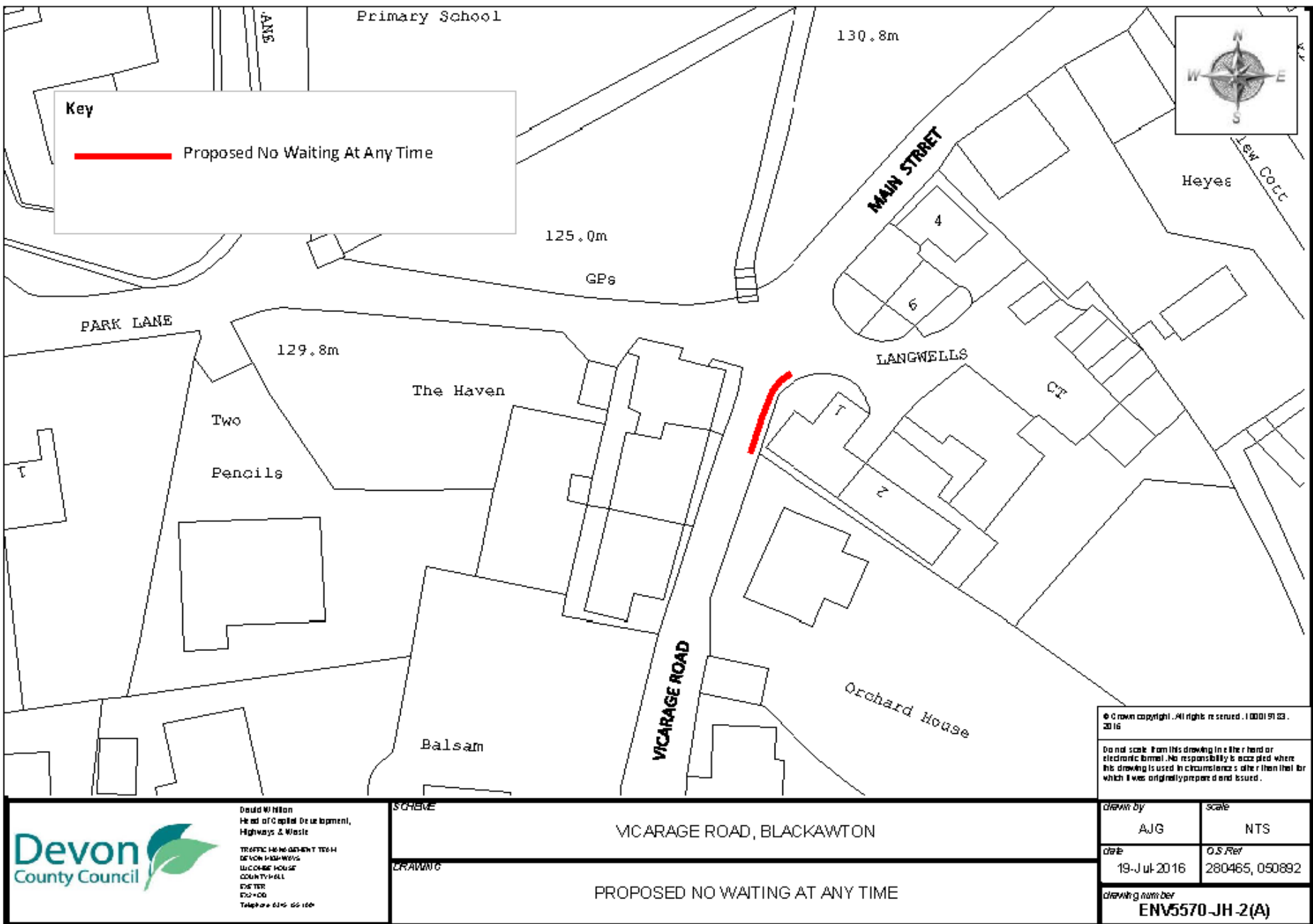
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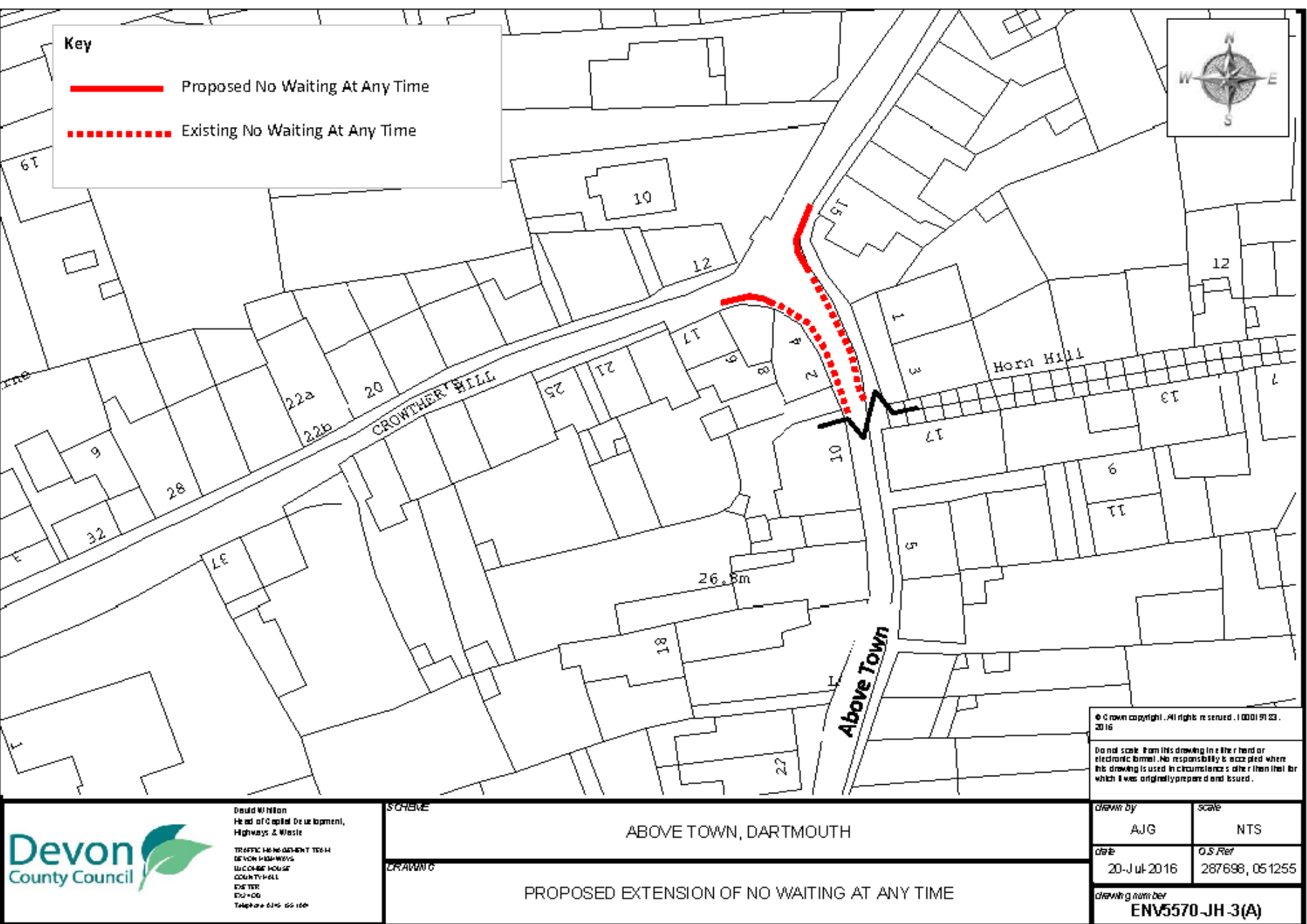
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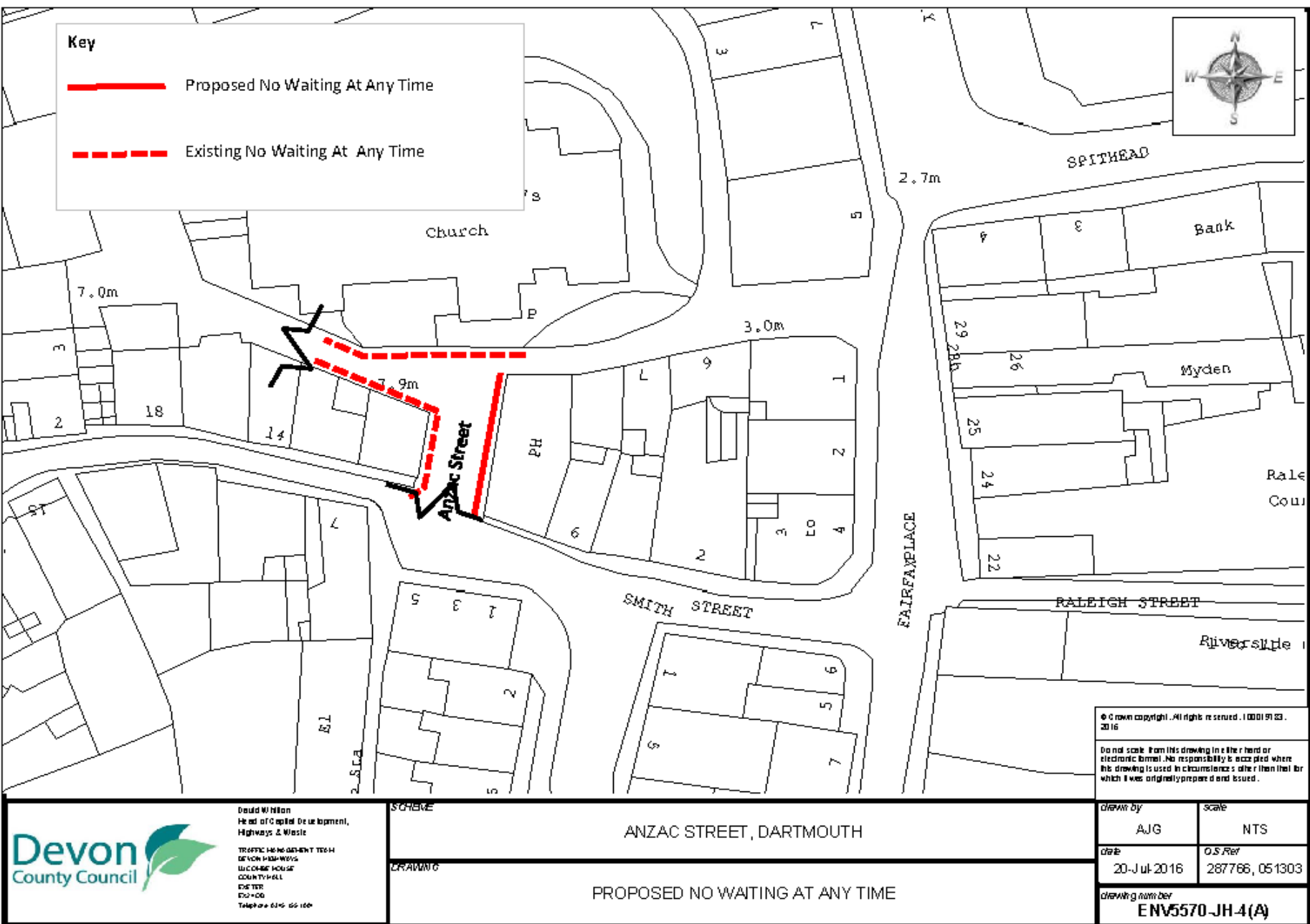
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01 150317







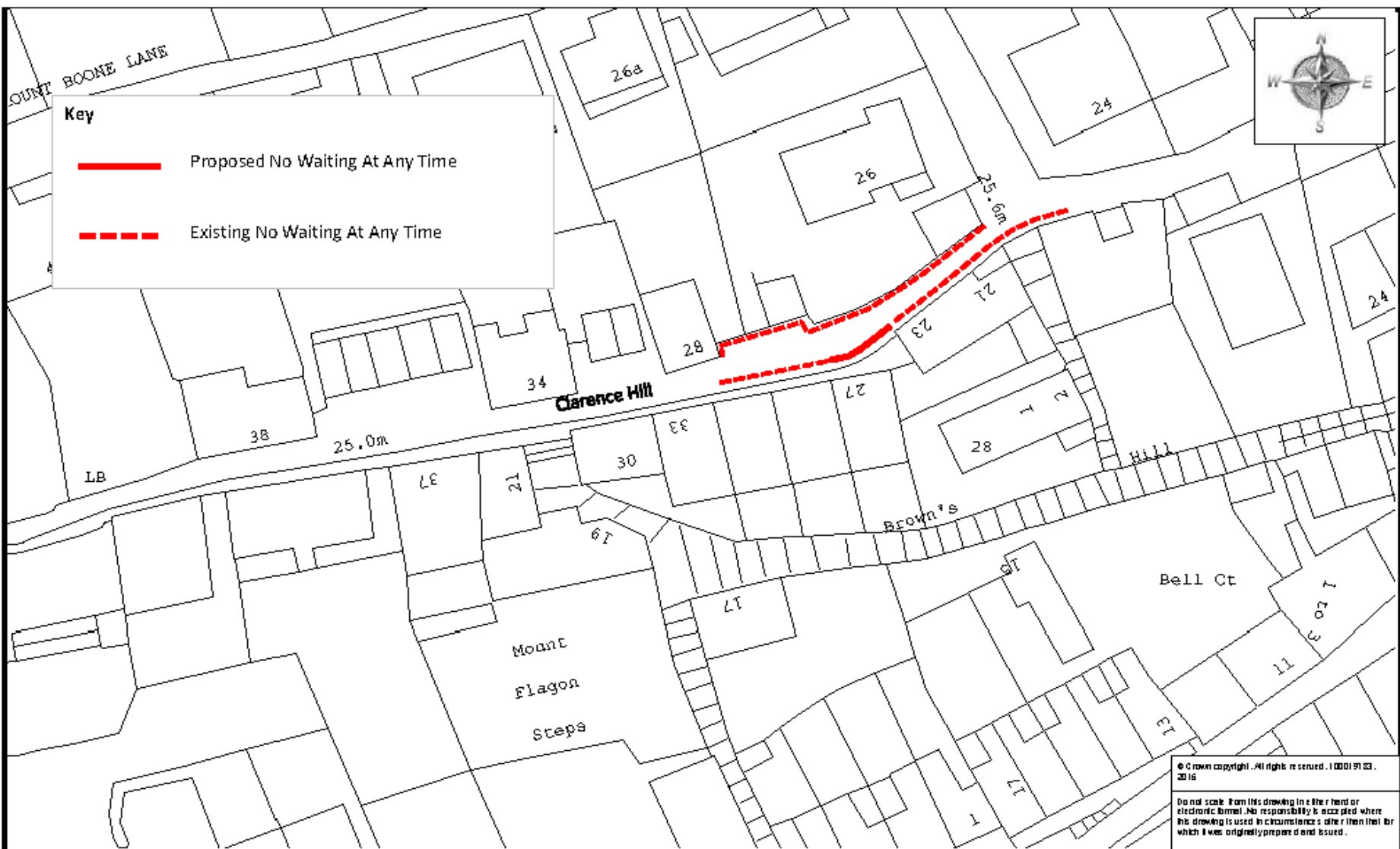






Key

- Proposed No Waiting At Any Time
- - - - - Existing No Waiting At Any Time



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Telephone 01392 661000

SCHEME

CLARENCE HILL, DARTMOUTH

DRAWING

PROPOSED NO WAITING AT ANY TIME

Drawn by

AJG

Scale

NTS

Date

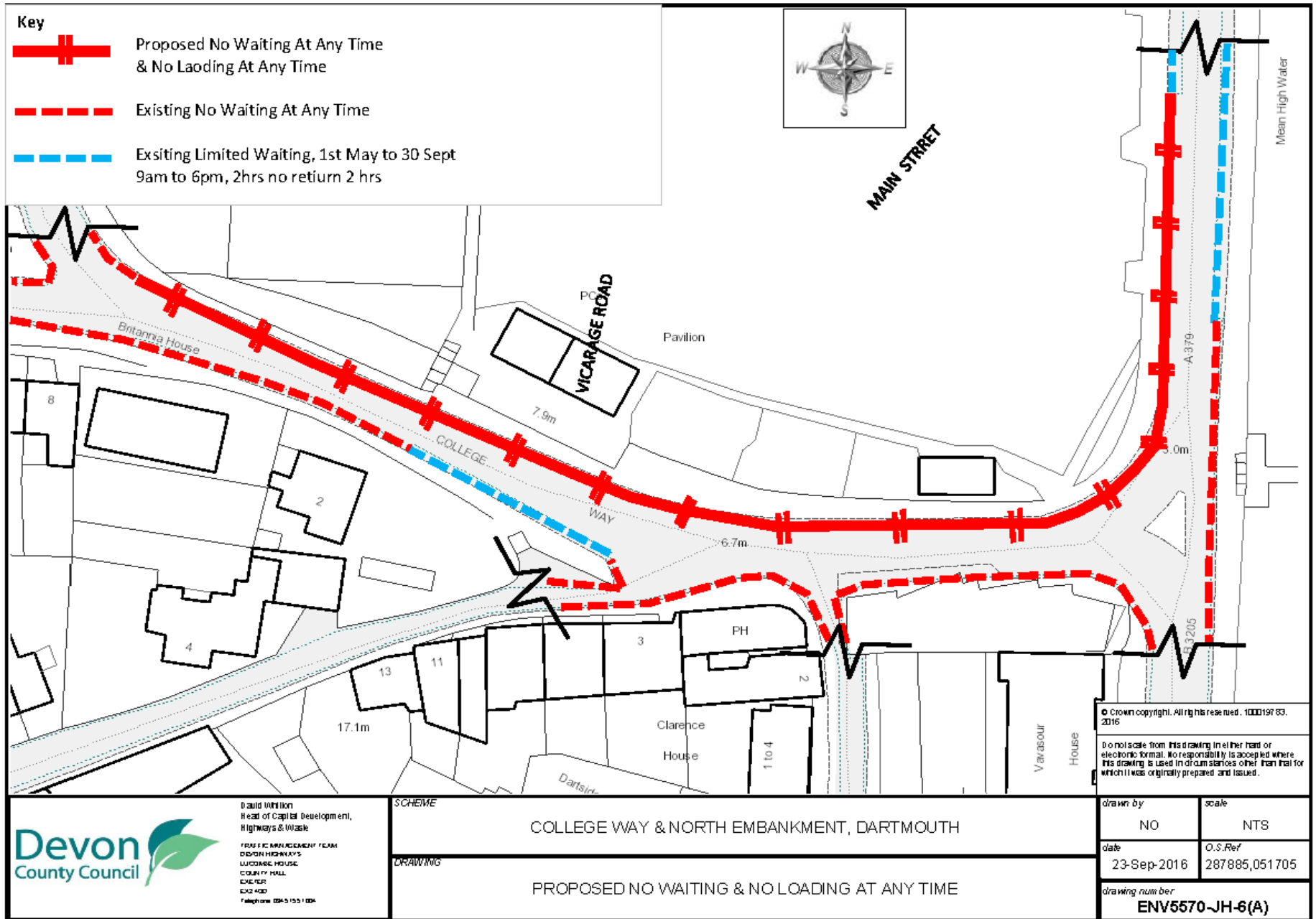
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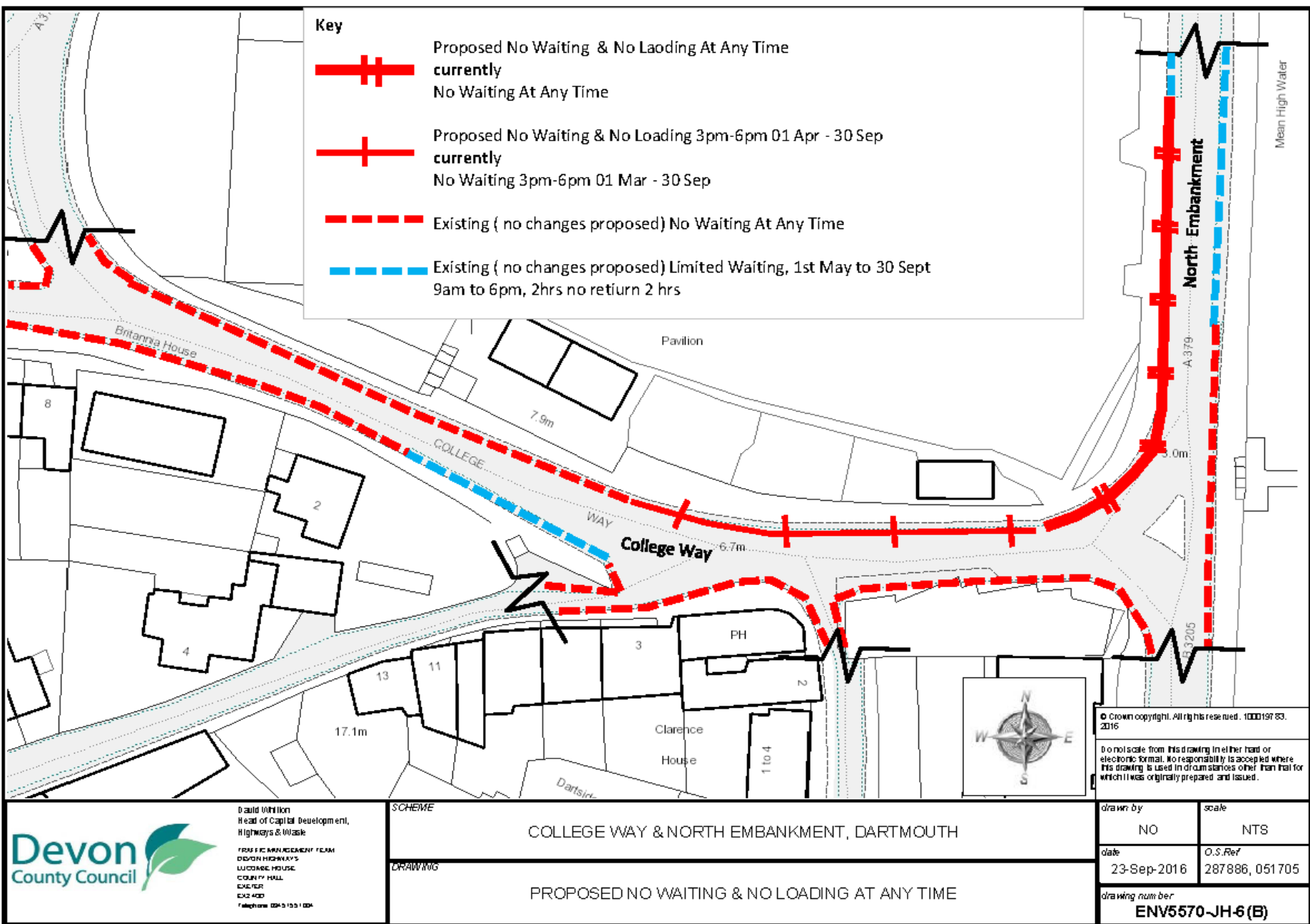
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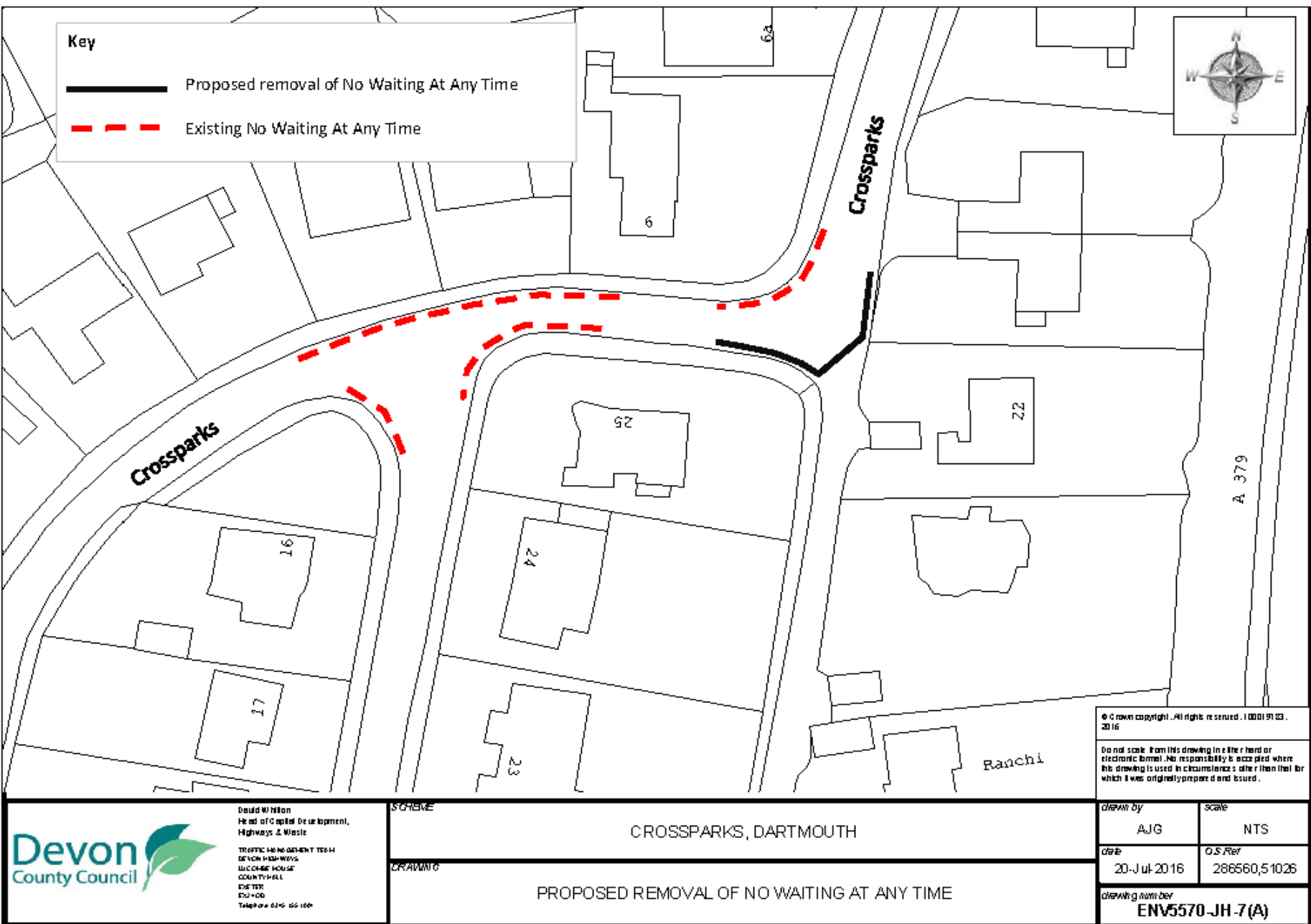
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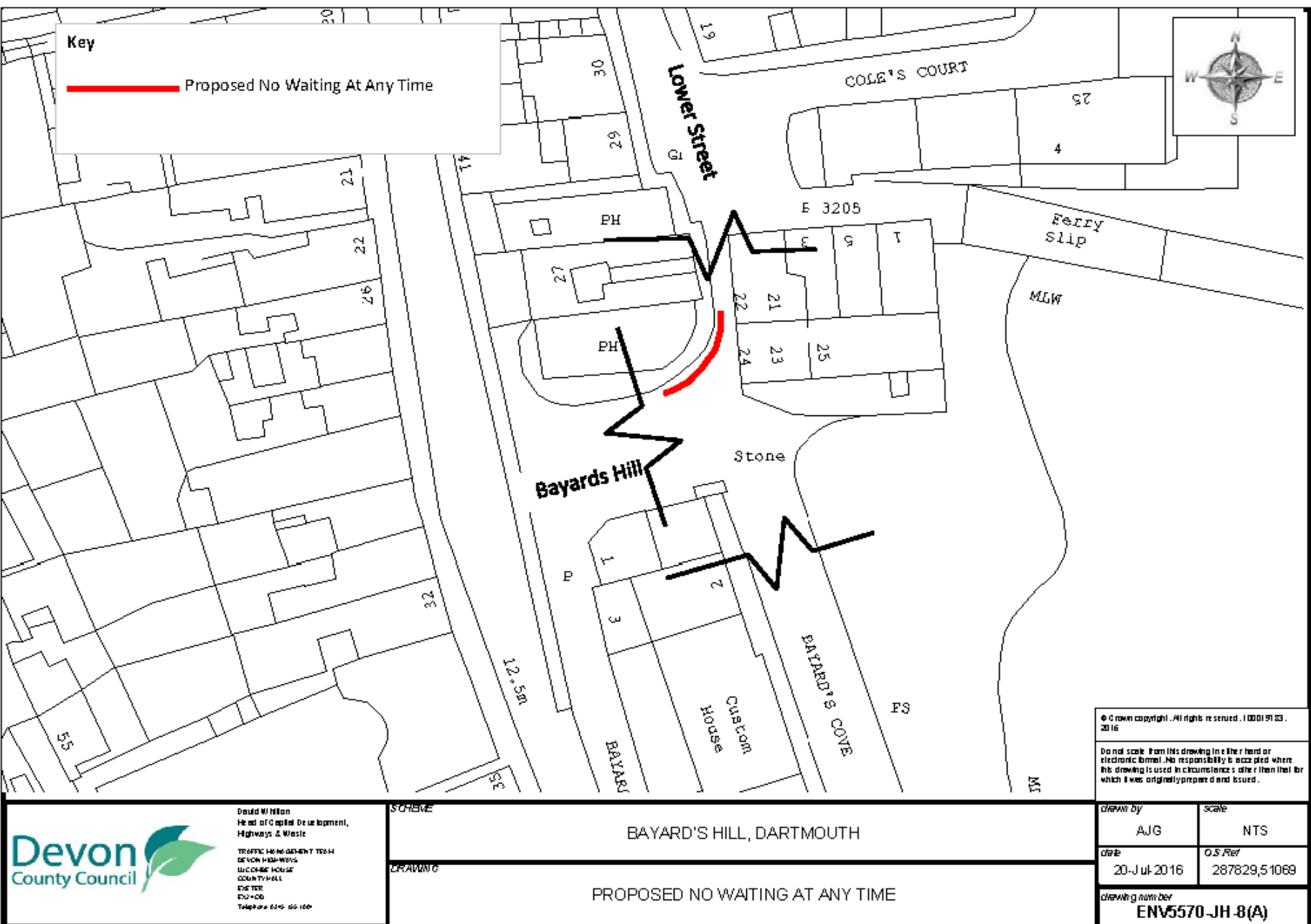
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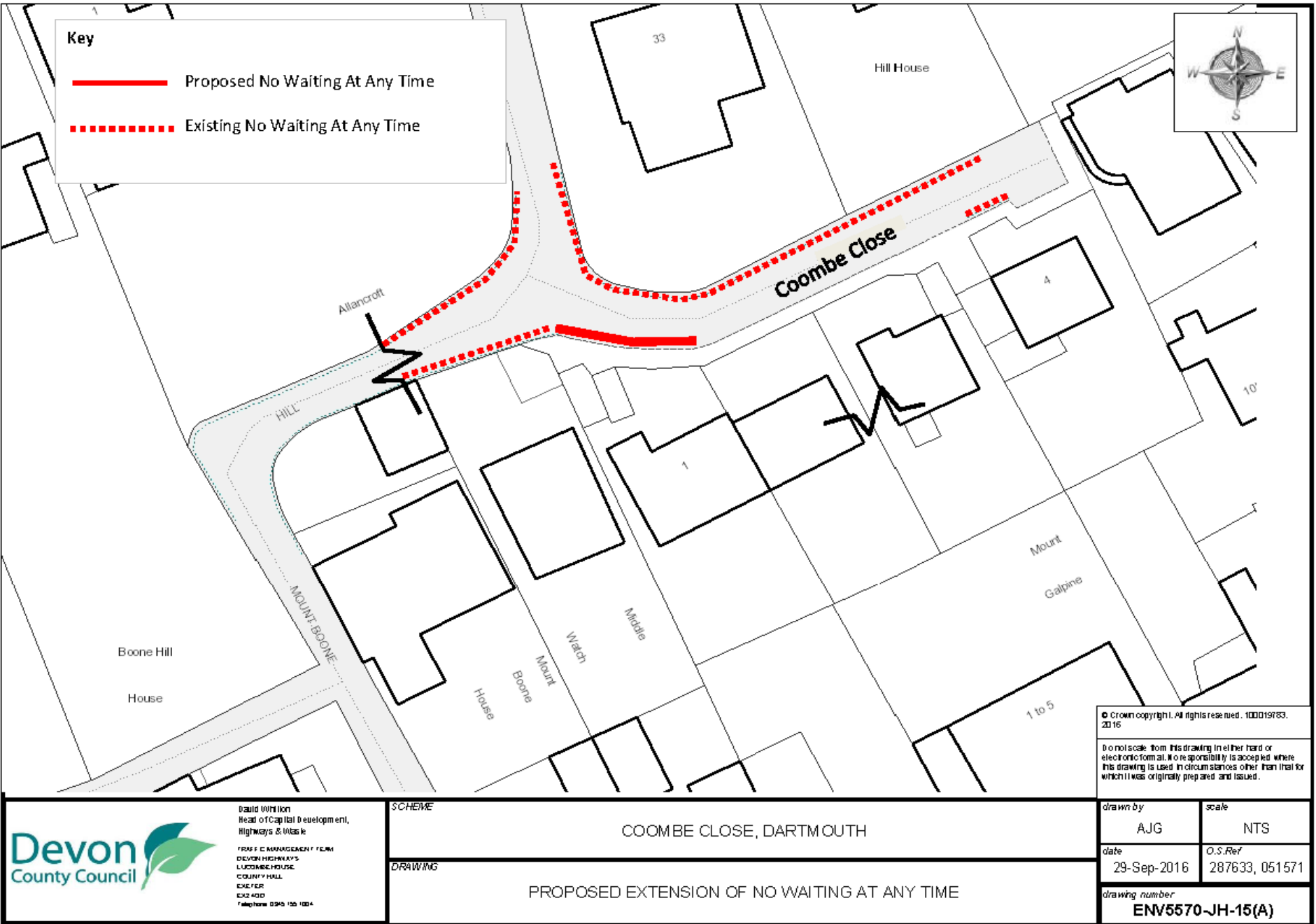
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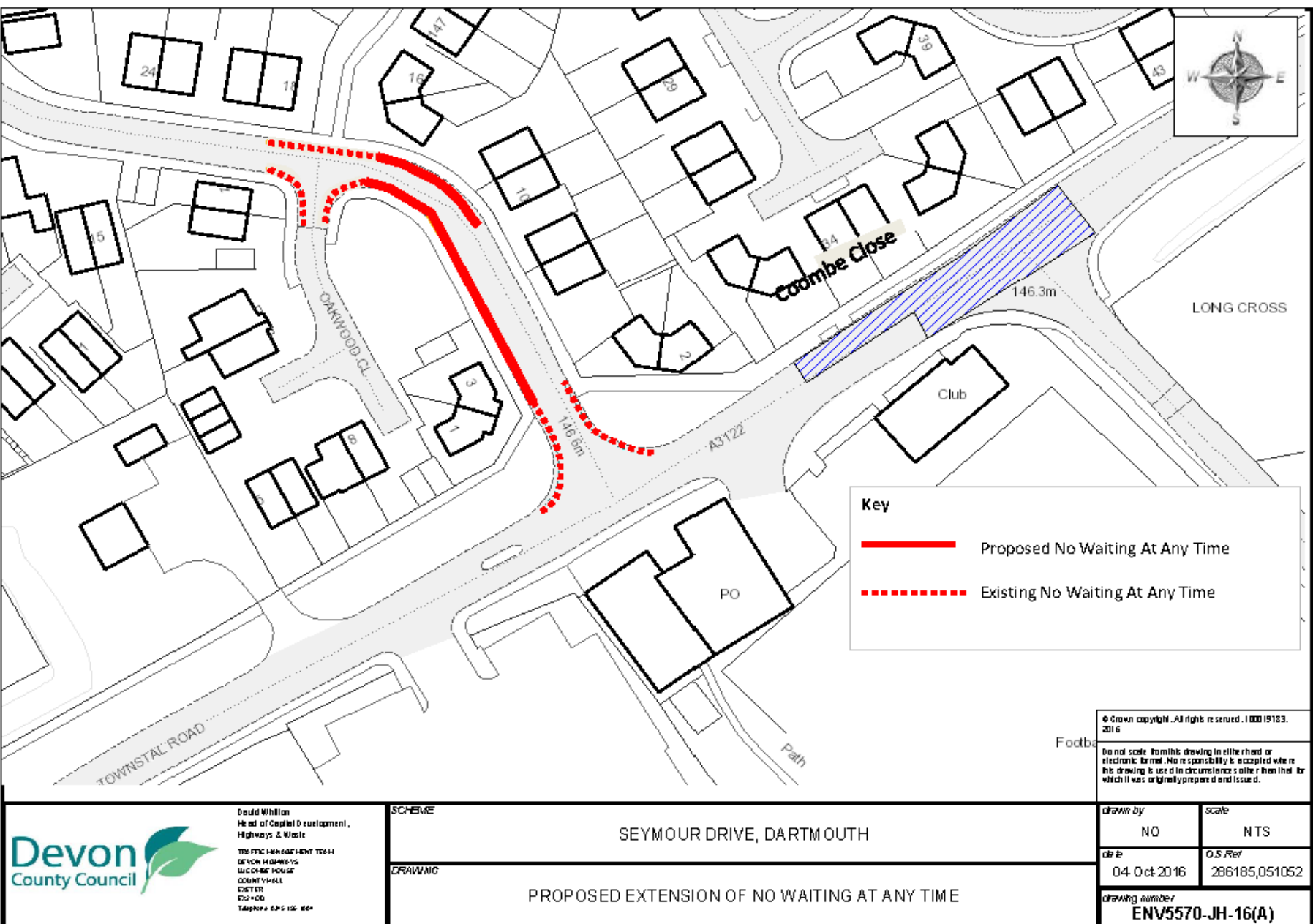


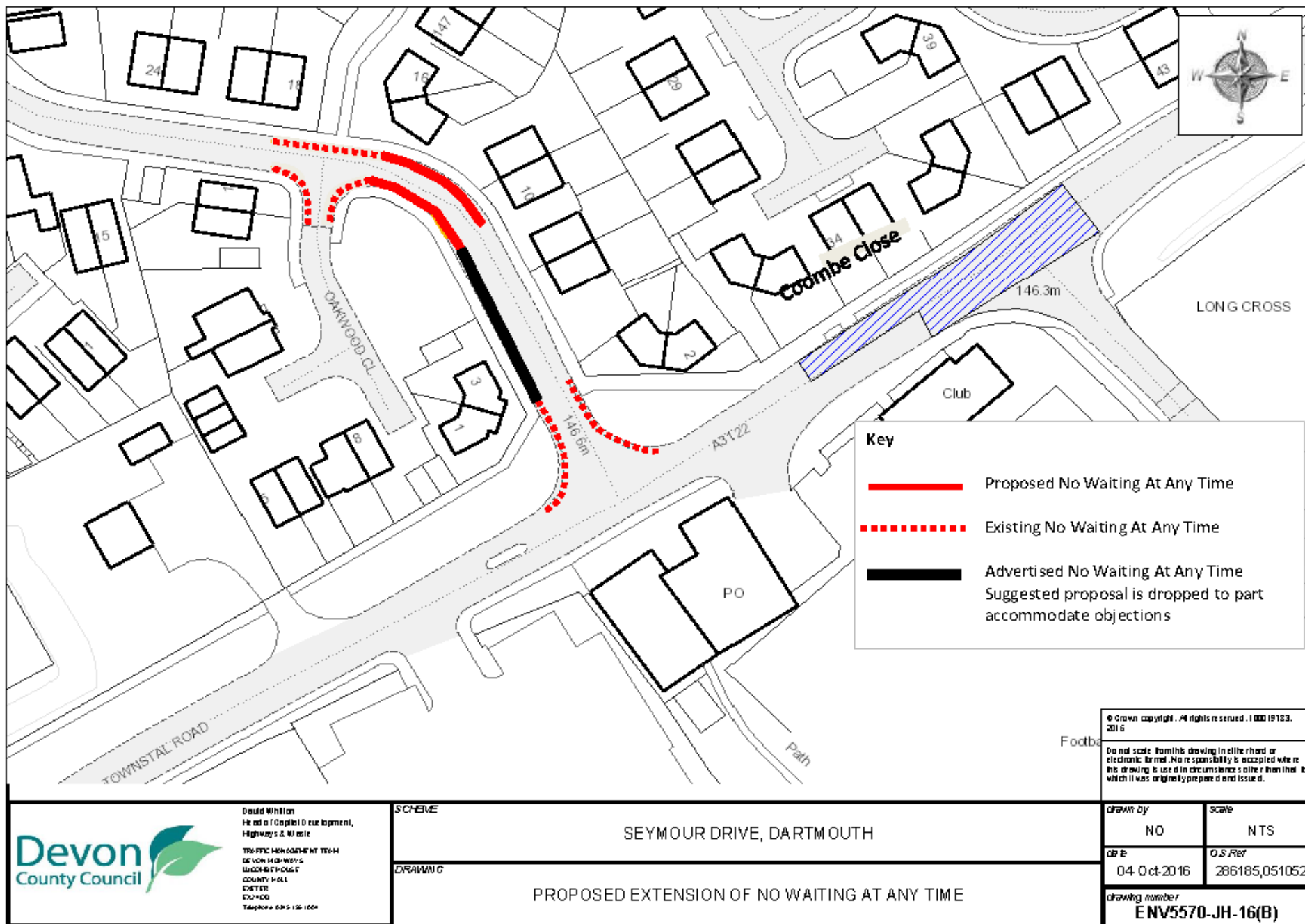


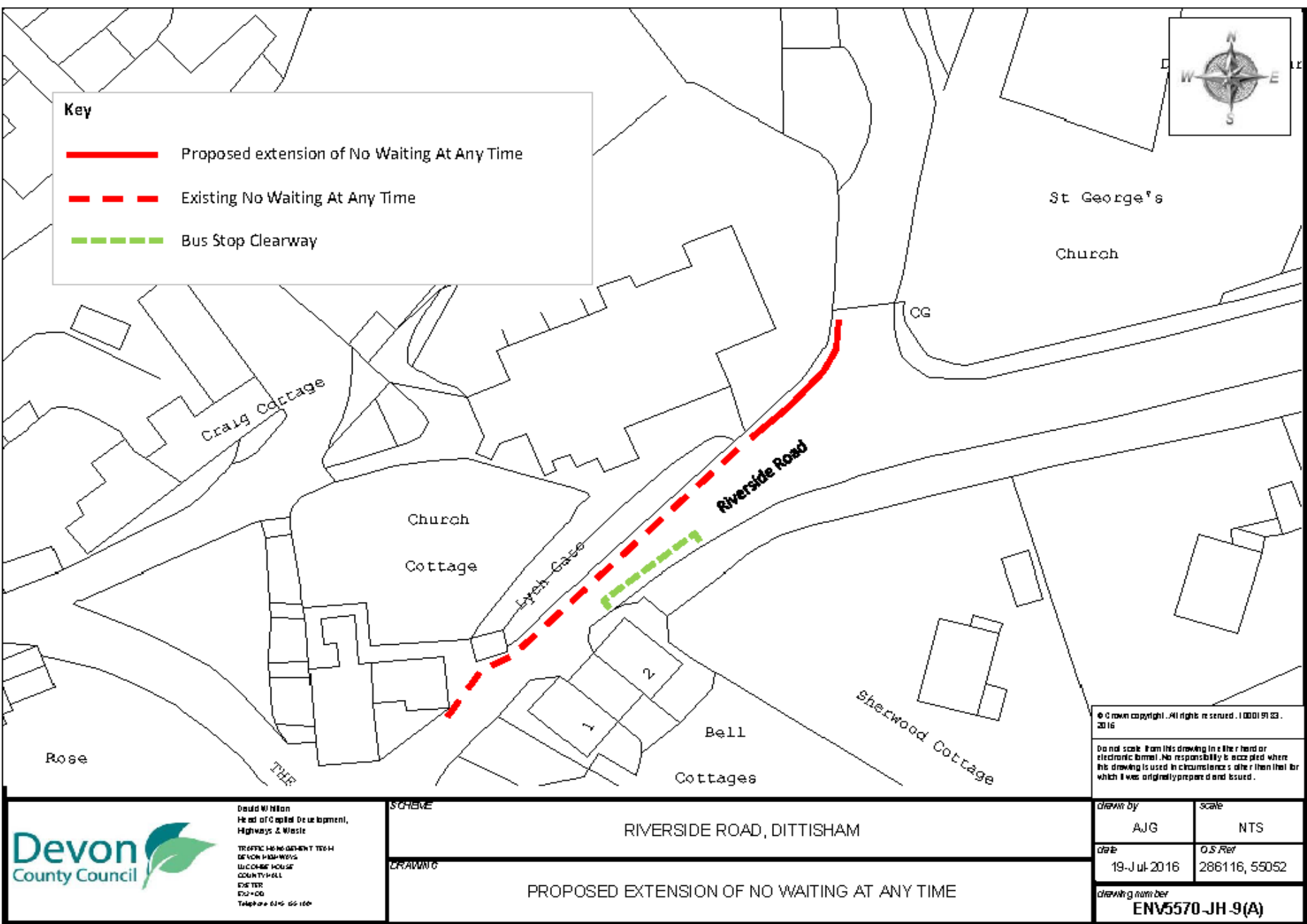


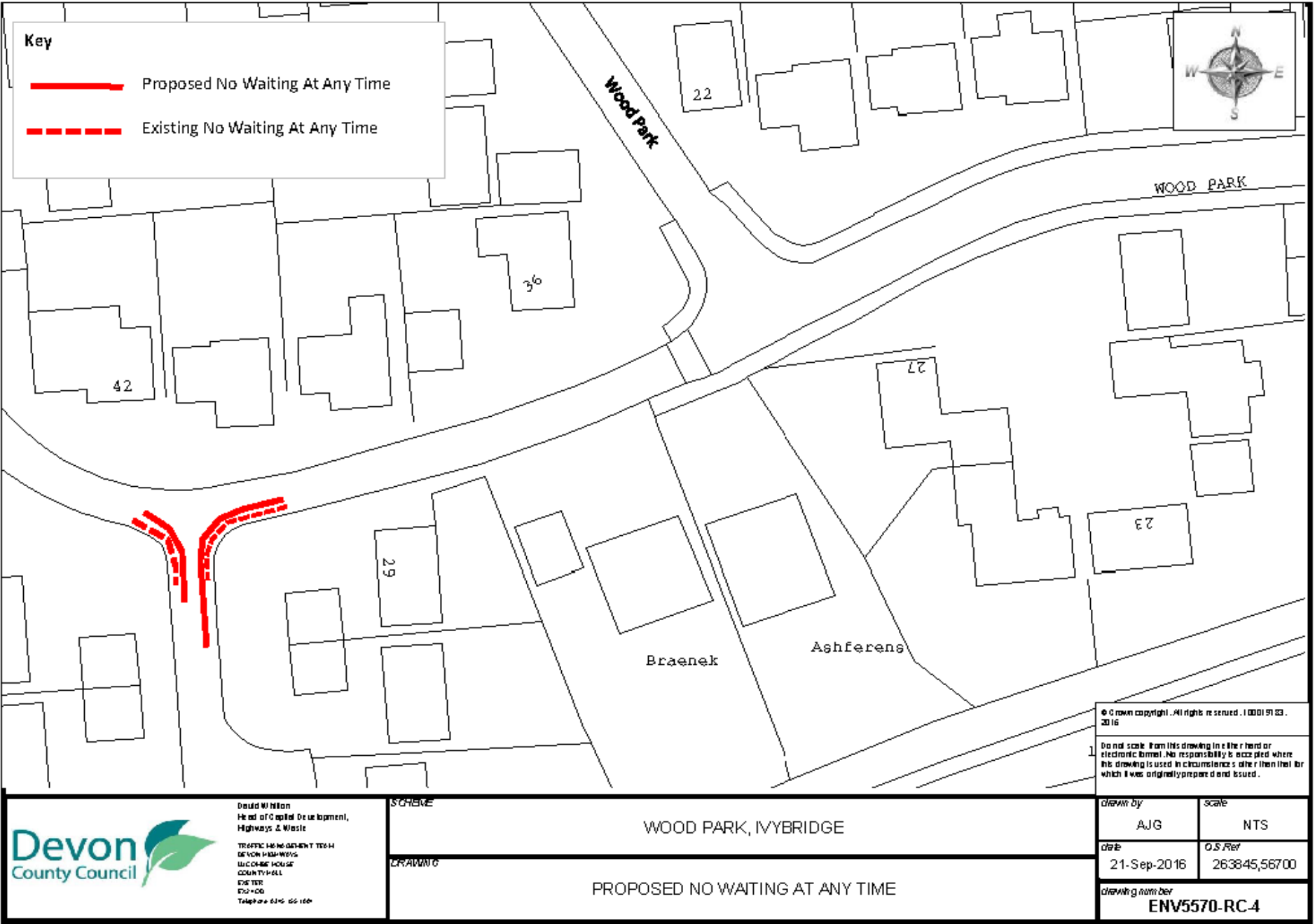


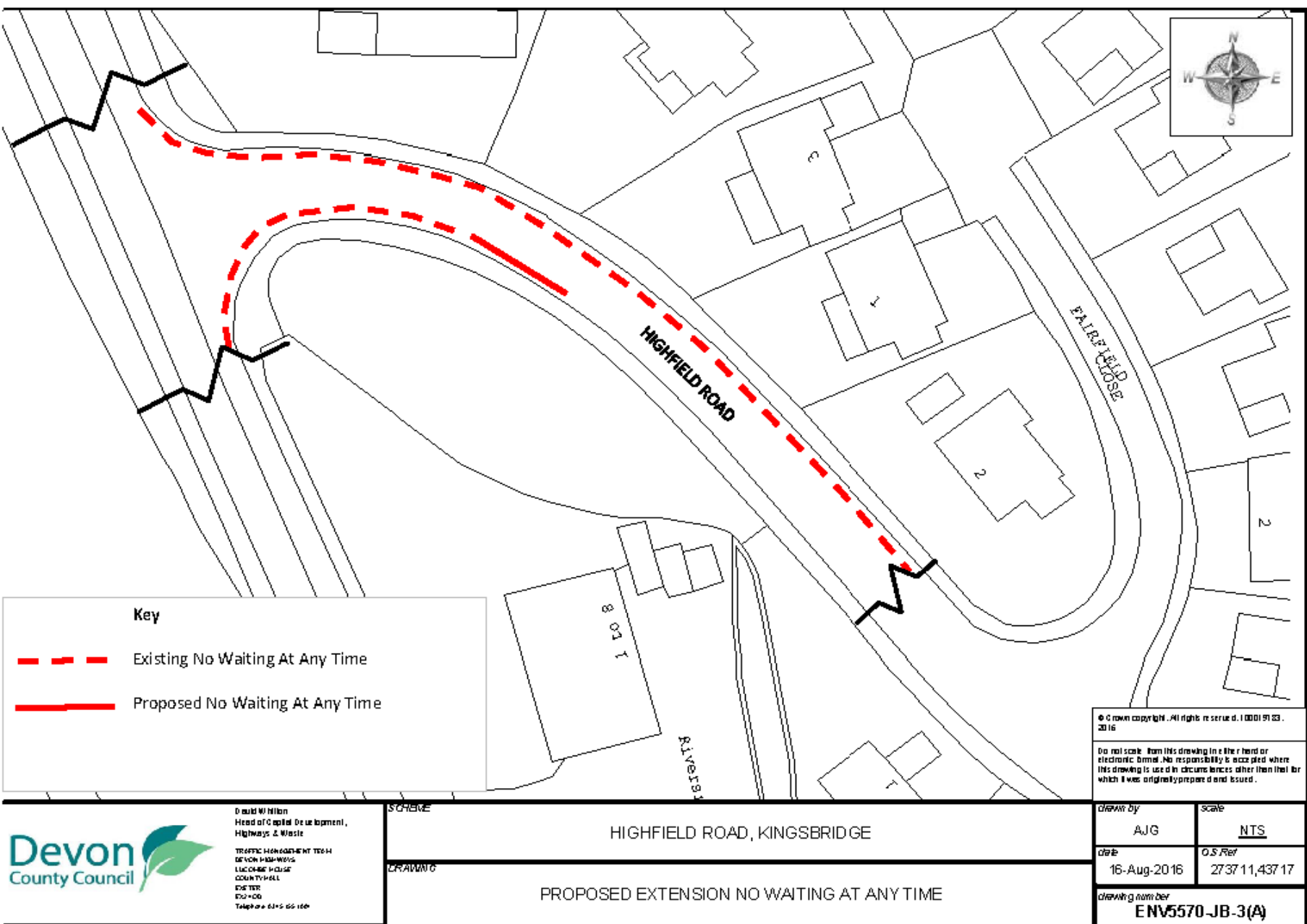


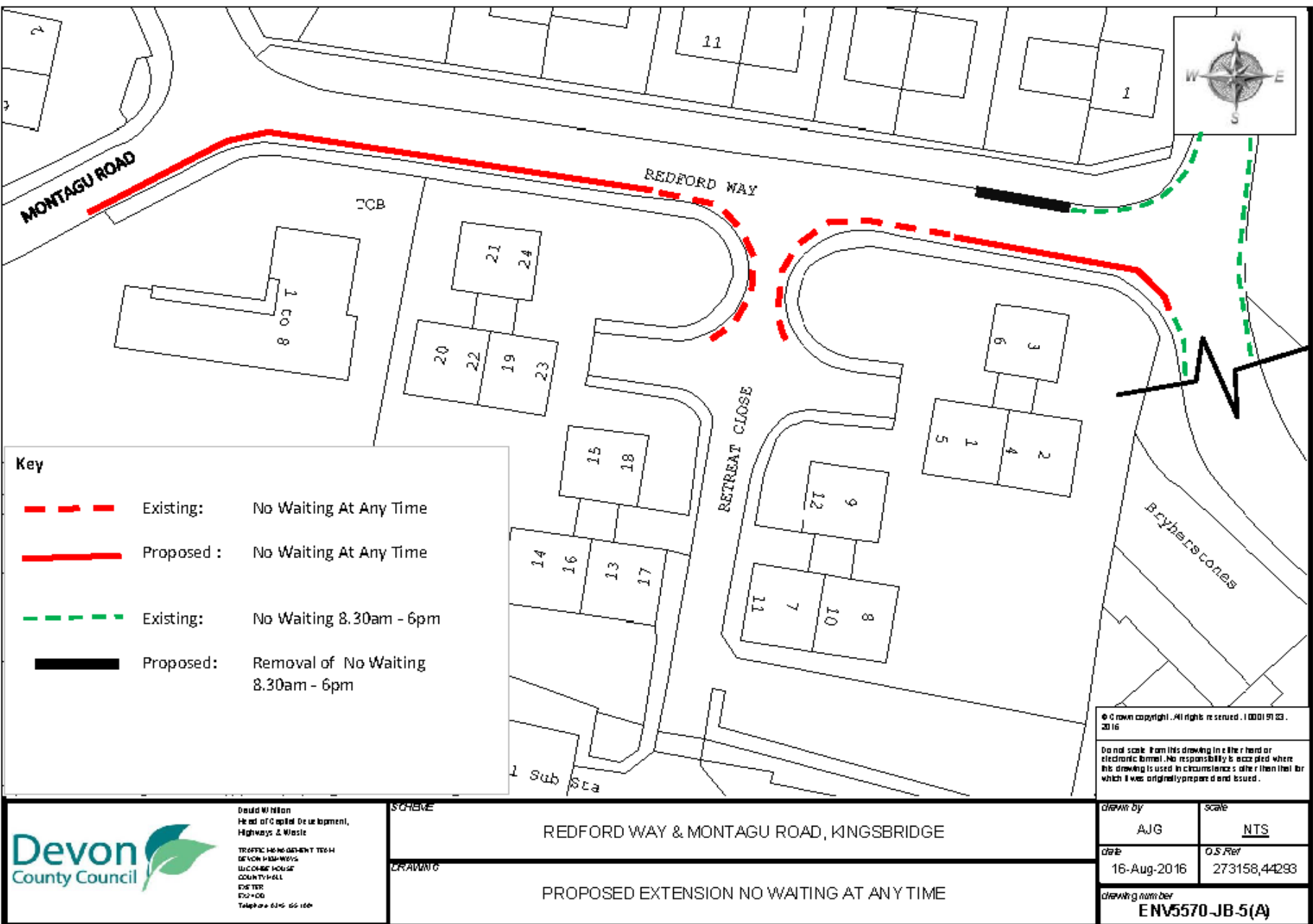


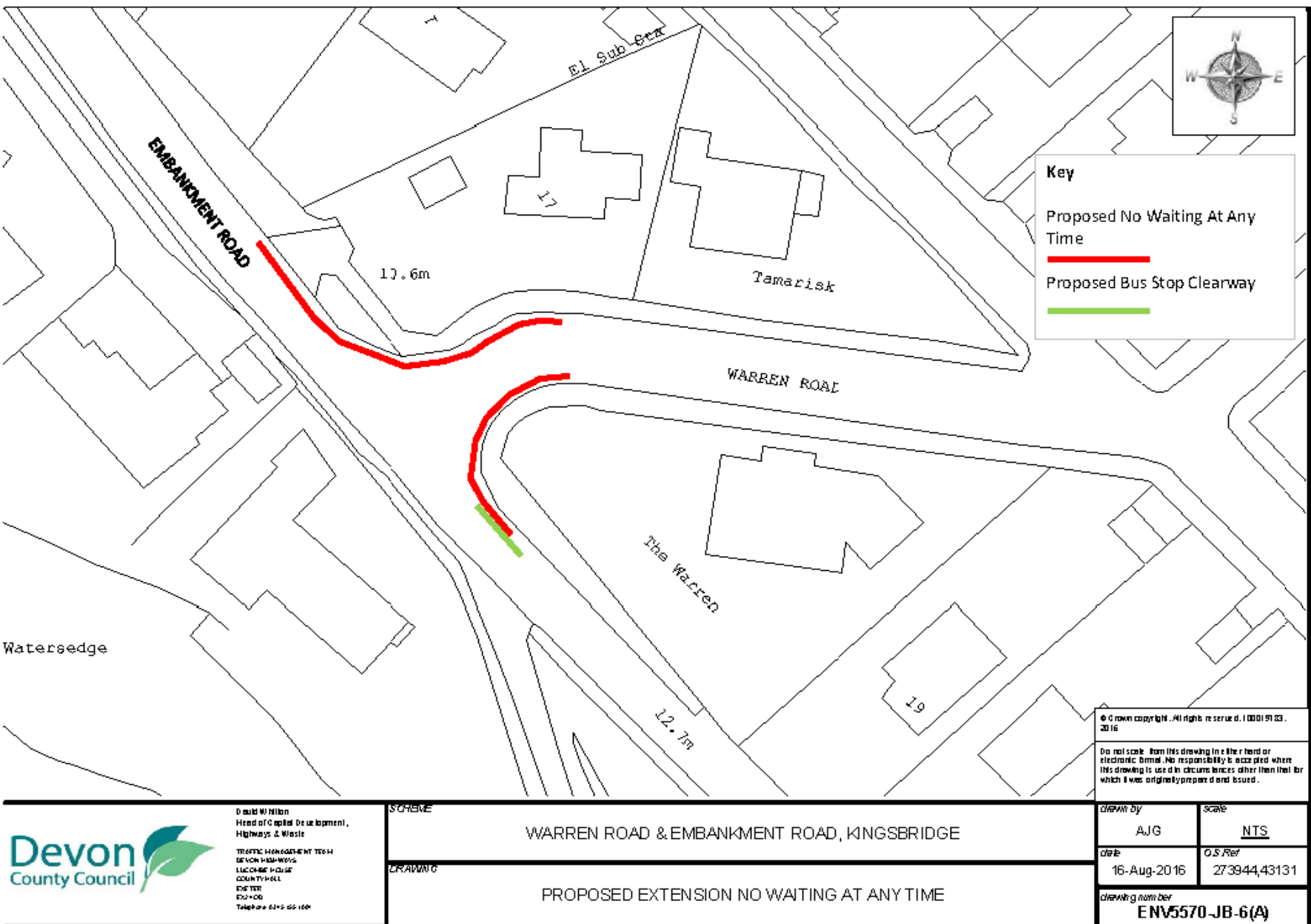


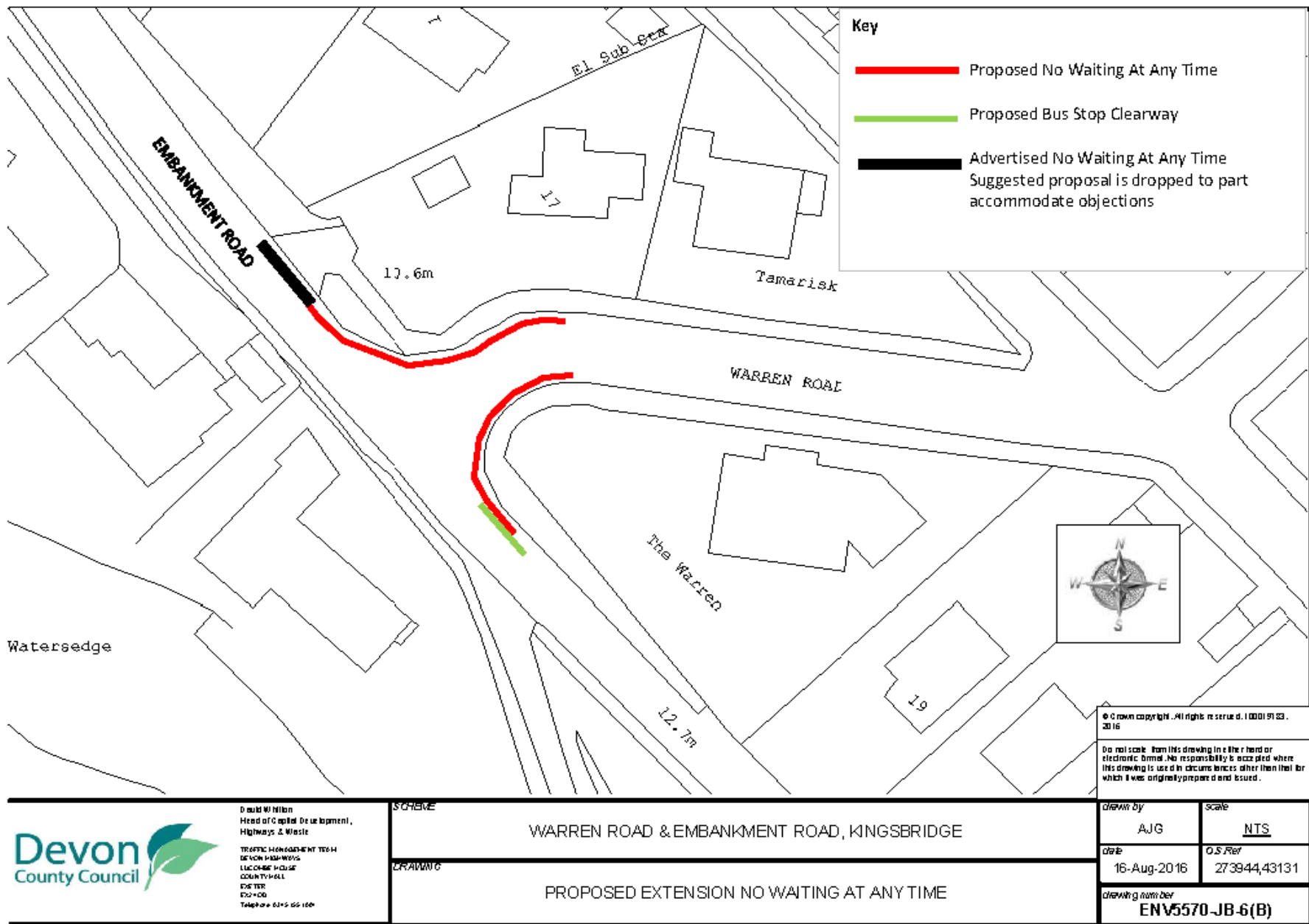


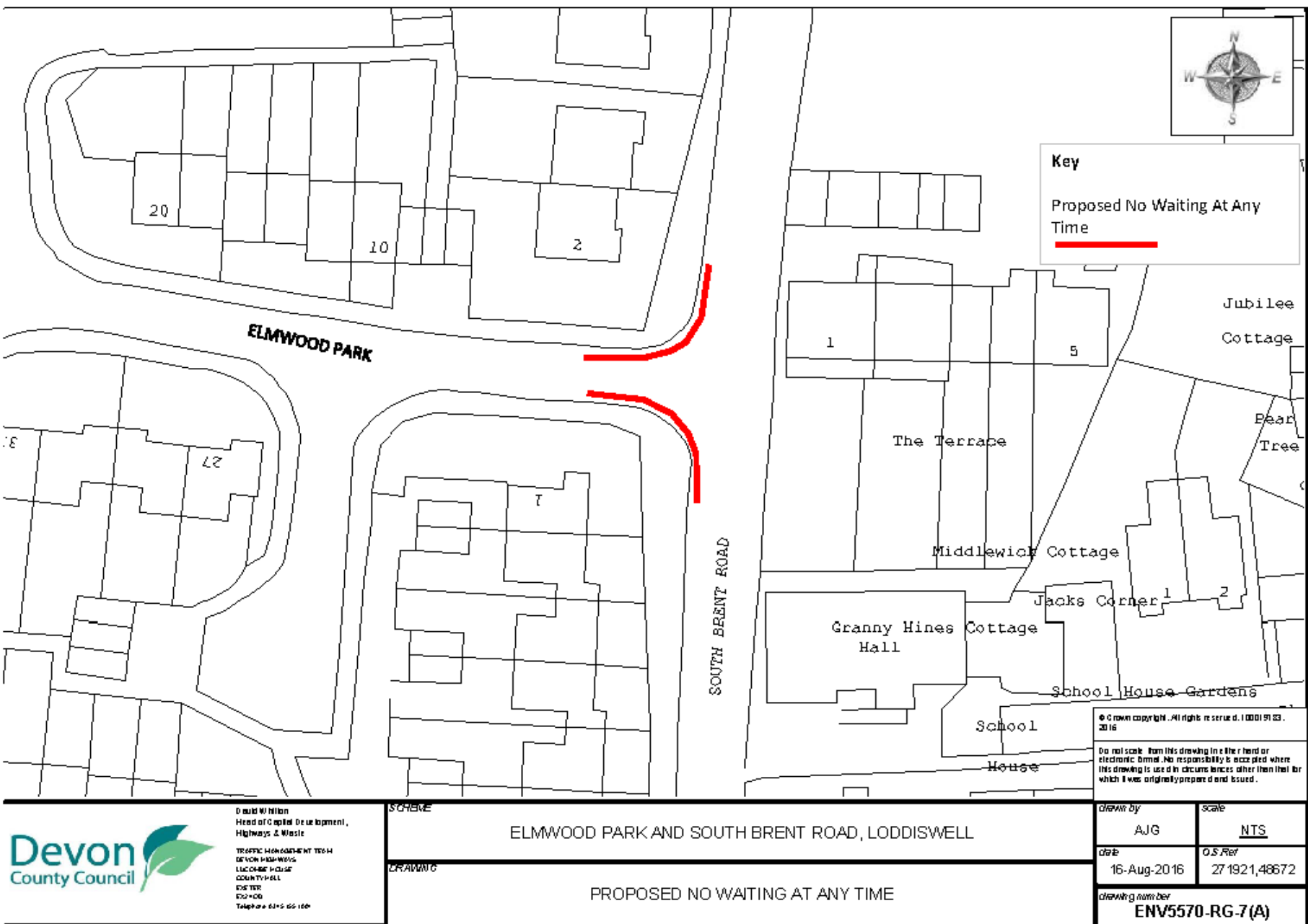


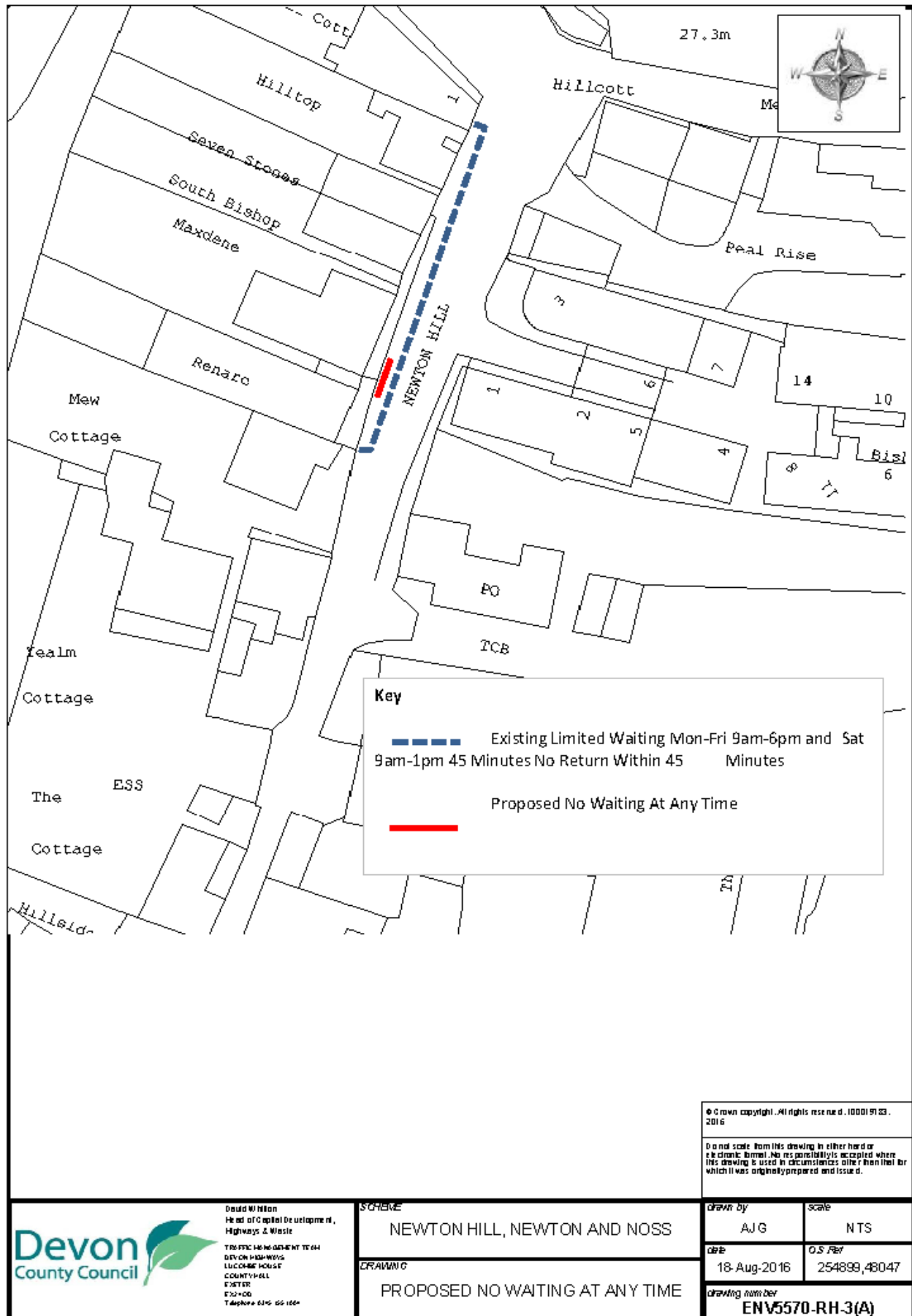


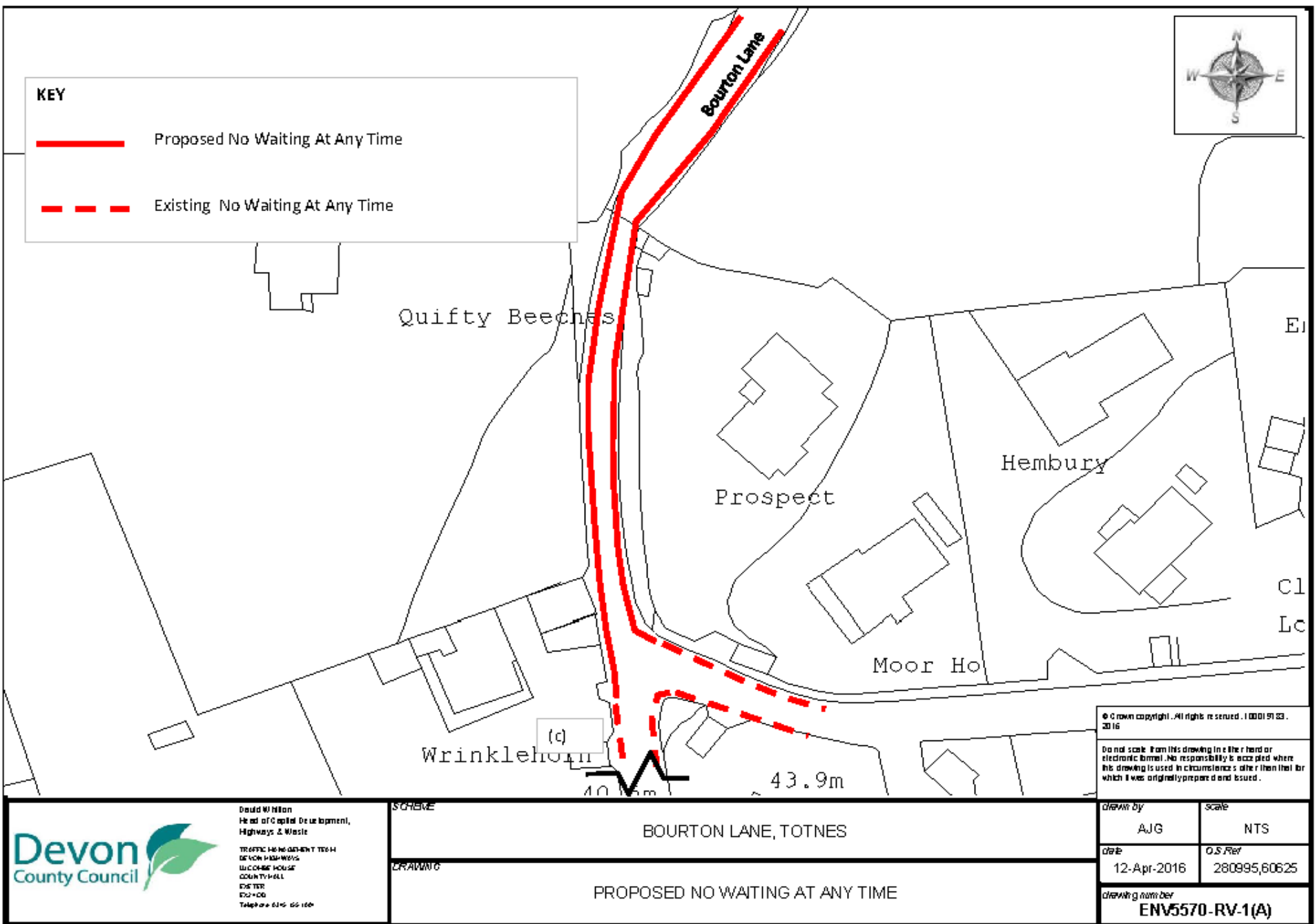


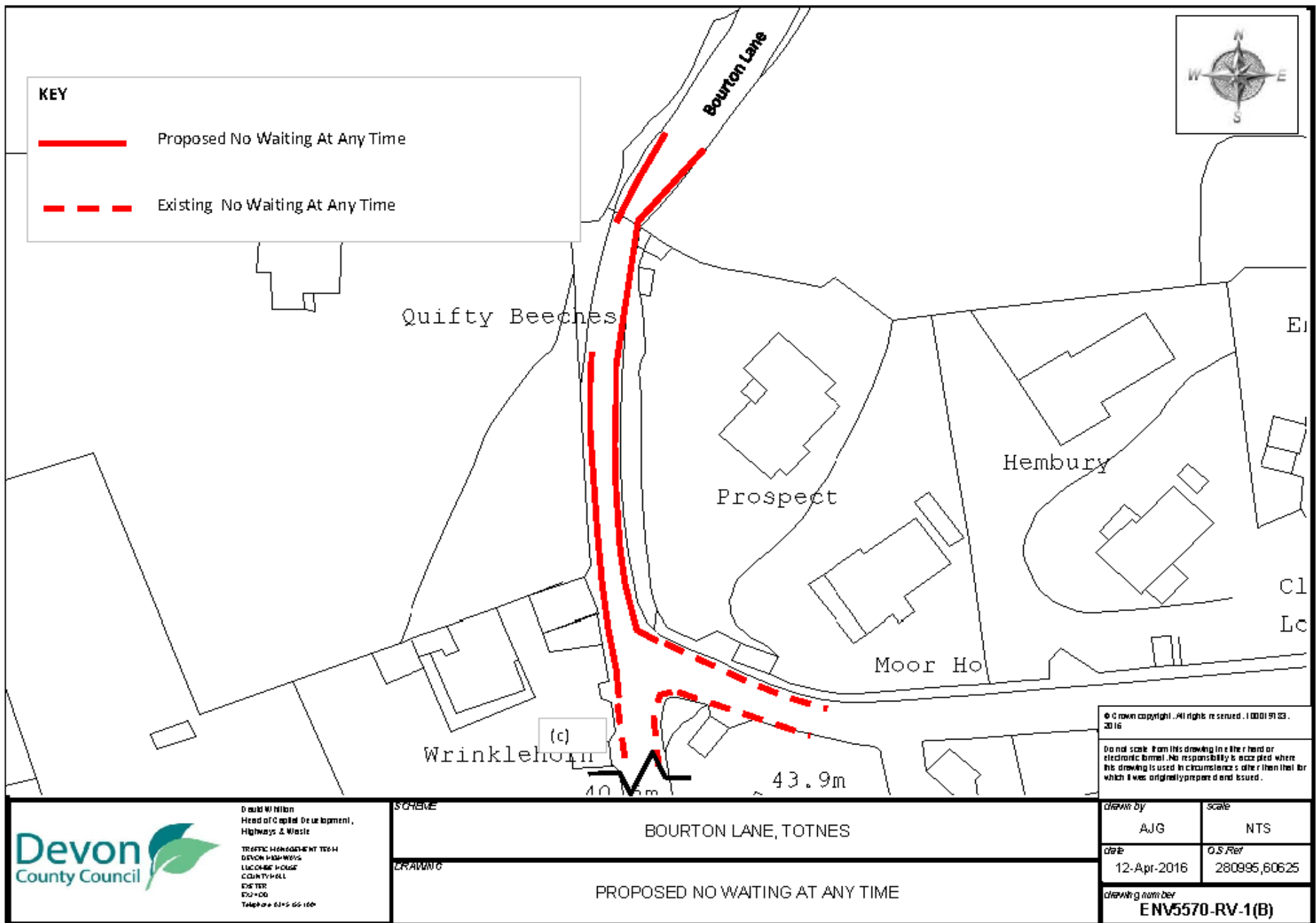


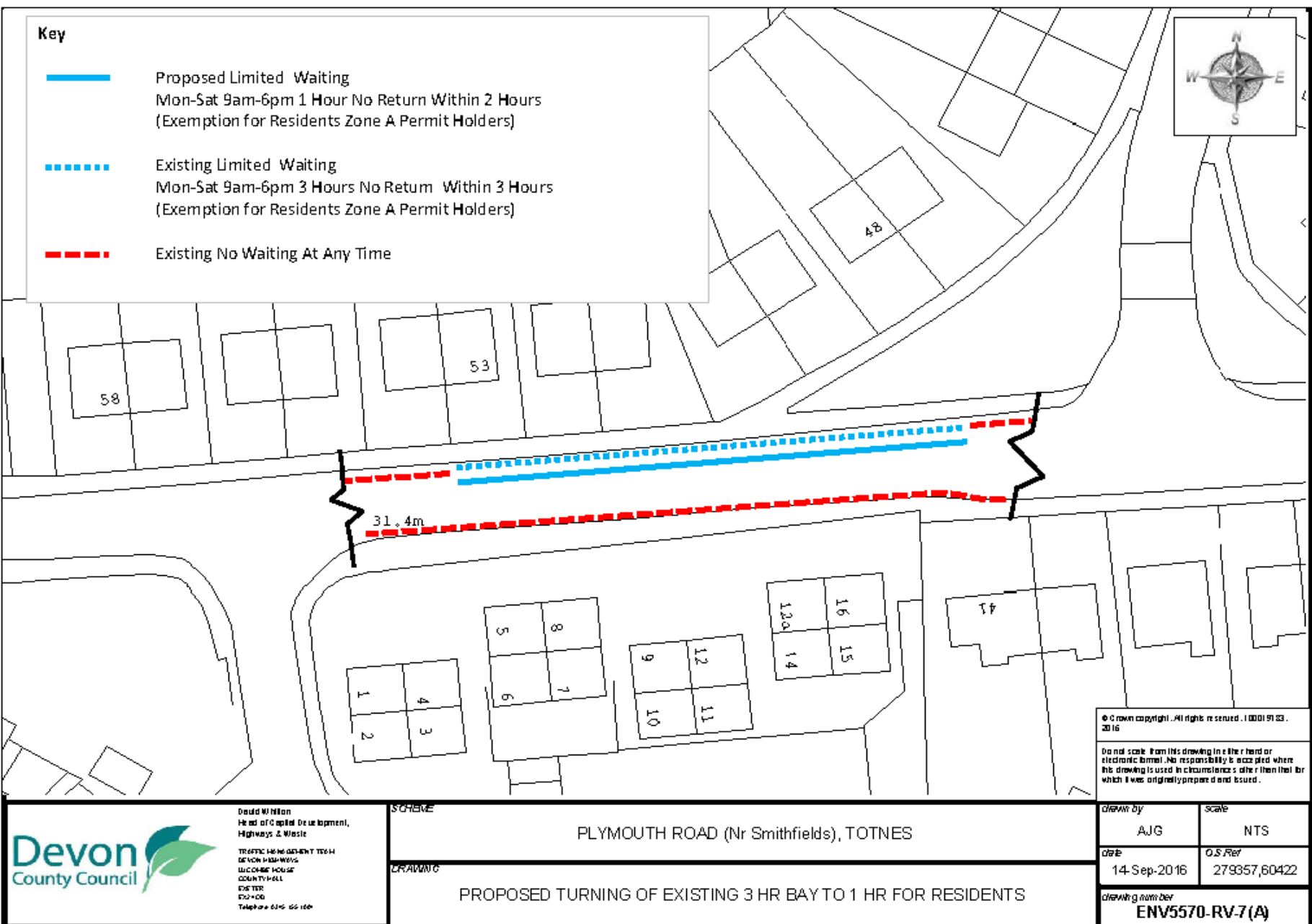


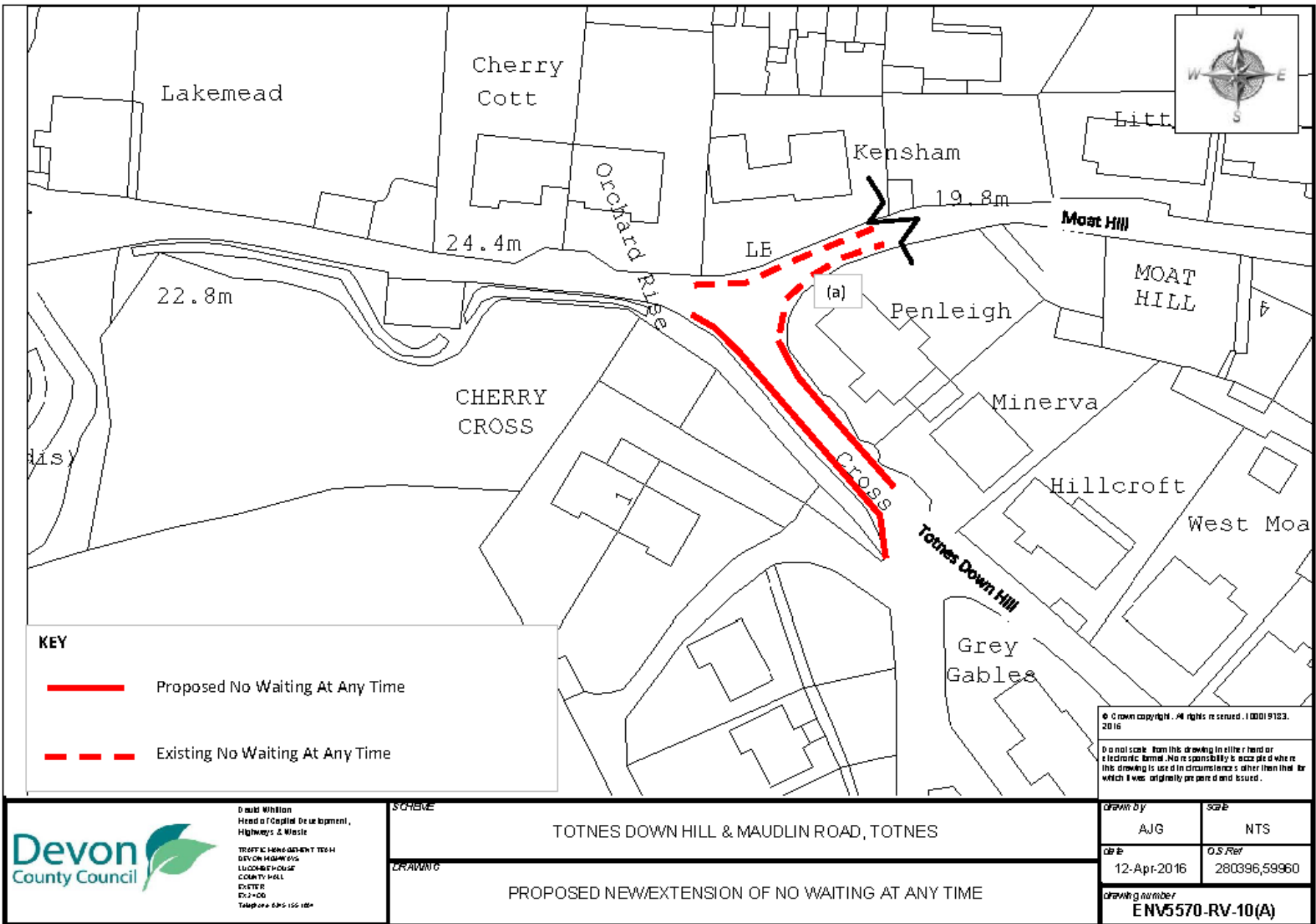


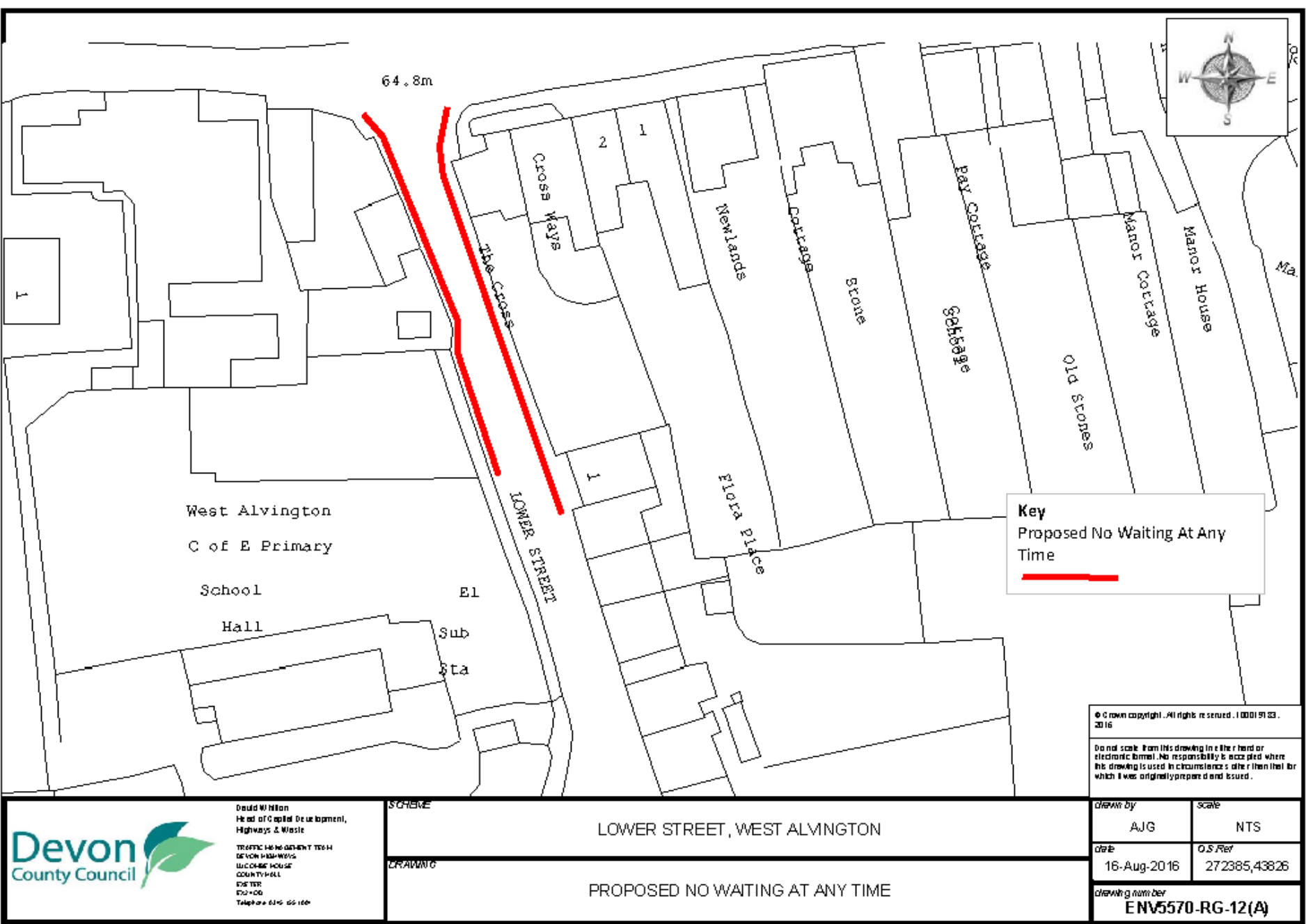












HIW/17/23

South Hams Highways and Traffic Orders Committee
24 March 2017

Request for a pedestrian crossing at Marldon School

Report of the Chief Officer for Highways, Infrastructure Development and Waste

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

Recommendation: It is recommended that:

- (a) The request for a pedestrian crossing at Marldon School is not progressed;**
- (b) The alternative measures detailed in Section 3 of this report be explored with the school and local community.**

1. Background/Introduction

The local District Council Member requested that this Committee consider the matter of a pedestrian crossing outside Marldon School at the 11 November 2016 meeting. It was resolved:

- (a) that the Committee wholeheartedly support the principle of a pedestrian crossing outside Marldon School; and
- (b) that officers prepare an evidence base, including the required surveys, costings and monitoring, and submit a project proposal to the next meeting of the HATOC, or that the Chair be given delegated authority to approve the project proposal, whichever is the earlier.

2. Main Text/Proposal

A pedestrian crossing was installed just to the south of the entrance to Marldon School in 2004, but was removed after a short period leaving the dropped kerbs and tactile paving. It is understood that the crossing was removed because of complaints from local residents, related to the proximity of the crossing to private driveways, which is difficult to avoid at this location. There was also a conflict with the operation of the bus stops.

The criteria for installing a pedestrian crossing are generally accepted to be based on the number of vehicles (V) and the number of pedestrians (P), in a calculation called PV^2 . The criteria are based on the average value over the 4 busiest hours of the day. Given the relatively low numbers of both at this location, and the very low numbers of pedestrians outside of school dropping off and picking up times, the site would not meet the accepted criteria.

It would be difficult to install a zebra crossing outside the school, because of the close proximity of the driveways on the east side of the road, and because the bus stops would have to be removed, or moved further from the school entrance, to accommodate the crossing.

There are no recorded collisions on Marldon Cross Hill for the latest standard 5 year validated data period between 1/1/2011 and 31/12/2015. A pedestrian collision occurred on 19 January 2016 near Millmans Road, but this collision has not yet been validated so cannot

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be used in any analysis as its location and details could be inaccurate. It is understood that the pedestrian was not injured because of the relatively slow speed of traffic at the time.

Inappropriate parking and resultant congestion in the vicinity of the Marldon School, particularly during pupil drop-off and pick-up periods, is considered to be the main issue, which is prevalent outside many schools around the County. The current zig zag markings, with associated signs, are legally enforceable but are generally disregarded.

A previous School Crossing Patrol service was not maintained due to problems with recruitment. A volunteer scheme was not considered feasible due to a lack of volunteers.

3. Options/Alternatives

A central pedestrian refuge might be the most appropriate response if one could be sited without compromising vehicle movements into adjacent premises. However, the road is only wide enough to accommodate a 1.5m refuge which is not ideal where pushchairs need to be accommodated. Local road widening to enable a wider refuge to be installed would raise the cost considerably.

Bollards, or other physical barriers such as planters, could be placed on the footway to prevent parking outside of the school. This may push the parking problem onto nearby residential roads such as Millmans Road and Marldon Grove.

4. Consultations/Representations/Technical Data

No consultation has been undertaken on this issue, but local residents objected to the previous crossing that was installed.

5. Financial Considerations

It is estimated that a pedestrian crossing would cost between £30,000 and £35,000, although this could change during the design stage. The cost may be lower if some of the infrastructure from the previous crossing, such as the ducting, could be reused.

No budget has been identified for these works and there is currently no section 106 funding available.

6. Environmental Impact Considerations

There are not considered to be any environmental issues in regards to this scheme.

7. Equality Considerations

There are not considered to be any equality issues in regards to this scheme.

8. Legal Considerations

When making a Traffic Regulation Order it is the County Council responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, secures the expeditious, convenient and safe movement of traffic and provision of parking facilities.

9. Risk Management Considerations

The previous zebra crossing was removed within a short time of it being constructed, and a new zebra crossing may similarly attract complaints.

10. Public Health Impact

There are not considered to be any public health impacts in regards to this scheme.

11. Recommendations

On the basis that the site does not meet the criteria for a zebra crossing, and that complaints led to a previous crossing being removed, it is recommended that the request for a zebra crossing not be progressed.

It is recommended that alternative safety measures be explored with the school and the community.

David Whitton
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Division: South Brent & Dartington

Local Government Act 1972: List of Background Papers

Contact for enquiries: John Fewings

Room No: Ryefields, Avery Hill, Rydon Road, Kingsteignton, TQ12 3QG

Tel No: 01392 380193

Background Paper	Date	File Ref.
None		

jf020317shh
sc/cr/request pedestrian crossing marldon school
02 140317

HIW/17/24

South Hams Highways and Traffic Orders Committee
24 March 2017

Actions Taken Under Delegated Powers

Report of Chief Officer for Highways, Infrastructure Development and Waste

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

Recommendation: It is recommended that the report be noted.

1. Summary

In accordance with Minute *3 of the Meeting of this Committee on the 24 July 2003 this report details the actions taken in respect of traffic regulation orders under Delegated Powers since the last meeting.

2. Actions on Advertised Traffic Orders

Since the last meeting of this Committee, a number of Traffic Orders have been progressed and where objections have been received, these have been dealt with by a consultation with the Chairman and local Members. Details of these matters are listed below.

Location	Proposal	Action
Dartmouth, Stoke Fleming Strete	Dartmouth Stoke Fleming and Strete 20mph and 40 mph speed limits	As the result of objections received and with permission given the speed limit Order was sealed without the implementation of the proposed <ul style="list-style-type: none">• 40mph limit extension in Blackpool Valley Road.• 30mph limit in Stoke Fleming but to retain the existing 20mph limit. The Traffic Order descriptions have been corrected to reflect what is marked on the ground.
Marldon	40mph Speed limit A380	As no objections were received the speed limit was implemented

David Whitton
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Division: Yealmpton

Agenda Item 10

Local Government Act 1972: List of Background Papers

Contact for enquiries: Neil Oxton

Room No: ABG Lucombe House, County Hall, Exeter

Tel No: 0345 155 1004

Background Paper	Date	File Ref.
None		

no090317shh
sc/hq/action under delegated powers
02 140317