

Phil Norrey
Chief Executive

To: The Chair and Members of the
East Devon Highways and
Traffic Orders Committee

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

(See below)

Your ref :
Our ref :

Date : 22 November 2017
Please ask for : Stephanie Lewis 01392 382486

Email: stephanie.lewis@devon.gov.uk

EAST DEVON HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Thursday, 30th November, 2017

A meeting of the East Devon Highways and Traffic Orders Committee is to be held on the above date at 10.30 am at **Knightshayes Committee Room, Larkbeare House, Exeter, EX2 4NG** to consider the following matters.

P NORREY
Chief Executive

AGENDA

PART 1 - OPEN COMMITTEE

- 1 Apologies
- 2 Minutes (Pages 1 - 4)
Minutes of the meeting held on 24 July 2017.
- 3 Items Requiring Urgent Attention
Items which in the opinion of the Chair should be considered at the meeting as a matter of urgency.

MATTERS FOR DECISION

- 4 Annual Waiting Restrictions Programme (Pages 5 - 40)
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/17/96).

Electoral Division(s): All in East Devon

- 5 Traffic Sensitive Streets Review 2017 (Pages 41 - 44)
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/17/70).

Electoral Division(s): All in East Devon
- 6 Albion Hill, Exmouth - No Waiting At Any Time (Minute *3/24 July 2017)
Details are awaited from the consultant acting for the developer, to enable a proposed traffic order to be drafted.

Electoral Division(s): Exmouth
- 7 Traffic Calming Measures and pedestrian/cycle upgrades on Anning Road, Exeter Science Park (Pages 45 - 50)
Report of the Head of Planning, Transportation and Environment (PTE/17/64).

Electoral Division(s): Broadclyst
- 8 Upgrade of Blackhorse Lane Cycle Route, Broadclyst (Pages 51 - 58)
Report of the Head of Planning, Transportation and Environment (PTE/17/65).

Electoral Division(s): Broadclyst
- 9 A3052 Four Elms Hill, Newton Poppleford: Safety Review (Pages 59 - 64)
In accordance with Standing Order 23(2) Councillors Hughes and Wright requested that the Committee consider this matter.

Report of the Chief Officer for Highways, Infrastructure and Development (HIW/17/97).

Electoral Division(s): Otter Valley
- 10 Request for the introduction of highways safety measures in Colaton Raleigh (Pages 65 - 68)
In accordance with Standing Order 23(2) Councillor Wright requested that the Committee consider this matter.

Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/17/98).

Electoral Division(s): Otter Valley
- 11 Items requested by Councillor Scott
In accordance with Standing Order 23(2) Councillor Scott requested that the Committee consider these matters.
- (a) Exton, Station Road. The Parish Council and residents are asking/requesting traffic control, in particular double yellow lines on Station Road where the play park is situated, with possible engineering to slow traffic.
- (b) Pound Lane, Exmouth. Residents and business owners are requesting traffic control

at the Brixington Lane end of Pound Lane. The road is extremely busy with mixed use and a combination of residents and businesses. There is some conflict between residents and businesses over who has priority, the requests are not similar. Residents want permits, business want double yellow line. Highways need to do surveys of traffic volumes, speed etc and come up with ideas to resolve the current issue. The section of road with issues is also a bus route.

Electoral Division(s): Exmouth

MATTERS FOR INFORMATION

- 12 **Actions Taken under Delegated Powers (Pages 69 - 70)**
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/17/99).
Electoral Division(s): Axminster, Feniton & Honiton, Otter Valley, Seaton & Colyton
- 13 **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/democracy/guide/constitutionparts2-4/part-4-section-7petition scheme/](https://new.devon.gov.uk/democracy/guide/constitutionparts2-4/part-4-section-7petition%20scheme/))
- 14 **Dates of Meetings**
16 March, 12 July and 29 November 2018 and 14 March 2019.
The County Council Calendar of meetings available on the website:
<http://democracy.devon.gov.uk/mgCalendarMonthView.aspx?GL=1&bcr=1>

<i>Part II Reports</i>
<i>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).</i>
<i>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.</i>
<i>Agenda Items and Attendance of District & Town/Parish Councillors</i>
<i>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.</i>
<i>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.</i>
<i>For further information please contact Stephanie Lewis on 01392 382486.</i>

MembershipCounty Councillors

Councillors R Bloxham, C Channon, I Chubb, I Hall, S Hughes, S Randall Johnson, R Scott, M Shaw, J Trail, P Twiss, C Wright

East Devon District Council

Councillors B Bailey, M Coppell, P Stott and D Atkins

Devon Association of Local Councils

D Atkins

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 Stephanie Lewis on 01392 382486.

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 Chair. 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 Chair or the Democratic Services Officer in attendance so that all those present may be made aware that is happening.

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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 fourth working day before the relevant meeting.

For further information please contact Stephanie Lewis on 01392 382486.

Emergencies

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Induction loop system available

EAST DEVON HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

24 July 2017

Present:-

Devon County Council:-

Councillors R Bloxham, C Channon, I Chubb, I Hall, S Hughes, S Randall Johnson, R Scott, M Shaw, J Trail and P Twiss

East Devon District Council:-

Councillor P Stott

Devon Association of Local Councils:-

Councillor D Atkins

Apologies:-

Councillor B Bailey

* **1** **Election of Chairman and Vice Chairman**

RESOLVED that Councillors Hughes and Hall be elected Chairman and Vice-Chairman respectively for the ensuring year.

* **2** **Minutes**

RESOLVED that the Minutes of the meeting held on 24 July 2017 be signed as a correct record.

* **3** **Items Requiring Urgent Attention: No Waiting At Any Time - Albion Hill, Exmouth**

The Chairman had decided that the Committee should consider this item in view of concerns expressed about a Traffic Regulation Order and associated waiting restrictions relating to a housing development on Albion Hill, Exmouth.

The Committee noted that in the absence of a written report outlining all relevant information, consideration of this matter would necessarily have to be deferred until the next meeting.

* **4** **Members Induction**

The Acting Chief Officer for Highways, Infrastructure Development and Waste gave a presentation on the work of the Committee covering the Constitution, Terms of Reference and Scheme of Delegation.

Members questions and discussions with the Officers included:

- notifying local Members regarding Temporary Road Closures;
- notifying adjoining Parishes of Traffic Orders that may also affect them.

[NB A copy of the presentation is appended to these Minutes.]

Agenda Item 2

* 5 Devon Highways Term Maintenance Contract

The Committee received a presentation from Mr S Kane (Contract Manager) Skanska UK covering the Company's origin and ethos, number of employees worldwide and UK and wide ranging infrastructure and engineering activities across local authority and other sectors.

Members' questions and comments related to:

- employment and training opportunities for local people within Devon;
- blocked drains and the programme of gully cleaning across Devon;
- pothole repair policy and the efficiencies thereof;
- the Council's financial constraints.

The Committee thanked Mr Kane for his comprehensive presentation.

[NB A copy of the presentation is appended to these Minutes.]

* 6 Annual Waiting Restriction Programme

The Committee considered the Report of the Acting Chief Officer for Highways, Infrastructure Development and Waste (HIW/17/66) on the annual local waiting programme for the HATOC area for the funding and delivery of waiting restriction schemes for 2017/18.

The Acting Chief Officer reminded Members that all proposals needed to be evaluated and advertised by mid-September and contact would be made with Members appropriately.

Members' discussion points included:

- waiting restrictions for the Exmouth area to be included within the Exmouth Traffic Plan;
- the local Member for Budleigh Salterton advised that the two waiting restrictions listed were no longer necessary as a site inspection had been carried out at East Terrace and issues around the taxi ranks had since been resolved.

It was **MOVED** by Councillor Hughes, **SECONDED** by Councillor Twiss and

RESOLVED

(a) that work on the annual waiting restrictions programme process for 2017/18 be noted;

(b) that the recommendations contained in Appendix I to Report (HIW/17/66) be endorsed and, subject to consultation with local Members on the details, the proposals be advertised;

(c) that the recommendations contained in Appendix II (HIW/17/66) be agreed and, subject to consultation with local Members, the proposals be implemented.

* 7 Prohibition of Vehicles - A376 Link, Clyst St George

The Committee considered the Report of the Acting Chief Officer for Highways, Infrastructure Development and Waste (HIW/17/67) on the proposed prohibition of vehicles on the link road of the A376 in order to install a new safety barrier system that was fully compliant. The previous barrier had been damaged and was due to be replaced; however new designs that were compliant with safety regulations were longer than the original barrier, meaning that the existing slip road would no longer be accessible. The Traffic Regulation Order had been advertised in February and received objections.

Members' discussion points with Officers included:

- the need to replace the barrier with a new system that met safety regulations;

- the speed of traffic along the A376 in both directions and the potential hazardous use of the slip road.

It was **MOVED** by Councillor Bloxham, **SECONDED** by Councillor Hughes and

RESOLVED

(a) that the introduction of a compliant road restraint system on the A376 be agreed by the Committee;

(b) that the Traffic Regulation Order is made and sealed as advertised.

* 8 **Green Lodge demolition, road widening and creation of a footway at Stoney Lane, Axminster**

The Committee received the Report of the Head of Planning, Transportation and Environment (PTE/17/45) on the Green Lodge demolition, road widening and creation of a footway at Stoney Lane in Axminster. The Officer explained that the Council had acquired the property in 2016 which offered the opportunity to tackle one of the major pinch point areas in Axminster which suffered from extensive traffic delays and difficult pedestrian access to the Community College. Demolition of the property would allow the widening of the carriage way and creation of a pedestrian footpath to the school.

The Committee noted the revised plan which included the existing footway along the Eastern side of the plot which provided access to No.26 Loretto Road and would remain in place. A new 1.3 m High post and rail fence would follow the boundary of Green Lodge and then along the western side of the footway to tie into the northern fence.

It was **MOVED** by Councillor Hall, **SECONDED** by Councillor Twiss and

RESOLVED

(a) that the scheme shown on plan C16012-5B, included in Appendix A, for highway widening works and construction of a footway at an estimated cost of £85,000 be approved;

(b) that the demolition of Green Lodge at an estimated cost of £85,000 be approved.

* 9 **Petitions/Parking Policy Reviews**

No petition for a parking review from a member of the public relating to East Devon had been received.

* 10 **Action Taken Under Delegated Powers**

The Committee received the Report of the Acting Chief Officer for Highways, Infrastructure and Waste (HIW/17/68) on action taken by her in consultation with the Chairman and Local Members.

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

The Meeting started at 10.30 am and finished at 12.05 pm

HIW/17/96

East Devon Highways and Traffic Orders Committee
30 November 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 process for 2017/2018 is noted;***
- (b) the recommendations contained in Appendix III to this report are agreed and the proposals implemented where relevant.***
- (c) the proposals detailed in Appendix I which attracted no objections are implemented as advertised.***

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 can then 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 Waiting Restriction Programme for each HATOC area for the funding and delivery of waiting restriction schemes.

The 2016/17 programme delivered proposals at over 250 sites across Devon. These were mainly amendments to yellow lines and limited waiting, thought to be non-controversial, which had been requested by communities or by local Highway Officers

Building on the success of this process, the 2017/18 programme is currently progressing in the region of 500 proposals along with a small programme of minor aids to movement improvements such as dropped crossings, footway improvements and bollards.

2. Proposal

Cabinet has allocated an amount of £100,000 countywide from the On Street Parking Account to this process in 2017/18 which equates to an amount of £12,500 to each HATOC area.

Following the meeting of this Committee on 24 July 2017 and subsequent liaison with Local Members, a number of proposals were advertised in the local press and on site.

Advertised Proposals are listed in Appendix I with Plans of the proposals shown in Appendix II and comments received and recommendations shown in Appendix III.

Agenda Item 4

3. Specific Aids to Movement Proposals

A number of Aids to Movement Proposals are currently being progressed as part of this project as shown on the plans in Appendix IV. These include:

- Market Place, Coltyon – installation of wheel stops to prevent footway from being obstructed.
- Marlpit Lane/Beer Road/Ryalls Court – amend pedestrian barriers to allow free access for disabled users and prams.

4. 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.

There will be a cost to the Council in advertising a new Traffic Order for each Committee Area, this will be approximately £1,500. In addition, the costs of any changes to signing or lining will be attributed to that Order.

5. Environmental Impact Considerations

The proposals are intended to rationalise on street parking and improve mobility and access within the 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 commuters to make more sustainable travel choices eg Car Share, Public Transport, Walking and Cycling.
- Assist pedestrians and other vulnerable road users in crossing the highway

The Environmental effects of the scheme are therefore positive.

6. Equality Considerations

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

7. 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 East Devon District.

8. Risk Management Considerations

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

9. Public Health Impact

There is not considered to be any public health impact.

10. Reasons for Recommendations

The proposals rationalise existing parking arrangements within the East Devon District 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 East Devon District and therefore comply with S 122 of the Road Traffic Regulation Act 1984.

Meg Booth
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: All in East Devon District

Local Government Act 1972: List of Background Papers

Contact for enquiries: Mike Jones

Room No: ABG, Lucombe House

Tel No: 0345 155 1004

Background Paper	Date	File Ref.
None		

mj211117edh
sc/cr/Annual Local Waiting Restriction Programme
02 211117

Agenda Item 4

Appendix I
To HIW/17/96

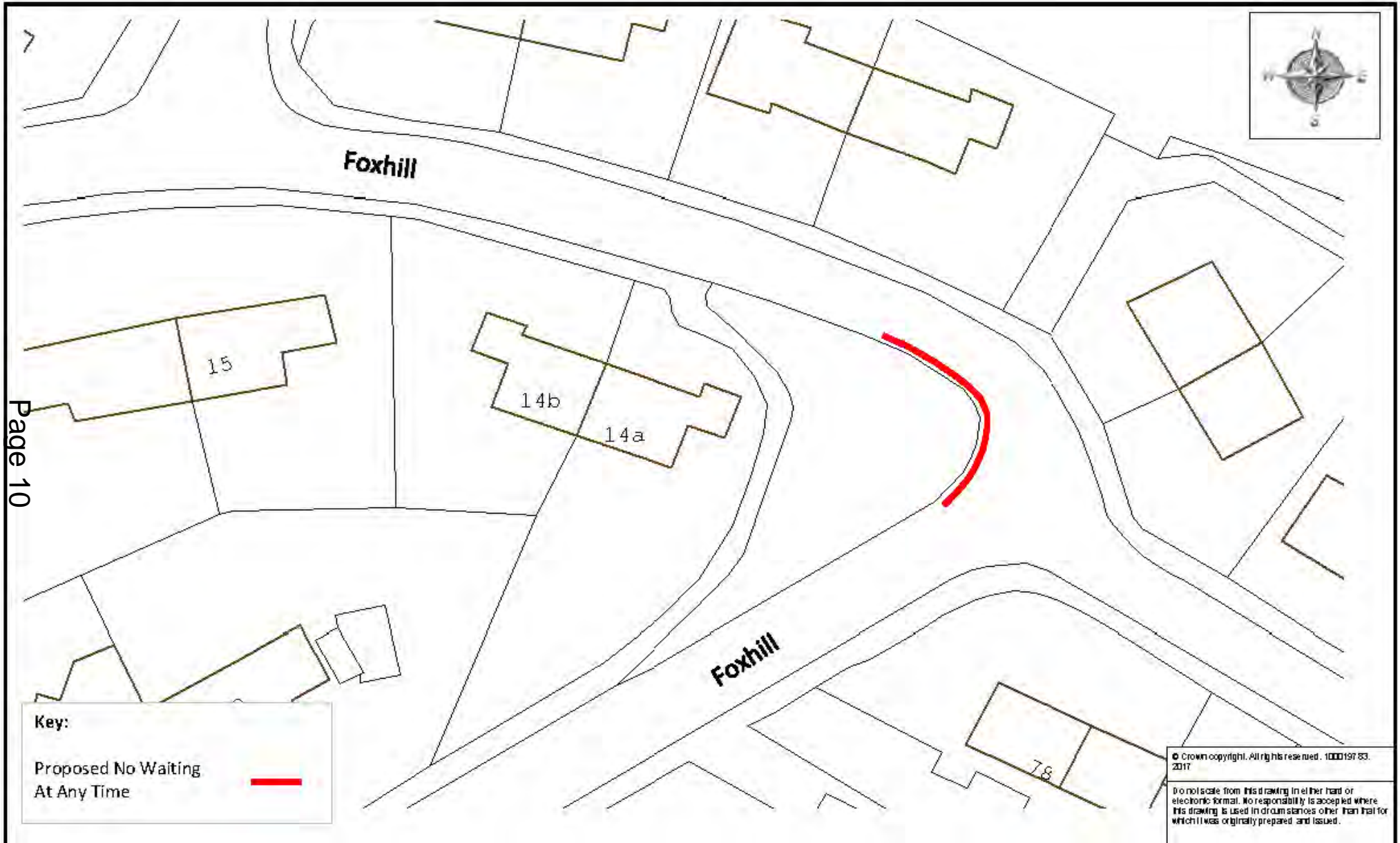
East Devon Highways and Traffic Orders Committee Annual Waiting Restriction Programme

Advertised Proposals

Plan	Parish/Town	Road	Proposal	Statement of Reasons
ENV5609/01 (A)	Axminster	Foxhill	No Waiting At Any Time.	To prevent obstructive parking obscuring visibility.
ENV5609/02 (A)	Axminster	Sector Lane	No Waiting At Any Time.	To prevent inappropriate and obstructive parking and maintain visibility.
ENV5609/03 (A)	Axminster	Stoney Lane	No Waiting At Any Time.	To prevent inappropriate and obstructive parking and maintain visibility splays.
ENV5609/05 (A)	Beer	New Cut	No Waiting At Any Time.	To prevent obstructive parking.
ENV5609/06 (A)	Beer	Causeway	Limited Waiting bay 9am-6pm 01 Apr - 30 Sep 2 Hours No Return Within 4 Hours and bays for Buses Only 9am-6pm 01 Apr - 30 Sep.	Remove redundant bus stop and create additional parking stock. Create bay specifically for coaches as not used by local buses.
ENV5609/07 (A)	Beer	Fore Street	Move existing mandatory disabled bay to taxi rank location and extend No Waiting At Any Time.	Taxi rank redundant, place disabled bay in more suitable location and to assist turning manoeuvres at junction.
ENV5609/08 (A)	Budleigh Salterton	East Terrace	No Waiting At Any Time.	To prevent obstructive parking.
ENV5609/09 (A)	Clyst Honiton	Fair Oak Close	No Waiting At Any Time.	Prevent obstructive parking on junctions for HGVs trying to access the Estate.
ENV5609/11 (A)	Clyst St Mary	Frog Lane	No Waiting At Any Time.	To prevent obstructive parking obscuring visibility.
ENV5609/16 (A)	Honiton	Jerrard Close	Upgrade No Waiting Mon-Fri 8am-6pm to No Waiting At Any Time.	To prevent obstructive parking.
ENV5609/17 (B)	Ottery St Mary	The Flexton/ Silver Street	Install a disabled bay near to the new library, removal of No Waiting 8am - 6pm around the war memorial and Police Vehicles Only bays around the old library.	Amend existing parking restrictions to improve access to facilities within the town.
ENV5609/18 (A)	Seaton	B3174 Beer Road junction with Old Beer Road	No Waiting At Any Time.	To prevent inappropriate and obstructive parking and maintain visibility splays.

Agenda Item 4

Plan	Parish/Town	Road	Proposal	Statement of Reasons
ENV5609/20 (A)	Sidmouth	Livonia Road	No Waiting At Any Time.	To prevent inappropriate and obstructive parking and maintain visibility splays.
ENV5609/21 (A)	Sidmouth	Frys Lane	No Waiting At Any Time.	To prevent inappropriate and obstructive parking and maintain visibility splays.
ENV5609/23 (A)	Sidmouth	Bedford Square	Removal of No Waiting At Any Time and introduce Limited Waiting Mon-Sat 10am-6pm 30 Minutes No Return Within 30 Minutes.	Rationalise the parking restrictions to avoid any confusion for motorists.
ENV5609/24 (A)	Sidmouth	Esplanade	Reduce No Waiting At Any Time and introduce Buses Only 10am-6pm Max Stay 1 Hour No Return Within 1 Hour.	To alleviate road safety issues associated with coach movements in vicinity of hotel.
ENV5609/25 (A)	Sidmouth	Manstone Lane	No Waiting At Any Time.	To prevent inappropriate and obstructive parking and maintain visibility splays.
ENV5609/26 (A)	Sidmouth	Primley Road	No Waiting At Any Time.	To prevent obstructive parking.
ENV5609/27 (A)	Sidmouth	Cotmaton Road	Upgrade No Waiting 10am - 6pm to No Waiting At Any Time and introduce new sections of No Waiting At Any Time.	To prevent inappropriate and obstructive parking and maintain visibility splays.
ENV5609/28 (B)	Sidmouth	Cottington Mead	No Waiting At Any Time.	To prevent inappropriate and obstructive parking.
ENV5609/29 (A)	Sidmouth	Cranford	No Waiting At Any Time.	To prevent inappropriate and obstructive parking.
ENV5609/35 (A)	Sidmouth	Primley Mead	Amend No Waiting At Any Time to No Waiting Mon-Fri 8am-6pm	To prevent inappropriate and obstructive parking during school hours.
ENV5609/36 (A)	Sidmouth	Manstone Lane	No Waiting At Any Time.	To prevent inappropriate and obstructive parking and maintain visibility splays.
ENV5609/37 (A)	Sidmouth	Station Road	No Waiting At Any Time.	To prevent inappropriate and obstructive parking and maintain visibility splay.
ENV5609/30 (A)	Stoke Canon	Chestnut Crescent	No Waiting At Any Time.	To prevent inappropriate and obstructive parking and maintain visibility splays.



Page 10

Key:

Proposed No Waiting
At Any Time —

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Meg Booth - Acting Chief Officer for
Highways, Infrastructure Development
& Works

TRAFFIC ORDERS & POLICY TEAM
DEVON COUNTY COUNCIL, HIGHWAY
MANAGEMENT, LUDGINGTON HOUSE, COUNTY
HALL, TOPSHAM ROAD, EXETER, EX2 4AD

Telephone: 0345 133 1004

SCHEME

FOXHILL, AXMINSTER

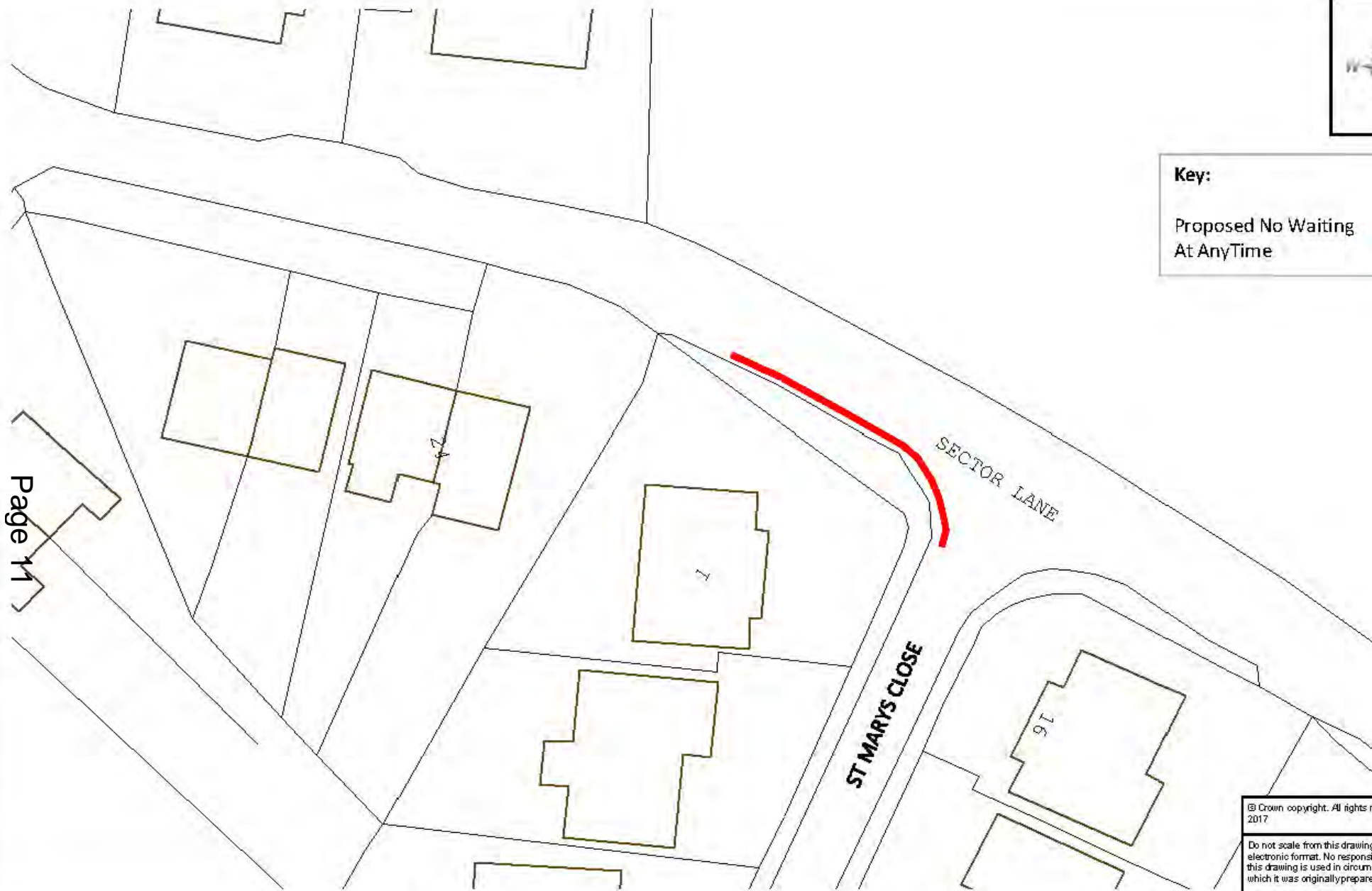
DRAWING

NO WAITING AT ANY TIME

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AG	NTS
date	O.S. Ref
31-Aug-2017	329774,98132
drawing number	
ENV5609/01 (A)	



Key:
 Proposed No Waiting At AnyTime —



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Agenda Item 4

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Meg Booth - Acting Chief Officer for Highways, Infrastructure Development & Waste

TRAFFIC ORDERS & POLICY TEAM
 DEVON COUNTY COUNCIL, HIGHWAY MANAGEMENT, LUDCOMBE HOUSE, COUNTY HALL, TQ1 2PH, EXETER, EX2 4DD
 Telephone 0346 195 100

SCHEME

SECTOR LANE, AXMINSTER

DRAWING

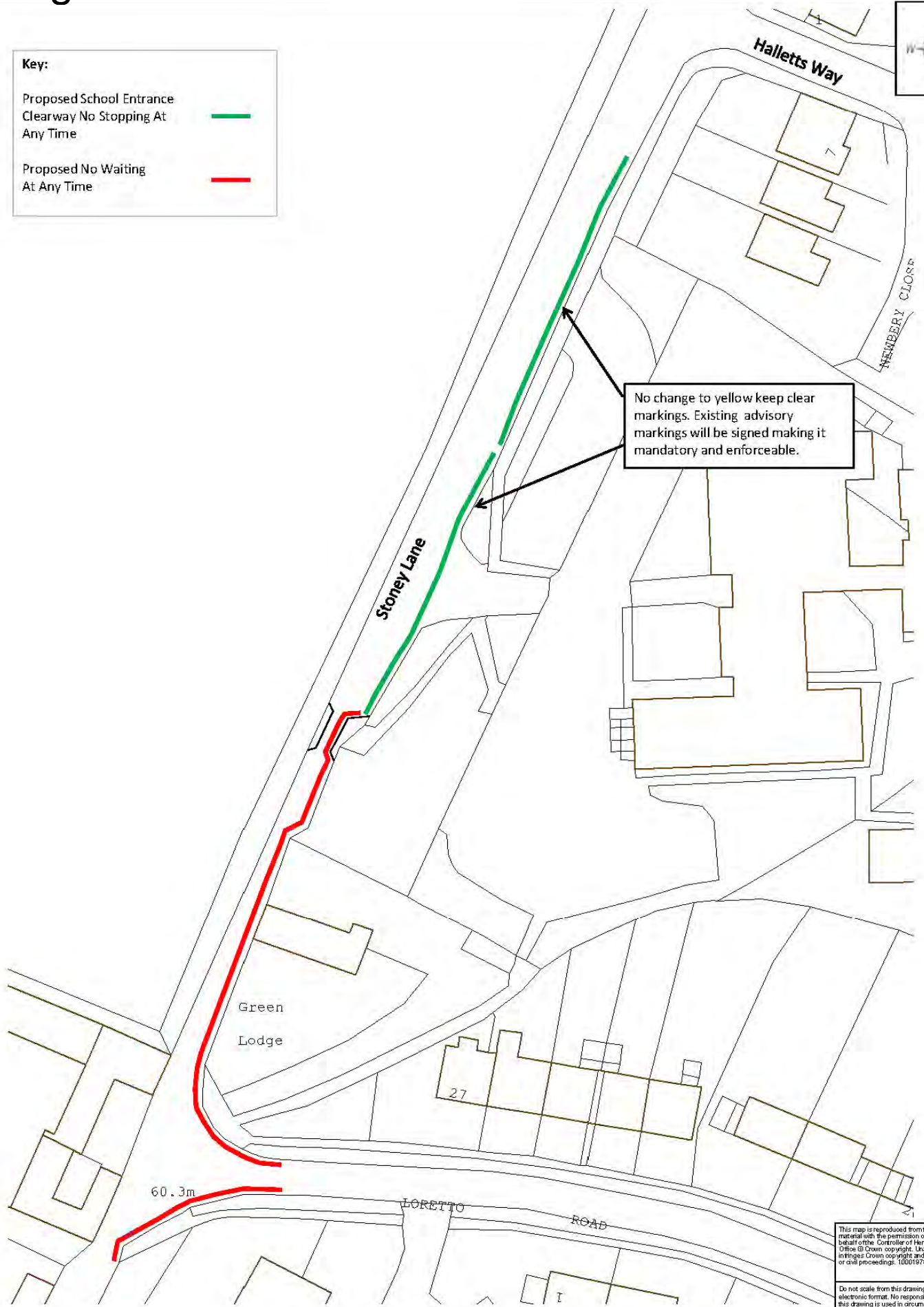
NO WAITING AT ANY TIME

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31-Aug-2017	330595,98260
drawing number	
ENV5609/02 (A)	

Agenda Item 4

Key:

- Proposed School Entrance Clearway No Stopping At Any Time —
- Proposed No Waiting At Any Time —



No change to yellow keep clear markings. Existing advisory markings will be signed making it mandatory and enforceable.

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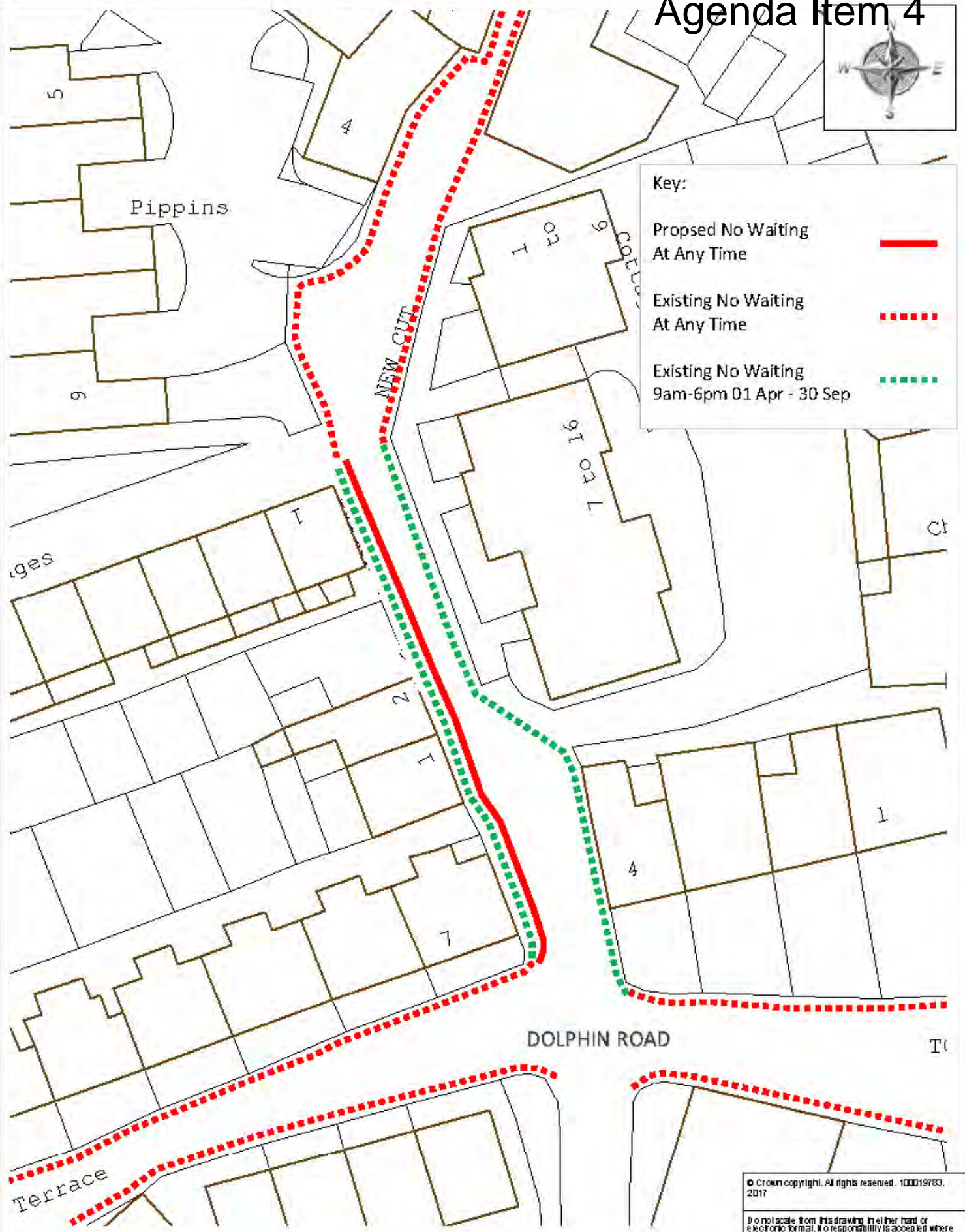


Meg Booth - Acting Chief Officer,
Highways, Infrastructure Development & Waste
TRAFFIC MANAGEMENT TEAM
LEONOR HENNING
CO DRTY HALL
BOSTER
E2 40P
Telephone 0346 155 1024

SCHEME STONEY LANE, AXMINSTER

DRAWING NO WAITING AT ANY TIME

drawn by	AG	scale	NTS
date	28-Sep-2017	O.S. Ref	330146,98586
drawing number	ENV5609/03 (A)		



Key:

- Proposed No Waiting At Any Time ———
- Existing No Waiting At Any Time
- Existing No Waiting 9am-6pm 01 Apr - 30 Sep

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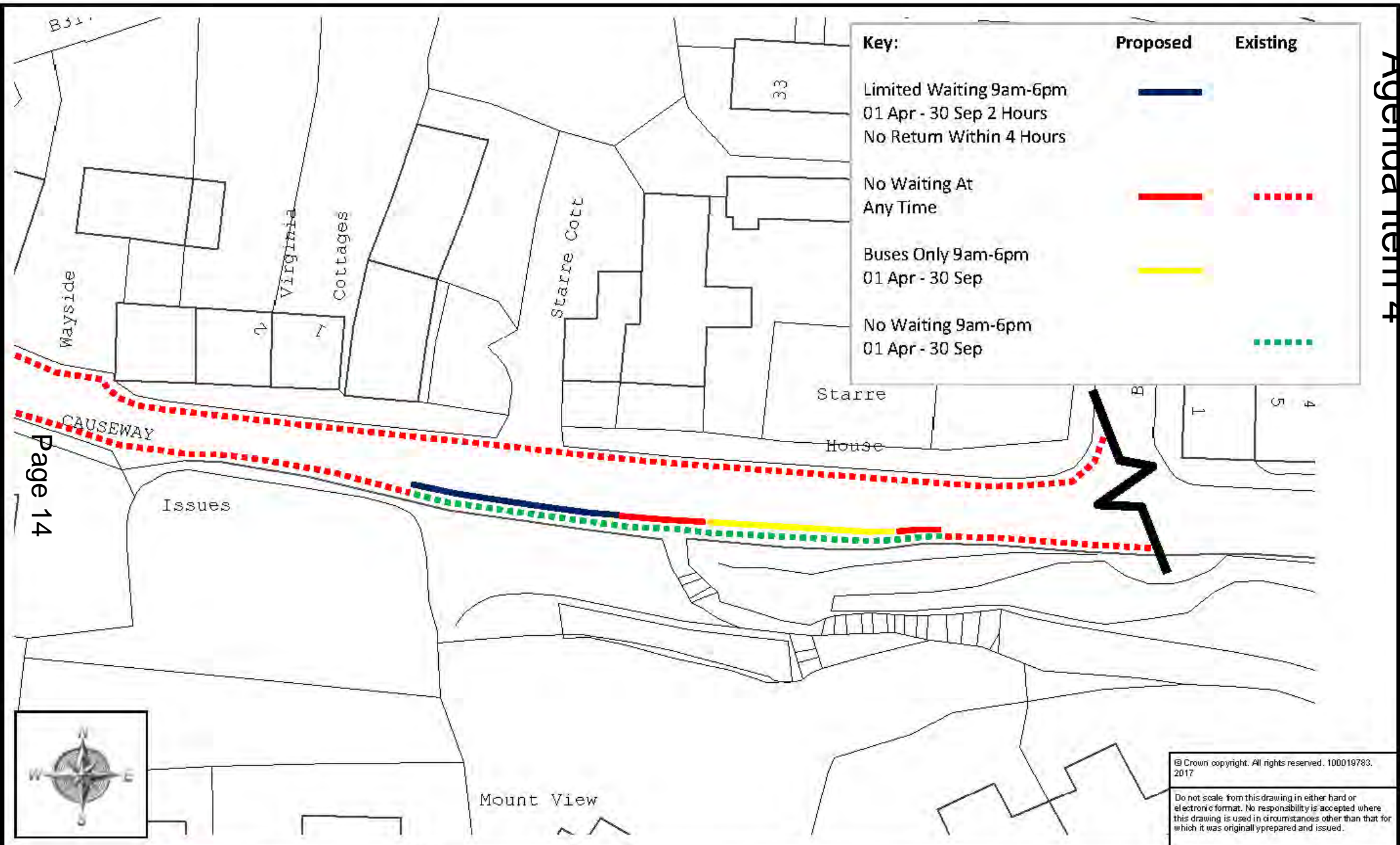
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Meg Booth - Acting Chief Officer for Highways, Infrastructure Development & Assets
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 DEVON COUNTY COUNCIL
 HIGHWAY MANAGEMENT, LUDLOW HOUSE, COUNTY HALL, FOLKHAM ROAD, EXETER, EX2 4DD
 Telephone 01392 155 1004

SCHHEME
 NEW CUT, BEER

DRAWINGS
 Page 13
 NO WAITING AT ANY TIME

drawn by	scale
AG	NTS
date	O.S. Ref
01-Sep-2017	322866,89315
drawing number	
ENV5609/05 (A)	



Key:	Proposed	Existing
Limited Waiting 9am-6pm 01 Apr - 30 Sep 2 Hours No Return Within 4 Hours		
No Waiting At Any Time		
Buses Only 9am-6pm 01 Apr - 30 Sep		
No Waiting 9am-6pm 01 Apr - 30 Sep		

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Meg Booth - Acting Chief Officer for Highways, Infrastructure Development & Waste

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DEVON COUNTY COUNCIL HIGHWAY MANAGEMENT, LUDGUMBIE HOUSE, COUNTY HALL, TQ14 3PL, EXETER, EX2 4JF

Telephone 0346 551104

SCHEME

CAUSEWAY, BEER

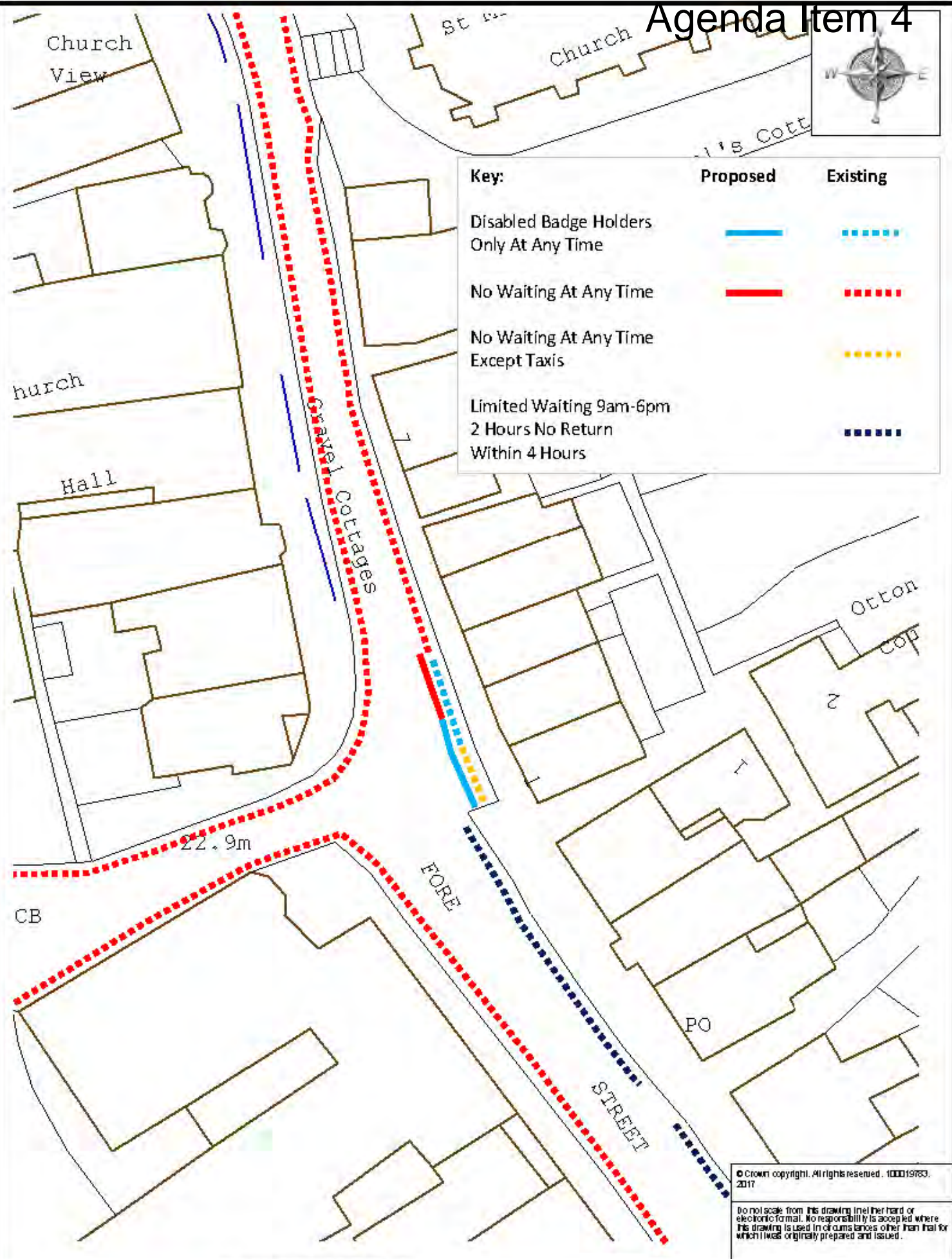
DRAWING

NO WAITING AT ANY TIME

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date	O.S. Ref
13-Sep-2017	322725,89445
drawing number	
ENV5609/06 (A)	



Key:	Proposed	Existing
Disabled Badge Holders Only At Any Time		
No Waiting At Any Time		
No Waiting At Any Time Except Taxis		
Limited Waiting 9am-6pm 2 Hours No Return Within 4 Hours		



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DEVON COUNTY COUNCIL
HIGHWAY MANAGEMENT, LUCOMBE
HOUSE, COUNTY HALL, TOPSHAM
ROAD, EXETER, EX2 4DD
Telephone: 0345 155 1004

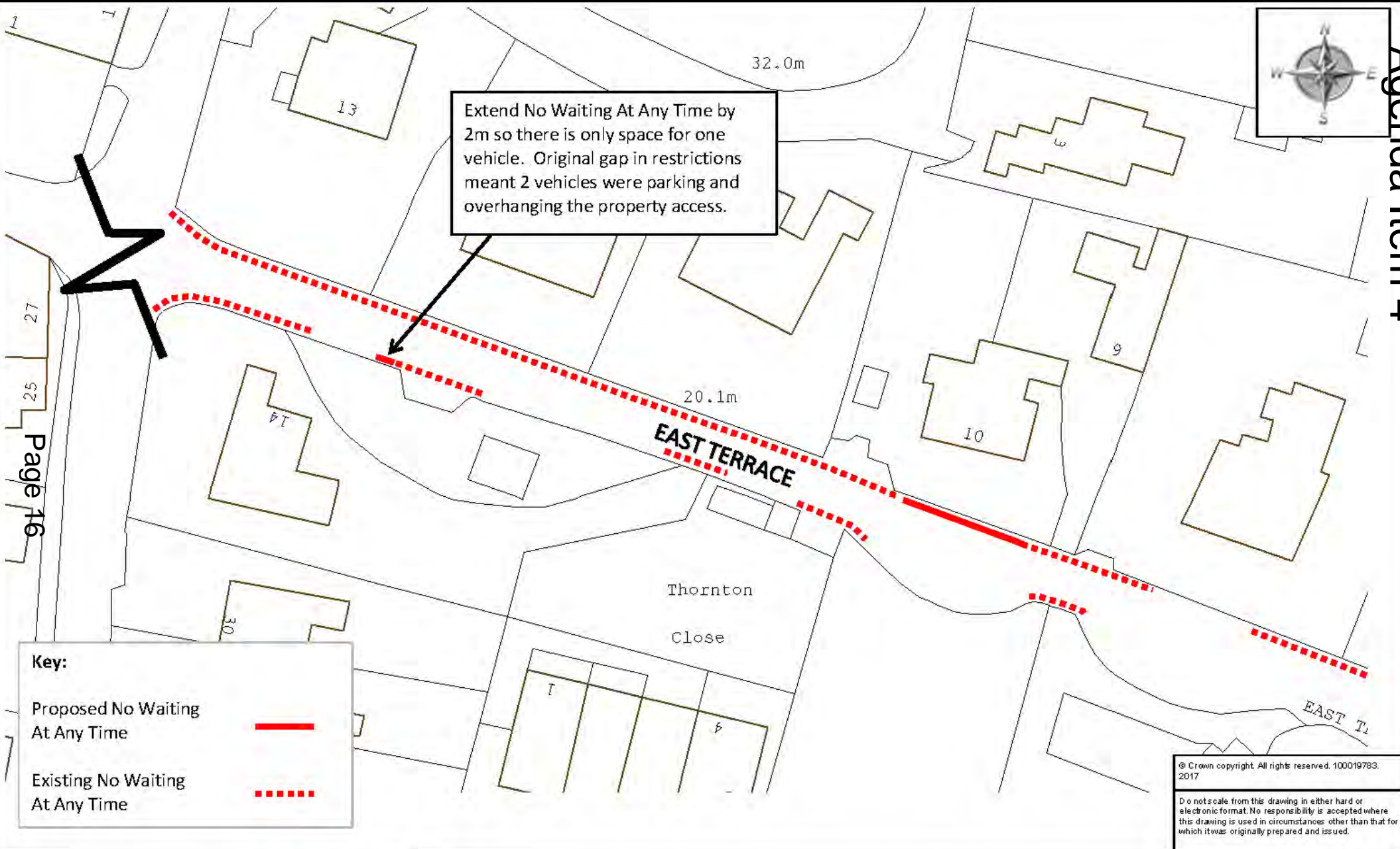
SCHEME
FORE STREET, BEER

DRAWING
Page 15
NO WAITING AT ANY TIME/ DISABLED BAY

drawn by	AG	scale	NTS
date	06-Sep-2017	O.S. Ref	322936,89298
drawing number	ENV5609/07 (A)		



Extend No Waiting At Any Time by 2m so there is only space for one vehicle. Original gap in restrictions meant 2 vehicles were parking and overhanging the property access.



Key:

Proposed No Waiting At Any Time ———

Existing No Waiting At Any Time

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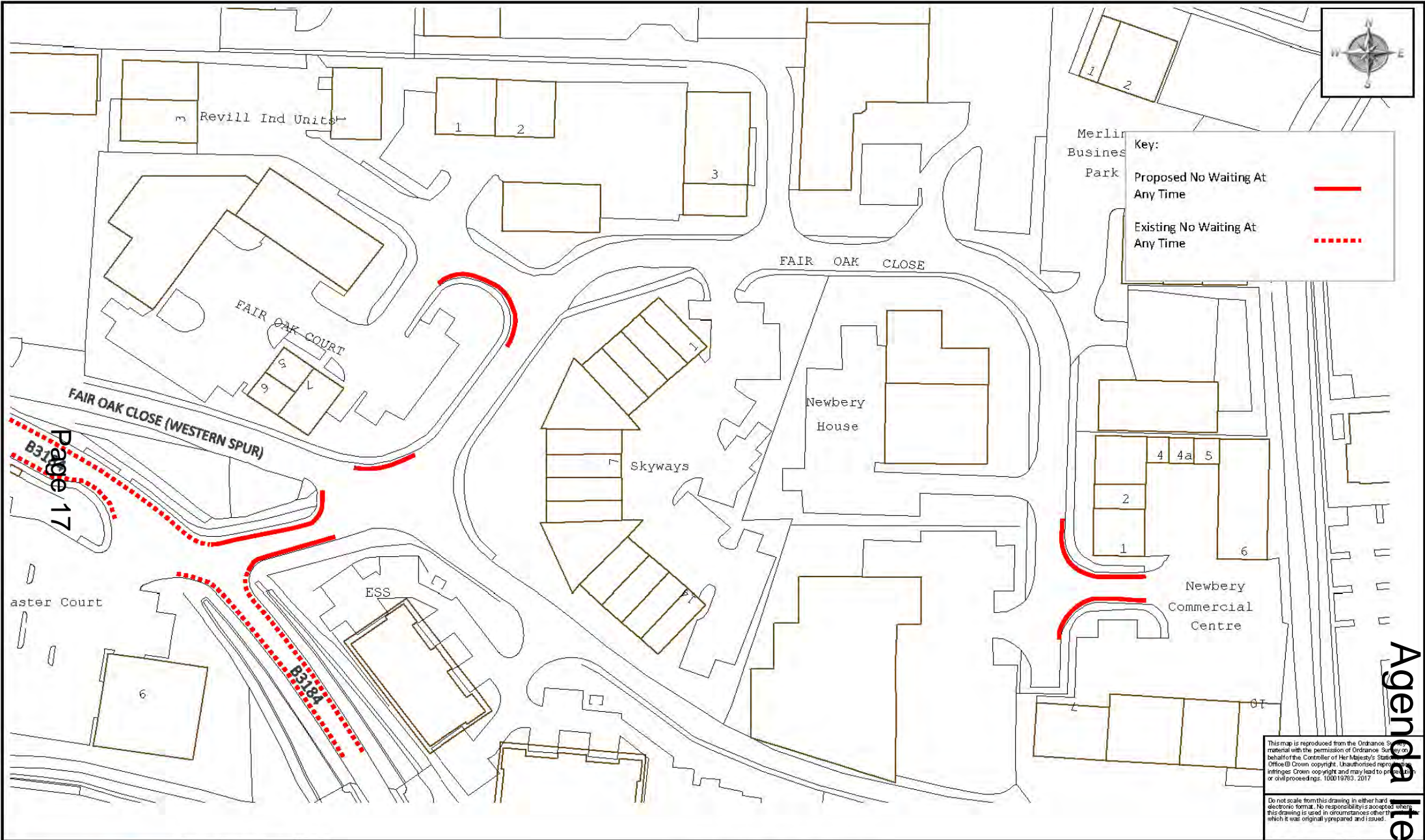
TRAFFIC ORDERS & POLICY TEAM
DEVON COUNTY COUNCIL, HIGHWAY MANAGEMENT, LUCOMBE HOUSE, COUNTY HALL, TOPSHAM ROAD, EXETER, EX2 4Q D

Tel: 01392 155 1004

SCHEME EAST TERRACE, BUDLEIGH SALTERTON

DRAWING NO WAITING AT ANY TIME

drawn by	scale
AG	NTS
date	O.S. Ref
19-Sep-2017	306433.82009
drawing number	
ENV5609/08 (A)	



Key:

Proposed No Waiting At Any Time ———

Existing No Waiting At Any Time

Page 17

Agenda Item 4

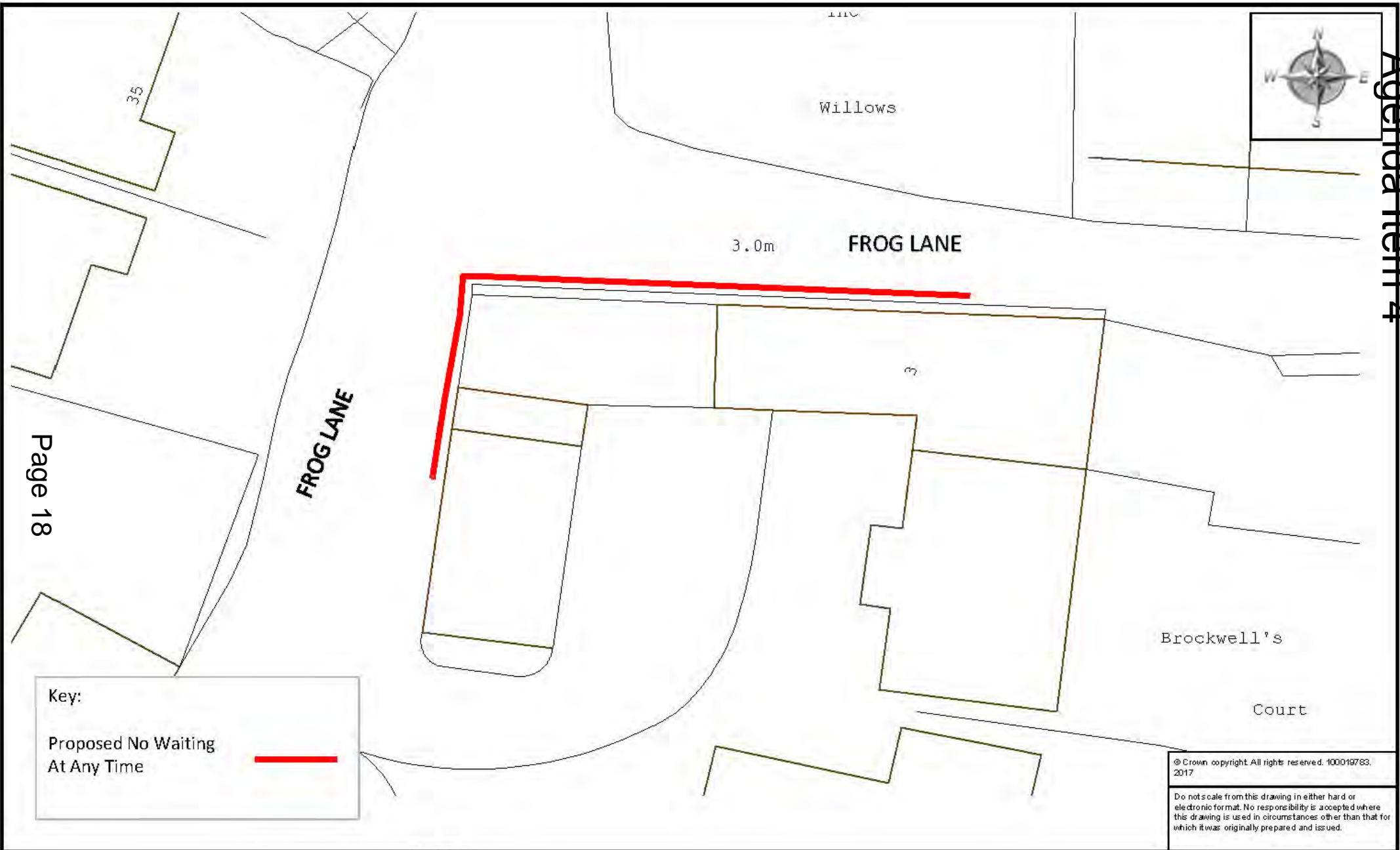
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TRAFFIC MARKING TEAM
LEON BISHOP
LEON BISHOP
COBBY MALL
EXETER
EX4 4DQ
Tel: 01392 261100

SCHEME		FAIR OAK CLOSE, CLYST HONITON	
DRAWING		NO WAITING AT ANY TIME	
drawn by	AG	scale	NTS
date	20-Sep-2017	O.S.Ref	300568, 93005
drawing number	ENV5606/09 (A)		



Page 18

Key:
 Proposed No Waiting
 At Any Time —

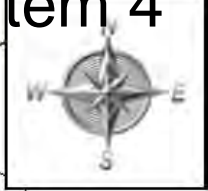
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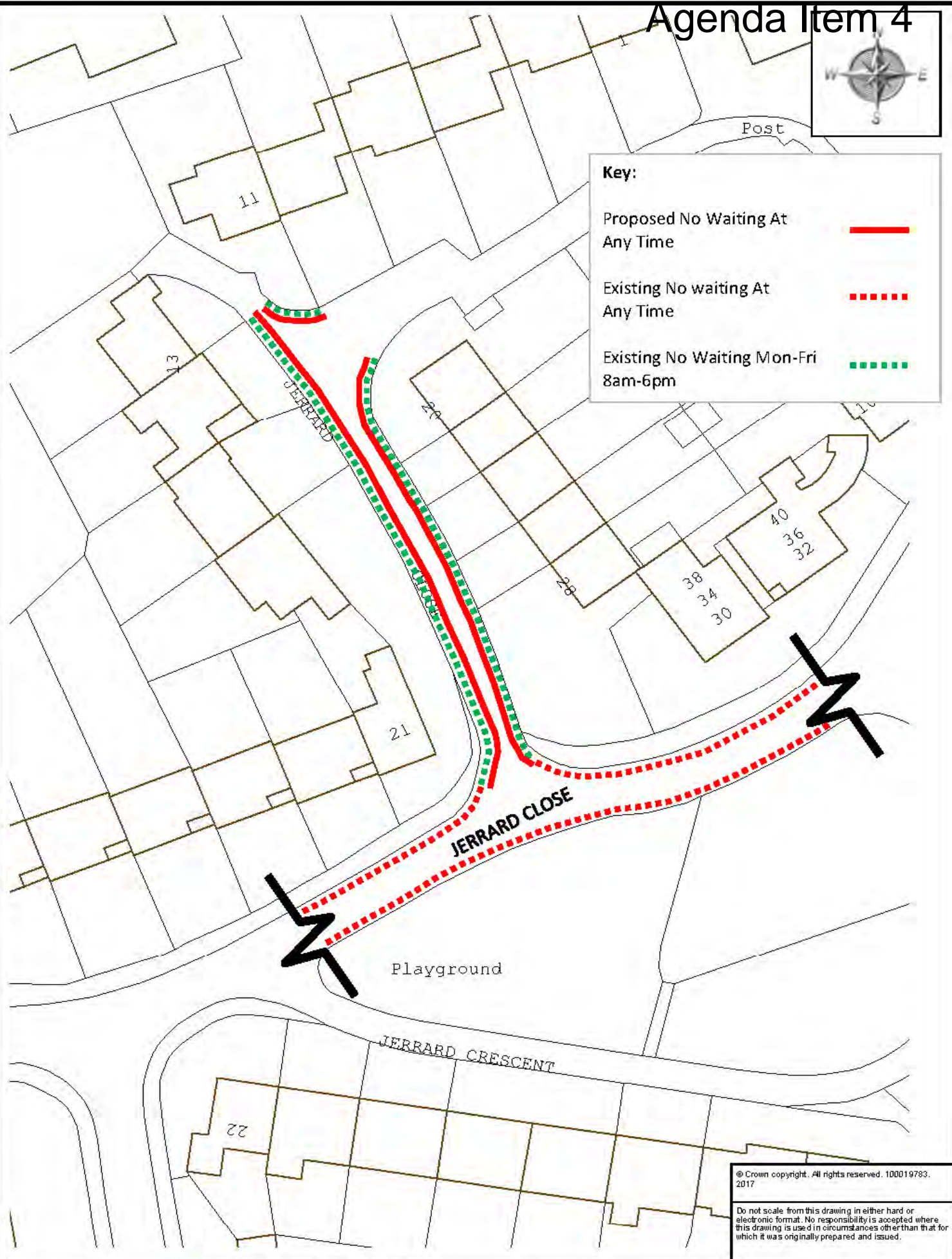
<i>SCHEME</i>	FROG LANE, CLYST ST MARY
<i>DRAWING</i>	NO WAITING AT ANY TIME

<i>drawn by</i>	<i>scale</i>
AG	NTS
<i>date</i>	<i>O.S.Ref</i>
20-Sep-2017	297330,91237
<i>drawing number</i>	
ENV5609/11 (A)	



Key:

- Proposed No Waiting At Any Time ———
- Existing No waiting At Any Time - - - - -
- Existing No Waiting Mon-Fri 8am-6pm - - - - -



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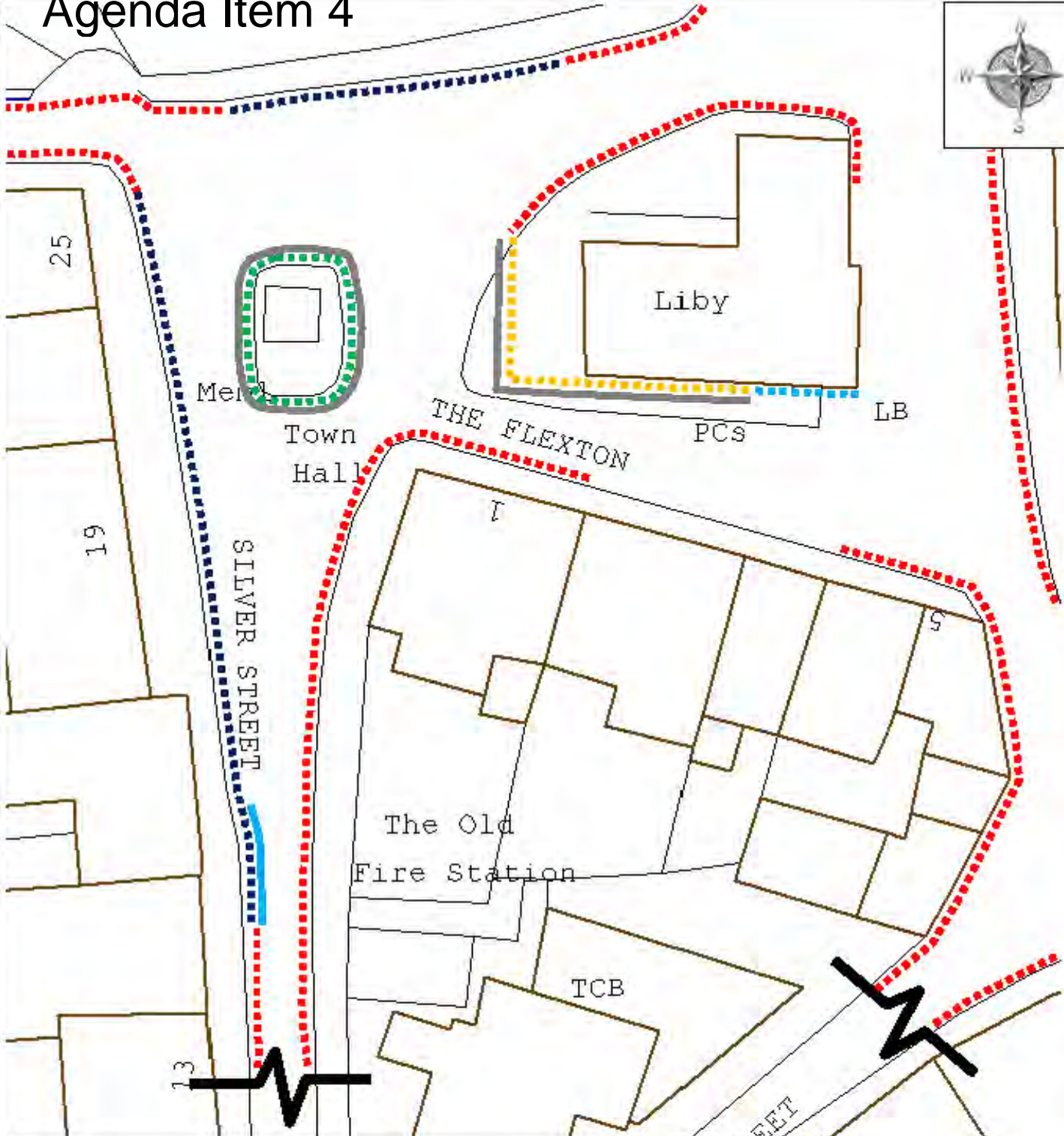
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HIGHWAY MANAGEMENT, LUCOMBE
HOUSE, COUNTY HALL, TOWN SQUARE
ROAD, EXETER, EX2 4DQ
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SCHEME
JERRARD CLOSE, HONITON

DRAWING
Page 19
NO WAITING AT ANY TIME

drawn by	scale
AG	NTS
date	O.S.Ref
22-Sep-2017	316316,100466
drawing number	
ENV5609/16 (A)	

Agenda Item 4



Key	Existing	Proposed
Disabled Badge Holders Only At Any Time	————
Removal Of Existing Restriction		————
No Waiting At Any Time	
Police Vehicles Only	
No Waiting 8am-6pm	
Limited Waiting Mon-Sat 9am-6pm 1 Hour No Return Within 2 Hours	

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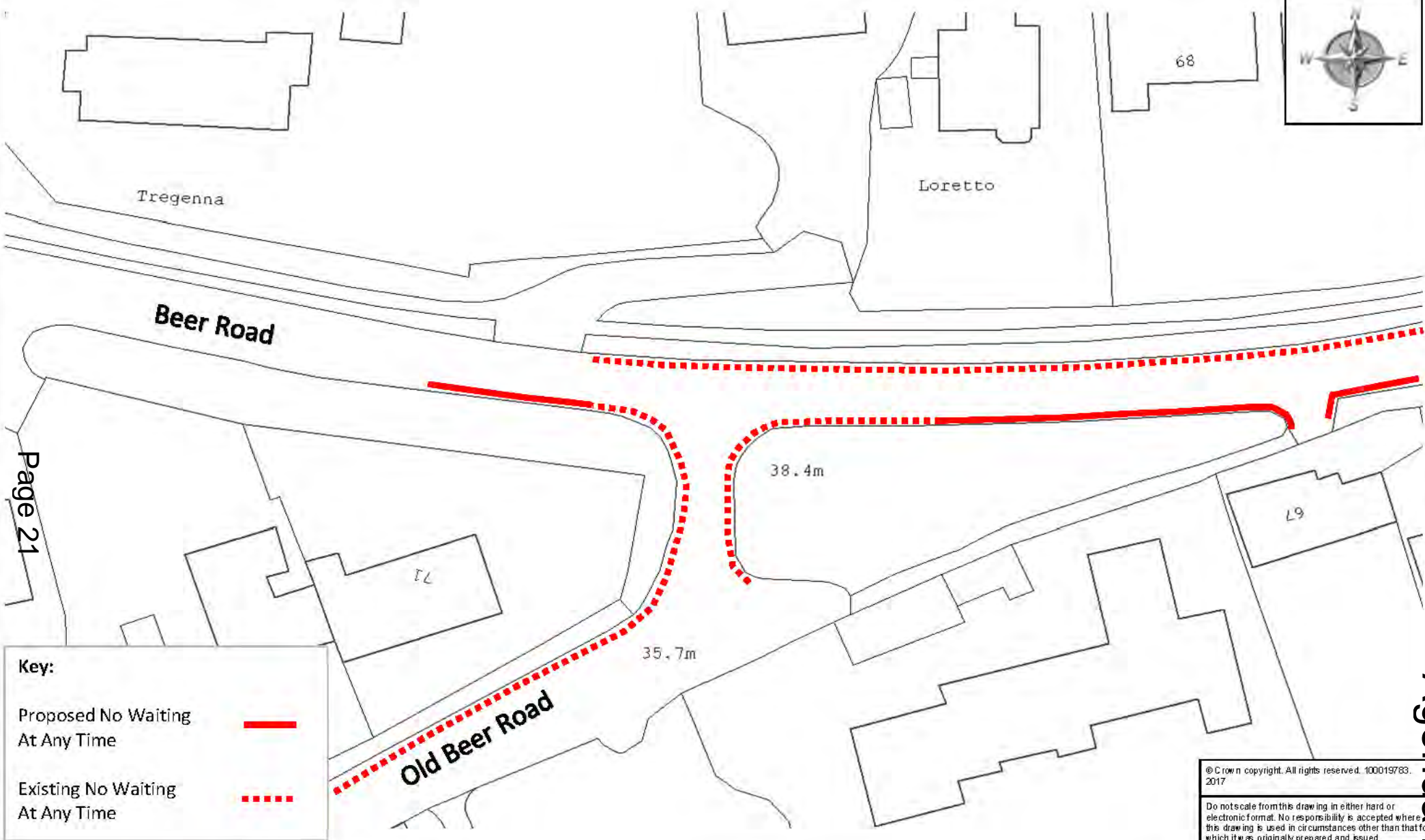
SCHEME
 THE FLEXTON/SILVER STREET, OTTERY ST MARY

DRAWING
 Page 20
 WAITING RESTRICTIONS

Drawn by: AG
 Scale: NTS

Date: 09-Oct-2017
 O.S. Ref: 309882,95525

Drawing number
 ENV5609/17 (B)



Page 21

Key:

Proposed No Waiting At Any Time —

Existing No Waiting At Any Time ⋯

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SCHEME

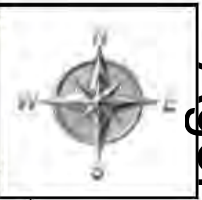
BEER ROAD, SEATON

DRAWING

NO WAITING AT ANY TIME

<i>drawn by</i>	<i>scale</i>
AG	NTS
<i>date</i>	<i>O.S. Ref</i>
27-Sep-2017	323845,89894
<i>drawing number</i>	
ENV5609/18 (A)	

Agenda Item 4



Sagaro

Fursdor

Kirkstone

SIDFORD ROAD

LB

LIVONIA ROAD

Page 22

Key:

Proposed No Waiting At Any Time ———

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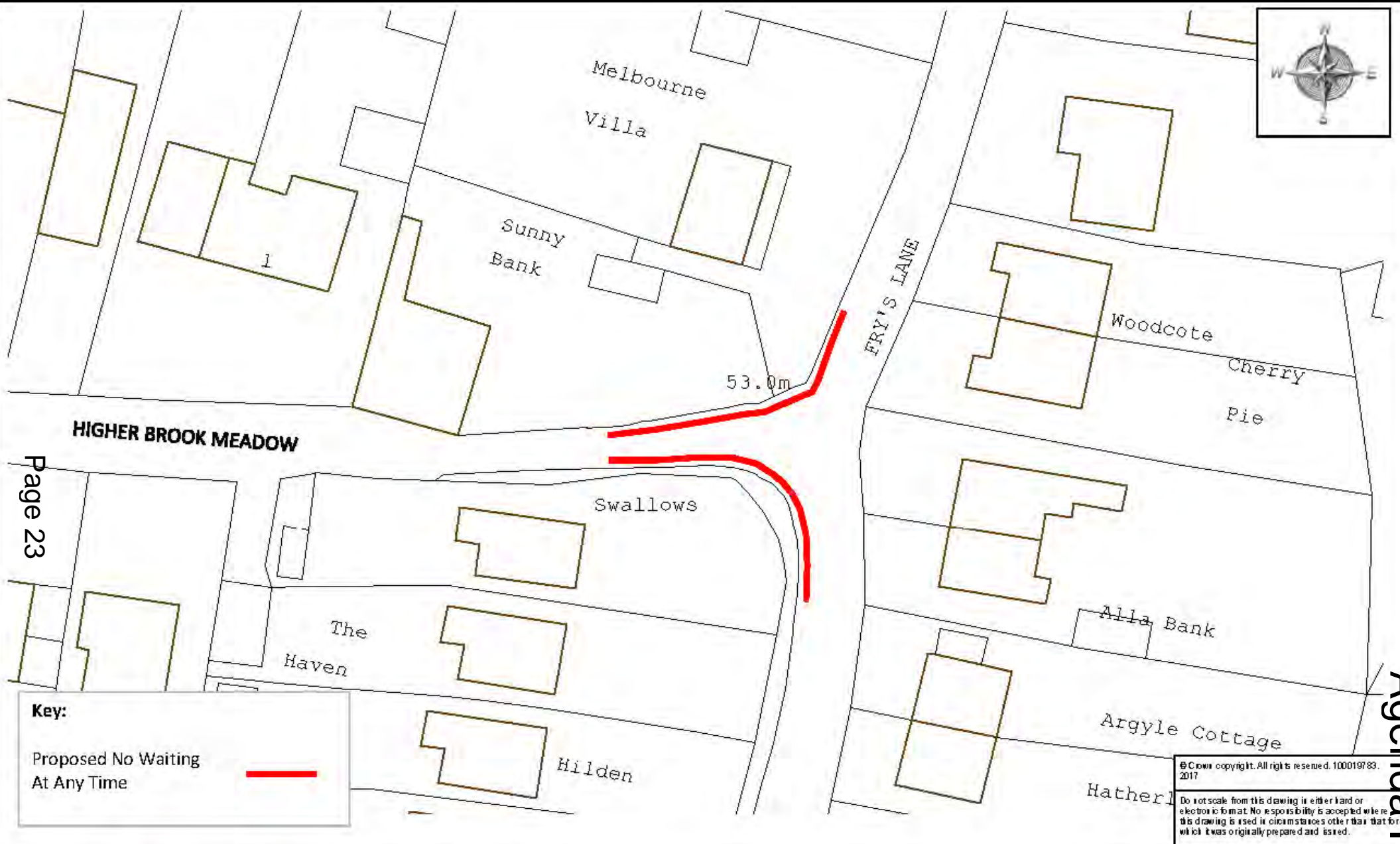
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<i>SCHEME</i>	LIVONIA ROAD, SIDMOUTH	
<i>DRAWING</i>	NO WAITING AT ANY TIME	

<i>drawn by</i>	<i>scale</i>
AG	NTS
<i>date</i>	<i>O.S. Ref</i>
18-Aug-2017	312777,88907
<i>drawing number</i>	
ENV5609/20 (A)	



Page 23

Key:

Proposed No Waiting At Any Time ———

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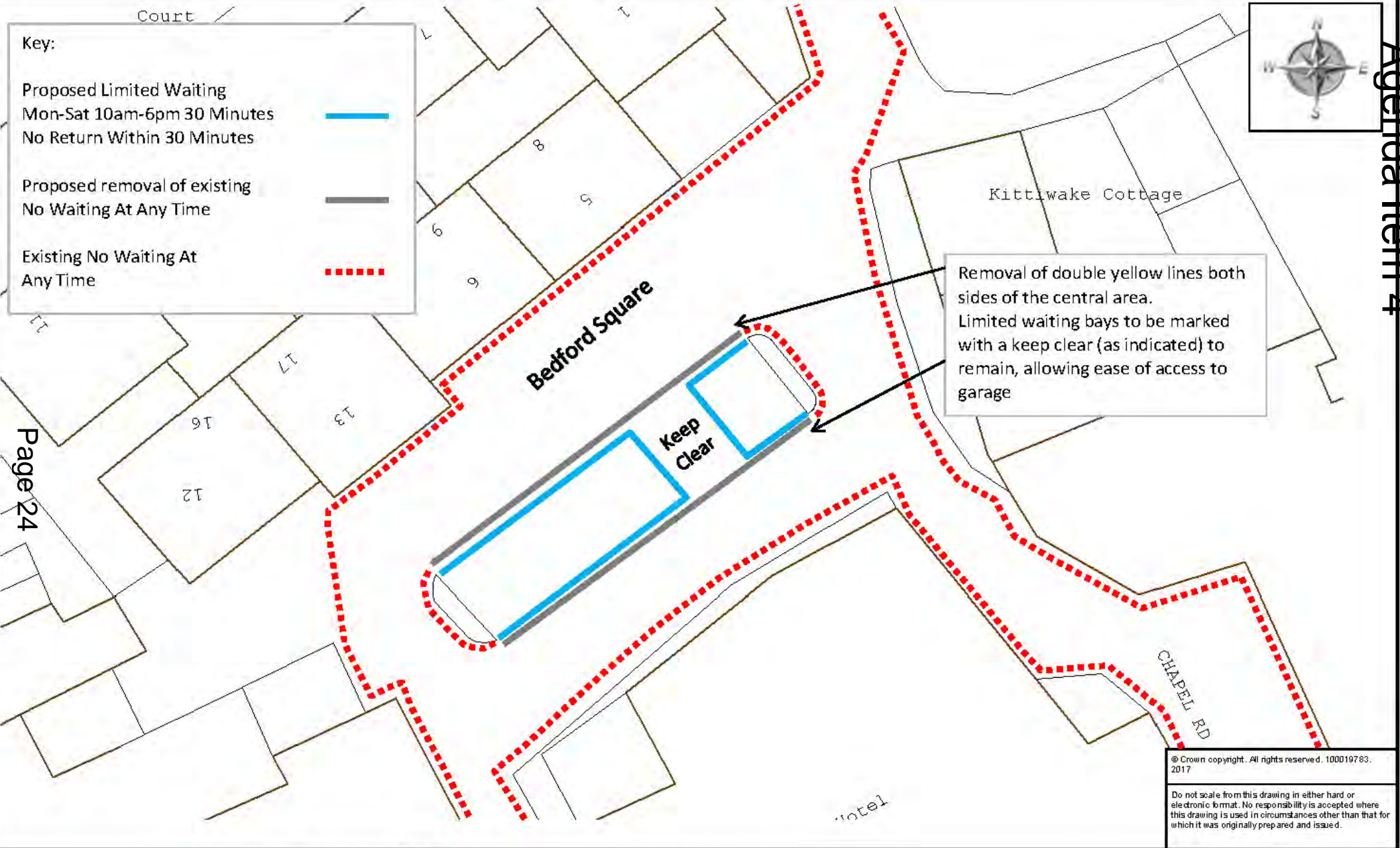
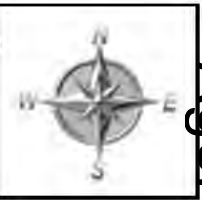
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DEVON COUNTY COUNCIL, HIGHWAY MANAGEMENT, LUCOMBE HOUSE, COUNTY HALL, TOPSHAM ROAD, EXETER, EX2 4DD

Telephone 0345 155 1001

SCHEME	FRYS LANE, SIDMOUTH	
DRAWING	NO WAITING AT ANY TIME	

drawn by	AG	scale	NTS
date	22-Sep-2017	O.S.Ref	313274.90122
drawing number	ENV5609/21 (A)		

Agenda Item 4



Page 24

Removal of double yellow lines both sides of the central area.
 Limited waiting bays to be marked with a keep clear (as indicated) to remain, allowing ease of access to garage

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 Telephone: 0345 155 1004

<i>SCHEME</i>	BEDFORD SQUARE, SIDMOUTH	
<i>DRAWING</i>	NO WAITING AT ANY TIME	

<i>drawn by</i>	<i>scale</i>
AG	NTS
<i>date</i>	<i>O.S.Ref</i>
25-Sep-2017	312511,87235
<i>drawing number</i>	
ENV5609/23 (A)	

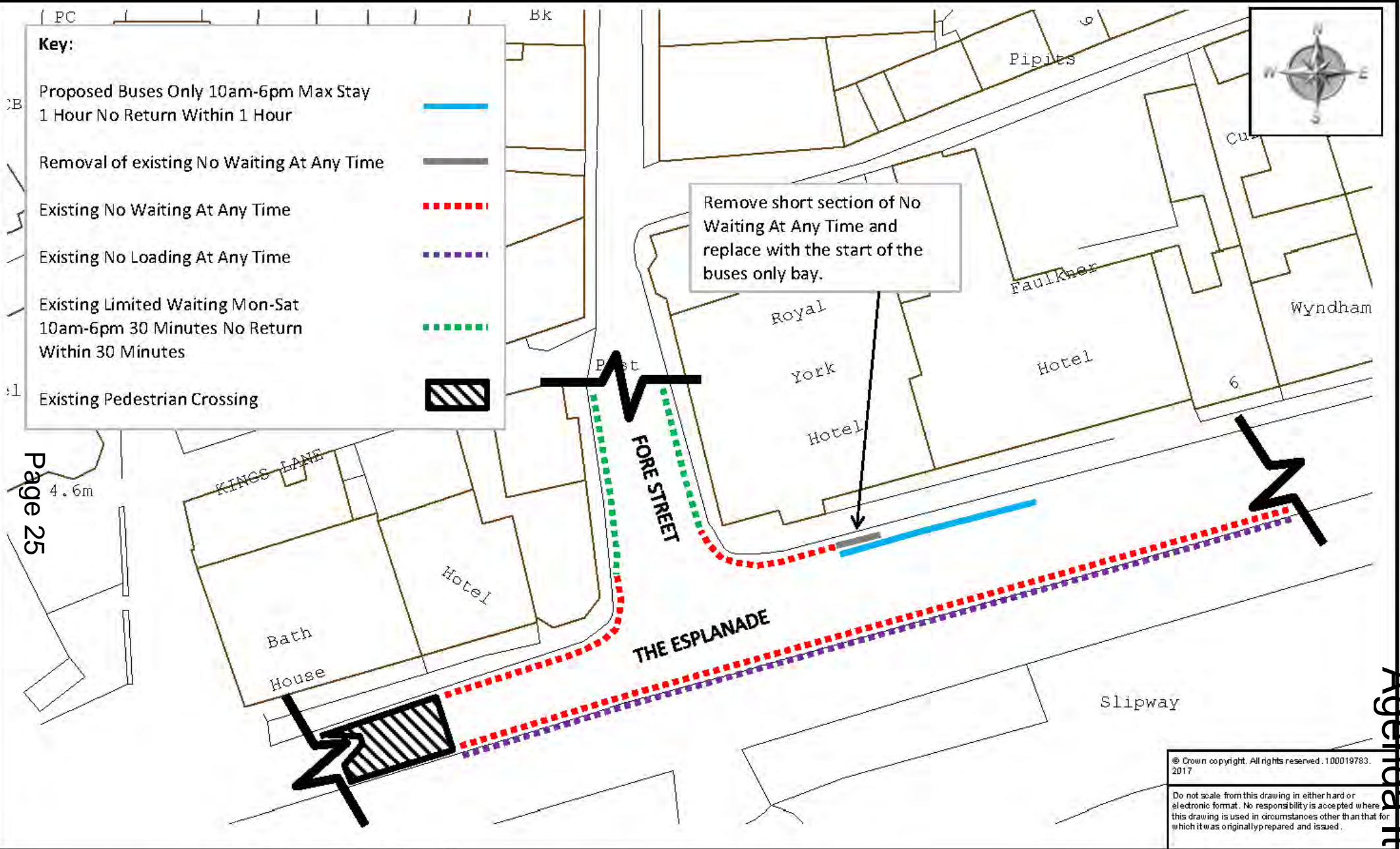
Key:

- Proposed Buses Only 10am-6pm Max Stay 1 Hour No Return Within 1 Hour —
- Removal of existing No Waiting At Any Time —
- Existing No Waiting At Any Time - - -
- Existing No Loading At Any Time - - -
- Existing Limited Waiting Mon-Sat 10am-6pm 30 Minutes No Return Within 30 Minutes - - -
- Existing Pedestrian Crossing ▨



Remove short section of No Waiting At Any Time and replace with the start of the buses only bay.

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SCHEME

THE ESPLANDE, SIDMOUTH

DRAWING

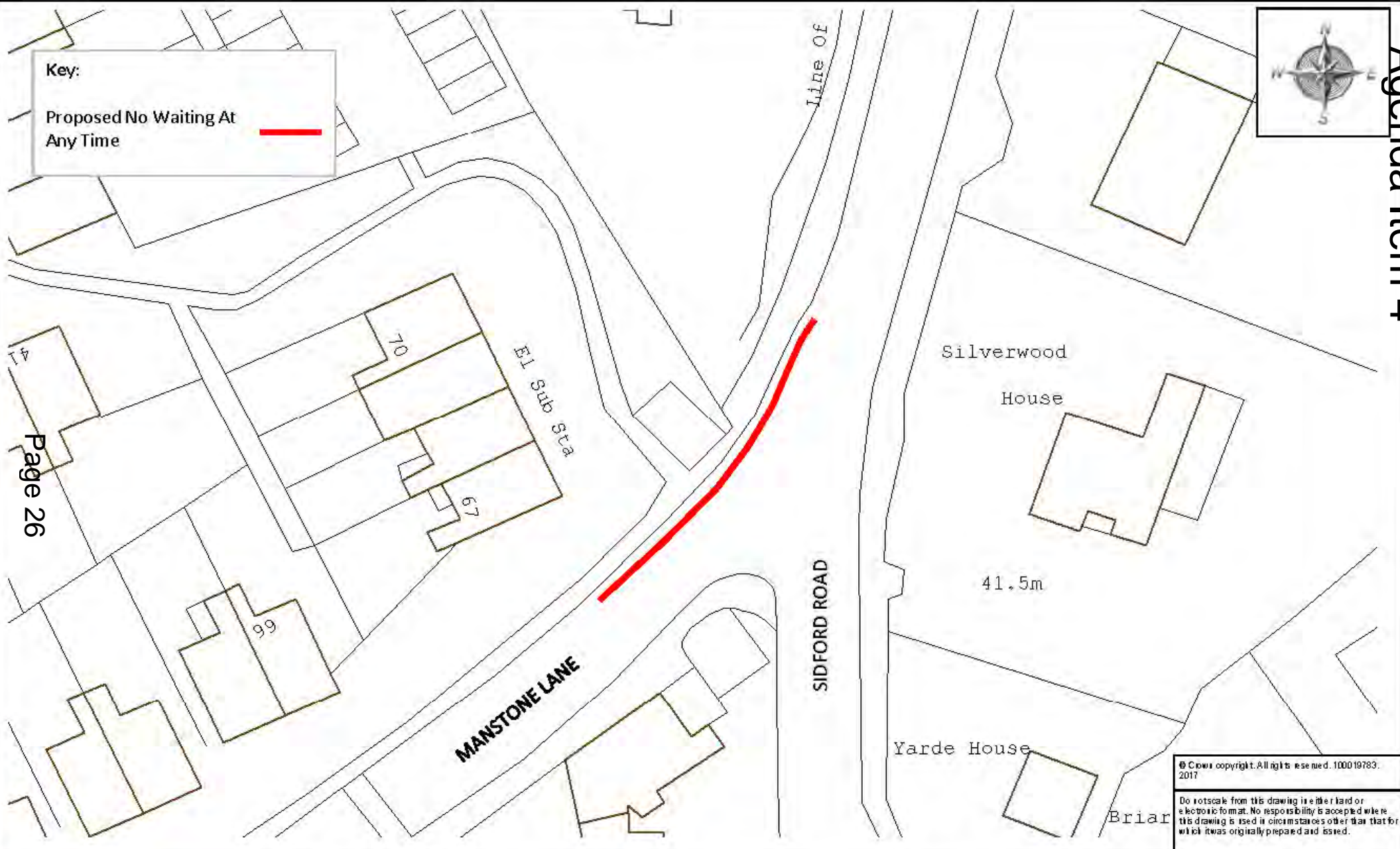
NO WAITING AT ANY TIME

drawn by	scale
AG	NTS
date	O.S. Ref
25-Sep-2017	312700,87244
drawing number	
ENV5609/24 (A)	

Agenda Item 4



Key:
 Proposed No Waiting At Any Time ——



Page 26

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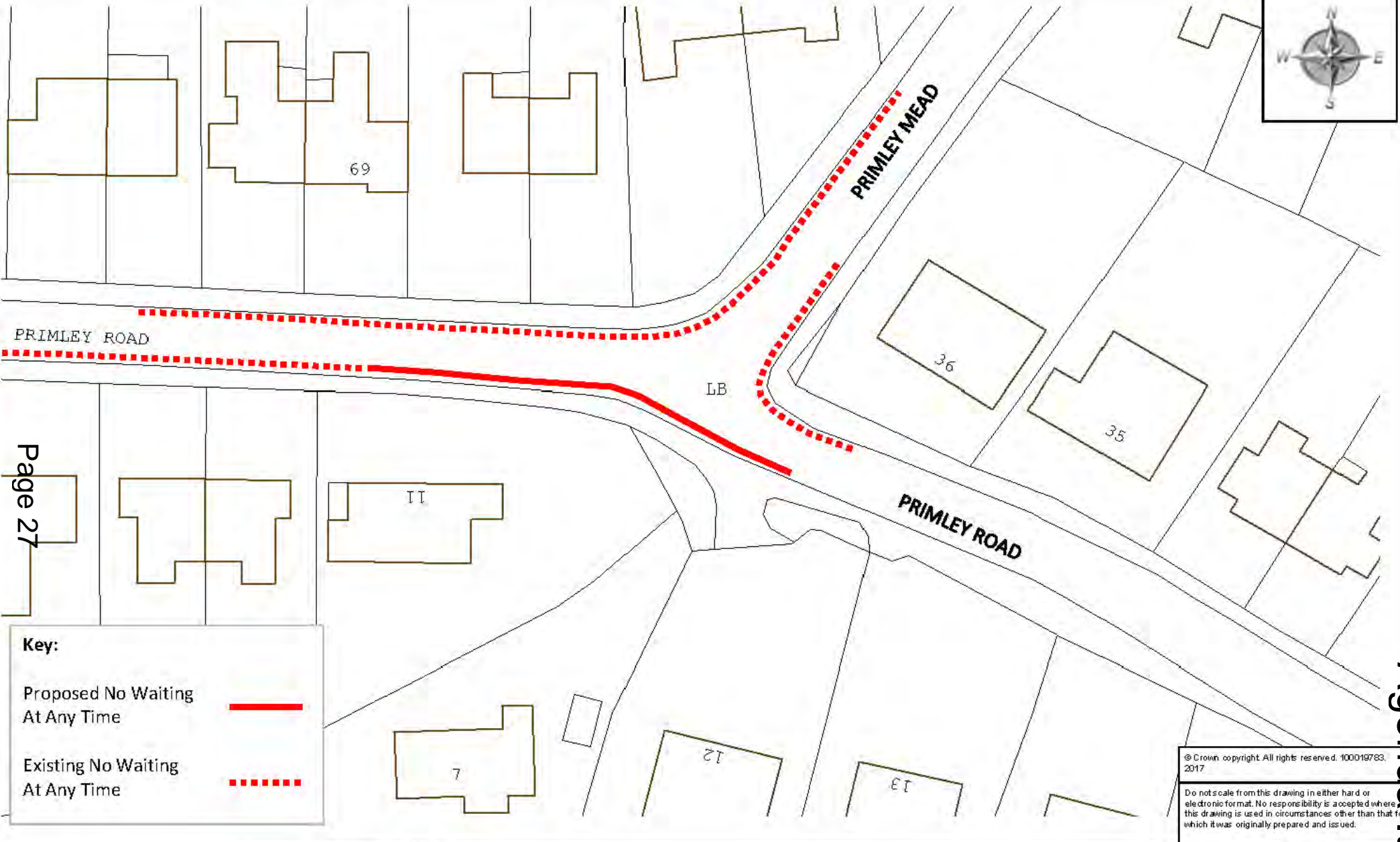
drawn by	scale
AG	NTS
date	O.S. Ref
25-Sep-2017	312802,89331
drawing number	
ENV5609/25 (A)	



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 Telephone 01392 265 000

SCHEME
 MANSTONE LANE, SIDMOUTH

DRAWING
 NO WAITING AT ANY TIME



Page 27

Key:

Proposed No Waiting At Any Time ———

Existing No Waiting At Any Time

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Telephone 0345 155 1004

<i>SCHEME</i>	PRIMLEY ROAD, SIDMOUTH	
<i>DRAWING</i>	NO WAITING AT ANY TIME	

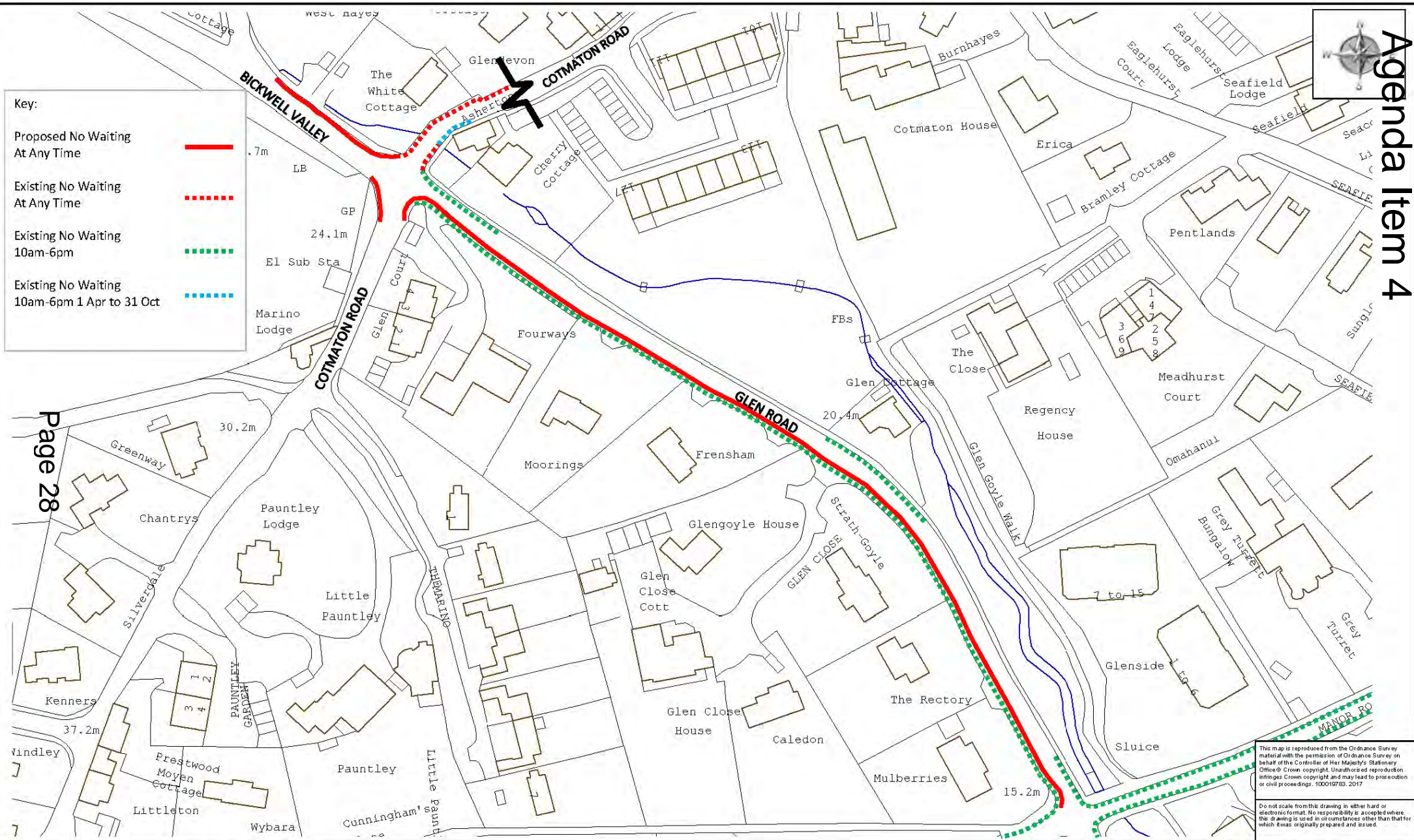
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AG	NTS
<i>date</i>	<i>O.S.Ref</i>
26-Sep-2017	312965,89116
<i>drawing number</i>	
ENV5609/26 (A)	

Agenda Item 4



Key:

- Proposed No Waiting At Any Time ——— 7m
- Existing No Waiting At Any Time - - - - -
- Existing No Waiting 10am-6pm - - - - -
- Existing No Waiting 10am-6pm 1 Apr to 31 Oct - - - - -



Page 28

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DEVON HIGHWAYS
LOCAL WASTE HOUSE
COUNTY HALL
EXETER
EX2 6GB
Tel: 01392 261004

SCHEME	COTMATON ROAD, SIDMOUTH	
DRAWING	NO WAITING AT ANY TIME	
drawn by	AG	scale NTS
date	26-Sep-2017	O.S. Ref 311953,87518
drawing number	ENV5609/27 (A)	

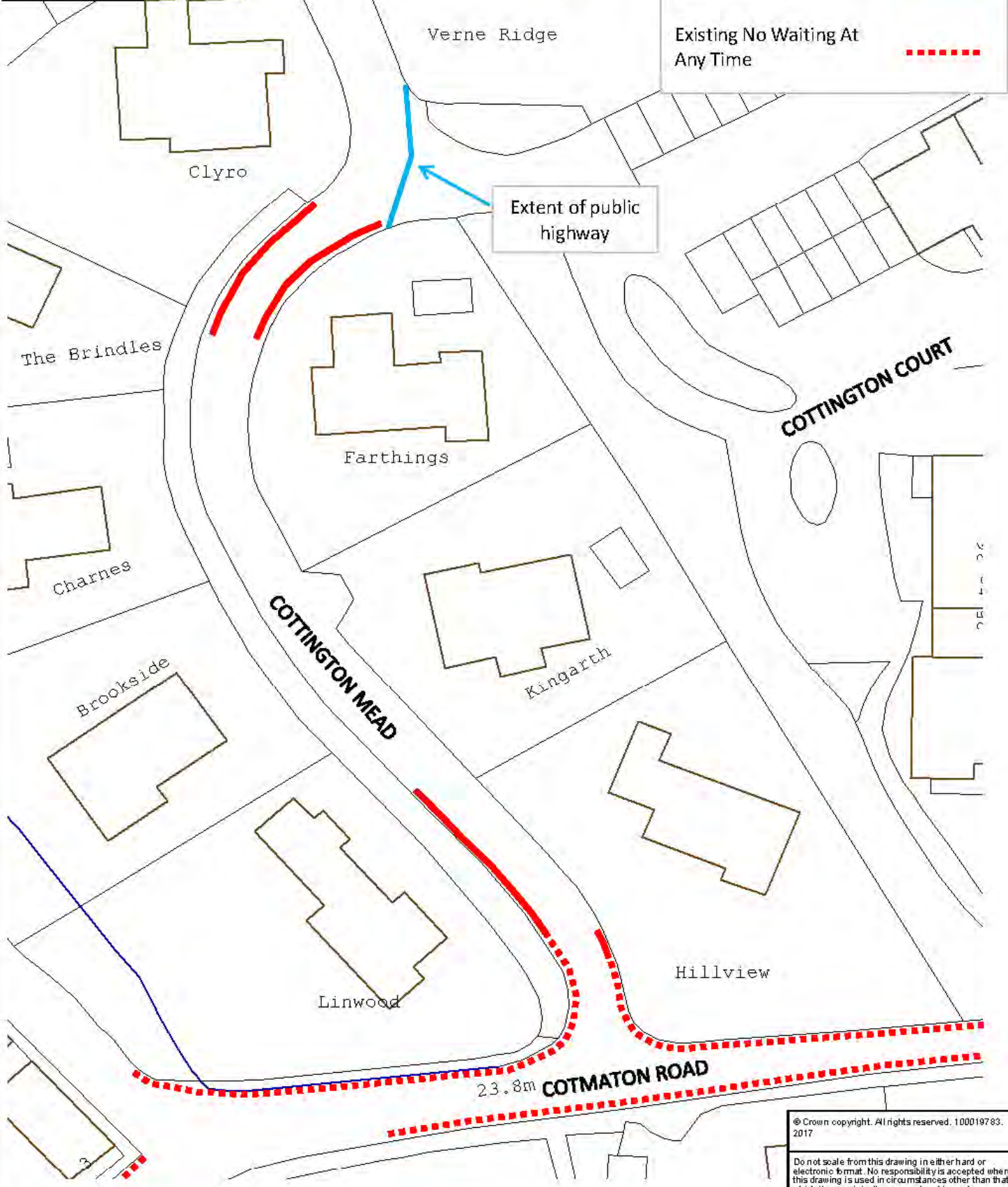
Agenda Item 4



Key:

Proposed No Waiting At Any Time ———

Existing No Waiting At Any Time - - - - -



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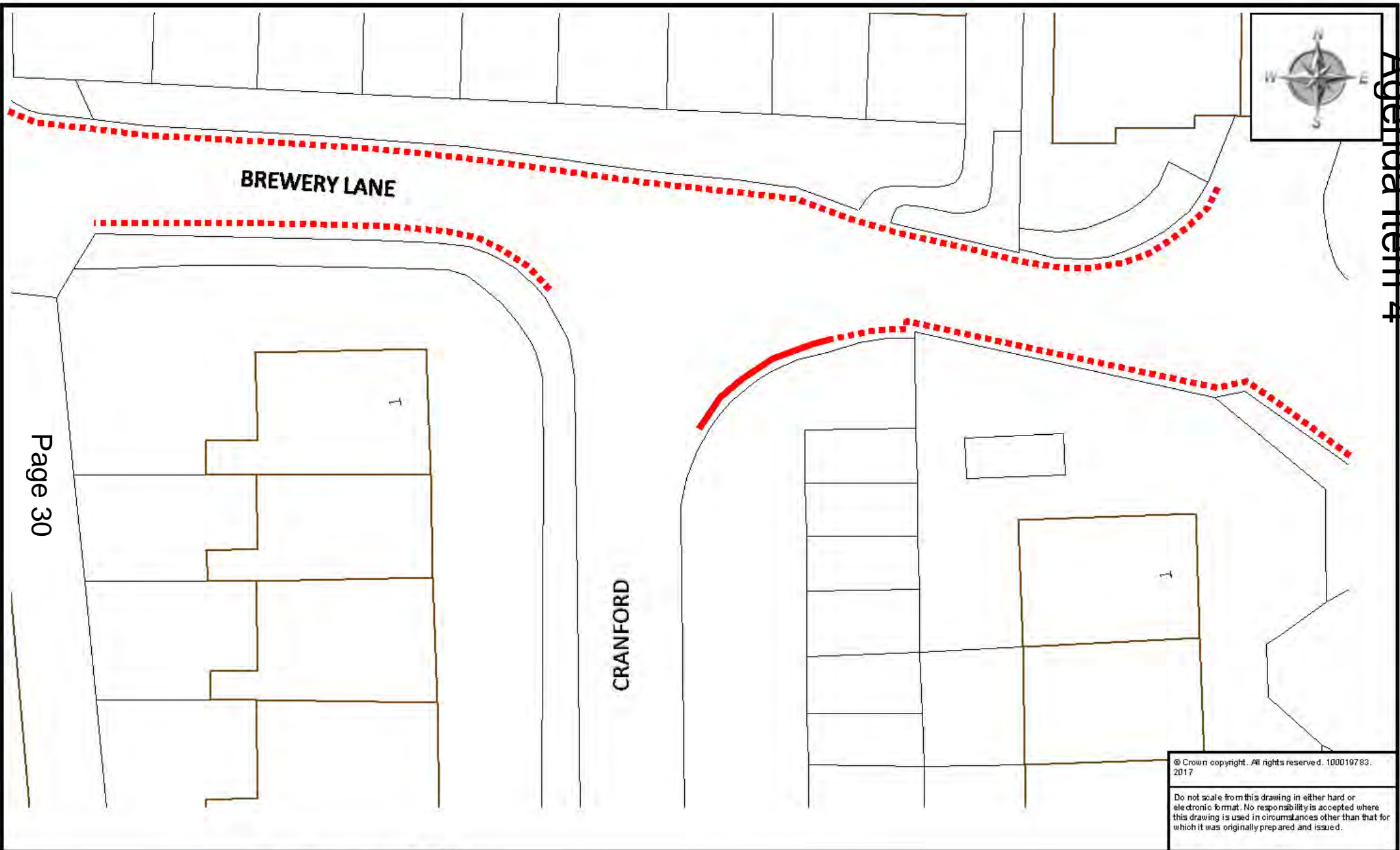
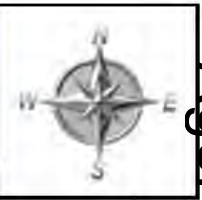
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Development & Waste

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HOUSE, COUNTY HALL, TQ2 4QD
EXETER, EXETER, EX2 4QD
Telephone: 0345 195 1004

SCHEME
COTTINGTON MEAD, SIDMOUTH

DRAWING
Page 29
NO WAITING AT ANY TIME

drawn by	scale
AG	NTS
date	O.S.Ref
05-Oct-2017	312045,87605
drawing number	
ENV5609/28 (B)	



Page 30

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AG	NTS
<i>date</i>	<i>O.S. Ref</i>
28-Sep-2017	312617,88134
<i>drawing number</i>	
ENV5609/29 (A)	



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 Telephone 0345 155 1004

SCHEME
 CRANFORD, SIDMOUTH

DRAWING
 NO WAITING AT ANY TIME

Key:

Proposed No Waiting Mon-Fri
8am-6pm



Existing No Waiting At
Any Time



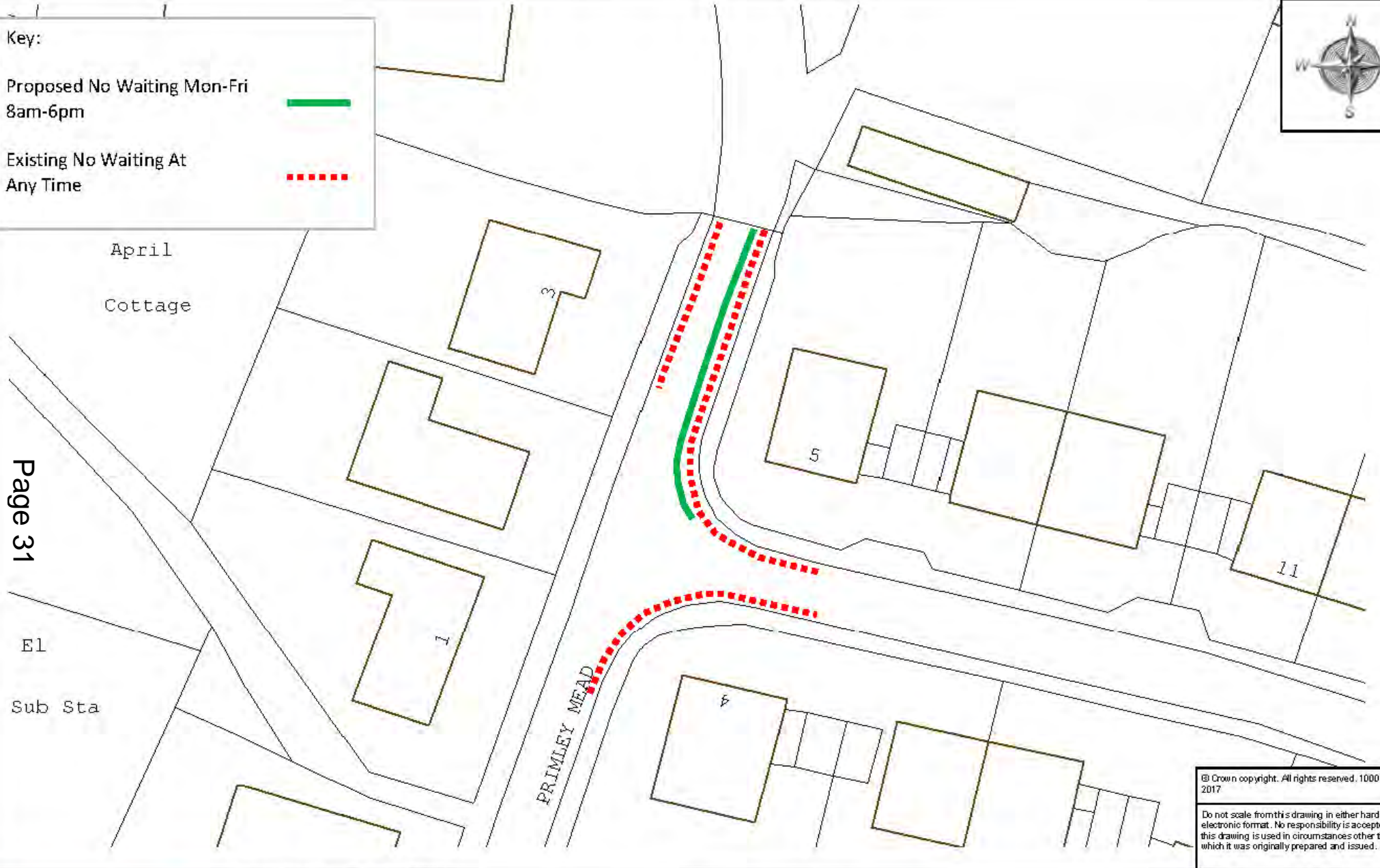
April
Cottage

Page 31

E1

Sub Sta

PRIMLEY MEAD



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HALL, TQPSHAM ROAD, EXETER, EX2 4DD

Telephone 0345 455 1004

SCHEME

PRIMLEY MEAD, SIDMOUTH

DRAWING

NO WAITING AT ANY TIME

drawn by

AG

scale

NTS

date

26-Sep-2017

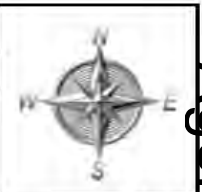
O.S.Ref

313037,89265

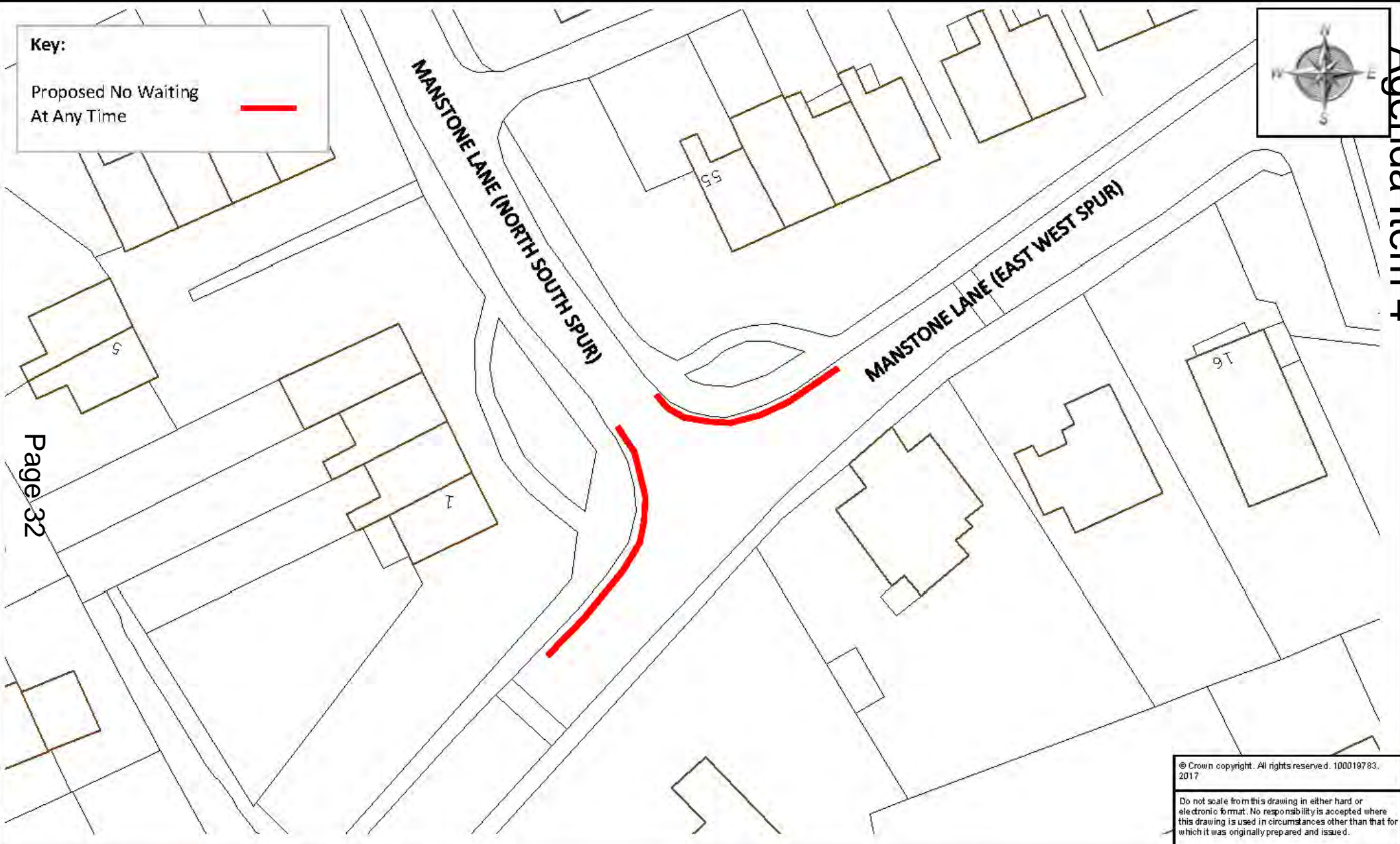
drawing number

ENV5609/35 (A)

Agenda Item 4



Key:
 Proposed No Waiting
 At Any Time —



Page 32

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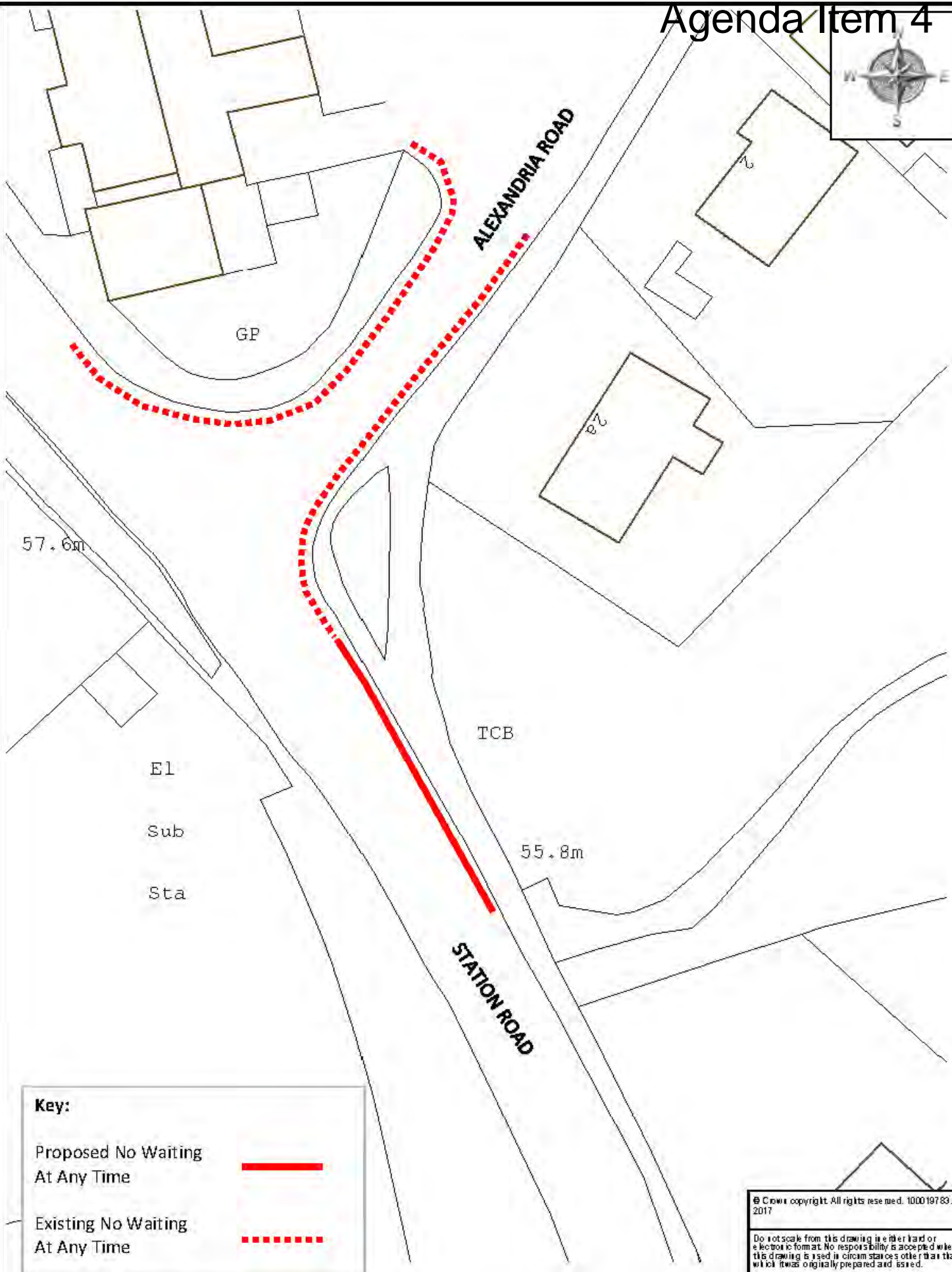
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 Telephone 0345 155 1004

<i>SCHEME</i>	MANSTONE LANE, SIDMOUTH	
<i>DRAWING</i>	NO WAITING AT ANY TIME	

<i>drawn by</i>	<i>scale</i>
AG	NTS
<i>date</i>	<i>O.S.Ref</i>
05-Oct-2017	312701,89257
<i>drawing number</i>	
ENV5609/36 (A)	



Key:

Proposed No Waiting At Any Time ———

Existing No Waiting At Any Time

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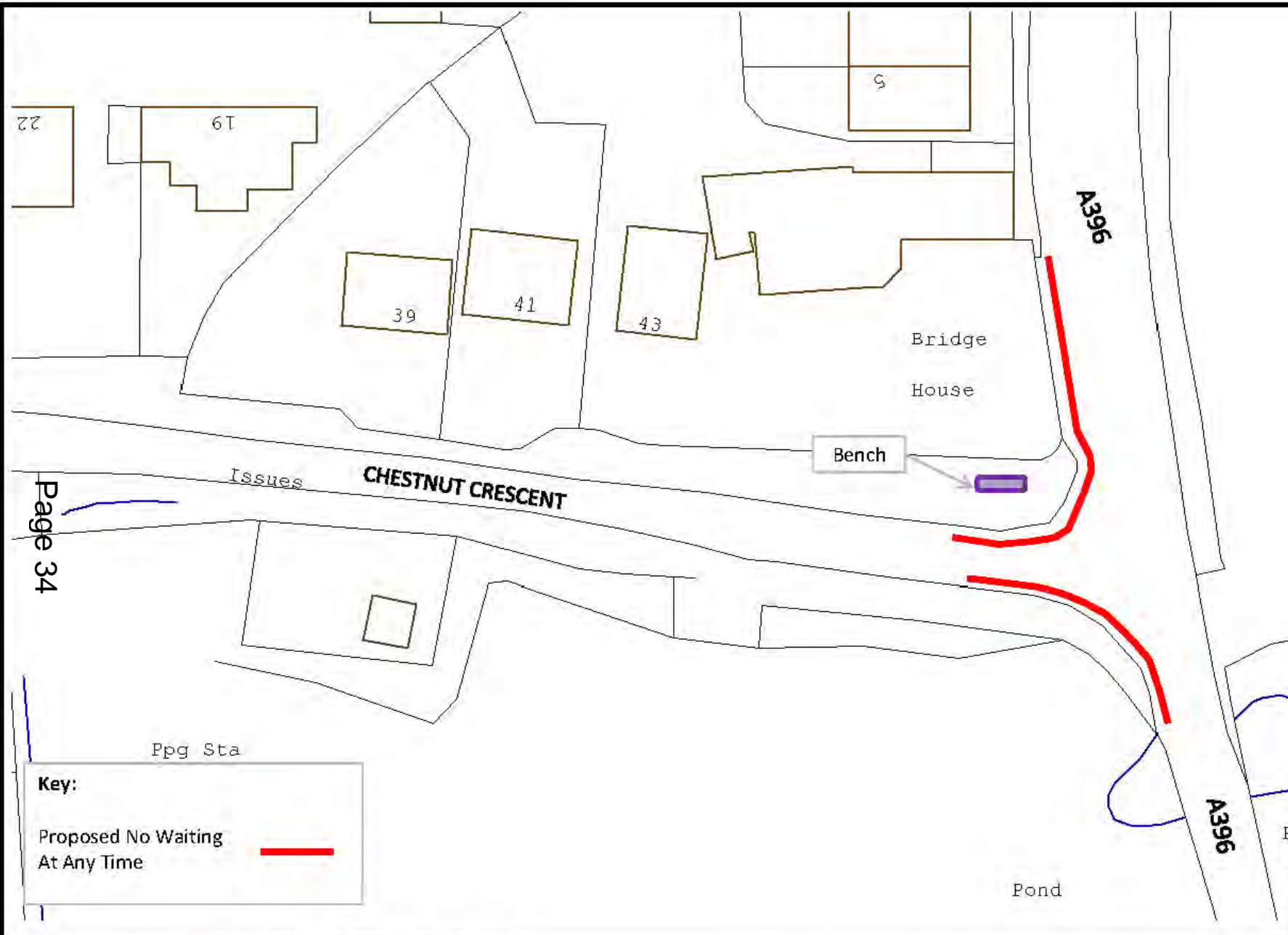
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Telephone 0346 155 1034

SCHEME
STATION ROAD, SIDMOUTH

DRAWING
Page 33
NO WAITING AT ANY TIME

drawn by	scale
AG	NTS
date	O.S.Ref
05-Oct-2017	312142,88482
drawing number	
ENV5609/37 (A)	



Page 34

Key:

Proposed No Waiting At Any Time ———

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<i>SCHEME</i>	CHESTNUT CRESCENT, STOKE CANON	
<i>DRAWING</i>	NO WAITING AT ANY TIME	

<i>drawn by</i>	<i>scale</i>
AG	NTS
<i>date</i>	<i>O.S. Ref</i>
28-Sep-2017	293768,97629
<i>drawing number</i>	
ENV5609/30 (A)	

Devon County Council (Various Roads, East Devon)
(Waiting Restrictions) Amendment Order

Summary of Representations

Comment	Devon County Council (DCC) Response
Axminster - Sector Lane - 1 Representation Plan Ref: ENV5609/02 (A)	
<p>Comment (Resident St Marys Close):</p> <ul style="list-style-type: none"> Concerned about implications of removing parking as they believe vehicles will be displaced into St Marys Close. Resident states that it is a narrow road and vehicles already park opposite driveways making it difficult to get in and out. Up to 8 additional vehicles will cause chaos on the lower half of the road and problems for service vehicles needing access. 	<p>Reason for proposal To prevent inappropriate and obstructive parking and maintain visibility.</p> <p>Response Proposed extent of restriction is 22 metres, which equates to approx. 4 vehicles. The proposed restrictions seek to address inappropriate parking.</p>
Recommendation - Implement proposals as advertised.	

Comment	Devon County Council (DCC) Response
Clyst Honiton - Fair Oak Close - 1 Representation Plan Ref: ENV5609/09 (A)	
<p>Support (Manager of Business on Fair Oak Industrial Estate)</p> <ul style="list-style-type: none"> In support of the proposed restrictions as it will help with access into and out of their premises. <p>Suggestion</p> <ul style="list-style-type: none"> Additional restrictions implemented to prevent vehicles obstructing visibility of vehicles exiting the premises. <p>Comment</p> <ul style="list-style-type: none"> Highlights that many vehicles are associated with people avoiding charges at the airport and that an additional timed restriction should be introduced to the area. 	<p>Reason for proposal Prevent obstructive parking on junctions for HGVs trying to access the Estate.</p> <p>Response Proposed restrictions seek to address obstructive parking within in the estate and not address any issues associated with commuter parking.</p>
Recommendation - Implement proposals as advertised and monitor the impact.	

Comment	Devon County Council (DCC) Response
Ottery St Mary - 1 Representation	
<p>Comment</p> <ul style="list-style-type: none"> Objects to proposals in Yonder Street and Brook Road. 	<p>Response There are no current proposals being advertised for these areas.</p>
Recommendation - Not relevant.	

Agenda Item 4

Comment	Devon County Council (DCC) Response
Seaton - Beer Road - 4 Representations Plan Ref: ENV5609/18 (A)	
Support (4 Local Residents of Beer Road) <ul style="list-style-type: none"> Support the proposals. Comment <ul style="list-style-type: none"> No Waiting At Any Time be extended across access point. 	Reason for proposal To prevent inappropriate and obstructive parking and maintain visibility splays. Response Support noted. No Waiting At Any Time restrictions are not marked across access points.
Recommendation - Implement proposals as advertised.	

Comment	Devon County Council (DCC) Response
Sidmouth - Livonia Road - 1 Representation Plan Ref: ENV5609/20 (A)	
Objection (Resident of Livonia Road) <ul style="list-style-type: none"> Highlights that Section 243 of the Highway Code advises drivers not park within 10 metres of a junction and this should be sufficient to prevent drivers from parking at the junction. Implementation of restrictions will just move the parking problem into Livonia Road, and has concerns that they will be extended in the future. 	Reason for proposal To prevent inappropriate and obstructive parking and maintain visibility splays. Response Section 243 of the Highway Code is purely advice and is not covered by any legislation. Current parking practices at junction are inappropriate.
Recommendation - Implement proposals as advertised.	

Comment	Devon County Council (DCC) Response
Sidmouth - Bedford Square - 2 Representations Plan Ref: ENV5609/23 (A)	
Objection (2 Local Businesses) <ul style="list-style-type: none"> 2 respondents object due to detrimental effect on local businesses and their staff. 1 respondent states that the notices were not displayed for the required time. 1 respondent claims that statement of reasons has no substance and is not backed up by any facts. 	Reason for proposal Rationalise the parking restrictions to avoid any confusion for motorists. Response It is noted that the area in question is public highway located within the core area of the town. Providing additional limited waiting bays ensures additional turnover for visitors to the town centre. Time of operation linked to other Limited Waiting bays in area. Notice for the proposals was placed in the Sidmouth Herald on 20 October 2017. It is noted that there was a delay in the site notices being installed although this is not a legal requirement when advertising a Traffic Regulation Order.
Recommendation – Site meeting with Local Member and HATOC Vice Chair to agree times of operation for the Limited Waiting restriction.	

Agenda Item 4

Comment	Devon County Council (DCC) Response
Sidmouth - The Esplanade - 3 Representations Plan Ref: ENV5609/24 (A)	
Objection (Sidmouth Town Council and 2 Residents of Sidmouth) <ul style="list-style-type: none"> 3 object to loss of parking to enable coaches to stop for very short periods of time for drop off and pick up. Suggestion <ul style="list-style-type: none"> That the loading bay on Fore Street is relocated to the Limited Waiting bay outside Salt Rock, this would allow coaches to drop off/ pick up passengers. 	Reason for proposal To alleviate road safety issues associated with coach movements in vicinity of hotel. Response Comments noted. Proposals sought to address safety issues associated with coaches double parking and reversing into Fore Street.
Recommendation - The proposals are not taken forward at this time.	

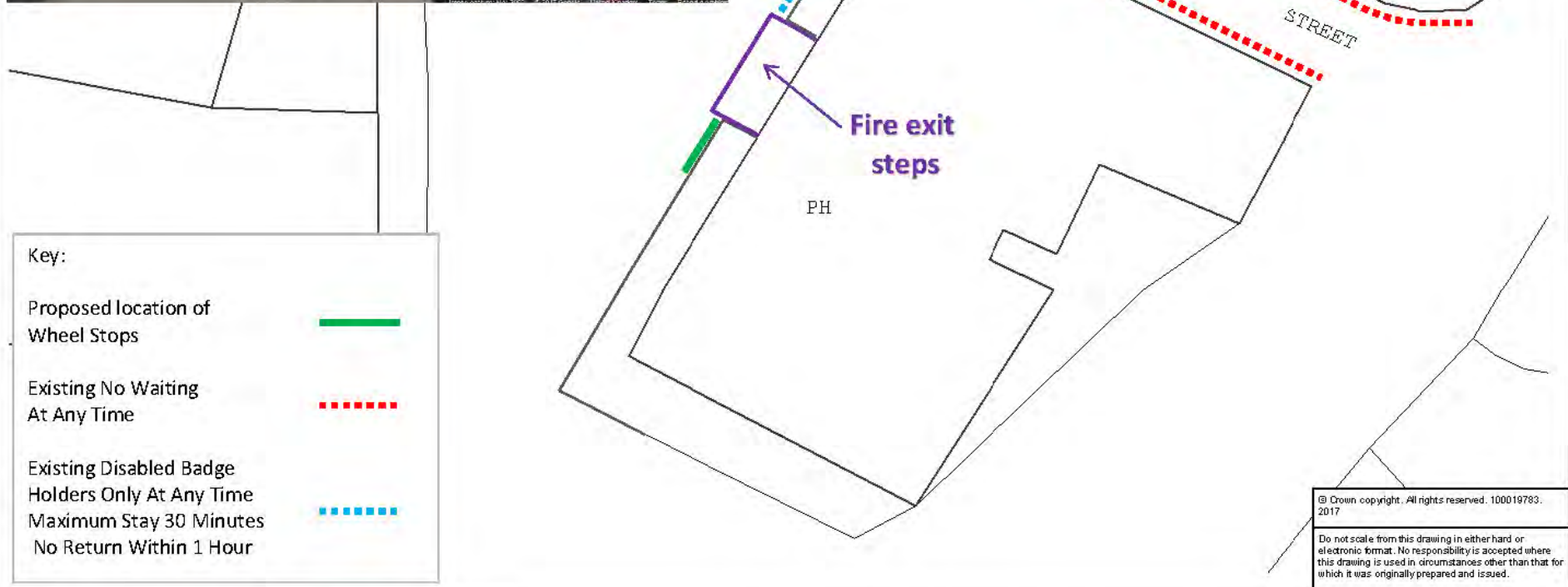
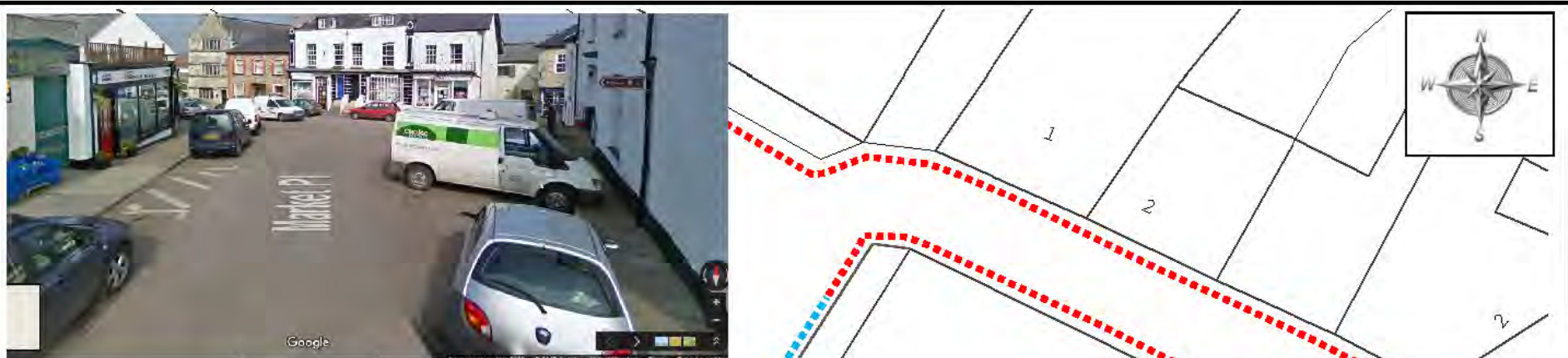
Comment	Devon County Council (DCC) Response
Sidmouth - Cottington Mead - 1 Representation Plan Ref: ENV5609/28 (B)	
Objection <ul style="list-style-type: none"> Objects to proposed restriction outside Linwood, believes there is no justification on safety or through access issues. Cottington Mead does not experience significant volumes of traffic and current restrictions provide adequate protection for drivers to pass through safely. Support <ul style="list-style-type: none"> Supports proposed restrictions on bend adjacent to the exit from Cottington Court. 	Reason for proposal To prevent inappropriate and obstructive parking. Response Support noted. The proposed restrictions seek to provide a compromise between discouraging inappropriate parking whilst maintaining unrestricted parking on a residential road.
Recommendation - Implement proposals as advertised.	

Comment	Devon County Council (DCC) Response
Sidmouth - Primley Mead - 1 respondent Plan Ref: ENV5609/35 (A)	
Objection <ul style="list-style-type: none"> Objects to reducing No Waiting At Any Time to No Waiting 8am - 6pm. If parking is allowed opposite their property it will restrict their access into and out of their drive. By allowing parking on the corner it will allow parking across a dropped kerb used by many elderly residents. Resident told that No Waiting At Any Time restriction introduced in 16/17 could not be amended to introduce additional restrictions without being taken back to court. Feels that Officers do not have any idea how decisions will affect the residents of the areas concerned. They are requesting some common sense be applied to sort out a very dangerous junction. 	Reason for proposal To prevent inappropriate and obstructive parking during school hours. Response Proposed amended restrictions are located on the opposite side of the carriageway and the provision of No Waiting 8am - 6pm is not positively encouraging motorists to park inappropriately. No Waiting At Any Time will remain in place at the existing pedestrian dropped kerbs. Within the proposed restrictions there is scope to modify an order; this allows a proposed restriction to be reduced in length or times of operation. It does not allow additional restrictions to be introduced.
Recommendation - Implement proposals as advertised.	

Agenda Item 4

Comment	Devon County Council (DCC) Response
Sidmouth - Station Road - 1 Representation Plan Ref: ENV5609/37 (A)	
Comment (Sidmouth Town Council) <ul style="list-style-type: none"> Concerns were raised regarding losing parking spaces on Station Road where it was felt there was plenty of visibility at its junction with Alexandria Road. 	Reason for proposal To prevent inappropriate and obstructive parking and maintain visibility splay. Response Proposed restrictions seek to address visibility issues at the junction.
Recommendation - Implement proposals as advertised.	

Comment	Devon County Council (DCC) Response
Sidmouth - General comments	
Suggestion (Sidmouth Town Council) <ul style="list-style-type: none"> An additional road order was suggested at the junction of Malden Road and Sidford Road where there was regularly dangerous parking on the corner including across the disabled access dropped kerb. It was reiterated that Sidmouth urgently required a full Traffic Management Plan/Study rather than piecemeal traffic management. 	Response Malden Road and Sidford Road will be added to a future wish list for consideration. Proposals are in place to start looking at a parking strategy for Sidmouth. An Economic Impact Assessment has not been conducted as the proposals seek to address obstructive, inappropriate parking practices and address existing anomalies.
Suggestion (Resident of Sidmouth) <ul style="list-style-type: none"> Additional echelon spaces could be provided on Riverside Road and Coburg Road subject to land being converted to Highway Maintained at Public Expense. Remove all parking from Fore Street (south). 	
Comment (Resident of Sidmouth) <ul style="list-style-type: none"> Has an Economic Impact Assessment been conducted? 	



Key:

- Proposed location of Wheel Stops
- Existing No Waiting At Any Time
- Existing Disabled Badge Holders Only At Any Time Maximum Stay 30 Minutes No Return Within 1 Hour

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Devon County Council

Meq Booth - Chief Officer for Highways, Infrastructure Development & Waste

TRAFFIC ORDERS & POLICY TEAM
DEVON COUNTY COUNCIL, HIGHWAY MANAGEMENT, LUDCOMBE HOUSE, COUNTY HALL, TOSHAM ROAD, EXETER, EX2 4DD

Telephone: 0346 155 1000

SCHEME	MARKET PLACE, COLYTON		
DRAWING	WHEEL STOPS		

drawn by	AG	scale	NTS
date	11-Oct-2017	O.S. Ref	324586,94009
drawing number	ENV5609/WS (A)		



Amend pedestrian barriers to ensure access is maintained for all footpath users.

Page 40

324072.90004

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Meg Booth - Chief Officer for Highways, Infrastructure Development & Waste
 TRAFFIC ORDERS & POLICY TEAM
 DEVON COUNTY COUNCIL, HIGHWAY MANAGEMENT, LUCOMB HOUSE, COUNTY HALL, TOPSHAM ROAD, EXETER, EX2 4QD
 Telephone 0345 155 1004

SCHEME		MARLPIT LANE, BEER ROAD, RYALLS COURT	
DRAWING		PEDESTRIAN BARRIERS	

drawn by	scale
LC	NTS
date	O.S. Ref
16-Nov-2017	324246.90032
drawing number	
ENV5609/PB (A)	

HIW/17/70

All Highways and Traffic Orders Committees
October/November 2017

Traffic Sensitive Streets Review 2017

Report of the Acting 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 Committee notes that Devon County Council propose to undertake a full review of the traffic sensitive streets network across the county. Proposed completion: 1 April 2018.

1. Background/Introduction

Devon County Council has a legal duty under the Traffic Management Act 2004/Section 59 New Roads and Street Works Act 1991 to Co-ordinate works activities on the road network.

As part of this duty, a power is afforded to Devon County Council to enable the designation of certain streets as 'Traffic Sensitive'.

When a street is designated 'Traffic Sensitive', timings of works can be better regulated to ensure free flow of traffic so far as reasonably practicable. i.e. no works on Topsham Road, Exeter during peak morning and afternoon traffic flows.

The project works in line with Devon County Council's strategic objective in the Better Together vision, getting from A to B.

The last recorded full review was undertaken in 1994. Designations in some cases are currently no longer fit for purpose and effectiveness is reduced.

Main aims/Objective of project:

- ✓ To ensure all possible effects of works are raised at an early stage in the planning process and considered, managed and communicated affectively.
- ✓ To co-ordinate works and reduce impact on road users.
- ✓ Ensure safe and easy passage for road users on Devon's network.
- ✓ To meet statutory duties imposed under the network management duty.
- ✓ To help manage the balance of works in line with other events on the public highway. i.e. local and special events.
- ✓ To ensure the effects of all works on the road network are minimised for the local economy.
- ✓ To improve open communication and better planning between works promoters and Devon County Council. N.B. This project is not aimed at prohibiting or limiting options for works to be undertaken.

Agenda Item 5

2. Proposal

Proposed timescales for project:

Devon Highways											
Traffic Sensitive Streets review - 2017											
	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18
Aims and Objectives to be agreed	█										
Seek advise from Data Team	█										
early light touch comms		█	█	█							
Website Development	█	█									
Area focused workshops - Quantification of traffic data		█	█								
HATOC Meeting Attendance			█	█							
Confirmation of Designations					█						
Develop Consultation Mapping						█					
Develop Consultation Page						█					
Formal Consultation							█				
Close of Consultation								█			
NSG Updates required									█	█	█
Project Debrief											█

How will the review be undertaken?

Statutory Regulations outline when a street can be designated traffic sensitive. The following steps must be completed before a designation can be updated:

- Each street is cross referenced against the statutory triggers.
- Proposals for revised designations are outlined.
- Communications are undertaken with affected stakeholders.
- A 1 month statutory consultation is undertaken.
- Updating of Devon's mapping data is completed.

What are the Impacts?

It is envisaged that some designations will be increased due to traffic flow levels. Some may be removed. The proposal aims to consider strategic visions for network growth wherever possible.

Works promoters may find adjusted restrictions on working practices/timescales (N.B. this includes Devon County Council's contractors). However, the overall objective is to trigger early communication and better planning. It is not to prevent works taking place.

3. Options/Alternatives

The process is determined by statute, therefore there is no alternative.

4. Consultations/Representations/Technical Data

Statutory consultation proposed for March/April 2018.

5. Financial Considerations

The costs involved are resource costs for in-situ Highway Officers only as outlined by the project plan.

6. Environmental Impact Considerations

No areas have been identified.

7. Equality Considerations

No areas have been identified. Project is operating to standard designation tolerances and will be implemented consistently across the county.

8. Legal Considerations

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

9. Risk Management Considerations

No risks have been identified.

10. Public Health Impact

No areas have been identified.

11. Reasons for Recommendations

This report has been compiled at the initial stages of the project to enable a clear and open communication process between Devon County Council and its members.

This is a report for information only.

Meg Booth
Acting Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: All

Local Government Act 1972: List of Background Papers

Contact for enquiries: Victoria Walsh

Room No: AB1 Lucombe House, County Hall, Exeter, EX2 4QD

Tel No: 01392 383000

Background Paper	Date	File Ref.
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None

vw260917hat
sc/cr/traffic sensitive streets review 2017
02 021017

PTE/17/64

East Devon Highways and Traffic Orders Committee
30 November 2017

Traffic calming measures and pedestrian/cycle upgrades on Anning Road, Exeter Science Park

Report of the Head of Planning, Transportation and Environment

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

Recommendation: It is recommended that:

- (a) The scheme shown on plan 361072B-01 included in Appendix I is approved for construction at an estimated cost of £248,250;**
- (b) subject to no objections being received to the advertised road humps, to install traffic calming features on the public highway as described in the report;**
- (c) Delegated authority is given to the Head of Planning, Transportation and Environment, in consultation with the relevant Local Member, to approve minor changes to the scheme design.**

1. Background/Introduction

The Tithebarn Link Road is currently under construction and when completed will provide an alternative citybound route for drivers, avoiding the A30 Honiton Road/M5 Junction 29 corridor. It also provides direct access to approximately 1,500 dwellings, which have been consented at Mosshayne/Tithebarn Green (on the eastern edge of Science Park). Following completion of the first phase of the link road between Cumberland Way and Anning Road (northern junction) an agreement was put in place between Exeter Science Park Ltd, Eagle One and Devon County Council (as highway authority) for interim public use of Anning Road until the full link road was completed.

Following discussions between Exeter Science Park Ltd, Devon County Council, Eagle One and East Devon District Council (as planning authority), the Science Park Board took a decision in September 2017 to request DCC to retain Anning Road permanently as public highway.

With both Anning Road and Tithebarn Link Road open to the public, there is potential for some 'through traffic' to use Anning Road as it is approximately 200m shorter in length. In order to retain Exeter Science Park as a campus-style environment and encourage use of the link road, additional and enhanced traffic calming features are proposed on Anning Road, which will be funded through the Highways England Growth and Housing Fund project and developer contributions.

The traffic calming features will also offer benefit to the Science Park by reducing vehicle speeds and providing connectivity for pedestrians crossing Anning Road, to give additional linkages between the future Science Park development plot clusters.

2. Proposal

The proposals are shown on drawing no. 361072B-01, included in Appendix I.

Agenda Item 7

Traffic calming features include the provision of six new raised tables/flat top road humps, with associated lining and signing. The tables will be constructed with plateau lengths to accommodate the wheel base of a bus and include uncontrolled crossing points to make it easy for pedestrians accessing the different Science Park development clusters in the future.

Refuge island build-outs are proposed to locally reduce the width of Anning Road down to accommodate single-way vehicular movements only. Priority control traffic signs and give-way markings will be provided at the new build-outs. This will restrict in-bound vehicle speeds with priority at both build-outs given to vehicles exiting Anning Road. The build-outs will incorporate uncontrolled dropped crossing facilities for use by pedestrians and cycle bypass slips to segregate cyclists from vehicles.

Directional signs on the approaches to Anning Road are proposed to reinforce the 'through traffic' route via Tithebarn Link Road.

In addition to the traffic calming measures, a new section of cycleway/footway is proposed on the southern side of Anning Road between Babbage Way and the southern Tithebarn Link Road junction. This will ensure a continuous cycle/footway along the full length of Anning Road.

The northern end of the Babbage Way (private road) is to be adjusted to be exit-only onto Anning Road to provide flexibility of routes for traffic leaving the phase 1 cluster.

3. Options/Alternatives

The alternative option to these proposals is for no works to be undertaken. This would either allow Anning Road to revert to a private road, subject to a stopping up order being approved, or if no traffic calming measures are introduced, there is the potential for strategic through traffic to use Anning Road as a slightly shorter route. Increased traffic would detract from the campus-style character of the Science Park which is intended to be a low speed, lightly trafficked environment. The additional traffic would hinder the connectivity between the development clusters on the Science Park and the collaborative environment for the overall Science Park community.

The option of stopping up Anning Road was not supported by Exeter Science Park Board, and it was agreed that with the road remaining open to the public, traffic calming measures would be required. This was also supported by East Devon planning officers.

The proposed scheme takes into account and is complementary to the following adjacent schemes:

- Tithebarn Link Road.
- Car park/park and change site on land adjacent to Exeter Science Park. This scheme will include cycle storage and electric bike stand facilities.
- Improvements to the cycle route from Cumberland Way to the Honiton Road Junction at the end of Blackhorse Lane as part of a larger route E4 cycle scheme throughout Exeter. This includes proposals for a new parallel 'tiger' crossing (pedestrian zebra crossing combined with a crossing for cyclists) to be installed at an existing raised table located at the junction of Blackhorse Lane with Anning Road.

4. Consultations/Representations

The scheme has been developed in consultation with Exeter Science Park Limited, Eagle One and East Devon District Council. The road humps are being advertised for a period of 3 weeks where there is an opportunity for people to respond on these specific elements of the proposals. If we receive no objections, the plans will be implemented as per the recommendations.

5. Financial Considerations

The scheme is being funded as part of the package of highway works agreed as part of the Tithebarn Link Road Highways England Growth and Housing Fund (GHF) project. The total project budget is £8,617,617 and comprises £4,037,178 Highways England Growth and Housing Fund grant and £4,580,439 s106/developer contributions. This funding is included in the capital programme.

6. Environmental Impact Considerations

In combination with neighbouring schemes (i.e. Park and Change, cycle upgrades to Blackhorse Lane and the E4 cycle route), it will have a positive impact by encouraging more people to cycle and walk thereby reducing CO₂ and other airborne pollutants.

It will improve pedestrian/cycle facilities for visitors and people working at the Science Park and should encourage reduced reliance on the car as Exeter Science Park develops further.

7. Equality Considerations

The proposals take into account age, disability, race/ethnicity (includes Gypsies and Travellers), gender and gender identity, religion and belief, sexual orientation, pregnant women/new and breastfeeding mothers and marriage/civil partnership status. The proposals improve accessibility for all between the clusters across Exeter Science Park, and in particular provide safe and convenient crossings for people with disabilities or reduced mobility. Streetlighting along Anning Road has also been extended to increase security for pedestrians walking through the site.

8. Legal Considerations

There are no specific legal considerations associated with this scheme. The traffic calming works will need to be advertised as per The Highways (Road Humps) Regulations 1999.

A Traffic Regulation Order for a Clearway (no stopping at any time) was made for the length of Anning Road in November 2015. As such no additional parking restrictions are proposed as part of these works.

9. Risk Management Considerations

The key risk to deliverability within the funding timescales is gaining approval for the raised table humps. Normal risk management for the construction of schemes will apply.

10. Public Health Impact

The scheme will have a positive public health impact by encouraging increased cycling and walking, which is associated with physical and mental health benefits. Improving activity through walking and cycling was one of the achievements identified in Devon County Council's 'Joint Health and Wellbeing Strategy 2016 to 2019'.

Agenda Item 7

11. Reasons for Recommendations

It is considered that the traffic calming proposals for Anning Road will support aspirations for a low speed, lightly trafficked campus-style environment. It will discourage 'through traffic' from using Anning Road, with non-Science Park related traffic instead being encouraged to use Tithebarn Link Road.

The proposed scheme will improve walking and cycling facilities within the park, including the completion of a continuous section of cycleway/footway for the length of Anning Road.

Dave Black
Head of Planning, Transportation and Environment

Electoral Division: Broadclyst

Local Government Act 1972: List of Background Papers

Contact for enquiries: Jamie Hulland

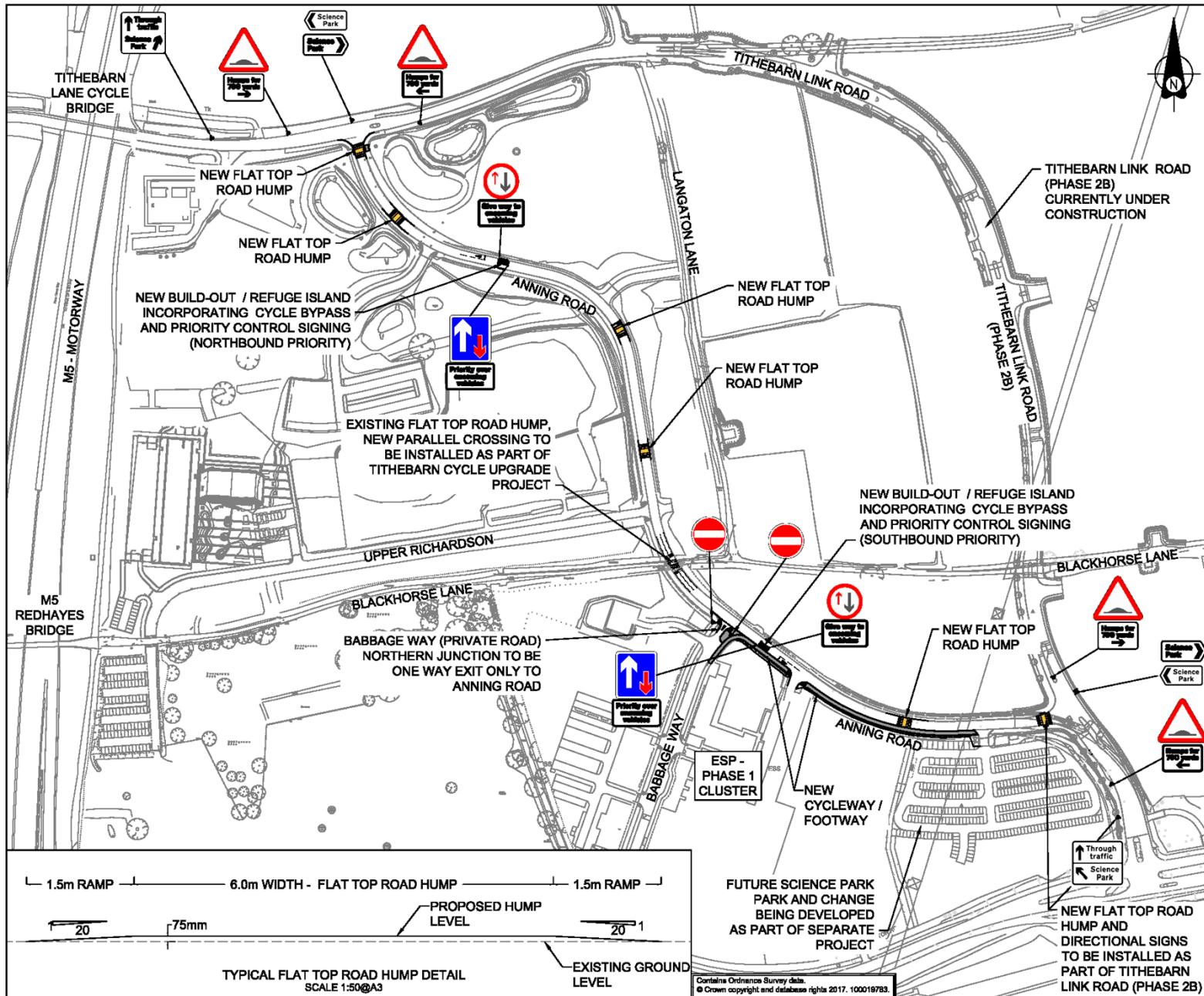
Room No: AB2, Lucombe House, County Hall, Exeter EX2 4QD

Tel No: 01392-383000

Background Paper	Date	File Ref.
NIL		

jh131117edh

sc/cr/ Traffic calming measures and pedestrian cycle upgrades Anning Road, Exeter Science Park
04 211117



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NOTES

no.	date

Rev	Date	Drawn	Revisions	Chk
-	05.11.17	TJ	First Issue	MA
A	01.11.17	TJ	Babbage Way Details	MA
B	10.11.17	TJ	Hump Detail Added	MA
C	10.11.17	TJ	Notes Amended	MA



JOB
Tithebarn - Anning Road Improvements

DRAWING TITLE
Anning Road Proposed Improvement Works

Dwg. No. 361072B-01	Revision C
Scale(s) 1:2500 (Plan)	Sheet A3

Contains Ordnance Survey data.
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PTE/17/65

East Devon Highways and Traffic Orders Committee
30 November 2017

Upgrade of Blackhorse Lane cycle route, Broadclyst

Report of the Head of Planning, Transportation and Environment

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

Recommendation: It is recommended that:

- (a) The proposals shown on plans A17001/14, A17001/18 and A17001/11 included in Appendix I are approved for construction at an estimated cost of £205,500;**
- (b) Delegated authority is given to the Head of Planning, Transportation and Environment, in consultation with the relevant Local Member, to approve minor changes to the scheme design.**

1. Background/Introduction

This report seeks approval for improvements to the walking and cycling route along Blackhorse Lane, which will be complementary to a number of neighbouring strategic transport improvements, including the Tithebarn Link Road, E4 cycle route in Exeter and the traffic calming proposals for Anning Road, Exeter Science Park.

2. Proposal

The Tithebarn Link Road Phase 2 (currently being constructed) scheme included approval to prohibit motor vehicles west of the last house on Blackhorse Lane. This will remove all vehicular traffic except those associated with the dwellings on Blackhorse Lane and provides an opportunity to enhance the route for pedestrians and cyclists. There is funding associated with the Highways England Growth and Housing Fund (grant) project to deliver these improvements.

The proposals are shown on drawing nos. A17001/14, A17001/18 and A17001/11 included in Appendix I and comprise:

- Resurfacing the existing foot/cycle way and cutting back the vegetation to maximise width of the carriageway along Blackhorse Lane between its junction with the old A30 and the Redhayes Bridge (A17001/18).
- Provision of a new, road crossing (also known as a 'tiger' crossing), which allows pedestrians to use the zebra-style crossing and cyclists to use an adjacent, separately marked crossing (A17001/11). This allows priority for pedestrians and cyclists across Anning Road (Exeter Science Park) as part of the strategic pedestrian/cycle route (A17001/11).
- Kerbworks and a new footway created at the junction of Blackhorse Lane/Honiton Road to improve width for pedestrians and cyclists. Vegetation will also be cut back to increase visibility of cyclists. The vehicular access would also be narrowed reflecting the light traffic use of the junction (A17001/14).

Agenda Item 8

In combination with the E4 strategic cycle route, which is currently on site, this will deliver approximately 3km of upgraded pedestrian/cycle route. It will benefit pedestrians and cyclists travelling between the city centre and developments east of the motorway, including Exeter Science Park, SkyPark, Lidl development, Exeter Airport and Cranbrook, which are all connected by a shared use path and are within reasonable walking and cycling distance. There will also be improved access to education as proposals at Monkerton and Tithebarn Green include proposals for primary schools served off the path. In addition, there would be improved access to the countryside for leisure, with East Devon District Council developing plans for a Clyst Valley Trail as part of a Regional Park, which would be accessed via the route.

3. Options/Alternatives

The alternative option to these proposals is for no works to be undertaken. The lane would more quickly become overgrown, reducing visibility and potentially increasing the risk of conflicts between pedestrians, cyclists and people accessing their properties on Blackhorse Lane.

The proposed scheme takes into account and is complementary to the following adjacent schemes, which are shown illustratively in Appendix II:

- Tithebarn Link Road.
- Car park/park and change site on land at Tithebarn Green adjacent to Exeter Science Park. This scheme will include cycle storage and electric bike stand facilities.
- Wider improvements to pedestrian/cycle routes in the area including the E4 route from the junction of Hollow Lane/Cumberland Way to the Exhibition Way junction.
- Traffic calming measures on Anning Road, Science Park aimed at improving pedestrian/cycle accessibility and minimising the dominance of vehicles throughout the park development.

4. Consultations/Representations

The scheme has been developed in consultation with Exeter Science Park Limited, Eagle One and East Devon District Council. The prohibition of motor vehicles for through traffic movements on Blackhorse Lane was previously consulted upon and approved in relation to the Tithebarn Link Road scheme.

5. Financial Considerations

The scheme is being funded as part of the package of highway works agreed as part of the Tithebarn Link Road Highways England Growth and Housing Fund (GHF) project. The total project budget is £8,617,617 and comprises £4,037,178 from Highways England Growth and Housing Fund grant and £4,580,439 s106/developer contributions.

6. Environmental Impact Considerations

In combination with neighbouring schemes (i.e. the Park and Change site at Tithebarn Green, traffic calming measures on Anning Road and the E4 cycle route), it will have a positive impact by encouraging more people to cycle and walk thereby reducing CO₂ and other airborne pollutants.

It will improve pedestrian/cycle facilities for leisure, education and commuter trips, particularly between residential areas of Cranbrook, Tithebarn Green, Monkerton and employment areas of Sowton, SkyPark, Science Park, Exeter Airport and the Lidl development.

7. Equality Considerations

The proposals take into account age, disability, race/ethnicity (includes Gypsies and Travellers), gender and gender identity, religion and belief, sexual orientation, pregnant women/new and breastfeeding mothers and marriage/civil partnership status. The proposals improve accessibility for all, and in particular provide safe and convenient crossings for people with disabilities or reduced mobility. The improved visibility will increase security for pedestrians and cyclists who may otherwise feel uncomfortable or unsafe using the route.

8. Legal Considerations

The traffic regulation order for the prohibition of motor vehicles on Blackhorse Lane was made and sealed following Cabinet's approval of the Tithebarn Link Road Phase 2 scheme in May 2015. A notice will need issuing for the parallel (pedestrian/cycle) crossing on Anning Road. There are therefore no specific legal considerations associated with this scheme.

9. Risk Management Considerations

Normal risk management for the construction of schemes will apply.

10. Public Health Impact

The scheme will have a positive public health impact by encouraging increased cycling and walking, which is associated physical and mental health benefits. Improving activity through walking and cycling was one of the achievements identified in Devon County Council's 'Joint Health and Wellbeing Strategy 2016 to 2019'.

11. Reasons for Recommendations

It is considered that the proposed pedestrian/cycle improvements will complement wider strategic cycle improvements being delivered in Exeter and will boost the attractiveness of walking and cycling as an alternative to the car for short distance leisure and commuting trips, particularly between new strategic housing and employment sites on either side of the M5. With new local schools planned at both Monkerton and Tithebarn Green in close proximity to the Hollow Lane/Blackhorse Lane corridor, it would also provide children with a safe, off-road journey to school option.

Dave Black
Head of Planning, Transportation and Environment

Electoral Division: Broadclyst

Local Government Act 1972: List of Background Papers

Contact for enquiries: Jamie Hlland

Room No: AB2, Lucombe House, County Hall, Exeter EX2 4QD

Tel No: 01392 383000

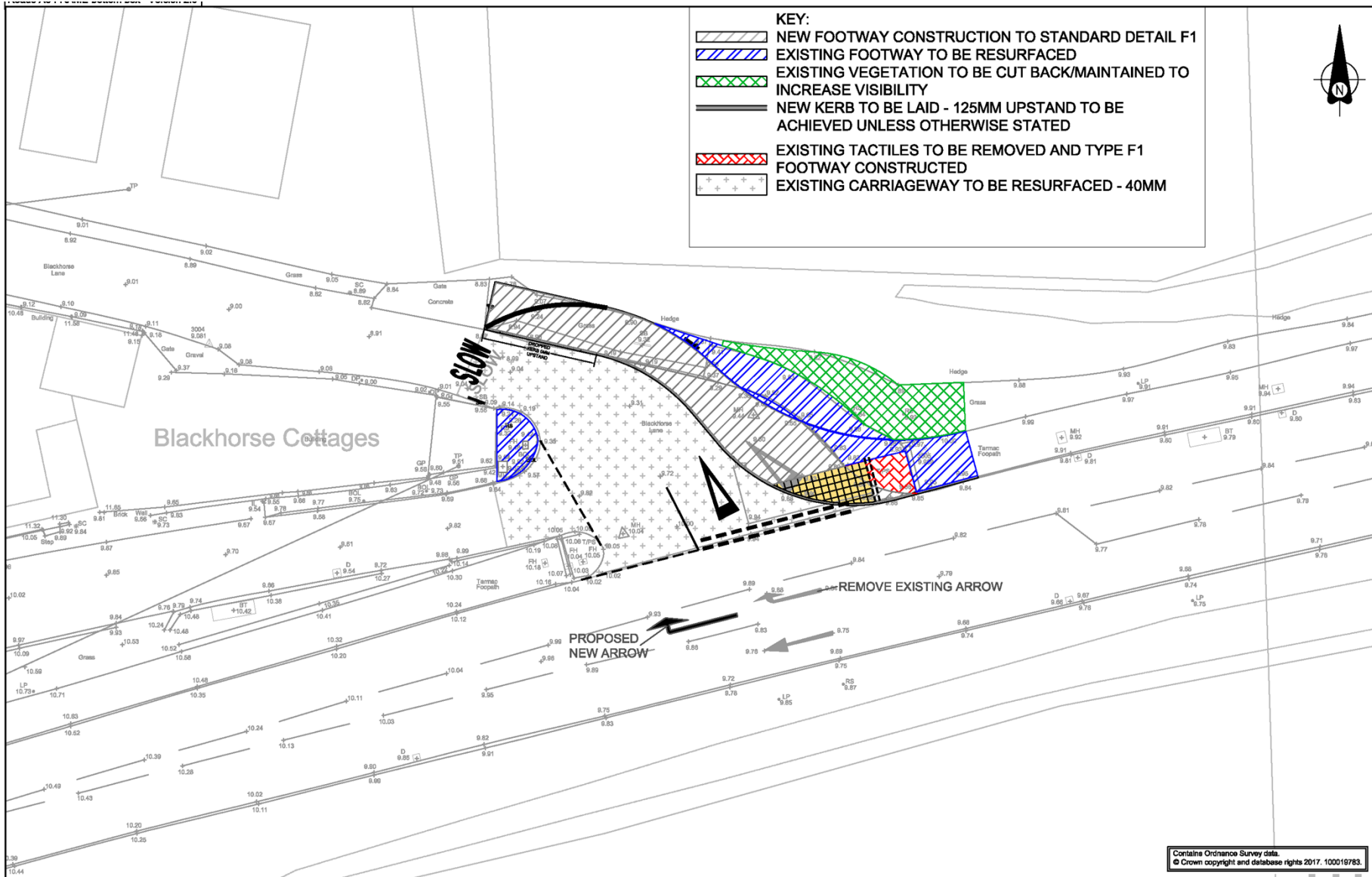
Background Paper	Date	File Ref.
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NIL

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sc/cr/Upgrade of Blackhorse Lane cycle route Broadclyst
04 221117

Appendix I
To PTE/17/65

Page 54

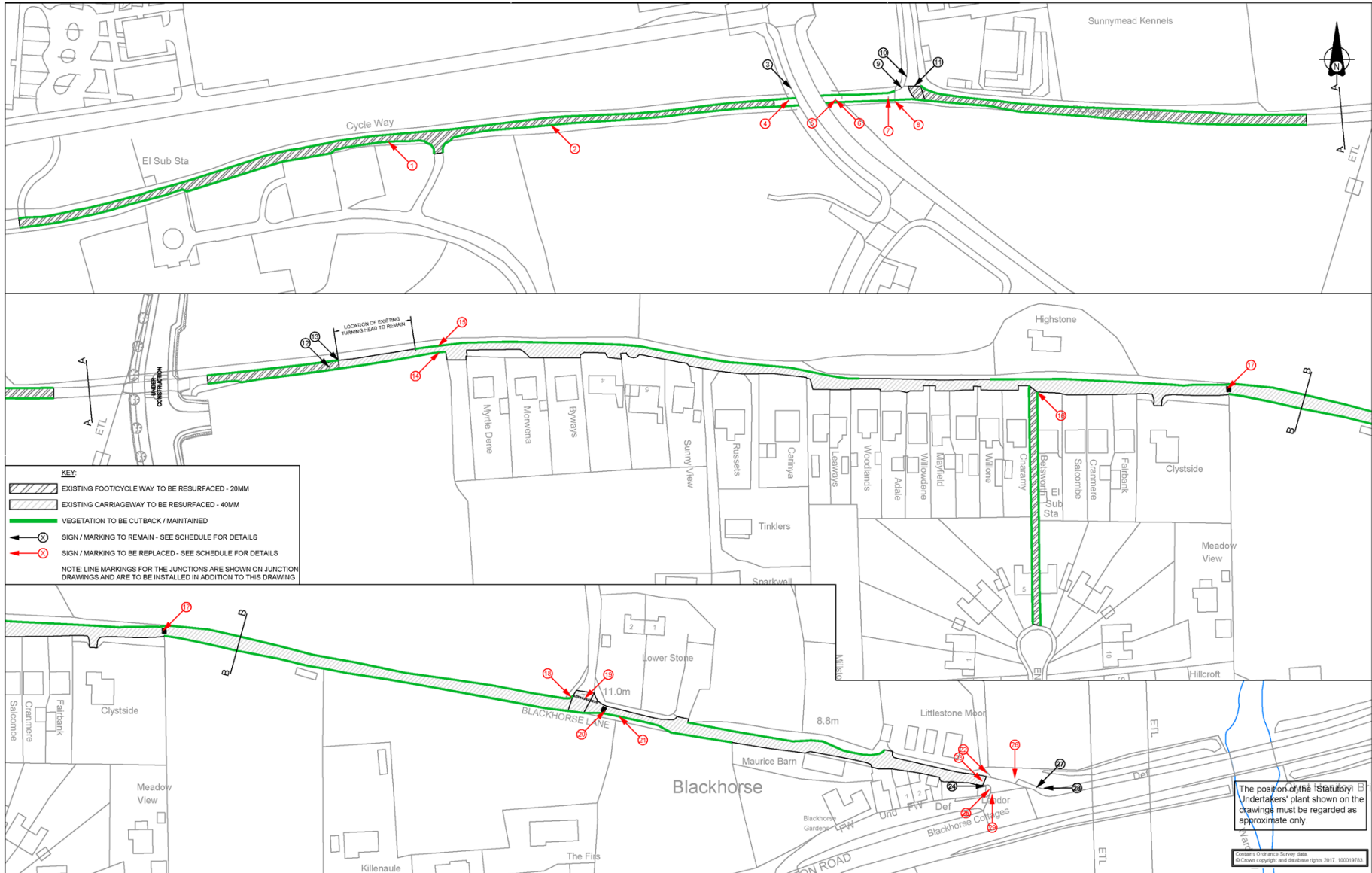


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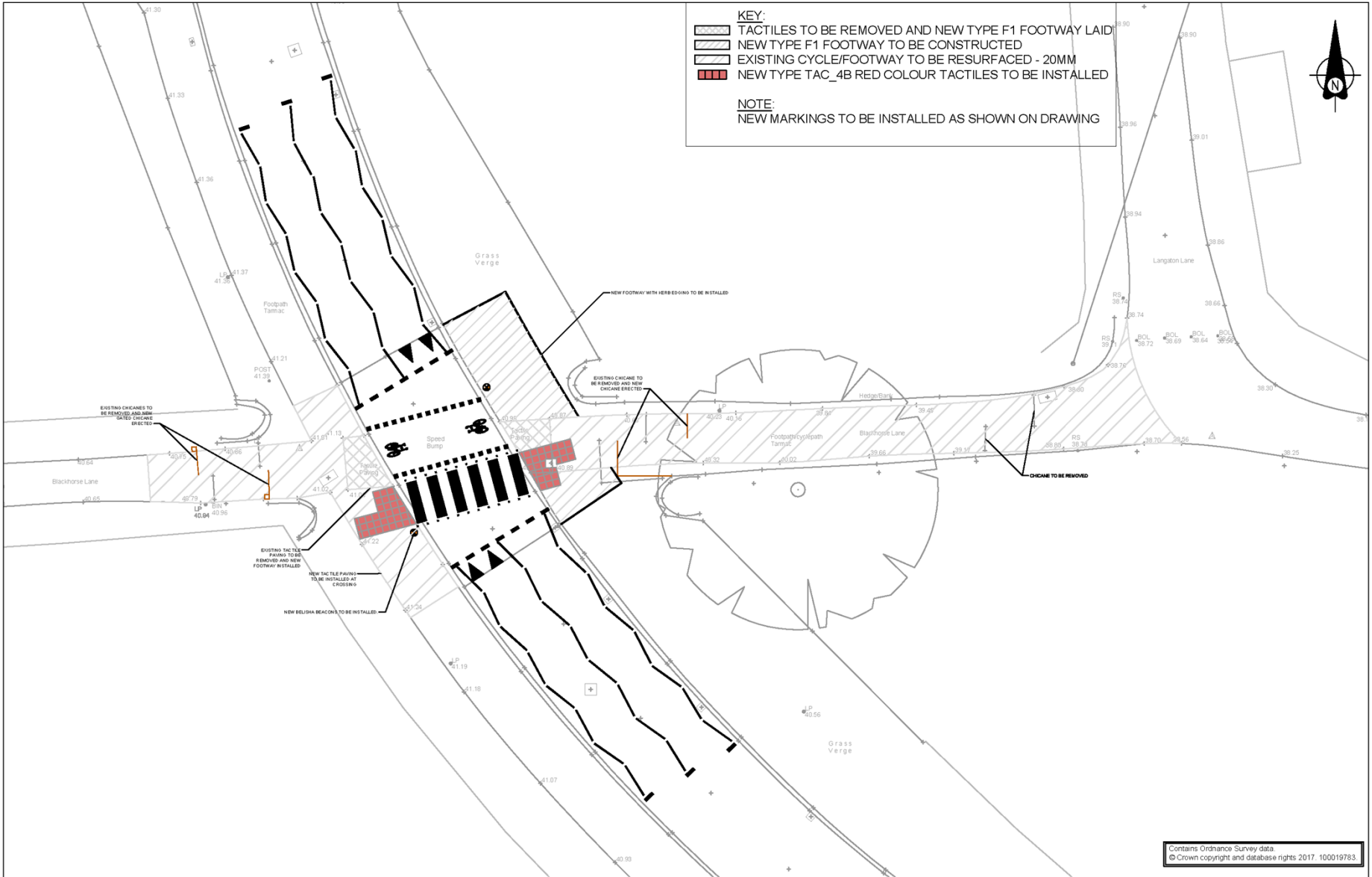
- NEW FOOTWAY CONSTRUCTION TO STANDARD DETAIL F1
- EXISTING FOOTWAY TO BE RESURFACED
- EXISTING VEGETATION TO BE CUT BACK/MAINTAINED TO INCREASE VISIBILITY
- NEW KERB TO BE LAID - 125MM UPSTAND TO BE ACHIEVED UNLESS OTHERWISE STATED
- EXISTING TACTILES TO BE REMOVED AND TYPE F1 FOOTWAY CONSTRUCTED
- EXISTING CARRIAGEWAY TO BE RESURFACED - 40MM

Contains Ordnance Survey data.
© Crown copyright and database rights 2017. 100019783.

	<p>Engineering Design Group</p> <p>Matford Offices County Hall Topsham Road Exeter EX2 4QD</p> <p>Tel. 0845 155 1004 Fax 01392 382342 customer@devon.gov.uk www.devon.gov.uk</p>	<p>TITHEBARN CYCLE PATH UPGRADE</p>	<p>DRAWING TITLE</p> <p>HONITON ROAD/BLACKHORSE LANE JUNCTION DESIGN</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Rev</th> <th>Date</th> <th>Drawn</th> <th>Revisions</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>04.08.2017 11.09.2017</td> <td>TS</td> <td>FIRST ISSUE BROUGHT NEWB EXTENDED EXISTING CARRIAGEWAY SECTION TO BE RAISED TO CREATE EXTRA FOOTWAY</td> </tr> <tr> <td>B</td> <td>02.10.2017</td> <td>TS</td> <td>GAVE WAY LINE ACCESS TO BH COTTAGES ROAD FOOTWAY BUILT OUT MOVED EAST TO OPEN JUNCTION CARRIAGEWAY PAVING ADDED TO DRAWING AT JUNCTION</td> </tr> <tr> <td>C</td> <td>16.11.2017</td> <td>SW</td> <td>LIMITED DIMENSION SHOWN ADDITION MORE DETAILED TO REV. RETENTION OF EXISTING FOOTWAY</td> </tr> </tbody> </table>	Rev	Date	Drawn	Revisions	A	04.08.2017 11.09.2017	TS	FIRST ISSUE BROUGHT NEWB EXTENDED EXISTING CARRIAGEWAY SECTION TO BE RAISED TO CREATE EXTRA FOOTWAY	B	02.10.2017	TS	GAVE WAY LINE ACCESS TO BH COTTAGES ROAD FOOTWAY BUILT OUT MOVED EAST TO OPEN JUNCTION CARRIAGEWAY PAVING ADDED TO DRAWING AT JUNCTION	C	16.11.2017	SW	LIMITED DIMENSION SHOWN ADDITION MORE DETAILED TO REV. RETENTION OF EXISTING FOOTWAY	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Chk</th> <th>Do not scale from this drawing in either hard or electronic format. No responsibility is accepted where this drawing is used in circumstances other than that for which it was originally prepared and issued.</th> </tr> </thead> <tbody> <tr> <td>PC</td> <td>PC</td> </tr> <tr> <td>CS</td> <td>CS</td> </tr> </tbody> </table>	Chk	Do not scale from this drawing in either hard or electronic format. No responsibility is accepted where this drawing is used in circumstances other than that for which it was originally prepared and issued.	PC	PC	CS	CS
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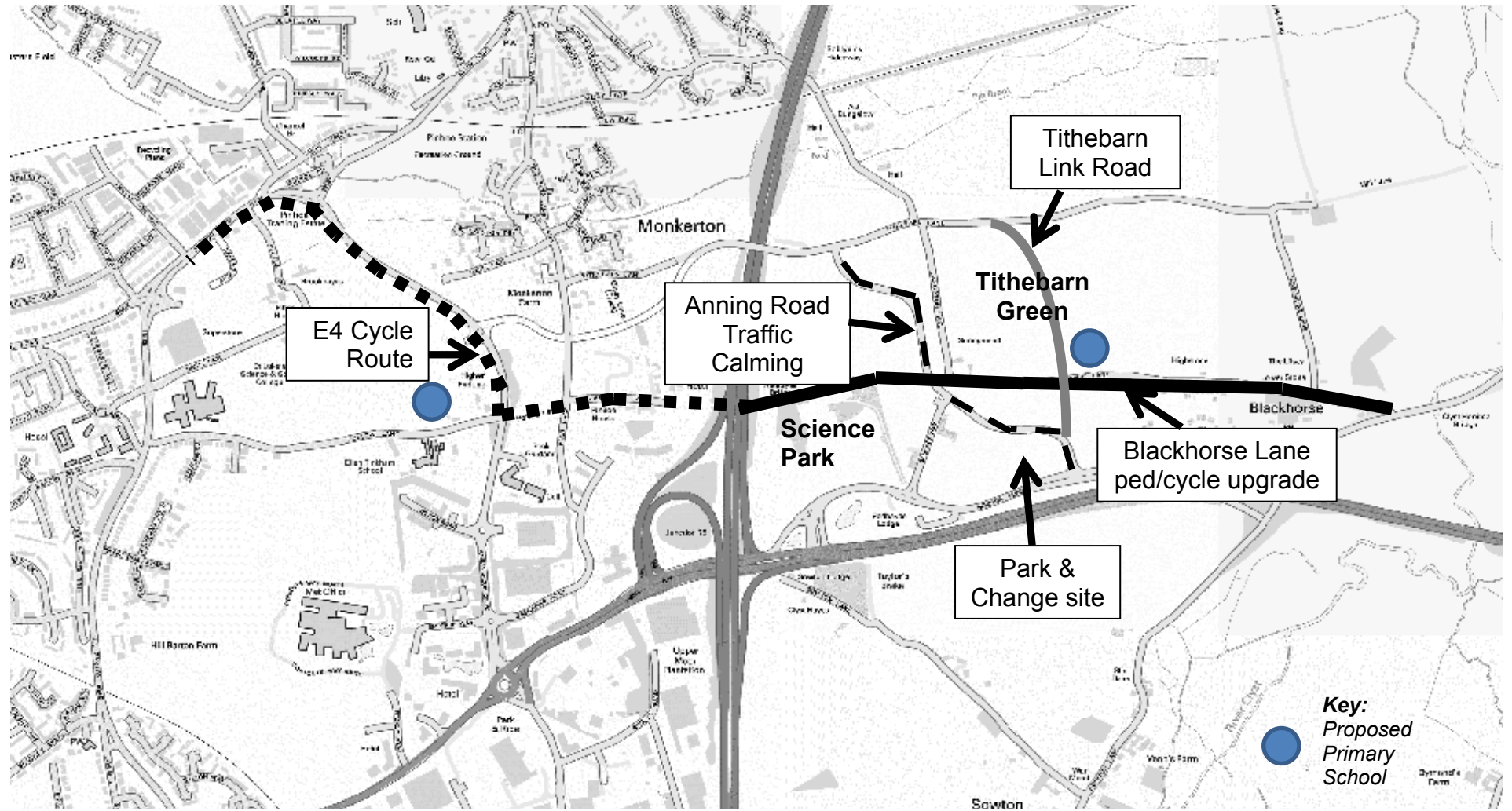


<p>Engineering Design Group</p> <p>Matford Offices County Hall Topsham Road Exeter EX2 4QD</p> <p>Tel. 0845 155 1004 Fax 01392 382342 customer@devon.gov.uk www.devon.gov.uk</p>	<p>JOB</p> <p>TITHEBARN CYCLE PATH UPGRADE</p>	<p>DRAWING TITLE</p> <p>WHOLE SCHEME DETAILS REDHAYES BRIDGE TO HONITON ROAD JUNCTION</p>	<p>Rev</p> <p>A</p>	<p>Date</p> <p>14.09.2017 02.10.2017</p>	<p>Drawn</p> <p>TS</p>	<p>Revisions</p> <p>FIRST ISSUE ENDLEIGH GRESSENT FOOTPATH ADDED TO CONTRACT SIGNS & LINES DETAILS ADDED TO DRAWING</p>	<p>Chk</p> <p>BL CB</p>	<p>Do not scale from this drawing in either hard or electronic format. No responsibility is accepted where this drawing is used in circumstances other than that for which it was originally prepared and issued.</p>
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<p>Engineering Design Group Matford Offices Tel: 0845 155 1004 County Hall Fax: 01392 382342 Topsham Road Exeter customer@devon.gov.uk EX2 4QD www.devon.gov.uk</p>	JOB	DRAWING TITLE	Rev	Date	Drawn	Revisions	Chk	Do not scale from this drawing in either hard or electronic format. No responsibility is accepted where this drawing is used in circumstances other than that for which it was originally prepared and issued. Drawing number: A17001/11 Scale: 1:200 Sheet: A3
	TITHEBARN CYCLE PATH UPGRADE	ANNING ROAD DESIGN	A	01.06.2017	TS	FIRST ISSUE ALL CHANGES REMOVED HOLLOWAY ACCESS TO FOOTWAY 200MM F1 FOOTWAY MARKING CHANGES AT THE CROSSING LINE CROSSING PERPENDICULAR TO HERBESHO AND INCREASED MARKING WIDTH	PC	
			B	20.06.2017	TS	NEW FOOTWAY INSTALLED ON EAST SIDE EAST SIDE FOOTWAY INCREASED WIDTHS MATCH ADJACENT SIDE COLOUR OF TACTILES NOT CHANGED. TACTILE COLOUR TO BE RED. CROSSING POSITION NOT APPLIED TO FOOTWAY CONSTRUCTION MARKED TO 100%	PC	

Appendix II: Links with other projects



HIW/17/97

East Devon Highways and Traffic Orders Committee
30 November 2017

A3052 Four Elms Hill, Newton Poppleford: Safety Review

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 contents of this report are noted;***
- (b) the proposal contained in Section 3 of this report is undertaken and that a report on the potential for amending the Double White Line System on Four Elms Hill is brought to a future meeting of this Committee.***

1. Background

This report was requested by the Chair and Local Member following local concerns about the record of collisions on Four Elms Hill, and requests for a review of the double white line system.

A review of the risk ranking of Devon's A roads is undertaken on an annual basis. The review separates A Roads in the County into 144 sections that are subject to a risk ranking that considers the number of collisions; the number and severity of injuries; the volume of traffic and the length of the section.

Four Elms Hill is located within one of these sections – specifically on the A3052 to the east of Newton Poppleford (junction with the B3178) and west of The Bowd Inn (junction with the A375).

This section is listed as 79 out of 144 in terms of its countywide risk ranking (where section 1 is the worst performing and 144 the best performing). A plan of this road section showing collision locations is attached as Appendix I to this report.

Four Elms Hill has been the location for 8 injury incidents during the period 1 January 2012 to 31 December 2016. There are currently no collision clusters identified on Four Elms Hill (where a cluster is defined as 5 incidents of any severity occurring within a 30m radius over a period of 5 years). A plan of Four Elms Hill showing collision locations is attached as Appendix II to this report.

The analysis below relates to the whole of the section on which Four Elms Hill sits as shown in Appendix I.

2. Analysis

5 year collision data (1 January 2012 to 31 December 2016)

A number of indicators are used when comparing collision sites and road sections. These are:

- Total number of recorded injuries: 23 Sight and 3 Serious.
- Killed and Seriously Injured (KSI) as a percentage of the total number of recorded injuries.

Agenda Item 9

This was 12% compared to 22% for Rural A roads in Devon over the same 5 year period.

- Collision rate per Billion Vehicle Kilometres. (An index showing the relationship between the number of vehicles using the road each year and the number of collisions.)

This was 177 compared to 223 on Devon's A roads over the same 5 year period (The Control Group).

Contributory Factors

Factors listed by the Police as contributing to collisions on this section mainly relate to the actions of drivers or riders involved in the collisions (70%) half of which (35%) specifically related to driver or rider error.

The road environment was cited as a factor in 13% of collisions – similar to control group's 12%.

This section performs better than the control group in a number of areas – these include:

- loss of control incidents
- collisions occurring in darkness
- collisions resulting in overturned vehicles
- incidents involving overtaking
- incidents involving younger drivers

The section performs worse for incidents involving:

- Older drivers (over 65 years)
- Pedestrians, (largely concentrated in Newton Poppleford village).

Collisions on this section occur all year but most commonly in August. Casualties are predominantly local and are mainly resident in the EX10 postcode area. This is also true for the road user considered by the police to be the most blameworthy party in each collision.

Tree canopy management

Four Elms Hill is subject to a standard procedure for managing low hanging vegetation that may affect safety on the carriageway. When such circumstances arise officers will write to the landowner requesting action. Direct intervention will only occur where a dangerous tree is reported and, following inspection, there is thought to be a risk that the tree or a branch will fall imminently.

In 2017 there is no record of highways inspectors having noted tree issues on Four Elms Hill. This includes a visit in April 2017 by a Neighbourhood Highway Officer following an enquiry from a member of the public. A recent and planned inspection by a professional tree surveyor also identified no issues.

3. Review of Double White Line System

It has been suggested that road safety on Four Elms Hill might be improved if the existing Solid White Line System, preventing overtaking, could be reviewed. The procedure for installing a Solid White Line system is set out in Chapter 5 of the Traffic Signs Manual which may be viewed by following the web-link below. As the enforcement authority for Solid White Line systems, gaining support from the Police is recommended before making any changes.

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/223667/traffic-signs-manual-chapter-05.pdf

An initial visual inspection of lining on the road has suggested that some changes to the lining might be appropriate. It is therefore proposed that a full survey should be undertaken to assess the matter. This will involve installing traffic control on the road to undertake the survey and to install speed detection equipment. It is anticipated that the survey will be undertaken within the first quarter of 2018 depending on the availability of road space.

4. Financial Considerations

The total costs of the survey are estimated to be in the region of £3,000 and will be funded from a Road Safety Allocation from the On-Street Parking Account.

5. Environmental Impact Considerations

The environmental effects of the scheme are thought to be neutral.

6. Equality Considerations

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

7. Legal Considerations

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

8. Risk Management Considerations

The risks involved will be managed by installing appropriate traffic control when the survey is being undertaken. A Minor Schemes Safety Assessment or Road Safety Audit procedure will be undertaken before any changes to the lining are undertaken.

9. Public Health Impact

There is not considered to be any public health impact.

10. Reasons for Recommendations

The proposal will establish whether any changes are required to either ensure the existing lining system on the A3052 Four Elms Hill conforms to regulations or would improve the safety of road users.

Meg Booth
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Division: Otter Valley

Agenda Item 9

Local Government Act 1972: List of Background Papers

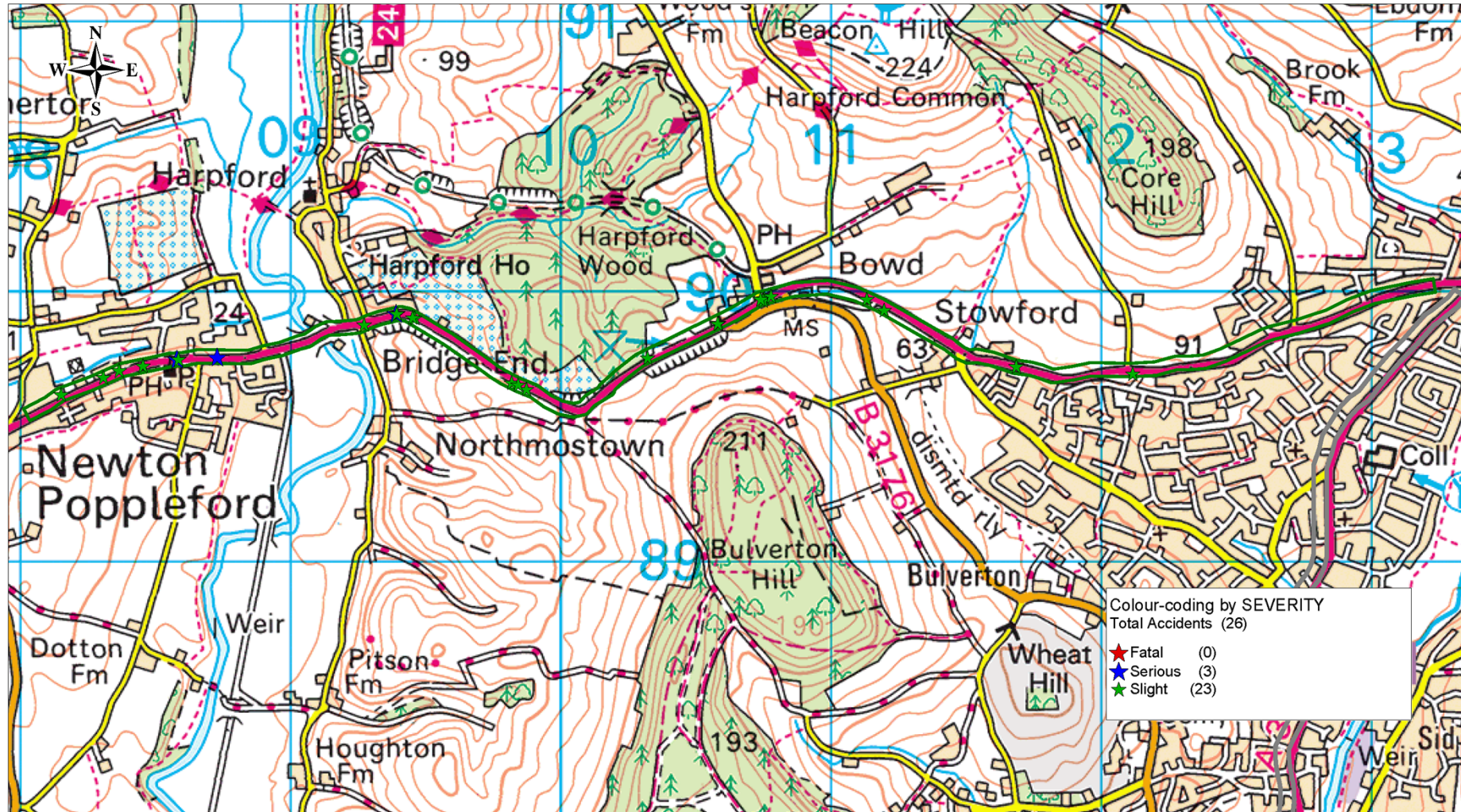
Contact for enquiries: Mike Jones

Room No: ABG, Lucombe House

Tel No: 0345 155 1004

Background Paper	Date	File Ref.
None		

mj211117edh
sc/cr/A3052 Four Elms Hill Newton Poppleford Safety Review
02 221117



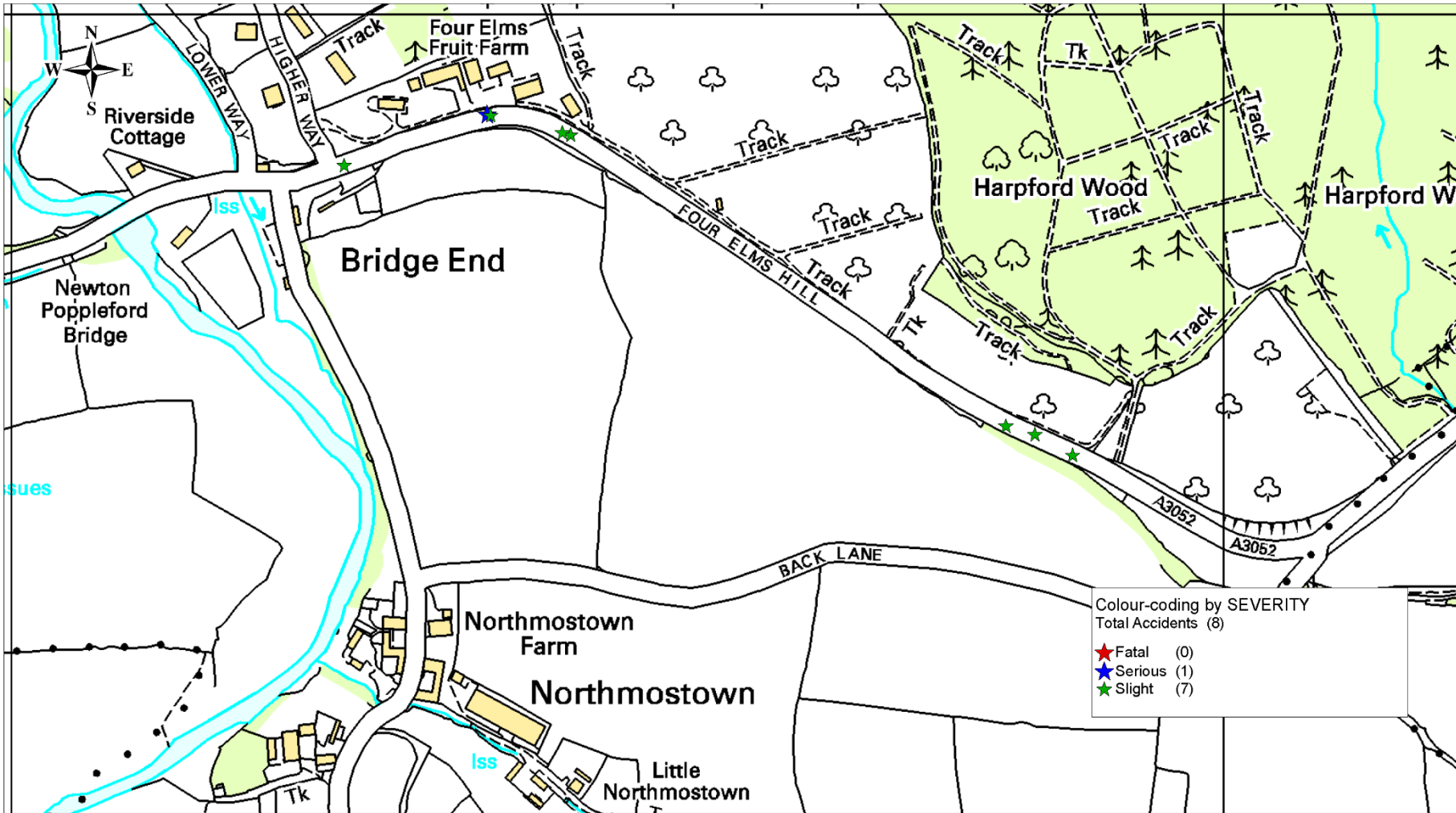
A3052 Newton Poppleford

This data covers injury collisions reported to/recorded by the Police between dates 01/01/2012 and 31/12/2016 ;

COLLISION MAP: www.devonctravweb.co.uk/public/collisionmap

SCALE	1 : 19662
DATE	17/11/2017
DRAWING No.	
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	Page 1 of 1

Appendix I
To HIW/17/97



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A3052 Newton Poppleford Four Elms

This data covers injury collisions reported to/recorded by the Police
between dates 01/01/2012 and 31/12/2016

COLLISION MAP: www.devonctravweb.co.uk/public/collisionmap

SCALE	1 : 4380
DATE	17/11/2017
DRAWING No.	
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	Page 1 of 1

HIW/17/98

East Devon Highways and Traffic Orders Committee
30 November 2017

Request for the introduction of highway safety measures in Colaton Raleigh

Report of the 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 outcome of the Speed Compliance Action Review Forum is noted

1. Background/Introduction

The local Member has asked this Committee to consider the introduction of traffic calming measures or a length of footway south of Church Road in Colaton Raleigh.

2. Main Text/Proposal

In accordance with current policy, Colaton Raleigh has a 30mph speed limit and has been the subject of reviews by the Speed Compliance Action Review Forum (SCARF), which is a joint procedure attended by representatives of the Police and Devon County Council, in 2010 and 2014.

The following speed data, collected in 2010 and 2013, was presented and considered at the forums:

	Daily Volume	Mean Speed	85 th % ile Speed
Nov 2010	4,212	25.2 mph	32.4 mph
Sept/Oct 2013	4,820	26.8 mph	32.4 mph

Casualty data is also considered by SCARF. Current data shows 2 collisions between 01/01/2012 and 31/12/2016 both of which are south of the Otter Inn. Neither incident involved pedestrians.

The conclusion of the 2010 SCARF meeting was that, at that time, there were no recorded speed related collisions, there were compliant mean and 85th%ile speeds and therefore no further action would be taken.

At the 2014 SCARF meeting, whilst the data considered was very similar, it was agreed that the carriageway lining would be altered as a part of the surface dressing programme. This was completed in 2014

During the 1990s traffic calming was introduced in Colaton Raleigh in the form of pedestrian refuge islands. These were subsequently removed following concerns being raised about vehicles passing on the wrong side of the islands when overtaking waiting buses introducing a potential risk to highway safety.

Colaton Raleigh is recorded by the Environment Agency as a historic flood site and a status of Flood Zone 2. The introduction of a kerbed footway to the south of Church Road where the stream crosses under the B3178 would be likely to increase the risk of flooding to the highway.

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The B3178 forms a part of the Devon strategic highway network and therefore, due to the composition of traffic on the route, DCC would not consider vertical traffic calming in Colaton Raleigh

3. Options/Alternatives

1. Note the outcome of SCARF and take no further action.
2. Accept the risk of increased flooding to the highway and pursue funding to construct a footway.
3. Accept the risk of inappropriate passing manoeuvres, previously experienced, and pursue funding to construct positive traffic calming in the form of pedestrian refuge islands.

4. Consultations/Representations/Technical Data

Colaton Raleigh was considered by SCARF in 2010 and 2014. The team is normally made up of the Police Road Casualty Reduction and Traffic Management Officer (RCRO), Devon County Council Road Safety Officer and members of the Highway Team.

The process included a study of any reported collision details and an analysis of the speed data collected by a detection device located in Colaton Raleigh.

Speed data recorded between 29/10/2010 and 08/11/2010

Speed data recorded between 25/09/2013 and 04/10/2013

5. Financial Considerations

A source of funding would need to be identified to introduce any traffic calming features.

6. Environmental Impact Considerations

Colaton Raleigh is recorded by the Environment Agency as a historic flood site and a Flood Zone 2.

7. Equality Considerations

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

8. Legal Considerations

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

9. Risk Management Considerations

This proposal has been assessed and all necessary safeguards or action has been taken to safeguard the Council's position.

10. Summary/Conclusions/Reasons for Recommendations

It is recommended that the outcome of the Speed Compliance Action Review Forum is noted and no further action is taken as the recorded speeds and collision data are within an acceptable level of compliance.

Meg Booth
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Division: Otter Valley

Local Government Act 1972: List of Background Papers

Contact for enquiries: Tom Vaughan

Room No: Heron Road, Exeter, EX2 7LL

Tel No: 01392 383000

Background Paper	Date	File Ref.
Speed survey data 2010 and 2013	2010 and 2013	

tv211117edh

sc/cr/Request for the introduction of highway safety measures in Colaton Raleigh
02 211117

HIW/17/99

East Devon Highways and Traffic Orders Committee
30 November 2017

Actions Taken Under Delegated Powers

Report of the Chief Officer 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 14 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
Various Roads in Axminster and Colyton	Introduction of on-street disabled parking bays	Traffic regulation order advertised after consultation with Local Members and HATOC Chairs and then sealed due to no objections being received to these bays.
Stoney Lane, Axminster	New road humps as part of road widening scheme.	Humps advertised after consultation with Local Member and HATOC Chair
Waterleat Avenue, Honiton	New speed cushion as part of maintenance scheme.	Speed cushions advertised after consultation with Local Member and HATOC Chair
Barrack Road, Ottery St Mary	New Puffin Crossing as part of roundabout works	Crossing advertised after consultation with Local Member and HATOC Chair

Meg Booth
Chief Officer Highways, Infrastructure, Development and Waste

Electoral Divisions: Axminster, Feniton & Honiton, Otter Valley, Seaton & Colyton

Local Government Act 1972: List of Background Papers

Contact for enquiries: Lee Cranmer

Room No: ABG Lucombe House, County Hall, Topsham Road

Tel No: 0345 155 1004

Background Paper	Date	File Ref.
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None

lc161117edh
sc/cr/action under delegated powers
2 hq 221117

