

Phil Norrey  
Chief Executive

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

County Hall  
Topsham Road  
Exeter  
Devon  
EX2 4QD

(See below)

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Your ref :  
Our ref :

Date : 29 November 2018  
Please ask for : Stephanie Lewis 01392 382486

Email: stephanie.lewis@devon.gov.uk

## **EAST DEVON HIGHWAYS AND TRAFFIC ORDERS COMMITTEE**

Friday, 7th December, 2018

A meeting of the East Devon Highways and Traffic Orders Committee is to be held on the above date at 10.30 am at Committee Suite, The Knowle, Sidmouth to consider the following matters.

P NORREY  
Chief Executive

### **A G E N D A**

#### **PART 1 - OPEN COMMITTEE**

- 1 Apologies
- 2 Minutes (Pages 1 - 4)  
Minutes of the meeting held on 12 July 2018 (attached).
- 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 Local Waiting Restriction Programme (Pages 5 - 24)  
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/18/90), attached.

***Electoral Divisions: All in East Devon District***

- 5 Clyst Honiton Experimental Road Closure (Pages 25 - 32)  
Joint Report of the Head of Planning, Transportation and Environment and the Chief

Officer for Highways, Infrastructure Development and Waste (PTE/18/52), attached.

**Electoral Division: Broadclyst**

6 Sidmouth - Residents Parking Consultation (Pages 33 - 40)

Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/18/91), attached.

**Electoral Division: Sidmouth**

7 Hulham Road Exmouth Petition (Pages 41 - 48)

Joint Report of the Head of Planning, Transportation and Environment and the Chief Officer for Highways, Infrastructure Development and Waste (PTE/18/53), attached.

**Electoral Divisions: Exmouth Brixington & Withycombe and Budleigh**

8 Lay-bys alongside B3174 Cranbrook (Pages 49 - 58)

(In accordance with Standing Order 23(2) Councillor R Bloxham has asked that the Committee considers this item).

Report of the Local Councillor, attached.

**Broadclyst Division**

**STANDING ITEMS**

9 Petitions/Parking Policy Reviews

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

**MATTERS FOR INFORMATION**

10 Action Taken Under Delegated Powers (Pages 59 - 60)

Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/18/92), attached.

**Electoral Divisions: Broadclyst, Exmouth, Exmouth & Budleigh, Feniton & Honiton, Otter Valley, Seaton & Colyford, Sidmouth**

11 Dates of Future Meetings

14 March, 18 July and 22 November 2019 and 27 March 2020 – future locations to be confirmed.

The County Council Calendar of meetings is available on the website:  
<http://democracy.devon.gov.uk/mgCalendarMonthView.aspx?GL=1&bcr=1>

**Part II Reports**

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

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

**Agenda Items and Attendance of District & Town/Parish Councillors**



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

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

*For further information please contact Stephanie Lewis on 01392 382486.*

**Membership**County 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.

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

**Public Participation**

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

For further information please contact Stephanie Lewis on 01392 382486.

**Emergencies**

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

**Mobile Phones**

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

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



Induction loop system available

## EAST DEVON HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

12 July 2018

Present:-

Devon County Council:-

Councillors C Channon, I Hall, S Hughes (Chair), R Scott, M Shaw and P Twiss

Apologies:-

Councillors B Bailey, P Stott, D Atkins, R Bloxham, S Randall-Johnson, J Trail and C Wright

\* **33**      **Election of Chair and Vice Chair**

**RESOLVED** that Councillors Hughes and Hall be elected Chair and Vice-Chair respectively for the ensuing year.

\* **34**      **Minutes**

**RESOLVED** that the Minutes of the meeting held on 19 April 2018 be signed as a correct record.

\* **35**      **Items Requiring Urgent Attention**

There was no item raised as a matter of urgency.

\* **36**      **Annual Local Waiting Restriction Programme**

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/18/51) on the annual local waiting programme for the HATOC area for the funding and delivery of waiting restriction schemes for 2018/19.

Members were advised that a managed process had been developed to deliver an Annual Local Waiting Restriction Programme for each HATOC area. The 2017/18 programme delivered almost 400 proposals across Devon including amendments to Yellow Lines and Limited Waiting, which had been requested by communities or by local Highway Officers. The Report proposed a further programme be developed for 2018/19 to include minor aids to movement improvements, such as drop crossings, footway improvements and bollards.

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

**RESOLVED**

(a) that work on the annual waiting restrictions programme process for 2018/2019 be noted; and

(b) that the recommendations contained in Appendix I and II (HIW/18/51) be agreed and, subject to consultation with local Members on the details, the proposals be advertised.

\* **37**      **Expansion of the Electric Bike Hire Scheme**

The Committee considered the Report of the Head of Planning, Transportation and Environment (PTE/18/26) on the proposed expansion of the electric bike hire scheme around East Devon.

# Agenda Item 2

The Report noted the scheme was introduced in October 2016, as the UK's first on-street city electric bike hire scheme in Exeter. The Co-bikes scheme offered twenty bikes that could be hired and returned to any of the six docks in the city. The existing docks were located at County Hall, the Civic Centre, Exeter St David's and Exeter Central rail stations, and the University of Exeter (Main Campus and St Luke's).

There were now more than 700 members and almost 2,000 trips had been registered (up to the end of February 2018). It was felt that an expanded network would enable membership and utilisation to grow, with more bicycles and locations available to cater for the demand.

In October 2017, the Council was successful in securing funding for the east of Exeter from the National Productivity Investment Fund. A proportion of this funding was identified to increase the existing infrastructure and bikes available. In May 2018, Exeter HATOC approved 10 new sites within the city, with an additional 55 bicycles available to hire.

The proposal planned to expand the available network within East Devon and had identified three locations for additional docking stations: Cranbrook, Science Park and Old Park Farm housing development.

Members discussion points with Officers included:

- the need for increased communication and advertisement of the scheme across the County, to promote its benefits as well as highlighting how the scheme worked and how easily accessible it was to use;
- new bikes currently being installed, which did not require charging so often;
- the use of an online app to pre-book bikes, especially if members were using bikes from a train into work; and
- current locations of docks and the desire to increase these in order to promote the local tourist economy in East Devon.

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

## **RESOLVED**

(a) that the sites proposed for electric bike infrastructure be approved, as detailed in the Report (PTE/18/26) and Appendices, at an estimated cost of £99,615;

(b) the Head of Planning, Transportation and Environment be given delegated authority to agree the exact location for the installation of the electric bike site in consultation with the Local Member; and,

(c) that the Committee welcomed further roll out of the scheme across locations in East Devon.

\* **38**      **Lilley Walk, Honiton**

The item on Lilley Walk, Honiton, submitted by Councillor Twiss had been previously addressed with a letter sent to MPs, and was therefore withdrawn.

\* **39**      **Rosemount Lane, Honiton**

The item on Rosemount Lane, Honiton, submitted by Councillor Twiss, had been previously addressed and added to the 2018/19 Annual Waiting Restriction scheme, and was therefore withdrawn.

\* **40**      **Petitions/Parking Policy Reviews**

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

\* 41 **Action Taken Under Delegated Powers**

The Committee received the Report of the Chief Officer for Highways, Infrastructure and Waste (HIW/18/52) on action taken by her in consultation with the Chair and Local Members.

\* 42 **Dates of future meetings**

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>

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

The Meeting started at 10.30 am and finished at 11.05 am



HIW/18/90

East Devon Highways and Traffic Orders Committee  
7 December 2018

## **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 2018/2019 is noted;**
- (b) the recommendations contained in Section 4 of this report and detailed in Appendices I and II to this report are agreed.**

### **1. Background**

Proposals for the East Devon HATOC Annual Waiting Restriction Review for 2018 were presented to this Committee on 12 July 2018.

### **2. Proposal**

Agreed proposals have since been advertised with significant objections and comments having been received to 10 of the proposals.

Details of these proposals and the objections received are shown in Appendix I to this report with plans of the proposals shown in Appendix II.

### **3. Consultations**

Following advertisement:

- Proposals which did not attract objections will be implemented without the need to report back to Committee.
- Proposals attracting significant objections are detailed in Appendices I and II to this report.

### **4. Specific Proposals and Recommendations**

**RECOMMENDATION - that the recommendations individually listed in Appendix I are agreed.**

### **5. Financial Considerations**

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

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.

# Agenda Item 4

## **6. 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.

## **7. Equality Considerations**

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

## **8. Legal Considerations**

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

When making a Traffic Regulation Order it is the County Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, secures the expeditious, convenient and safe movement of traffic and provision of parking facilities. It is considered that the proposals comply with Section 122 of the Act as they practically secure the safe and expeditious movement of traffic in the East Devon District.

## **9. Risk Management Considerations**

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

## **10. Public Health Impact**

There is not considered to be any public health impact.

## **11. Reasons for Recommendations**

The proposals rationalise existing parking arrangements within the East Devon District area 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.



# Agenda Item 4

Meg Booth  
Chief Officer for Highways, Infrastructure Development and Waste

## **Electoral Divisions: All in the East Devon District area**

Local Government Act 1972: List of Background Papers

Contact for enquiries: Mike Jones

Room No: ABG Lucombe House

Tel No: 01392 383000

Background Paper	Date	File Ref.
None		

mj2318edh  
sc/cr/Annual Local Waiting Restriction Programme  
02 281118

# Agenda Item 4

Appendix I  
To HIW/18/90

**Devon County Council  
(East Devon HATOC)  
(Traffic Regulation) Amendment Order  
Summary of Representation**

Comment	Devon County Council (DCC) Response
<b>Budleigh Salterton – East Budleigh Road/Stoneborough Lane - 1 Representation</b> Plan Ref: ENV5666/3 (A)	
<p><b>Comment (Resident East Budleigh Road):</b></p> <ul style="list-style-type: none"> <li>Totally understand the local residents' feelings regarding difficulty in coming out of Stoneborough Lane junction with East Budleigh Road.</li> <li>Vision is slightly impaired when trying to look right towards oncoming traffic – due sometimes to any visitors of surrounding properties having nowhere to park.</li> <li>Respectfully request that the proposed lines stop 1 metre short of drive entrance giving resident opportunity to park there for a while to be able to reverse and allow wife's car to then exit the drive which will now be parked in front of resident's vehicle permanently once the lining of the road is completed.</li> <li>In principal has no objection to the proposal but would be grateful if request could be accommodated.</li> <li>Parked vehicles on the pavement to be double yellow lined are a traffic calming method along East Budleigh Road approaching Stoneborough Lane and upper Stoneborough Lane junctions. Traffic drives along the main road above the 30mph limit but currently has to reduce speed due to parked vehicles and to avoid any sudden vehicles at the Stoneborough Lane and upper Stoneborough Lane junctions.</li> </ul>	<p><b>Reason for proposal</b> New length of No Waiting at Any Time to prevent inappropriate and obstructive parking and maintain visibility.</p> <p><b>Response</b> Comments noted.</p> <p>It is proposed that the restrictions will stop prior to the dropped kerb access.</p>
<b>Recommendation</b> - Implement proposal as advertised.	

Comment	Devon County Council (DCC) Response
<b>Exmouth – Myrtle Row - 2 Representations</b> Plan Ref: ENV5666/4 (A)	
<p><b>Objections - 2 Objections (1 resident of Budleigh Salterton/Landlord of property in Raleigh Road, Exmouth &amp; 1 Resident of Raleigh Road, Exmouth)</b></p> <ul style="list-style-type: none"> <li>Already offers a parking space for two tenants and a garage for one and feels proposals would devalue the properties if plans were to go ahead.</li> <li>2 Respondents - garage not accessible for vehicles due to cars parking opposite the doors.</li> <li>Parking opposite garage doors causes difficulty when renting out property on Raleigh Road.</li> <li>2 Respondents - parking is atrocious and this will add stress to residents in the area.</li> </ul> <p><b>Comments</b></p> <ul style="list-style-type: none"> <li>Would understand if a small portion of the road near the parking spaces was no waiting to enable residents to drive through safely but to put the lines as proposed would cause problems for tenants.</li> <li>Council has turned down proposal for a junction box opposite garage to be able to access it – this makes parking very difficult.</li> <li>Understand it may be difficult for emergency services to access top end of Myrtle Row but after 6pm up to 9am vehicles will still park there.</li> </ul>	<p><b>Reason for proposal</b> New length of No Waiting at Any Time to prevent inappropriate and obstructive parking.</p> <p><b>Response</b> Proposed restrictions seek to address inappropriate parking and obstructive junctions and maintain access.</p>
<b>Recommendation</b> - Implement proposal as advertised.	

Comment	Devon County Council (DCC) Response
<b>Axminster, Second Avenue junction to A358 Chard Road - 1 Representation</b> <b>Plan Ref: ENV5666/6 (A)</b>	
<b>Comments/Suggestions (Resident Millwey Court)</b> <ul style="list-style-type: none"> <li>Appreciate reason for proposals but concerned it will result in more congestion in Millwey Court cul-de-sac.</li> <li>Cars which currently park on Second Avenue will probably move to Millwey Court which has limited space.</li> <li>Already have to suffer 3 or 4 cars from staff at the Dental Surgery choosing to leave their cars here all day although there is an adequate car park at the Surgery.</li> <li>Sometimes have people parking outside the houses which front on to Millwey Court – this makes turning in the close difficult.</li> <li>Suggests a residents only scheme for Millwey Court.</li> <li>Request that Millwey Court be designated a No Waiting zone, at least during working hours.</li> </ul>	<b>Reason for proposal</b> New length of No Waiting at Any Time to prevent inappropriate and obstructive parking for HGVs accessing Industrial Units.  <b>Response</b> Residents parking would only be considered as part of an area wide review and is beyond the scope of the annual waiting restriction review.  Any issues associated with obstruction should be reported to Devon & Cornwall Constabulary.
<b>Recommendation</b> - Implement proposal as advertised.	

Comment	Devon County Council (DCC) Response
<b>Exmouth, Hillcrest Gardens/St Johns Road - 4 Representations (4 Local Residents including 1 representing Bassetts Gardens Lane Association)</b> <b>Plan Ref: ENV5668/7 (A)</b>	
<b>Comments/Suggestions</b> <ul style="list-style-type: none"> <li>Concerned proposals will cause displacement.</li> <li>Proposals stop short of going in front of Bassetts Gardens.</li> <li>Parking of vehicles in front of Bassetts Gardens on same side of road as Hillcrest Gardens restricts access for emergency services, to turn into Bassetts Gardens as they cannot use the width of the road due to parked cars opposite.</li> <li>Request to extend no waiting regulation by approx. 20 feet to just past the entrance to Bassetts Gardens, this would keep it clear making everything safer and no longer putting lives at risk.</li> <li>3 Respondents request double yellow lines extended as far as the rumble strip on Hillcrest Gardens due to obstructive parking.</li> <li>Warmly welcomes proposals to resolve some of the issues but believes several of current problems and concerns would remain.</li> <li>Problems experienced with this relatively short length of road (Hillcrest Gardens) leading up to the junction – many of which will not be resolved by proposals.</li> <li>Currently vehicles park at junction with Hillcrest Gardens and St Johns Road and extend down into Hillcrest Gardens up to the cobbled rumbled strip – problem often exacerbated by school drop offs/pick ups from Bassetts Farm Primary School – further compounded when larger vehicles wish to gain access.</li> <li>2 Respondents concerned about pavement parking in this location, which causes young children and parents going to and from school to be forced into the road and can damage pavement and underlying services.</li> <li>Parking on road and pavement both sides of Hillcrest Gardens is dangerous and obstructive and causes inconvenience and endangers pedestrians, particularly problematic for pushchairs and infirm, visually impaired or disabled people.</li> </ul>	<b>Reason for proposal</b> New length of No Waiting at Any Time to prevent inappropriate and obstructive parking and maintain visibility.  <b>Response</b> The proposals seek to address obstructive parking at the junction and ensure that visibility splays are maintained.  Our experience has shown that parking restrictions are largely ineffective in the vicinity of schools, as those motorists who park to drop off or collect children are usually only there for a short period of time, remaining in their vehicles, and as such avoiding any enforcement.

# Agenda Item 4

Comment	Devon County Council (DCC) Response
<ul style="list-style-type: none"> <li>The inconsiderate parking of vehicles often blocks the entrance/exit to driveways of 1 and 2 Hillcrest Gardens and communal private car parking areas at rear of Hillcrest Terrace.</li> <li>Section of road from junction of Hillcrest Gardens with St Johns Road down to cobbled strip is narrow and gives rise to problems when large vehicles traverse the area. Problem exacerbated when vehicles are parked on even one side of the road especially for emergency services and refuse lorries.</li> <li>Use of Entrance Square as a turning point only serves to compound the difficulties currently experienced.</li> <li>Not every day is the same in respect of inconsiderate parking. Prime factor being limited availability of parking opportunities in close proximity to the school in St Johns Road.</li> <li>Parked vehicles adjacent to the cobbled rumble strip on Hillcrest Gardens creates a hazard for motorists entering/leaving the development as vision of the road junction impeded. This is of particular relevance as this section of road is the only entrance/exit for this housing development.</li> </ul> <p><b>Support – 1 Local Resident</b></p> <ul style="list-style-type: none"> <li>Thank you for proposed double yellow lines – will make it much easier when using car.</li> </ul>	<p>Any issues associated with obstruction of footway or carriageway should be reported to Devon &amp; Cornwall Constabulary.</p>
<p><b>Recommendation</b> – Implement restrictions as advertised and monitor impact.</p>	

Comment	Devon County Council (DCC) Response
<p><b>Honiton – Charles Road – 2 representations (1 Local Resident, 7/8 signatures of Charles Road residents under one letter)</b>  <b>Plan Ref: ENV5666/11 (A)</b></p>	
<p><b>Objections</b></p> <ul style="list-style-type: none"> <li>All Respondents object to proposals.</li> </ul> <p><b>Comments/Suggestions</b></p> <ul style="list-style-type: none"> <li>All respondents comment this will reduce the already limited parking and encourage occupants of the close to remove their front gardens and turn them into car parking places so reducing the available parking on the road (if they can afford to do it).</li> <li>All respondents comment those who cannot afford to have off road parking will fight for the remaining place on the road.</li> <li>All respondents comment people usually only park next to the green in the evenings and when parents are dropping their children off – not at times when the refuse lorry comes round, apart from the recycling lorry which comes earlier.</li> <li>All respondents comment parking and congestion in Charles Road and Clapper Lane can only get worse now 10 new houses approved to be built on the allotments – and an increase in the numbers at the primary school is planned.</li> <li>All respondents comment the proposals are no solution to the problems at Charles Road and Clapper Lane and can only make things worse and cause friction between people living in Charles Road.</li> </ul>	<p><b>Reason for proposal</b>            New length of No Waiting at Any Time to prevent inappropriate and obstructive parking.</p> <p><b>Response</b>            Parking on both sides of carriageway totally obstruct access for vehicles. Even following the realignment of the kerbs on the central island there is evidence on site that vehicles mount the grassed area.</p>
<p><b>Recommendation</b> - Implement proposal as advertised.</p>	

Comment	Devon County Council (DCC) Response
<p><b>Honiton, Courtenay - 1 representation (Resident of Old Pound, Farway, Colyton – owns property in Courtenay)</b>  <b>Plan Ref: ENV5666/12 (A)</b></p>	
<p><b>Comments/Suggestions</b></p> <ul style="list-style-type: none"> <li>• Courtenay is a road of very modest houses which were built without garages although believe there are 13 garages in a block within the road – there are 26 houses so not all houses have one.</li> <li>• Understand that some garages were actually given to residents living on Rosemount Lane – Courtenay residents have even less parking available to them.</li> <li>• Double yellow lines will make situation worse as several residents have to park on Rosemount Lane especially at night and at weekends.</li> <li>• Notice there is no plan to put double yellow lines at the exit corners of other residential roads which lead onto Rosemount Lane yet houses are bigger and often have garages and drives so parking is not at a premium.</li> <li>• Seems to be no plan to install double yellow lines further up the road near the railway bridge where Rosemount Road becomes Littleton Road even though the lack of lines there makes the situation positively dangerous.</li> </ul>	<p><b>Reason for proposal</b>            New length of No Waiting at Any Time to prevent inappropriate and obstructive parking and maintain visibility.</p> <p><b>Response</b>            The proposed restrictions seek to remove parking at the junction of Courtenay and Rosemount Lane to improve visibility and safety, and emphasises the advice contained in the highway code.</p>
<p><b>Recommendation</b> - Implement proposal as advertised.</p>	

# Agenda Item 4

Comment	Devon County Council (DCC) Response
<p><b>Clyst St Mary, Frog Lane – 4 representations (4 local residents)</b>  <b>Plan Ref: ENV5666/14 (A)</b></p>	
<p><b>Objections</b></p> <ul style="list-style-type: none"> <li>• 2 Respondents strongly object to proposals.</li> </ul> <p><b>Comments/Suggestions</b></p> <ul style="list-style-type: none"> <li>• 3 Respondents have no issues with current double yellow lines as parking close to blind corner could be dangerous.</li> <li>• 3 Respondents comment there is still room with current double yellow lines to park safely.</li> <li>• 2 Respondents comment the proposals stated purpose ‘to prevent inappropriate and obstructive parking’ is completely misguided/utterly unfounded.</li> <li>• 2 Respondents comment if proposals go ahead then the entire length of Frog Lane from Brockwells Court to the Half Moon Pub should also be double yellow lines.</li> <li>• 2 Respondents comment resident of Brockwells Court is air ambulance pilot operating out of Exeter Airport and needs to be able to make a quick getaway, the extra time spent collecting their car from one of the village car parks could prove costly.</li> <li>• Proposals are excessive and will cause displacement along the road which will create an increased risk.</li> <li>• No crash at this location in over 34 years.</li> <li>• Blind bend from both directions which causes all road users to take extra care and most drivers slow right down.</li> <li>• Have seen a dramatic increase in traffic using the route to get to and from the airport and A30 thus avoiding Sandygate. Huge lorries presumably following sat nav directions get caught out by the narrowness of the road and bend in particular.</li> <li>• Nothing can justify the extension of the lines to The Brockwells Court entrance – both unnecessary and ridiculous - to take that facility away is nit picking.</li> <li>• Greater problem is caused by cars constantly parked opposite ‘Still Waters’ in front of ‘Denver’ preventing walkers from accessing the footpath alongside Tugela Terrace and causing use of the middle of the road instead.</li> <li>• Piece of land now used to park cars was created and tarmacked after the owner of Denver dug away his grass bank which used to occupy it.</li> <li>• If there is an issue here, why were the double yellow lines not extended there and then?</li> <li>• Vehicles parked at the side of the road adjacent on the entrance to Brockwells Court have not created any more of a hazard to motorists than at any other section of Frog Lane where roadside parking is permitted.</li> <li>• The current small parking space adjacent to Brockwell Court entrance serves as a very helpful facility when we have visitors etc.</li> <li>• If proposal goes ahead the 2 Parish Council car parks in the village would have to be used at great inconvenience.</li> </ul>	<p><b>Reason for proposal</b>            Extend existing length of No Waiting at Any Time to prevent inappropriate and obstructive parking.</p> <p><b>Response</b>            Comments noted.</p> <p>Due to a delay in implementing the restrictions proposed under the 17/18 Annual Waiting Restriction Review the full extent of the restrictions were not in place until August 2018, shortly prior the proposals for the 18/19 programme being advertised.</p>
<p><b>Recommendation</b> – That the impact of the restrictions implemented under the 17/18 programme be monitored, prior to considering any further restrictions.</p>	

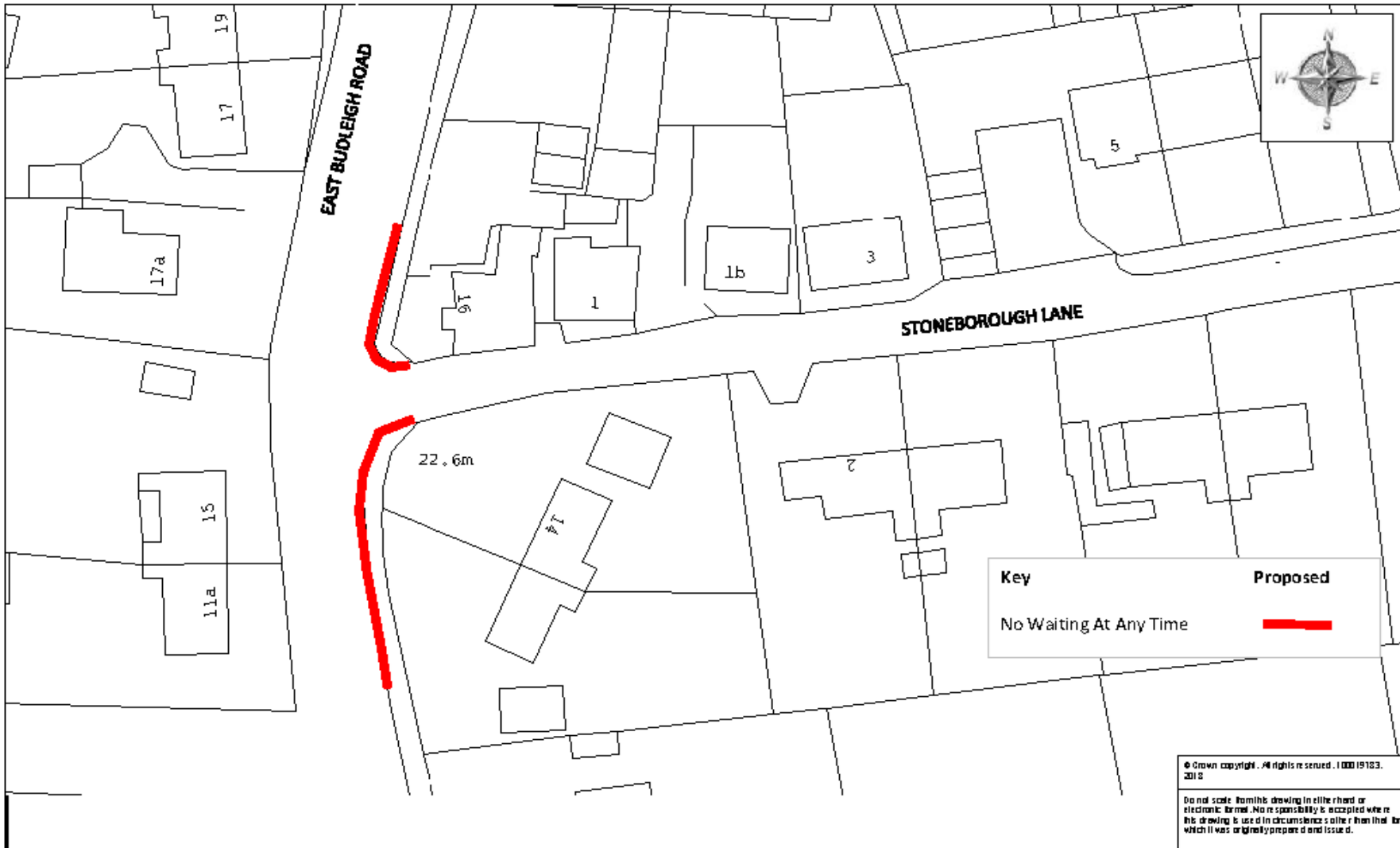
Comment	Devon County Council (DCC) Response
<b>Sidmouth, Manstone Avenue - 1 representation (1 local resident)</b> <b>Plan Ref: ENV5666/15 (A)</b>	
<b>Comments/Suggestions</b> <ul style="list-style-type: none"> <li>• Problem is school parking in the daytime with both parents and staff filling all available space.</li> <li>• Suggest any alterations to be made should only apply between 8.30am and 6.00pm (similar to other restrictions in the town) – there cannot be any restriction after this as there is already no room for residents to park, especially given the volume of vans and trucks in the area.</li> <li>• Lack of parking forces residents to park on pavements.</li> <li>• If restrictions are to be implemented it may be ideal opportunity to carry out a project for which many residents have already spoken about – the pavement is so wide it could easily be made into angled parking spaces for residents with the idea those without driveway could be assigned a space – popular suggestion and one it is believed has already been put forward to the authorities.</li> <li>• Suggest Manstone Avenue could be made into a one-way system given the volume of traffic and proximity of 2 schools nearby – this would safeguard pedestrians/drivers alike, make traffic flow a lot better, avoid pile ups and should cut down on pavement parking.</li> <li>• Type of vehicle parked on Manstone Avenue could be restricted – e.g. no HGV's or vans to be parked. Other wider areas e.g. The Balfours, where these vehicles can park. This would create more room for cars to pass freely and free up space for residents parking.</li> </ul>	<b>Reason for proposal</b> Extend existing length of No Waiting at Any Time to prevent inappropriate and obstructive parking.  <b>Response</b> Forward visibility at the location of the proposed restrictions is limited due to the alignment of the carriageway.  The purpose of the Annual Waiting Restriction Review programme is to consider minor amendments to parking restrictions, and not the implementation of one-way systems or road widening schemes.
<b>Recommendation</b> - Implement proposal as advertised.	

Comment	Devon County Council (DCC) Response
<b>Sidmouth, Primley Mead - 1 representation (Local Resident)</b> <b>Plan Ref: ENV5666/16 (A)</b>	
<b>Comments/Suggestions</b> <ul style="list-style-type: none"> <li>• Proposals with regards to parking restrictions in Primley Road and Mead are not adequate.</li> <li>• Corresponded previously about maintaining the quality and visibility of the existing Access Protection Markings opposite 60 Primley Road. Access/egress is needed every day 24 hours, not just Mon-Fri 8am-6pm as advertised.</li> </ul>	<b>Reason for proposal</b> Extend and implement No Waiting and No Waiting at Any Time restrictions to prevent inappropriate and obstructive parking.  <b>Response</b> Sufficient space exists for residents to manoeuvre from private drives onto the carriageway, the proposals seek to ensure the free movement of vehicles on the highway accessing the school.
<b>Recommendation</b> - Implement proposal as advertised.	

# Agenda Item 4

Comment	Devon County Council (DCC) Response
<b>Sidmouth, Pathwhorlands - 2 representations (2 Local Residents)</b> Plan Ref: ENV5666/17 (A)	
<p><b>Objection</b></p> <ul style="list-style-type: none"> <li>• 1 Respondent objects for the following reasons:</li> <li>• Gross shortage of on road parking in this area as many of the houses in adjacent Alexandria Road have no parking at all – at least 14 properties.</li> <li>• Many of the on road parking spaces in Pathwhorlands are now being used by workers from the Industrial Estate making parking situation even more dire.</li> <li>• By extending the double yellow lines as proposed will mean that traffic will come around a virtually blind bend at a much faster speed which will make the corner much more dangerous.</li> <li>• At the moment when traffic comes around the corner the parked cars act as traffic calming as the traffic is expecting the parked cars.</li> <li>• The front gate of 35 Alexandria Road opens on to this corner which is already dangerous and will become much more so if this proposal is implemented.</li> </ul> <p><b>Comments/Suggestions</b></p> <ul style="list-style-type: none"> <li>• Bigger problem is where the Pathwhorlands cul-de-sac starts. The road leading to the Industrial Estate narrows there and cars are parking right up to and sometimes overhanging the junction with the cul-de-sac.</li> <li>• The recycling people/emergency services will tell you how difficult it is for them to access the cul-de-sac.</li> <li>• Need double yellow lines for 3-4 metres from the cul-de-sac to aid access for large vehicles and to aid visibility on exiting the cul-de-sac.</li> <li>• Where do you propose householders should park?</li> <li>• Cars and vans have a habit of driving fast to get to the industrial estate which needs its own access from Station Road but that is a different issue.</li> </ul>	<p><b>Reason for proposal</b>            Extend existing length of No Waiting at Any Time to prevent inappropriate and obstructive parking.</p> <p><b>Response</b>            The proposed restrictions seek to strike a balance between ensuring that access is maintained for large vehicles accessing the industrial estate and the demands of the residents.</p>
<p><b>Recommendation</b> - It is recommended that a site visit should be arranged and that a decision on the matter should be delegated to the Chief Officer for Highways, Infrastructure, Development &amp; Waste in consultation with the Local Member and Vice Chair.</p>	





Key	Proposed
No Waiting At Any Time	

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2018

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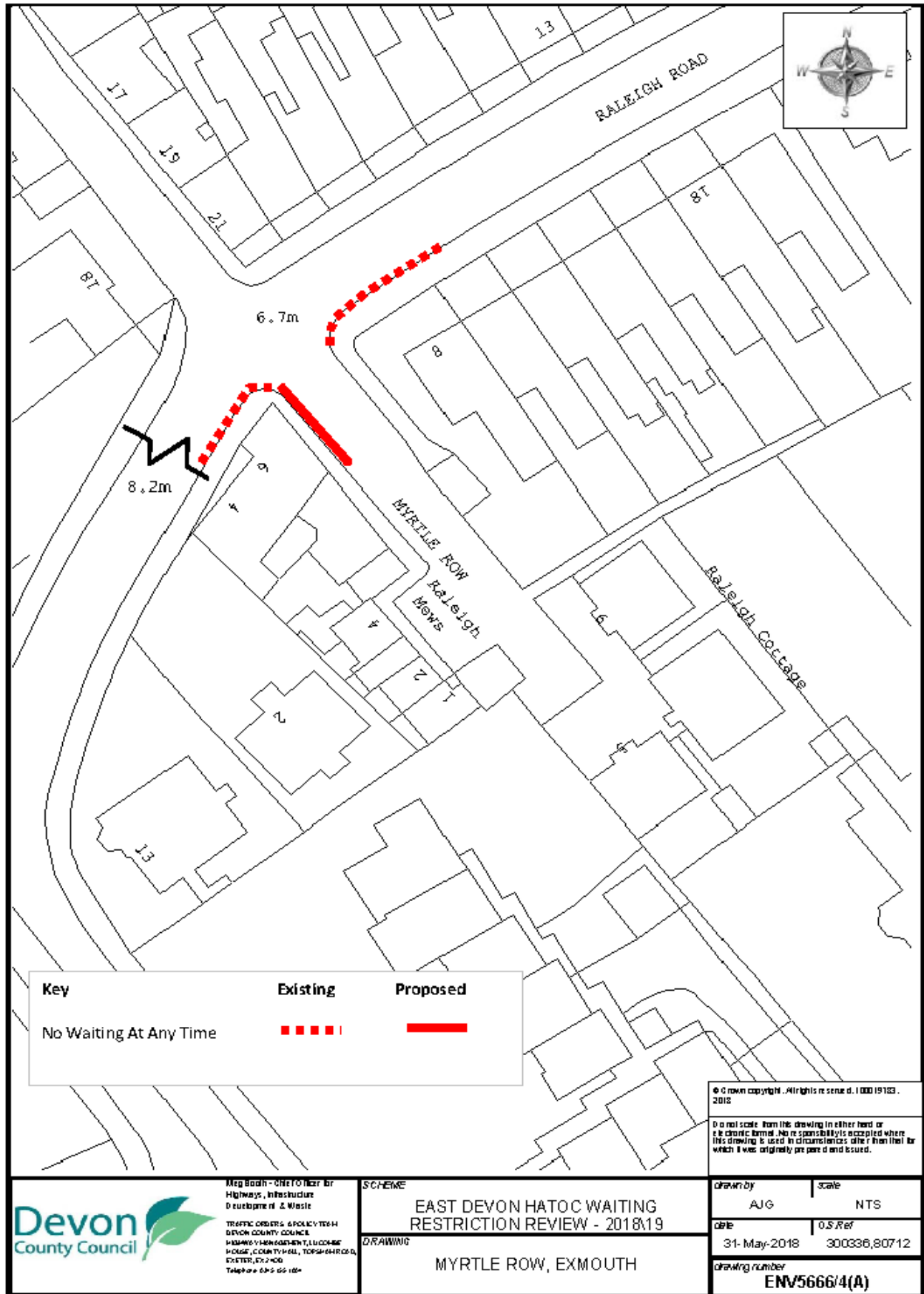
Reg Bath - Site Plan for Highways, Infrastructure Development & Waste

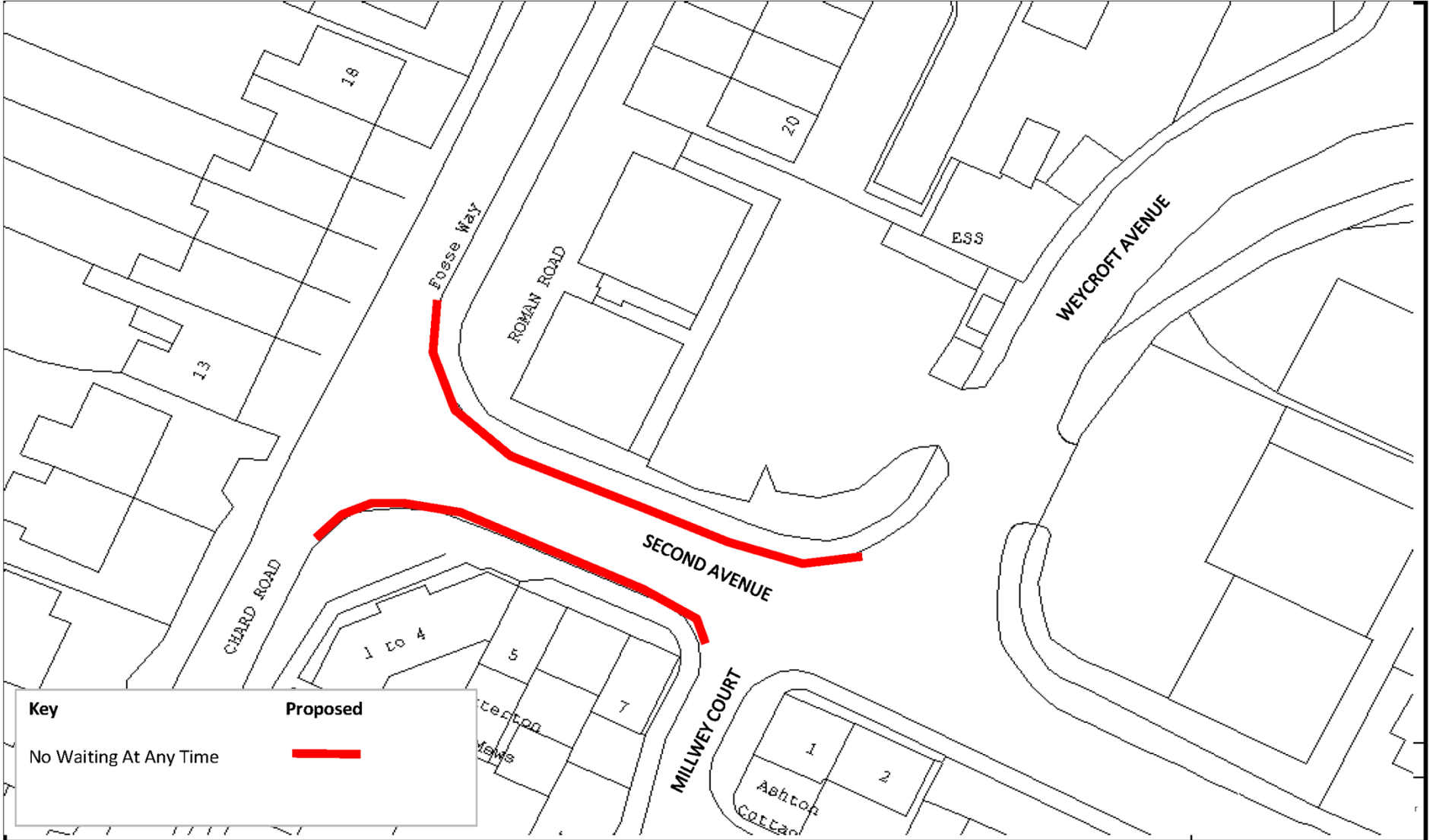
TRAFFIC ORDERS & POLICY TEAM  
DEVON COUNTY COUNCIL, HIGHWAY MANAGEMENT, LICENCE HOUSE, COUNTY HALL, TOPSHAM ROAD, EXETER, EX2 40Q  
Telephone 01392 156 156

SCHEME	EAST DEVON HATOC WAITING RESTRICTION REVIEW - 2018/19	
DRAWING	EAST BUDLEIGH ROAD/STONEBOROUGH LANE, BUDLEIGH SALTERTON	


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AJG	NTS	
date	O.S. Ref	
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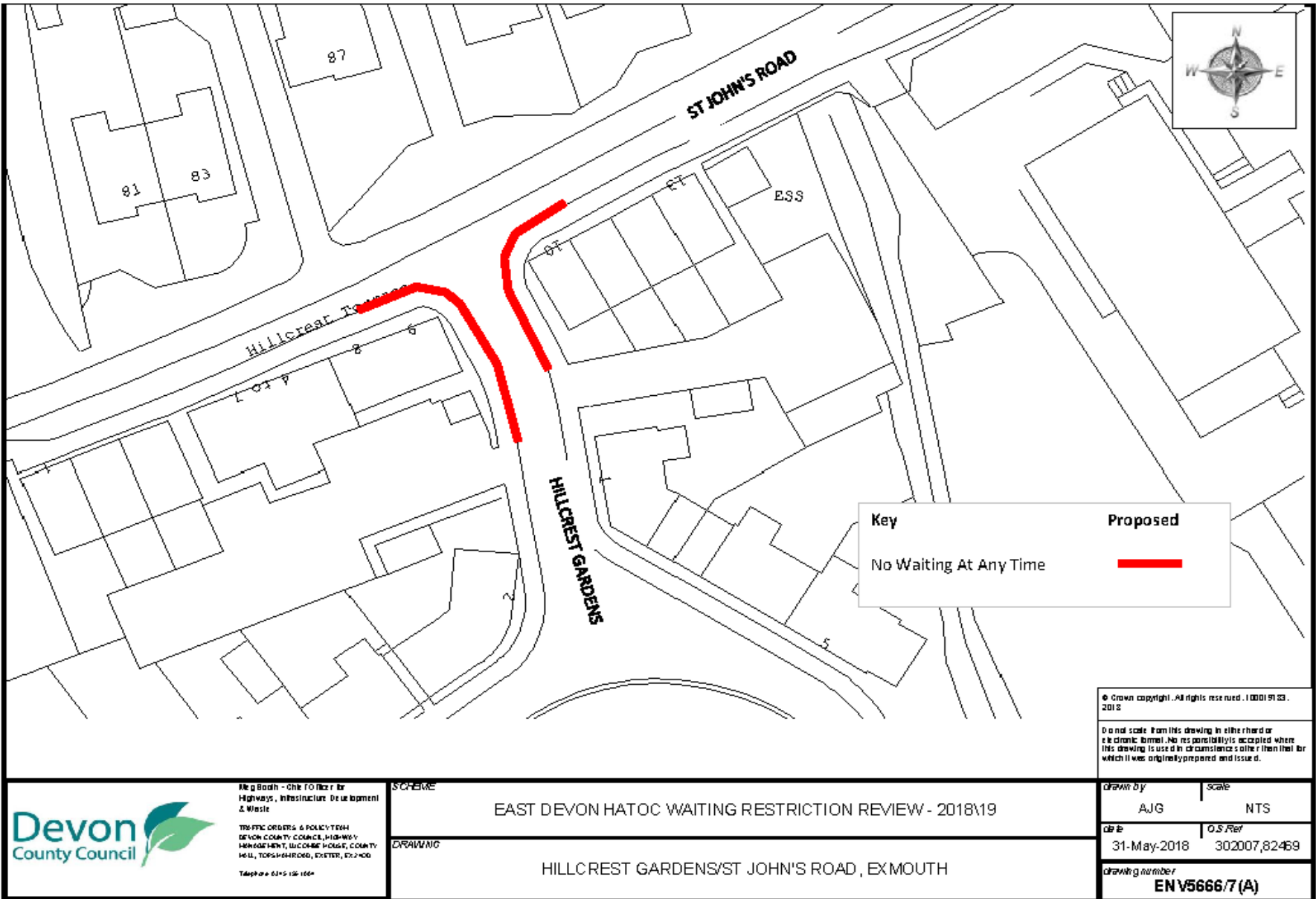
# Agenda Item 4

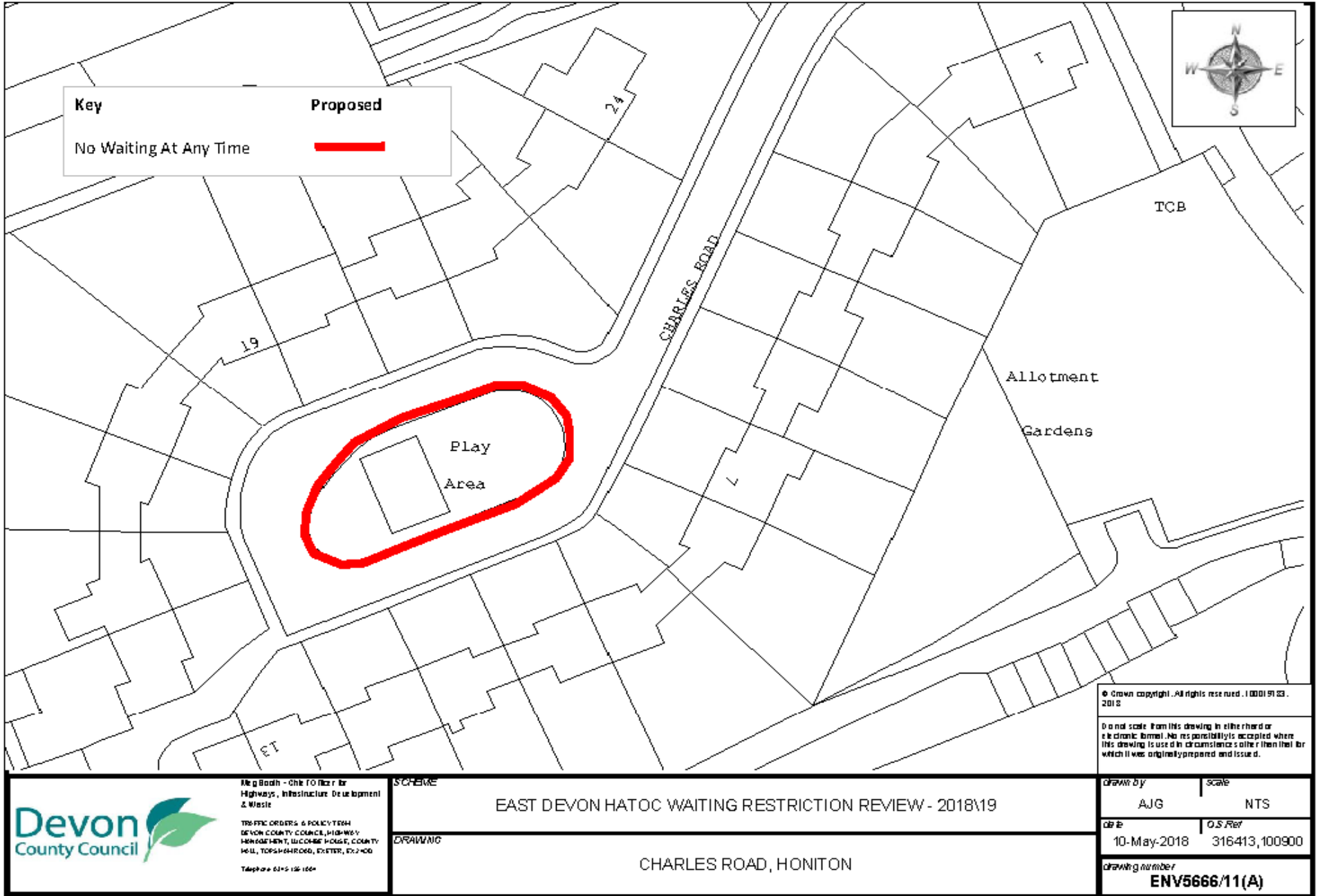




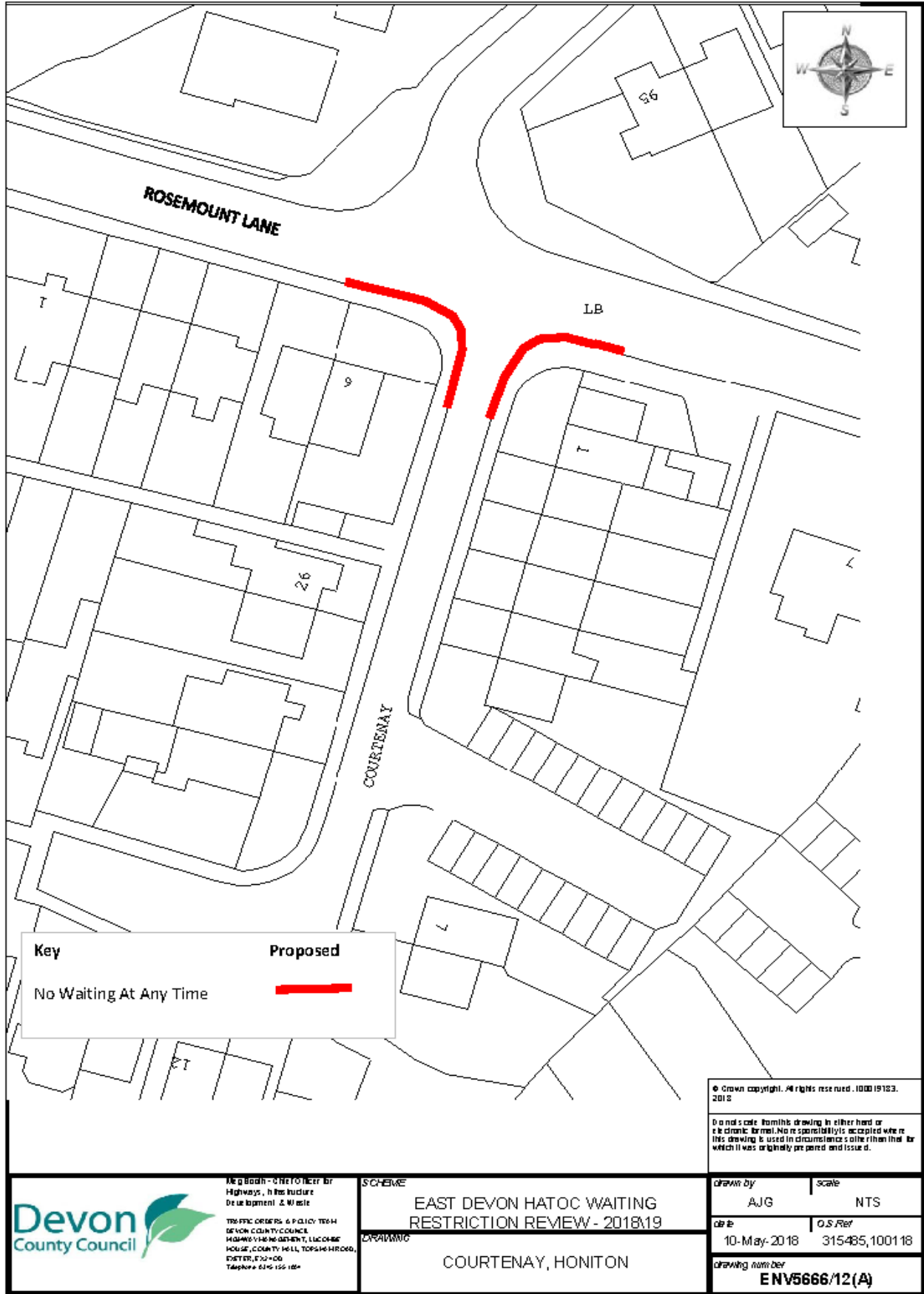
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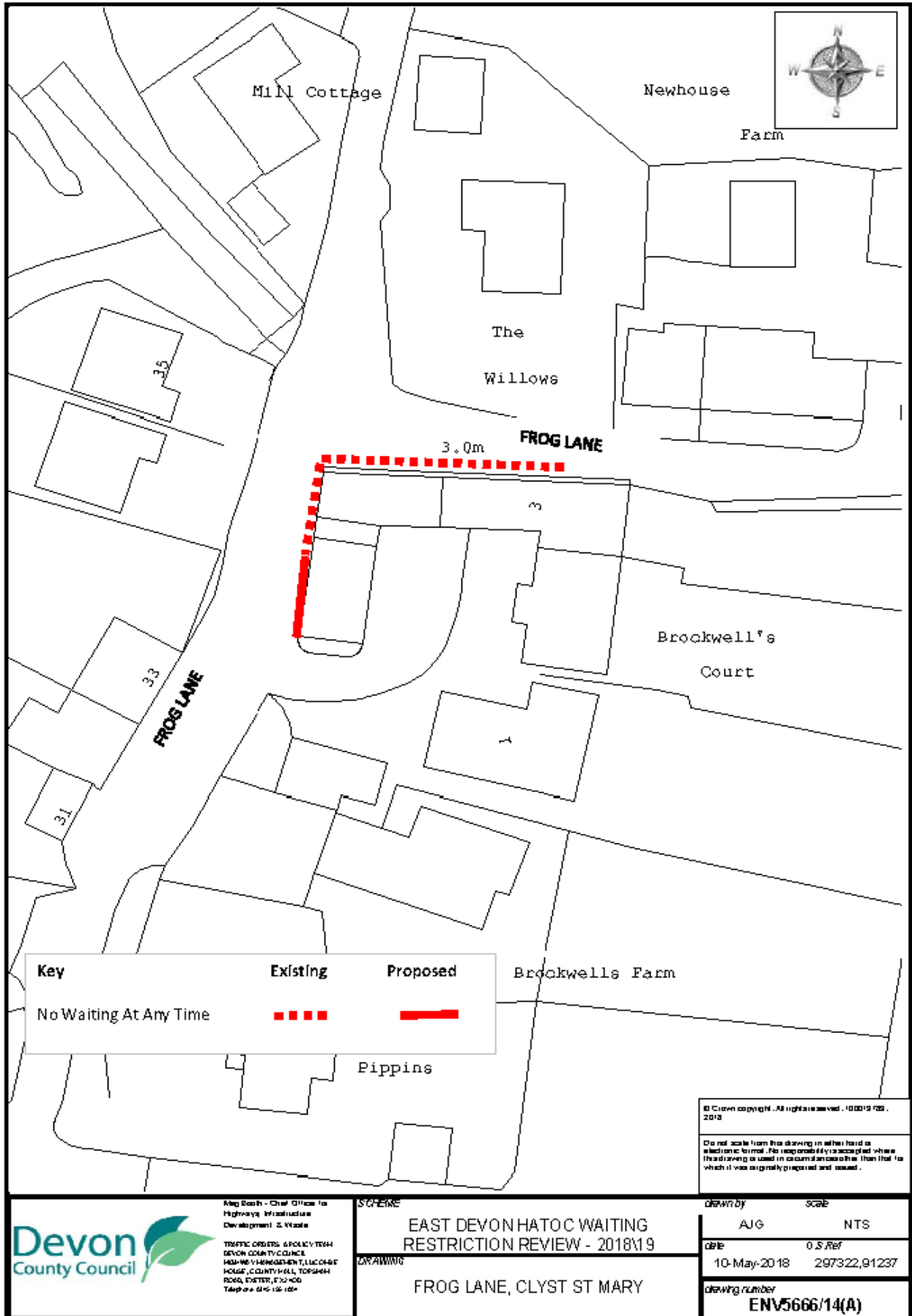
 <p>Meg Booth - Chief Officer for Highways, Infrastructure Development &amp; Waste</p> <p>TRAFFIC ORDERS &amp; POLICY TEAM DEVON COUNTY COUNCIL, HIGHWAY MANAGEMENT, LUCOMBE HOUSE, COUNTY HALL, TOPSHAM ROAD, EXETER, EX2 40D</p> <p>Telephone 0345 155 1004</p>	<p><b>SCHEME</b></p> <p>EAST DEVON HATOC WAITING RESTRICTION REVIEW - 2018\19</p>	<p><i>drawn by</i></p> <p>AJG NTS</p>
	<p><b>DRAWING</b></p> <p>SECOND AVENUE JUNCTION TO A358 CHARD ROAD, AXMINSTER</p>	<p><i>date</i></p> <p>09-May-2018</p> <p><i>O.S.Ref</i></p> <p>330539,99489</p>
	<p><i>drawing number</i></p> <p><b>ENV5666/6(A)</b></p>	



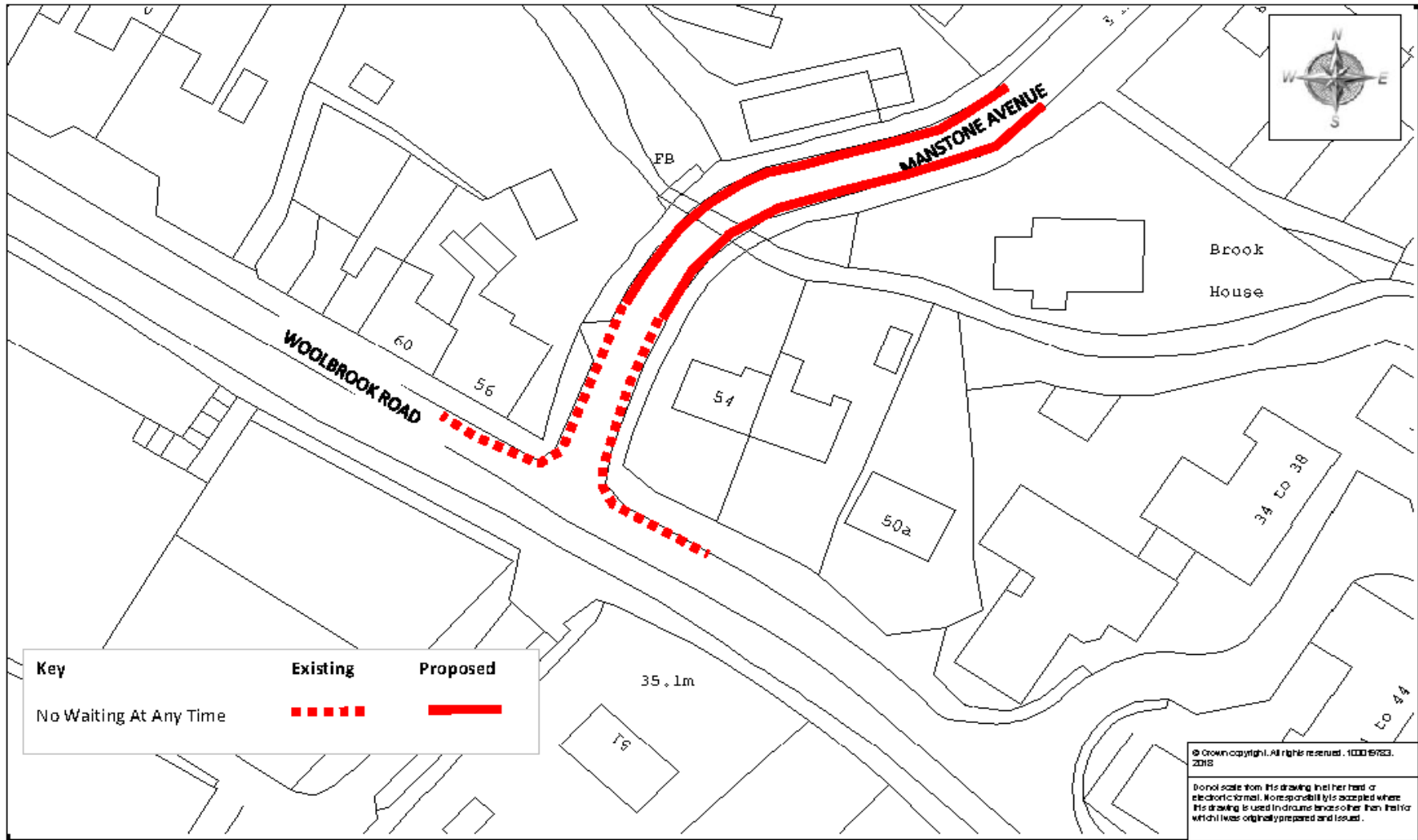


# Agenda Item 4









Key	Existing	Proposed
No Waiting At Any Time		

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SCHEME EAST DEVON HATOC WAITING RESTRICTION REVIEW - 2018/19

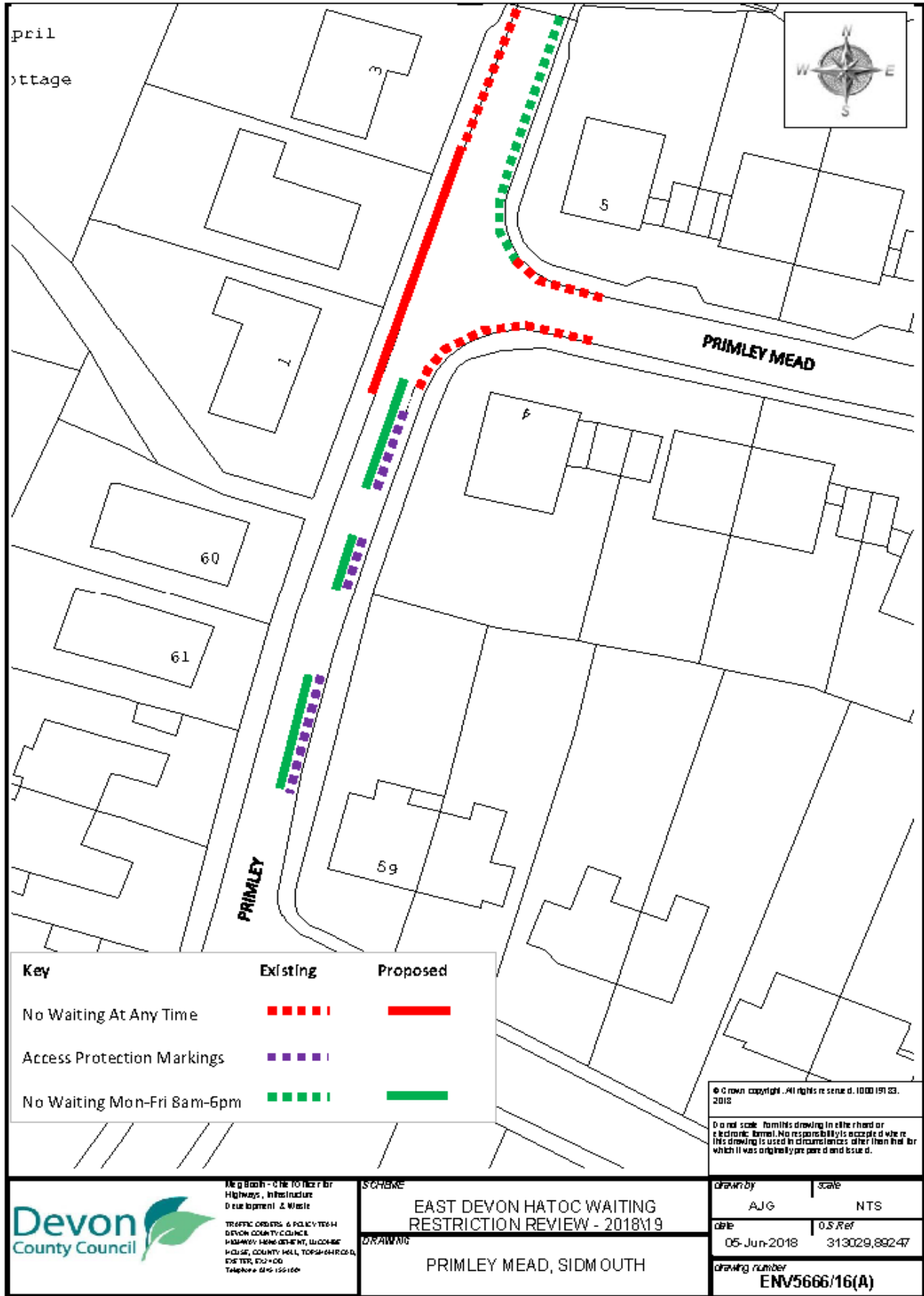
DRAWING MANSTONE AVENUE, SIDMOUTH

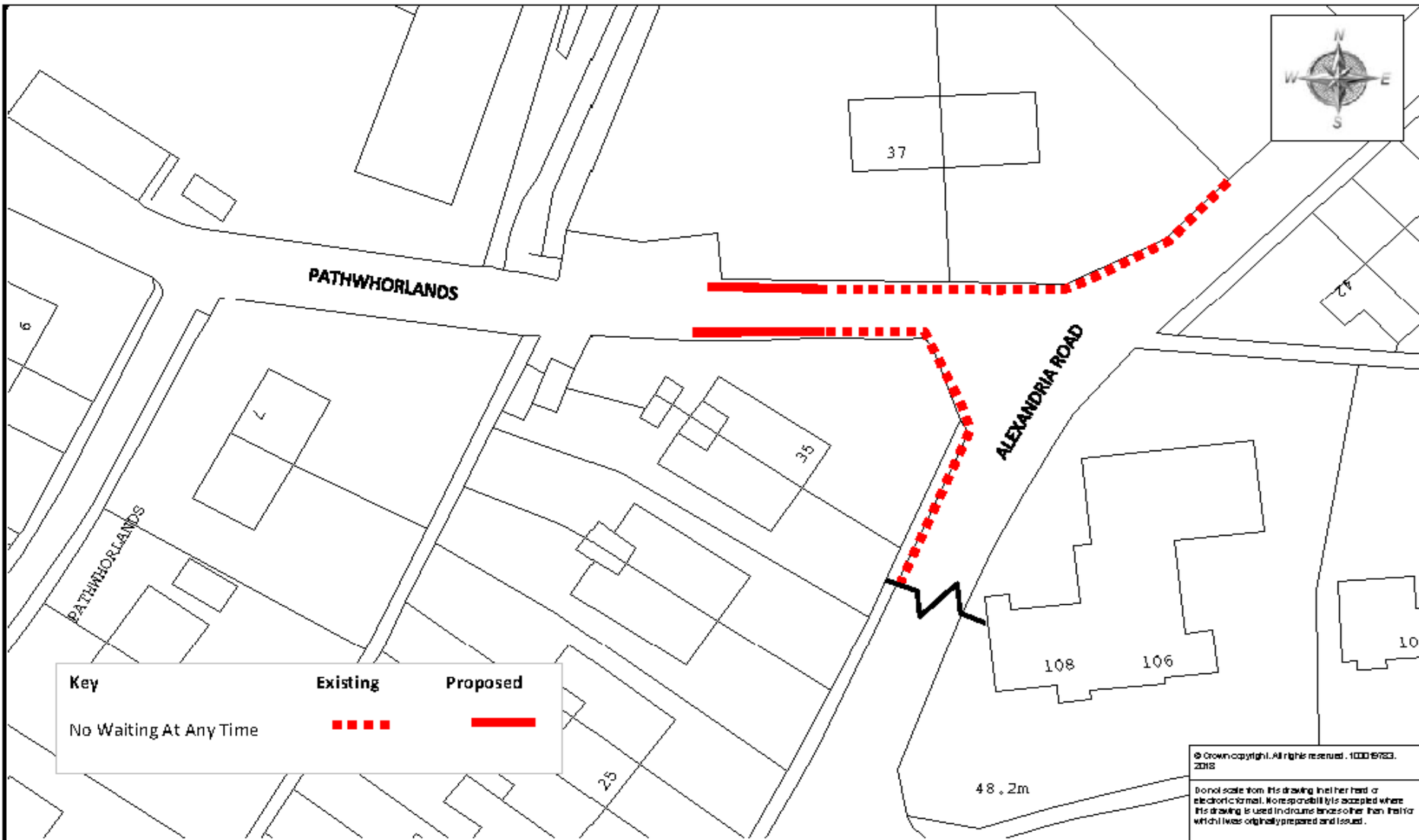
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**ENV5666/15 (A)**







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SCHEME  
 EAST DEVON HATOC WAITING RESTRICTION REVIEW - 2018/19

DRAWING  
 PATHWHORLANDS, SIDMOUTH

Drawn by	Scale
AJG	NTS
Date	O.S. Ref
01-May-2018	SY312271,88707
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ENV5666/17 (A)	

PTE/18/52

East Devon Highways and Traffic Orders Committee  
7 December 2018

## **Clyst Honiton Experimental Road Closure**

Joint report of the Head of Planning, Transportation and Environment and 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 responses to the advertised Traffic Regulation Order are noted;**
- (b) a decision on the modification to the prohibition should be delegated to the Chief Officer for Highways, Infrastructure, Development and Waste in consultation with the Local County Councillors and Chair; and**
- (c) the Committee delegates authority to Chief Officer for Highways, Infrastructure, Development and Waste in consultation with the Local County Councillors and Chair to approve minor amendments to the proposed scheme.**

### **1. Background/Introduction**

In relation to the operation of the north roundabout at the A30 Airport junction and the impact of the development accessed via Clyst Honiton Bypass. There has been a perception that traffic has increased through Clyst Honiton village.

Clyst Honiton Parish Council carried out a survey of all the residents in the village. The survey received an 86% response rate, with overwhelming support to close the road to through traffic.

Due to the strong local support of this proposal, it was agreed that an experimental closure would be put in place at the Clyst Honiton roundabout in order to trial the concept of stopping through traffic through the village.

The experimental traffic regulation order (ETRO) to introduce a prohibition of motor vehicles began on 9 November 2017 when the roundabout arm to Clyst Honiton was closed off with concrete barriers.

Following the statutory 6 month consultation period, feedback was received from the public, with the majority in favour of a permanent closure.

A design for such permanent closure currently is being drafted up and an indicative plan outlining the proposals is included in Appendix I. The Committee is requested to approve the scheme subject to minor changes being agreed through delegated decision with Local County Councillor and Chair.

### **2. Proposal**

If the Committee recommends to making this permanent, the following infrastructure is proposed to facilitate this closure as detailed in Appendix I.

# Agenda Item 5

1. Bollards and gate to be installed.
2. Wooden fencing across grass verges subject to approval from Highways England – otherwise existing concrete blocks to be maintained.
3. Concrete kerbs across roundabout with bitmac infill. Turning head utilising existing access road to Home Farm buildings.
4. Signing scheme:
  - a. review of all existing non-directional sign; include street name sign 'Clyst Side'. This is part of a separate highway maintenance scheme.
  - b. review of directional signage subject to approval from Highways England.
5. A review of road markings in the village to remove all redundant markings, including centre lines and speed limit roundels.

### **3. Consultations/Representations/Technical Data**

Unlike standard Traffic Regulation Orders (TRO) an Experimental Traffic Regulation Order (ETRO) allows Highway Authorities to physically implement restrictions for up to 18 months as part of the legal consultation process. Any submissions received during the first six months can be considered as a part of the decision-making process. The ETRO was advertised on 9 November 2017, and a total of seven representations were received during the 6 months, five in support and two objecting to the proposals.

A local ballot was also conducted by the Parish Council where residents were asked whether they would like the road to become closed permanently, following their experience of the trial closure. A total of 181 responses were received by the Parish Council, 142 supporting the closure being made permanent, 34 not supporting and 5 with no opinion.

A summary of the representations are shown in Appendix II to this report.

It should be noted that the initial ETRO did not allow access for maintenance vehicles and motorised invalid carriages. Following consultation with the local members and chair, a modification to the ETRO is currently being advertised from 15 October 2018 until 15 April 2019 that invites representations only in relation to this proposed change to the ETRO.

A decision on the modification to allow maintenance and invalid vehicles to access the area within the closure is delegated to the Chief Officer for Highways, Infrastructure Development and Waste in consultation with the Local County Councillors and Chair once the further consultation has ended.

### **4. Financial Considerations**

The total scheme cost, including all design, legal and works costs is estimated to be £115,000. The scheme is funded through the Local Transport Integrated Block.

Subject to approval of a modified ETRO, the total scheme cost incorporates £78,000 for construction costs in 2019/20 that will be required to implement the permanent scheme proposal detailed in this report and included in appendix 1.

### **5. Environmental Impact Considerations**

The scheme is designed to reduce the traffic travelling through Clyst Honiton and as such should improve the local environment of the village.

## 6. Equality Considerations

Where relevant to the decision, the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding.

Taking account of age, disability, race/ethnicity (includes Gypsies and Travellers), gender and gender identity, religion and belief, sexual orientation, pregnant women/new and breastfeeding mothers, marriage/civil partnership status in coming to a decision, a decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

The proposals meet equality requirements in numerous ways, for example, they will:

- Provide improved routes not just for cyclists but also other non-motorised users.
- Enable people of all ages to enjoy being active for leisure and sport.
- Improve access to help people better connect with their communities and engage in social activities.
- Contribute to physical and mental health and wellbeing among the older population by providing an active means of independent mobility.

## 7. Legal Considerations

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

## 8. Risk Management Considerations

The following risks have been identified.

Position of services may require bollards to be relocated if possible or use a different type of bollard.

If Highways England approval is not authorised for wooden fencing, concrete blocks may need to be purchased and remain in position along the grass verges.

Site can possibly attract travellers – permission is sought to register the site as a 'no toleration zone' which means that travellers can be moved on more rapidly. The gaps between the bollards are no more than 1.5mtrs wide, which is less than a car width. If concrete bollards are utilised on the grass verges, these would function as additional deterrent.

# Agenda Item 5

## 9. Public Health Impact

The scheme is subject to Road Safety Auditing which is currently being carried out.

The proposals will encourage people to walk and cycle and reducing car traffic through Clyst Honiton will also contribute to reducing air pollution which is better for residents, cyclists passing through, and pedestrians.

## 10. Options/Alternatives

For the design closure, a number of alternatives were considered.

The removal of the carriageway was considered but ruled out due to the services under the road. Any works would require diversions to services including mains gas and make the scheme cost prohibitive.

A pre-application planning proposal was received related to a sale of a Home Farm adjacent to the roundabout. The developer requested to retain access into the development only (warehouse) via the airport roundabout.

The following considerations were made:

1. Leave concrete blocks in place with the view to proceed at a future date – this option was not favoured due to the risk that funding for this project cannot be ringfenced for the indefinite future.
2. Relocate the closure to outside the Home Farm development with a turning head provided by the development. The current concrete blocks would remain in place until the development would be progressed. This solution carries additional costs and a risk that if the planning application/proposal of development falls through, the closure would be in a compromised location set back from the roundabout. This option was not favoured due to the risk that funding for this project cannot be ringfenced for the indefinite future.
3. Continue with the original plans, communicating to the developer that they will need to apply to the Council to amend the road closure, turning head and signing changes at their own expense when the development has received planning consent.

The third option implementing was deemed to provide the best solution for the project, carrying the lowest risk.

## 11. Reasons for Recommendations

The scheme has strong local support and enhances quality of life in the village and encourages active travel.

The proposed highway works are light touch, yet robust enough to last for the foreseeable future, but simple enough to be easily removed if the proposed development is approved.

Dave Black  
Head of Planning, Transportation and Environment  
Meg Booth  
Chief Officer for Highways, Infrastructure Development and Waste

**Electoral Division: Broadclyst**

# Agenda Item 5

## Local Government Act 1972: List of Background Papers

Contact for enquiries: *Liz Holloway*

Room No. AB2, Lucombe House, County Hall, Topsham Road, Exeter EX2 4QD

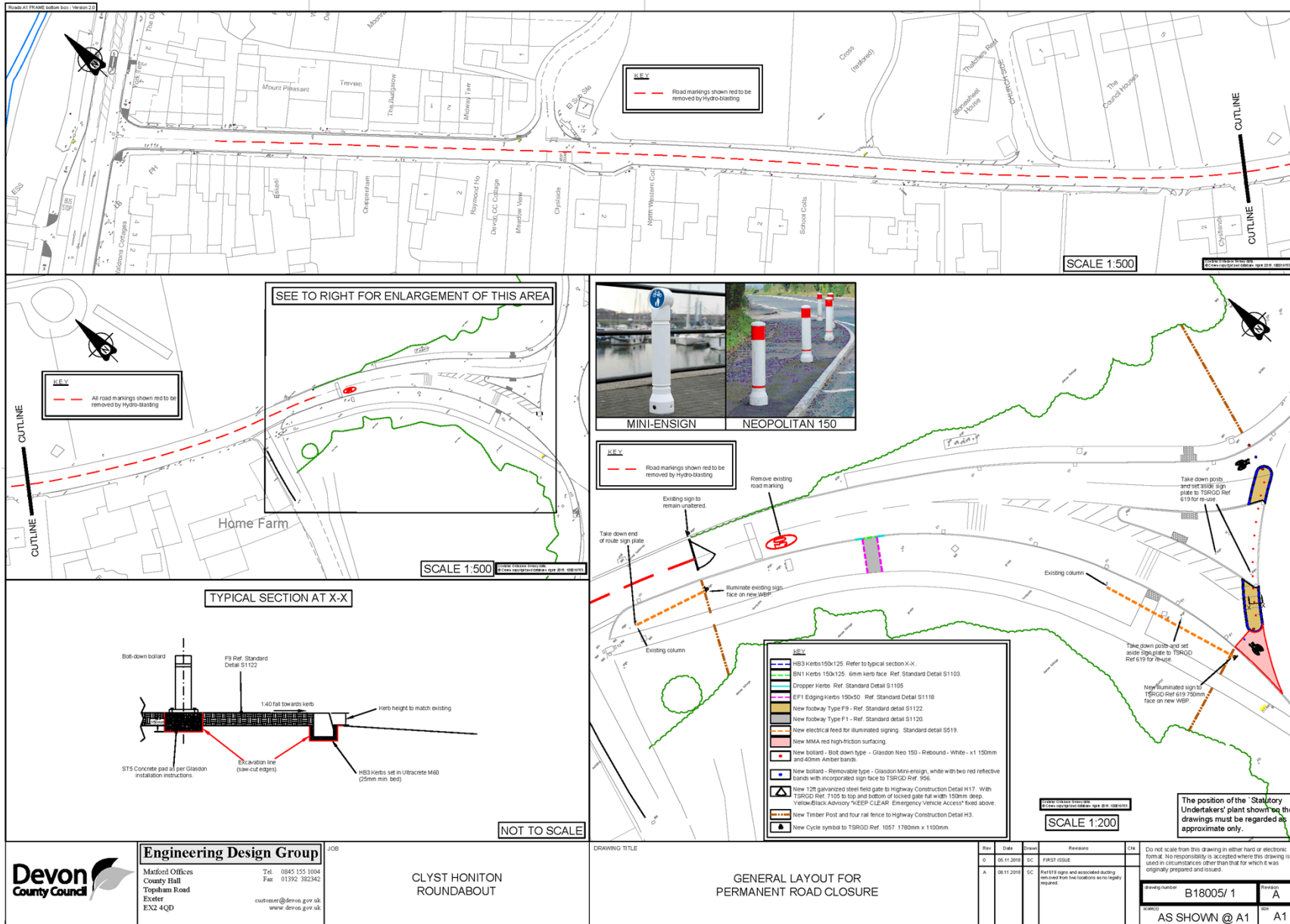
Tel No: (01392) 383000

Background Paper	Date	File Reference
None		

lh271118edh  
sc/cr/Clyst Honiton Experimental Road Closure  
03 291118

Appendix I  
To PTE/18/52

Should we label this up to identify items 1-6 in the text





## Appendix II To PTE/18/52

### Devon County Council (Clyst Honiton) (Prohibition of Motor Vehicles) Experimental Order 2017

Comment	Officer Response
<p><b>First Respondent – Resident, Shute, Crediton</b> Objects to proposal. States that the road is public highway for benefit of everyone. Diverting HGVs, busses and large vans would be an understandable restriction.</p>	<p>Objection noted Following the completion of the Clyst Honiton bypass there is a viable alternative route for vehicles to take to avoid the village.</p>
<p><b>Second Respondent – Resident, Clyst Honiton</b> Supports proposal Closure has enhanced quality of life in village, cut pollution and provided tranquillity. With recent opening of new distribution and depots in area it is essential that road closed to avoid deliveries travelling through village.</p>	<p>Support noted</p>
<p><b>Third Respondent – Resident, Clyst Honiton</b> Supports proposal Narrow pavements in village and accidently stepping off them used to be very dangerous due to speed and volume of traffic. Volume of traffic increased when road through Science Park opened. Bypass ignored as it has traffic lights and road through village has no traffic lights. Road through village was being used 24 hours for airport traffic and drivers were dangerously fast. Farm traffic used road as shortcut that only just fit along road and occasionally damaged wing mirrors.</p>	<p>Support noted</p>
<p><b>Fourth Respondent – Resident, Clyst Honiton</b> Supports proposal Scheme has made road much quieter and prevented "rat-run" through village.</p>	<p>Support noted</p>
<p><b>Fifth Respondent – Resident, Clyst Honiton</b> Generally, supports proposals with emergency access maintained at southern extent of road. Closure has had a positive impact on life, reduced congestion, improve air quality, reduced noise and improved safety. Instance of 5 March where lorry reversing into Ship Lane broke down blocking road for an hour before it was towed away.</p>	<p>Support noted Scope for police to suspend prohibition of motoring and allow vehicles through.</p>
<p><b>Sixth Respondent – Residents, Clyst Honiton</b> Objects to proposal Regular users of the road and now have a considerable diversion adding 30-40 miles of travel a month, this adds wear and tear and extra fuel costs. Village is now dead and companies at Home Farm have moved away. Suggests a solid width restriction barrier put in place to stop large vans and lorries.</p>	<p>Objection noted.</p>
<p><b>Seventh Respondent – Clyst Honiton Parish Council</b> Support proposal</p>	<p>Support noted</p>
<p><b>Parish Ballot</b> Ballot asked residents whether they would like the road to become closed permanently, following their experience of the trial closure. A total of 181 responses received to the ballot: 'Yes' votes - 142 (78%) 'No' votes - 34 (19%) 'No' Opinion votes – 5 (3%)</p>	<p>Result of ballot noted</p>



HIW/18/91

East Devon Highways and Traffic Orders Committee  
7 December 2018

## **Sidmouth - Residents Parking Consultation**

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 results of the consultation be noted;**
- (b) the Committee approve the advertising of a traffic regulation order to introduce a residents parking scheme in areas of Sidmouth as described in this report, subject to the detailed design being agreed with the local member; and**
- (c) a separate consultation exercise is undertaken in the wider Sidford area to better understand the views of all residents.**

### **1. Background**

This report outlines the findings of a recent parking consultation undertaken in Sidmouth and parts of Sidford. The consultation was undertaken following previous requests from across the town and surrounds, to look at different ways of managing on-street parking more suitable to the current needs of the town.

### **2. Consultation**

A maildrop was conducted at the start of June 2018 seeking the view of residents in relation to parking problems in the town. The consultation sought views on the extent of the issue, whether commuter parking is a problem and to understand the level of support for the provision of residents parking.

The maildrop was sent to over 3,400 properties and focused on areas where existing parking concerns have been raised by residents previously, and areas where there is known to be limited off-road parking provision. The extent of the maildrop is shown in Appendix I. The consultation questionnaire was also available online.

A total of 893 responses were received during the consultation period, of these responses 563 indicated that there was a parking problem in their area, 293 believed this was caused by commuters and 433 supported the principle of residents parking in their street/area. A full breakdown of the responses is detailed in Appendix II.

The level of support or opposition to the introduction of residents parking is indicated on the map shown in Appendix III.

A number of additional comments were received including requests for waiting restrictions, highlighting insufficient on street parking capacity, off-street parking issues, enforcement, safety issues, the cost of residents parking and school parking. A summary of these comments is detailed in Appendix II.

# Agenda Item 6

## **3. Proposal**

Of the 847 responses to Question 4 – Do you support or oppose the introduction of residents parking restrictions to my street/area, 433 (51.1%) indicated support and 414 (48.9%) opposed. Further analysis shows that support for the introduction of residents parking increases closer to the core business area, as detailed on Appendix III. A full breakdown summary by road name is detailed in Appendix IV.

This correlates closely with areas where private off-street parking is limited and supports the principle that schemes should improve access for residents without off street parking facilities.

It is recommended that the area in proximity to the town centre is progressed to the statutory consultation stage subject to further discussion with the local member. The development of a residents parking scheme should also investigate and incorporate the additional concerns raised during the initial consultation where related to on-street parking if appropriate.

The development of a residents parking scheme will need to provide a mix of residents only spaces and limited waiting spaces, which should include pay and display availability for short-term visitors.

The consultation area was bound by the A3052 and therefore included parts of Sidford. A high level of support for the principle of residents parking was received from a small number of roads in Sidford. It is therefore proposed that an additional consultation is undertaken to gauge the level of support for a separate zone in the wider Sidford area, to include areas to the North of the A3052, this will enable a more holistic understanding of local views and a better appreciation of whether any scheme would generate locally desired outcomes, including any likely displacement.

## **4. Options/Alternatives**

The option of doing nothing has been considered but would not support the results of the consultations undertaken to date.

The scheme is still subject to a statutory consultation before a final decision is made.

## **5. Financial Considerations**

It is estimated that design and legal costs will be in the region of £10,000 to be funded from the On-Street Parking Account.

## **6. Environmental Impact Considerations**

The introduction of restrictions will remove commuter parking from residential areas, encourage sustainable travel, reduce traffic looking for parking opportunities and improve air quality.

## **7. Equality Considerations**

No new policies are being recommended in this report, but an Equality Impact and Needs Assessment has been completed for new residents parking schemes.

## 8. Legal Considerations

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

## 9. Risk Management Considerations

No risks have been identified.

## 10. Public Health Impact

The scheme will have a positive public health impact by encouraging sustainable travel for commuters. Including walking and cycling, with associated health benefits. Supporting active travel, such as walking and cycling, is a key component of the Devon 'Joint Health and Wellbeing Strategy.

## 11. Reason for Recommendation/Conclusion

The level of response from the public indicates support for the introduction of residents parking restrictions in the vicinity of the town centre, as detailed in Appendix III and funding for the scheme has been secured. It is recommended that proposals are developed to enable a statutory consultation to be undertaken so that a final decision can be made on the implementation of restrictions for the area.

Meg Booth  
Chief Officer for Highways, Infrastructure Development and Waste

## Electoral Division: Sidmouth

Local Government Act 1972: List of Background Papers

Contact for enquiries: Lee Cranmer

Room No. ABG, Lucombe House, County Hall

Tel No: 0345 155 1004

Background Paper	Date	File Reference
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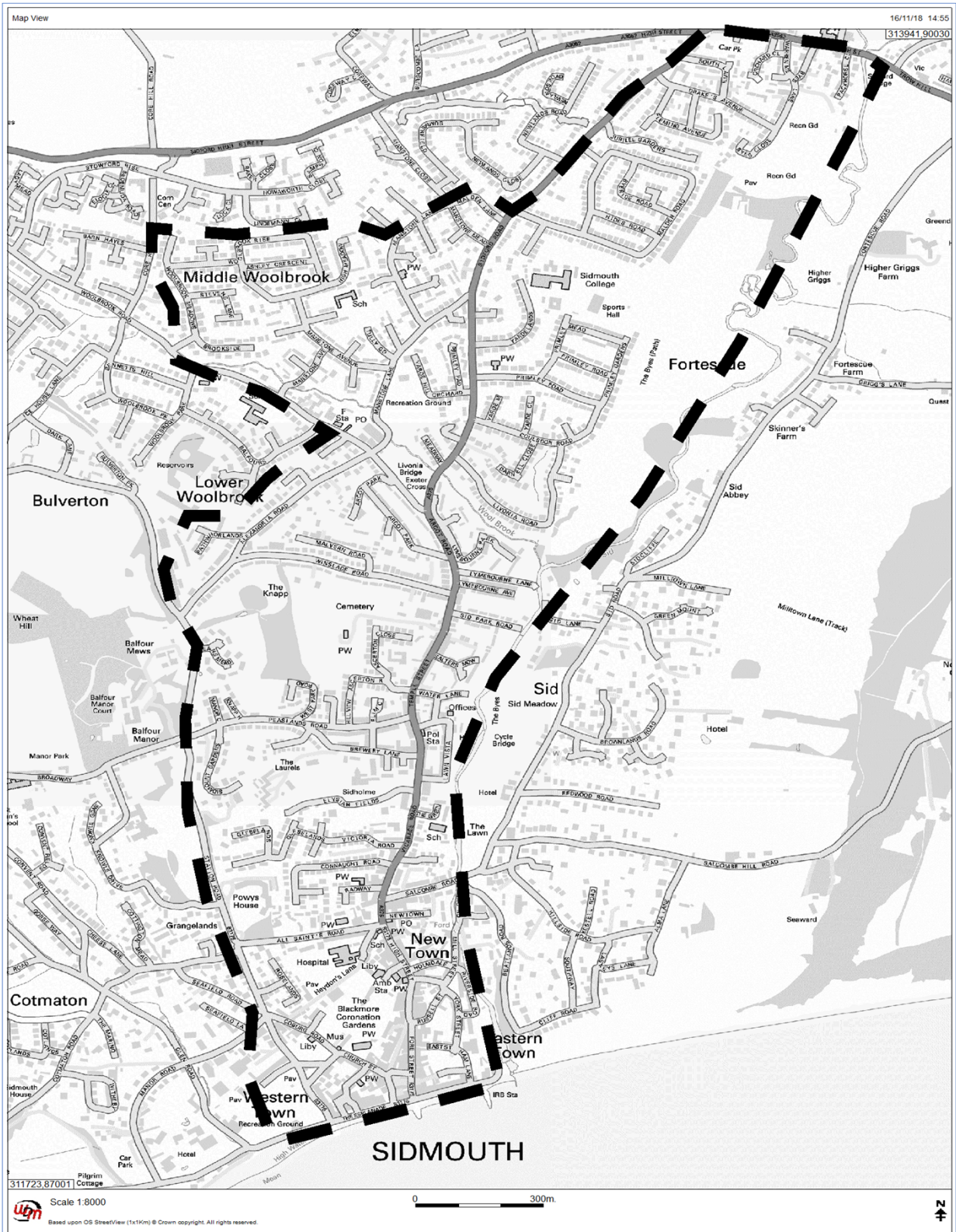
None

lc261118edh  
sc/cr/Sidmouth Residents Parking Consultation  
02 281118

# Agenda Item 6

Appendix I  
To HIW/18/91

## Maildrop Area



## Summary of Responses

Question 1 – Are you a resident or representing a business?

Resident	829
Business	51
Other	13
Total	893

Question 2 - Do you think there a parking problem in your area?

Yes	563
No	302
Sometimes	3
Total	868

Question 3 - If yes, do you think it is caused by commuters?

Yes	293
No	149
Don't Know	122
Total	564

Question 4 – Do you support or oppose the introduction of residents parking restrictions to my street/area?

Support	433
Oppose	414
Total	847

Other comments

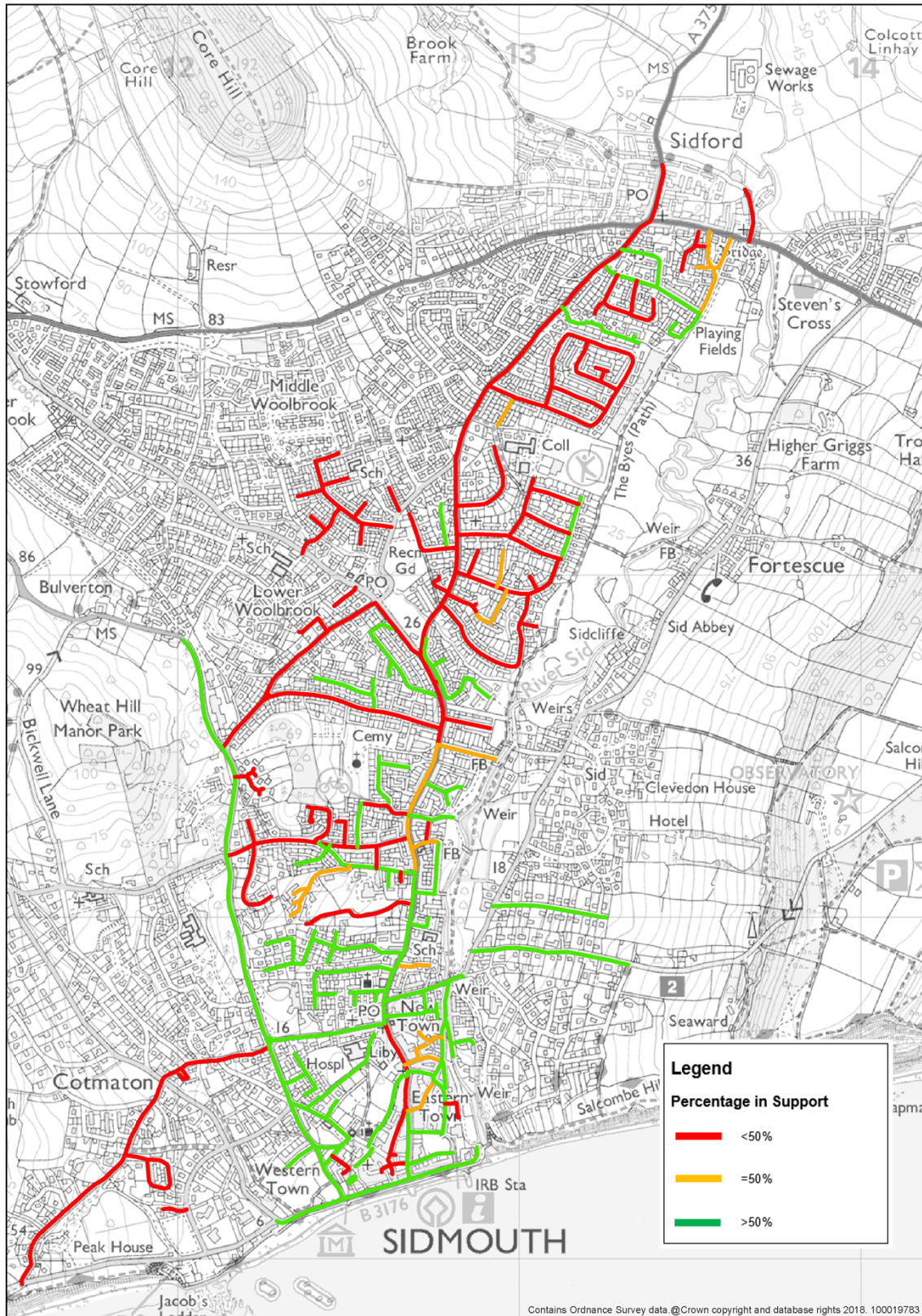
Insufficient on street parking	269
Obstructive Parking/ Safety Issues	138
Off street parking issues	132
Parking issues associated with Businesses/ Holiday Homes/ 2nd Homes	102
Identified times when parking is a problem	88
Request for other restrictions	66
Provision for visitors and carers would be required in RP scheme	55
Residents Parking too expensive	50
Enforcement	33
School Parking	19



# Agenda Item 6

Appendix III  
To HIW/18/91

Q4 – Do you support or oppose the introduction of residents parking





### Sidmouth Parking Consultation

#### Q4 – Do you generally support the proposals?

Road	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Count	% return
Unknown	9	47.4%	10	52.6%	19	8	57.1%	6	42.9%	14	0	0.0%
ALEXANDRIA ROAD	5	18.5%	22	81.5%	27	5	27.8%	13	72.2%	18	108	16.7%
ALL SAINTS ROAD	11	57.9%	8	42.1%	19	9	56.3%	7	43.8%	16	158	10.1%
AMYATTS TERRACE	1	100.0%		0.0%	1	1	100.0%		0.0%	1	6	16.7%
ARCOT PARK	7	63.6%	4	36.4%	11	7	63.6%	4	36.4%	11	87	12.6%
ARCOT ROAD	3	50.0%	3	50.0%	6	2	40.0%	3	60.0%	5	18	27.8%
ASCERTON CLOSE	7	70.0%	3	30.0%	10	7	70.0%	3	30.0%	10	27	37.0%
ASCERTON ROAD		0.0%	3	100.0%	3		0.0%	3	100.0%	3	16	18.8%
BARRINGTON MEAD	2	100.0%		0.0%	2	1	100.0%		0.0%	1	10	10.0%
BEDFORD SQUARE	2	100.0%		0.0%	2	1	100.0%		0.0%	1	2	50.0%
BLACKMORE VIEW		0.0%	1	100.0%	1		0.0%	1	100.0%	1	4	25.0%
BREWERY LANE	8	66.7%	4	33.3%	12	7	63.6%	4	36.4%	11	68	16.2%
BYES CLOSE	1	100.0%		0.0%	1	1	100.0%		0.0%	1	13	7.7%
BYES LANE	2	50.0%	2	50.0%	4	2	50.0%	2	50.0%	4	40	10.0%
BYESIDE ROAD	1	33.3%	2	66.7%	3	1	33.3%	2	66.7%	3	24	12.5%
CHANDLERS LANE		0.0%	1	100.0%	1		0.0%	1	100.0%	1	2	50.0%
CHAPEL STREET	5	100.0%		0.0%	5	3	100.0%		0.0%	3	19	15.8%
CHURCH LANE	2	100.0%		0.0%	2	1	100.0%		0.0%	1	6	16.7%
COBURG ROAD	6	66.7%	3	33.3%	9	4	57.1%	3	42.9%	7	17	41.2%
COBURG TERRACE	2	100.0%		0.0%	2	2	100.0%		0.0%	2	12	16.7%
CONNAUGHT CLOSE	5	62.5%	3	37.5%	8	5	62.5%	3	37.5%	8	25	32.0%
CONNAUGHT ROAD	23	85.2%	4	14.8%	27	12	75.0%	4	25.0%	16	36	44.4%
COTMATON ROAD		0.0%	1	100.0%	1		0.0%	1	100.0%	1	128	0.8%
COULSDON ROAD		0.0%	9	100.0%	9		0.0%	6	100.0%	6	41	14.6%
CRANFORD	5	71.4%	2	28.6%	7	4	66.7%	2	33.3%	6	11	54.5%
DARNELL CLOSE	1	50.0%	1	50.0%	2	1	50.0%	1	50.0%	2	15	13.3%
DEANS MEAD	1	33.3%	2	66.7%	3	1	33.3%	2	66.7%	3	11	27.3%
DEANBEIGH TERRACE	3	42.9%	4	57.1%	7	3	42.9%	4	57.1%	7	8	87.5%
DOVE LANE		0.0%	1	100.0%	1		0.0%	1	100.0%	1	8	12.5%
DRAKES AVENUE	6	66.7%	3	33.3%	9	6	75.0%	2	25.0%	8	36	22.2%
EAST STREET	4	66.7%	2	33.3%	6	4	66.7%	2	33.3%	6	31	19.4%
ELYSIAN FIELDS		0.0%	1	100.0%	1		0.0%	1	100.0%	1	15	6.7%
ENGLANDS CLOSE		0.0%	1	100.0%	1		0.0%	1	100.0%	1	5	20.0%
FAIRLAWN COURT	1	33.3%	2	66.7%	3	1	33.3%	2	66.7%	3	8	37.5%
FLEMING AVENUE	6	35.3%	11	64.7%	17	6	40.0%	9	60.0%	15	59	25.4%
FORE STREET	4	66.7%	2	33.3%	6	4	66.7%	2	33.3%	6	67	9.0%
FORTFIELD TERRACE	2	100.0%		0.0%	2	1	100.0%		0.0%	1	37	2.7%
GLEBELANDS	6	54.5%	5	45.5%	11	6	54.5%	5	45.5%	11	21	52.4%
GLENISLA TERRACE	2	40.0%	3	60.0%	5	1	25.0%	3	75.0%	4	10	40.0%
HEYDONS LANE	1	100.0%		0.0%	1	1	100.0%		0.0%	1	9	11.1%
HIDES ROAD	1	25.0%	3	75.0%	4	1	33.3%	2	66.7%	3	19	15.8%
HIGH STREET	4	36.4%	7	63.6%	11	4	36.4%	7	63.6%	11	104	10.6%
HIGHER HILL VIEW	1	25.0%	3	75.0%	4	1	25.0%	3	75.0%	4	12	33.3%
HIGHFIELD	2	50.0%	2	50.0%	4	2	66.7%	1	33.3%	3	6	50.0%
HILL VIEW	1	100.0%		0.0%	1	1	100.0%		0.0%	1	13	7.7%
HOLMDALE	1	50.0%	1	50.0%	2	1	50.0%	1	50.0%	2	33	6.1%
JUBILEE GARDENS	2	66.7%	1	33.3%	3	2	66.7%	1	33.3%	3	34	8.8%
LAWN VISTA	14	73.7%	5	26.3%	19	13	81.3%	3	18.8%	16	38	42.1%
LENNOX AVENUE	1	50.0%	1	50.0%	2	1	50.0%	1	50.0%	2	12	16.7%
LIVONIA ROAD	4	10.5%	34	89.5%	38	4	18.2%	18	81.8%	22	56	39.3%
LOCKYER AVENUE		0.0%	1	100.0%	1		0.0%	1	100.0%	1	10	10.0%
LYMEBOURNE AVENUE	7	53.8%	6	46.2%	13	4	40.0%	6	60.0%	10	39	25.6%
LYMEBOURNE PARK	15	62.5%	9	37.5%	24	12	75.0%	4	25.0%	16	107	15.0%
MALDEN CLOSE	1	50.0%	1	50.0%	2	1	50.0%	1	50.0%	2	8	25.0%
MALDEN ROAD	6	28.6%	15	71.4%	21	6	30.0%	14	70.0%	20	108	18.5%
MALVERN ROAD	3	50.0%	3	50.0%	6	3	60.0%	2	40.0%	5	37	13.5%
MANOR CLOSE		0.0%	1	100.0%	1		0.0%	1	100.0%	1	8	12.5%
MANSTONE AVENUE		0.0%	1	100.0%	1		0.0%	1	100.0%	1	244	0.4%
MARKET PLACE		0.0%	2	100.0%	2		0.0%	2	100.0%	2	27	7.4%
MAY TERRACE	4	80.0%	1	20.0%	5	4	80.0%	1	20.0%	5	7	71.4%
MILL STREET	10	83.3%	2	16.7%	12	8	80.0%	2	20.0%	10	51	19.6%
MILLERS CLOSE	1	50.0%	1	50.0%	2	1	50.0%	1	50.0%	2	9	22.2%
MILLFORD ROAD	1	100.0%		0.0%	1	1	100.0%		0.0%	1	29	3.4%
NEWTOWN	11	91.7%	1	8.3%	12	10	90.9%	1	9.1%	11	53	20.8%
OLD FORE STREET	4	33.3%	8	66.7%	12	4	36.4%	7	63.6%	11	55	20.0%
ORCHARD CLOSE	1	25.0%	3	75.0%	4	1	25.0%	3	75.0%	4	36	11.1%
PEASLANDS ROAD	14	42.4%	19	57.6%	33	11	45.8%	13	54.2%	24	90	26.7%
PRIMLEY GARDENS	2	66.7%	1	33.3%	3	2	66.7%	1	33.3%	3	12	25.0%
PRIMLEY MEAD	5	45.5%	6	54.5%	11	5	45.5%	6	54.5%	11	29	37.9%
PRIMLEY PADDOCK	2	66.7%	1	33.3%	3	2	66.7%	1	33.3%	3	15	20.0%
PRIMLEY ROAD	2	7.7%	24	92.3%	26	2	11.1%	16	88.9%	18	78	23.1%
RADWAY	3	75.0%	1	25.0%	4	3	75.0%	1	25.0%	4	17	23.5%
RADWAY PLACE	4	80.0%	1	20.0%	5	4	80.0%	1	20.0%	5	22	22.7%
REDWOOD ROAD	8	80.0%	2	20.0%	10	3	60.0%	2	40.0%	5	26	19.2%
RIVERSIDE	10	90.9%	1	9.1%	11	10	90.9%	1	9.1%	11	26	42.3%
ROSELANDS	9	81.8%	2	18.2%	11	9	81.8%	2	18.2%	11	29	37.9%
RUSSELL STREET	2	50.0%	2	50.0%	4	2	50.0%	2	50.0%	4	21	19.0%
SALCOMBE HILL ROAD	1	100.0%		0.0%	1	1	100.0%		0.0%	1	60	1.7%
SALCOMBE ROAD	6	66.7%	3	33.3%	9	6	66.7%	3	33.3%	9	47	19.1%
SALTERS MEADOW	7	53.8%	6	46.2%	13	7	63.6%	4	36.4%	11	31	35.5%
SCHOOL STREET		0.0%	1	100.0%	1		0.0%	1	100.0%	1	47	2.1%
SID PARK ROAD	6	37.5%	10	62.5%	16	6	50.0%	6	50.0%	12	46	26.1%
SIDFORD ROAD	2	33.3%	4	66.7%	6	2	33.3%	4	66.7%	6	94	6.4%

# Agenda Item 6

Road	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Count	% return
SIDLANDS	8	80.0%	2	20.0%	10	6	75.0%	2	25.0%	8	17	47.1%
SIDMOUNT GARDENS		0.0%	4	100.0%	4		0.0%	3	100.0%	3	15	20.0%
SOUTH LAWN	16	88.9%	2	11.1%	18	14	93.3%	1	6.7%	15	55	27.3%
ST MARTINS CLOSE		0.0%	1	100.0%	1		0.0%	1	100.0%	1	16	6.3%
STANHOPE DRIVE		0.0%	2	100.0%	2		0.0%	2	100.0%	2	9	22.2%
STATION ROAD	6	66.7%	3	33.3%	9	6	66.7%	3	33.3%	9	131	6.9%
TEMPLE STREET	16	50.0%	16	50.0%	32	15	50.0%	15	50.0%	30	153	19.6%
THE ESPLANADE	7	77.8%	2	22.2%	9	7	77.8%	2	22.2%	9	68	13.2%
THE GROVE	6	75.0%	2	25.0%	8	6	75.0%	2	25.0%	8	14	57.1%
THE LAURELS	2	50.0%	2	50.0%	4	2	50.0%	2	50.0%	4	30	13.3%
THE TRIANGLE	2	100.0%		0.0%	2	2	100.0%		0.0%	2	22	9.1%
UPPER HIGHFIELD	2	33.3%	4	66.7%	6	2	66.7%	1	33.3%	3	14	21.4%
VICARAGE ROAD	4	66.7%	2	33.3%	6	4	66.7%	2	33.3%	6	37	16.2%
VICTORIA ROAD	10	62.5%	6	37.5%	16	10	66.7%	5	33.3%	15	35	42.9%
WARRENS MEAD	1	50.0%	1	50.0%	2	1	50.0%	1	50.0%	2	21	9.5%
WATER LANE	4	66.7%	2	33.3%	6	4	66.7%	2	33.3%	6	17	35.3%
WEST PARK ROAD	1	25.0%	3	75.0%	4	1	33.3%	2	66.7%	3	25	12.0%
WESTERN COURT		0.0%	1	100.0%	1		0.0%	1	100.0%	1	32	3.1%
WINSLADE ROAD	10	31.3%	22	68.8%	32	8	40.0%	12	60.0%	20	117	17.1%
WITHEBY		0.0%	1	100.0%	1		0.0%	1	100.0%	1	41	2.4%
WOOLBROOK CLOSE		0.0%	3	100.0%	3		0.0%	2	100.0%	2	10	20.0%
WOOLCOMBE LANE	1	50.0%	1	50.0%	2	1	50.0%	1	50.0%	2	7	28.6%
YARDE CLOSE	1	50.0%	1	50.0%	2	1	50.0%	1	50.0%	2	13	15.4%
YARDE HILL ORCHARD	2	33.3%	4	66.7%	6	2	33.3%	4	66.7%	6	16	37.5%
YARDE MEAD		0.0%	3	100.0%	3		0.0%	3	100.0%	3	8	37.5%
YARDELANDS	1	16.7%	5	83.3%	6	1	16.7%	5	83.3%	6	27	22.2%
YORK STREET	11	100.0%		0.0%	11	11	100.0%		0.0%	11	45	24.4%
<b>Total</b>	<b>433</b>	<b>51.1%</b>	<b>414</b>	<b>48.9%</b>	<b>847</b>	<b>382</b>	<b>53.9%</b>	<b>327</b>	<b>46.1%</b>	<b>709</b>	<b>7468</b>	<b>9.3%</b>

PTE/18/53

East Devon Highways and Traffic Orders Committee  
7 December 2018

## Hulham Road Exmouth Petition

Joint Report of the Head of Planning, Transportation and Environment and 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) Hulham Road, Exmouth is considered by the Speed Compliance Action Review Forum (SCARF); and**
- (b) Actions arising from the SCARF process are undertaken by the appropriate authority.**

### 1. Summary

This report considers the actions in response to a petition received by Devon County Councils Cabinet Committee on 4 October stating that “We the undersigned request that speed cameras are installed in Hulham Road as soon as possible as a deterrent to speeding vehicles”.

### 2. Background

On 4 October, Devon County Council’s Cabinet received a petition stating that “We the undersigned request that speed cameras are installed in Hulham Road as soon as possible as a deterrent to speeding vehicles”.

Devon County Council (DCC) and Devon and Cornwall Constabulary (D&CC) regularly receive complaints regarding vehicle speed. To avoid duplication and to provide a co-ordinated response, DCC and the Police have developed a joint procedure to allow the concerns to be assessed in a consistent manner.

This process is called the Speed Compliance Action Review Forum or SCARF. SCARF makes use of data held by DCC, D&CC and the Peninsula Safety Camera Partnership (SCP) to ensure that assessment of complaints is evidence based.

Devon County Council [Traffic Management Team Fact Sheet](#) TMT- 01- Speed Compliance Action Review Forum is attached to this report, as Appendix I, and provides greater detail on the SCARF process.

Since receipt of the petition, speed data has been gathered by both Devon and Cornwall Constabulary and Devon County Council in separate covert operations. The locations for the Speed Detection Radar Devices used by Devon County Council were agreed with the local member.

In addition to the petition, a number of other traffic related issues on Hulham Road were raised as a part of a covering letter. Where the matters were within the authority or powers of DCC to address, these matters were responded to by way of a

# Agenda Item 7

letter from Chief Officer, Highways, Infrastructure Development and Waste giving the following advice.

The Pound Lane Mini roundabout was introduced several years ago to address a history of collisions involving vehicles turning right to and from Hulham Road. It is accepted that visibility to the right from Pound Lane is restricted but monitoring of the collision record before and after the introduction of the mini roundabout demonstrated that the safety record had been improved. The proposal in the letter to redesign the roundabout, to reduce vehicle speeds, may be amongst the options considered by the Speed Compliance Action Forum when they meet in January.

The scheme to complete Dinan Way through to A376 has secured planning permission and is a scheme included in our Transport Infrastructure Plan. It is expected to relieve pressure on parts of Hulham Road, including residential streets and narrow rural routes including Featherbed Lane, Rivermead Road, Summer Lane and Wotton Lane. However, there is currently no funding currently identified for its delivery. As part of the Government's nationwide Major Roads Network consultation, Devon County Council has requested that the A376 should be included in the list of A-roads which are strategically and economically the most important routes in the country. If the A376 is included in the Government's final draft, there is potential for the County to bid for future National Roads funding to support improvements including potentially funds towards the completion of the Dinan Way link road.

### **3. Proposal**

Hulham Road Exmouth will be considered by the Speed Compliance Action Review Forum, following the process described in Appendix I. The next meeting is currently programmed for 10 January.

### **4. Financial Considerations**

There is not considered to be any financial impact from the recommendations in this report.

### **5. Environmental Impact Considerations**

There is not considered to be any environmental impact from the recommendations in this report.

### **6. Equality Considerations**

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

### **7. Legal Considerations**

There is not considered to be any financial impact from the recommendations in this report.

### **8. Risk Management Considerations**

Risks associated with this proposal will be managed through the SCARF process.

## 9. Public Health Impact

There is not considered to be any public health impact.

## 10. Options

Not applicable.

## 11. Reason for Recommendation

To ensure the site and the associated speed related concerns are assessed in a consistent manner with others across the county highway network.

Dave Black  
Head of Planning, Transportation and Environment  
Meg Booth  
Chief Officer for Highways, Infrastructure Development and Waste

## Electoral Divisions: Exmouth Brixington & Withycombe and Budleigh

Local Government Act 1972: List of Background Papers

Contact for enquiries: Tom Vaughan

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

Tel No: 0345 155 1004

Background Paper	Date	File Ref.
None		

st091118edh  
sc/cr/Hulham Road Exmouth Petition  
02 281118

TMT - 01



Devon County Council Traffic Management Fact Sheet

## SPEED COMPLIANCE ACTION REVIEW FORUM (SCARF)



Traffic Management Team  
Tel: 0345 155 1004  
Email: [trafficpolicy@devon.gov.uk](mailto:trafficpolicy@devon.gov.uk)  
Web: [www.devon.gov.uk](http://www.devon.gov.uk)



## Devon County Council Traffic Management Team Fact Sheets

### TMT- 01- Speed Compliance Action Review Forum (SCARF)

#### Introduction

Devon County Council (DCC) and Devon and Cornwall Constabulary (D&CC) regularly receive complaints regarding vehicle speed. To avoid duplication and to provide a co-ordinated response, DCC and the Police have developed a joint procedure to allow the concerns to be assessed in a consistent manner.

This process is called the Speed Compliance Action Review Forum or SCARF. SCARF makes use of data held by DCC, D&CC and the Peninsula Safety Camera Partnership (SCP) to ensure that assessment of complaints is evidence based.

SCARF keeps records of its investigations and will not normally re-consider complaints that have already been assessed until a three year period has elapsed.

#### Method used for Speed Analysis

The mean or average speed and the 85th<sup>th</sup>ile speed (the speed at which 85% of drivers travel at or below) are used to determine if there is a speeding issue and the appropriate intervention level.

National Police Chief's Council (NPCC) guidelines are that enforcement may be appropriate where the mean speed is in excess of the Speed Limit or where the 85<sup>th</sup>ile speed exceeds the speed limit by 10%+ 2mph.

e.g. In a 30mph Speed Limit, a mean speed of 30mph would normally be expected to have an 85<sup>th</sup>ile speed of no greater than 35mph.

The relationship between the Speed Limit, Mean Speed and the 85<sup>th</sup>ile Speed is considered by the SCARF team and outcomes recommended based on their assessment.

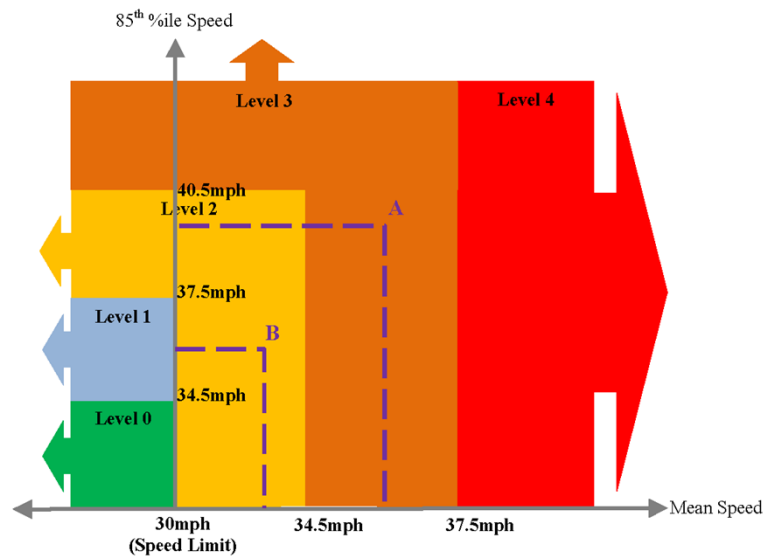
#### SCARF Outcomes

The 5 potential outcomes from SCARF are shown below:

Level 0	No Action or Speed Indicator Device (SID) Deployment.	Mean Speed does not exceed the Speed Limit or 85 <sup>th</sup> ile Speed is not more than 15% above the Speed Limit.
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# Agenda Item 7

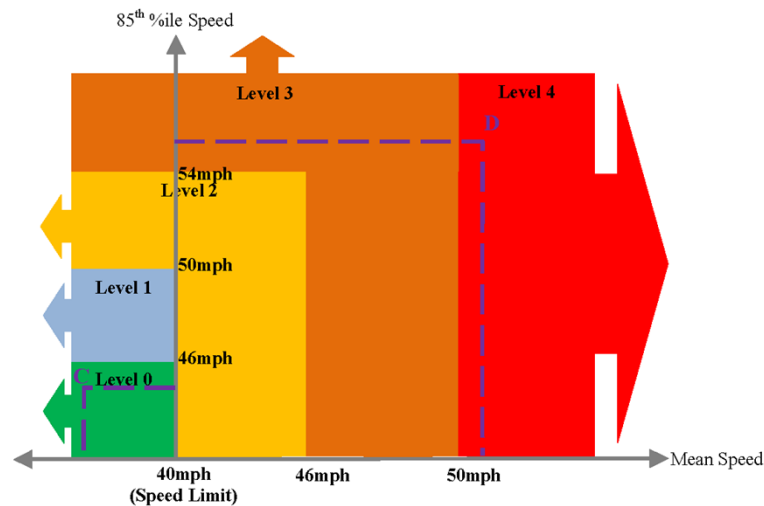
Level 1	SID Deployment with Police support &/or Community Speed Watch. If 85 <sup>th</sup> ile above NPCC threshold – consider VAS	Mean Speed does not exceed the Speed Limit but 85 <sup>th</sup> ile Speed is between 15% and 25% above the Speed Limit.
Level 2	Occasional Police or SCP Enforcement, suitable for an Educational Initiative eg. Police Speed Gun or Mobile Vehicle Activated Sign (VAS) deployment	Mean Speed less than 15% above the Speed Limit or 85 <sup>th</sup> ile Speed between 25% and 35% above the speed Limit.
Level 3	Regular Police Enforcement and Review Signing consider Mobile VAS (See TMT-02- Vehicle Activated Signs)	Mean Speed greater than 15% above Speed Limit or 85 <sup>th</sup> ile Speed is greater than 35% above the Speed Limit
Level 4	Suitable for SCP Mobile Camera Enforcement or Engineered Solution	Mean Speed greater than 25% above the Speed Limit



### 30mph Speed Limit

- At point A above the Mean Speed is 36mph and the 85<sup>th</sup>ile speed is 39.5mph. This would indicate Intervention Level 3 which is Regular Police Enforcement and a Review of Signing
- At Point B above the Mean Speed is 33mph and the 85<sup>th</sup>ile speed is 36mph. This would indicate Intervention Level 2 which is Occasional Police or SCP Enforcement, suitable for an Educational Initiative.





## 40mph Speed Limit

- At point C above the Mean Speed is 37mph and the 85<sup>th</sup>%ile speed is 44.5mph. This would indicate Intervention Level 0 which is No Action or Speed Indicator Device Deployment.
- At Point D above the Mean Speed is 50.5 mph and the 85<sup>th</sup>%ile speed is 55mph. This would indicate Intervention Level 4 which is suitable for SCP Mobile Camera Enforcement or Engineered Solution such as traffic calming.

NOTE : When recorded speeds fall substantially outside of the guidelines this could indicate that the speed limit is either set at the wrong level or that Enforcement, Engineering or Education, Training and Publicity are required.

## 20mph Speed Limits and Zones

20mph Speed limits and Zones have been permitted by Law in the UK since 1990.

**20mph Speed Limits** are appropriate on roads where the character of the road dictates that average speeds are already low (below 24mph). Police enforcement should not normally be required

**20mph Zones** should be introduced where the road network has been engineered (Traffic Calmed) to ensure that drivers do not exceed 20mph. Similar to 20mph Speed Limits, Police Enforcement should not normally be required.

In situations where a 20mph Zone may have been installed without Traffic Calming the SCARF team can recommend interventions tailored to the individual location. This may include Community Speed Watch if volunteers are available to set up a group in the area. (see **TMT – 03 – Community Speed Watch**).

Police enforcement may be undertaken where local intelligence can identify specific vehicles and times when speeding offences are taking place.

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## Speed Data Collection

Methods of Speed Data Collection are described below:-

### **Hand Held Surveys (Speed Gun)**

Data is recorded by DCC or Police on receipt of a speed complaint. The SCARF team will assess this data and decide if deployment of a Speed Detection Radar Device (SDR) can be justified.

Hand Held survey's are carried out in daylight within normal working hours. A maximum of 100 vehicles in each direction is recommended on heavily used roads. However, 25 vehicles in each direction will be sufficient on lightly trafficked roads.

### **Speed Detection Radar Devices**

These are deployed by DCC and D&CC to record Traffic Volumes and Vehicle Speeds. The units are usually deployed on Lamp Columns and operate for 24 Hours a day over 1 or 2 weeks. SDR Surveys Results can take up to three months to become available after the survey has been completed. Deployment of an SDR costs DCC approx. £150 per week.

### **Safety Camera Partnership.**

Limited speed data is available from the SCP who will use SDR equipment similar to DCC.

## Collision Data Record

DCC holds Collision Data provided by D&CC. The last 5 year period is usually considered representative. Basic Collision data can be viewed by members of the public via the link below.

<http://www.devoncctraffweb.co.uk/public/collisionmap.html>

The SCARF process is appropriate to assess sites where the community has concerns over inappropriate speed. These would not usually include sites where a significant number of injury collisions have occurred.

Locations with a casualty record of 4 or more injury collisions in 3 years are investigated through the DCC's annual Casualty Severity Reduction Review (CSR). The review considers collision sites across Devon and may recommend an engineering response to address the collision problem.

## SCARF Responsibilities

**DCC Neighbourhood Highways Team's** record all the requests on the SCARF Database which hold records of all previous requests and actions undertaken.

**DCC Safer Travel Officers** provide Education, Training and Publicity (ETP) support and advice and assist with correspondence.

**DCC Traffic Management Team** Advice on Policy, Engineering and fund VAS deployment

**Police** – Provide support and advice for enforcement, coordination with SCP, Speed Watch and also the coordination of Police requests and traffic data.

**Devon County Council Traffic Management Team**

Devon County Council – Traffic Management Fact Sheet  
Speed Compliance Action Review Forum (SCARF)  
TMT - 01

East Devon Highways and Traffic Orders Committee

29th November 2018

**Lay-bys alongside B3174 Cranbrook.**

**Report by Cllr Ray Bloxham - Broadclyst Division.**

**Recommendation: It is recommended that:**

**(a) The two lay-bys located on opposite sides of the highway alongside the B3174 at Cranbrook - approx. 100 Mts west of Parsons Lane - be closed to vehicular use by the introduction of a Traffic Regulation Order.**

**(b) That the design of an East / West cycle way to operate parallel to the B3174 to provide a cycle commuting route to and from Exeter in conjunction with other cycle routes already in situ be brought forward.**

## **Background**

The B3174 was formerly the A30 and prior to the construction of the M5 and current A30, the principle route into the west country. The location which is the subject of this report and the location of the two lay-bys referred to was previously in open countryside bounded on all sides by farmland. The two lay-bys provided an opportunity for a resting point for drivers at a location just prior to (when travelling west) or just after (when travelling east) the Exeter by-pass which was then often the location of severe traffic hold-ups.

The situation is now completely different with the principle routes being the A30 and M5 and the opportunity to make use of rest and refreshment points such as the M5 services at junction 30.

The B3174 is now a local route serving Cranbrook and its neighbouring villages and provides a local link to the major routes, to the City of Exeter and to other local towns. The need for traffic using the B3174 to have rest points at this location has therefore ceased. The B3174 is a designated diversion route for the A30 as and when required and provides a link between Daisymount junction (Ottery St Mary) and J29 of the M5.

In addition to the changes to the usage of the B3174, the local environment has changed with the construction of new homes which are part of the development of the Cranbrook new town. Homes are now located immediately adjacent to the B3174 and immediately adjacent to the lay-bys. Currently homes are occupied to the north of the B3174 but the land to the south is also allocated for development and subject to two validated planning applications.

The two lay-bys in question are now principally used by HGVs for overnight parking. There are a number of sites locally that are designated for HGV parking but these do make a charge. The nearest is just over a mile away at Clyst Honiton.

HGVs are tending to use the lay-bys as they currently provide a free location to overnight. This results in considerable disturbance to adjacent households and there have been a series of complaints about noise disturbance especially overnight from refrigerated units

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and from engines being started and left running during the early hours. There have been ancillary complaints about anti-social behaviour by drivers using the hedgerow as a toilet and other unpleasant behaviours.

Cranbrook is one of the ten NHS pilot Healthy New Towns and cycling as a means of commuting, pleasure and exercise is popular in the town with a very active Cranbrook cycle club. Some cycle ways have been constructed and there are proposals for a network as the town builds out. A part of that network is a proposed commuting cycle way running east / west alongside the B3174. At the moment the route stops at the southern end of Younghayes Road and needs to continue eastwards along the verge along the northern edge of the B3174.

The B3174 will need to have some changes as the town develops and the route will be a key conduit within the urban framework of the town and not (as a present) a virtual by-pass.

Closure of the lay-by on the northern side of the road would provide an opportunity to have sufficient width to construct a cycle way along the existing verge. Alternatives such as making use of estate roads like Roman Way are not considered suitable on safety grounds but this needs to be tested by the publication of proposals and appropriate consultation.

The complaints by local residents have been referred to both Environmental Health at East Devon District Council and to Highways. EDDC Env. Health are supportive of the need to respond to the complaints which they consider are justified. Highways have to date been reluctant to make any changes to the current situation including rejecting the imposition of no overnight parking at this location.

The reasons highways have given are as follows:

- Enforcement is for The Driver and Vehicle Standards Agency and residents should contact their helpline. (This has proved fruitless).
- It is for police to enforce anti-social issues. (This does not happen and the police are not resourced to do so).
- Highways do not support a sign erected and paid for by the Town Council requesting no overnight parking.
- Residents knew about the existence of the lay-bys when they purchased their homes.

## **Proposal**

The proposal, as set out in the recommendation, is to close both lay-bys. The alternative of overnight closure is not being proposed in this report as it was rejected by highways, is largely unenforceable and will not resolve the problems.

Closure could be brought about temporarily and cheaply pending a decision on the future of the B3174. This will in some respects depend on the final form of the Cranbrook Master Plan and development plan document which is currently in draft form. However what is clear is that the location of the two lay-bys will be surrounded by urban development and the B3174 will be central to that development.

Some aspects of Cranbrook are determined. These include the fact that there will be an east / west cycle way alongside the B3174 and the fact that urban development has been allocated in the local plan. There are, however, some final details to be decided as to how

the B3174 through the town will look in the future and whether or not it might be downgraded and be more urban in form.

Photographs showing the location and proximity of occupied homes are appended to this report. Also appended is an extract from the EDDC Local Plan showing strategic allocation of housing in the locality and the preferred options Cranbrook Masterplan. Both indicate the location of the two lay-bys.

## **Financial Considerations**

The lay by could be physically closed by very cost effect temporary measures until such time as permanent changes are brought forward by the developer consortium.

## **Environmental Impact Considerations**

The closure of the two lay-bys will greatly enhance the amenity of local residents living in the new town of Cranbrook by removing overnight disturbance and anti-social behaviour by those using the lay-bys overnight.

The development of the cycle way network in Cranbrook will be commensurate with the ethos of the town, contribute to the Healthy New Towns project, provide effective cycle commuting facilities especially towards employment land at Sky Park, Lidl, Science Park, the developing Hayes Farm and beyond to Exeter.

## **Equality Considerations**

There are no adverse impacts on any particular group. Alternative accessible lorry parking is available close by at an official site at Clyst Honiton and slightly further way at the M5 services.

## **Public Health**

Closure would have a positive impact on the health and wellbeing of residents.

## **Reasons for the recommendations**

There is a need to act to address the considerable number of complaints that I have received about the disturbance caused by the use of these two lay-bys. Action is supported by EDDC Environmental Health Officers.

Making provision for a cycle way alongside the B3174 will provide better connectivity and encourage the use of sustainable transport as an alternative to the car.

This report was considered by Cranbrook Town Council at its Council meeting dated 17th September 2018 and it was resolved unanimously to support the recommendation to close both lay-bys as proposed in this report and to encourage the County Council to bring forward greater clarity on how the cycle path networks in Cranbrook will be delivered including the proposed cycle way alongside the B3174.

**Ray Bloxham**  
**Broadclyst Division.**  
**01404 515246**







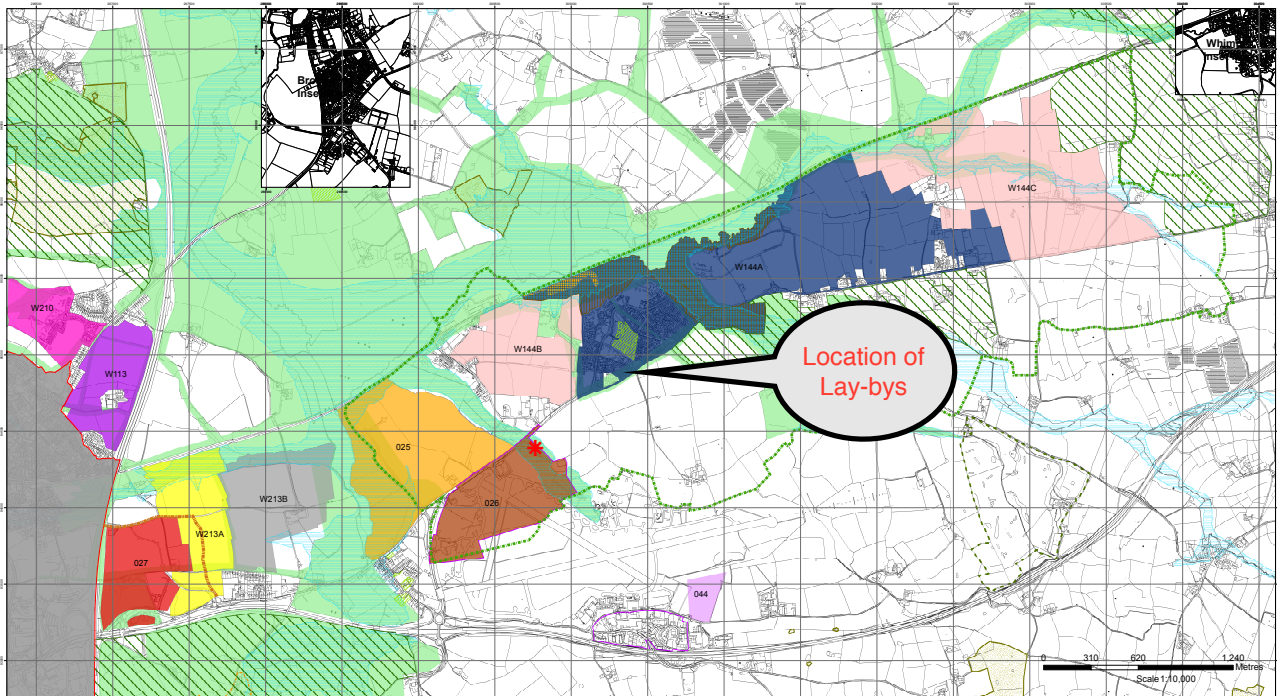












- STRATEGIC POLICY**
- Cranbrook Plan Area (Strategy 12)
  - Employment Allocation (Strategy 16)
  - Green Wedge (Strategy 8)
  - Proposed Clyst Valley Regional Park (Strategy 10)

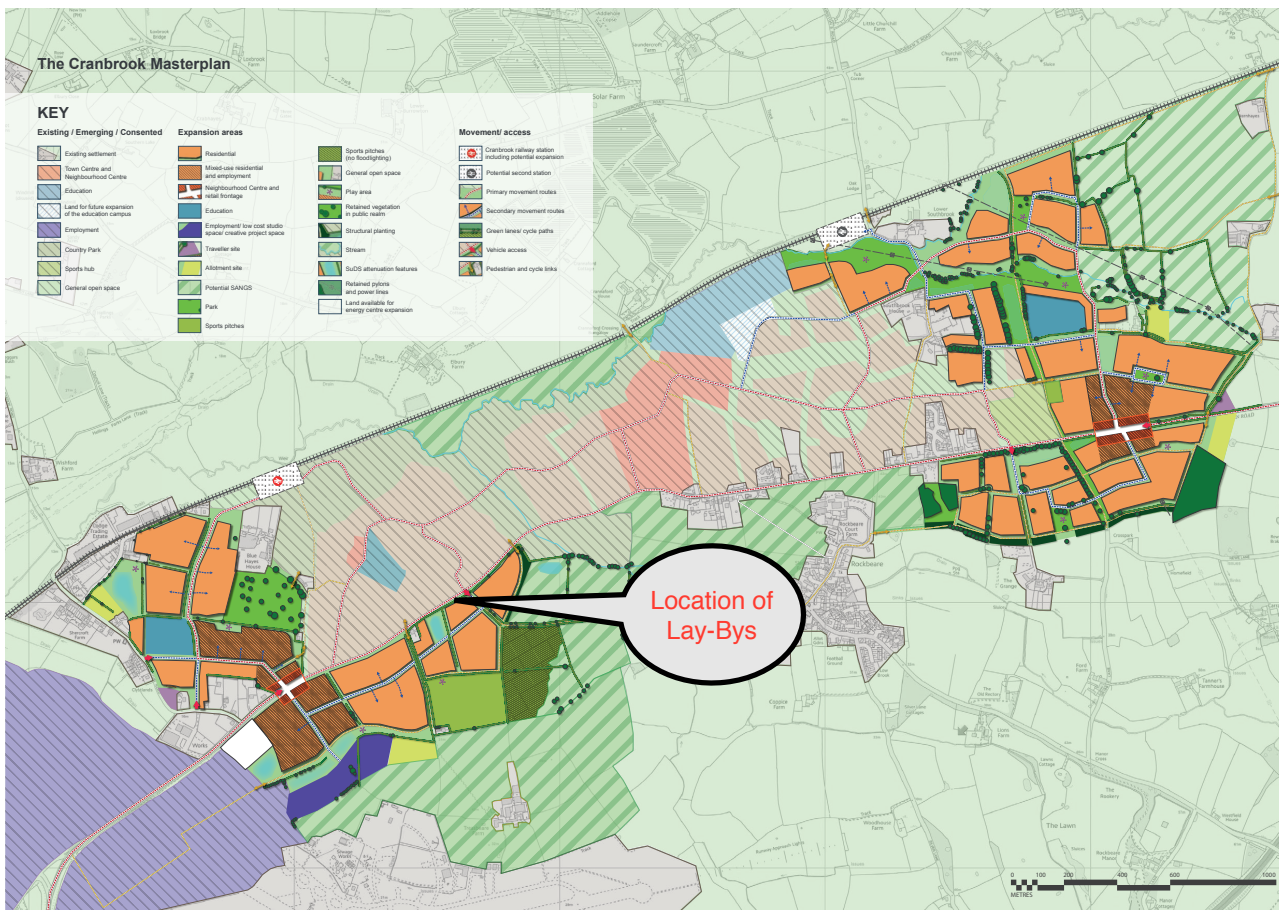
- WEST END DEVELOPMENTS**
- Cranbrook Phase 1 (Strategy 9, 12)
  - Cranbrook Expansion Areas (Strategy 9, 12)
  - Old Park Farm (Strategy 9, 14)
  - Pinnocourt Farm (Strategy 9, 14)
  - North of Blackhorse (Strategy 9, 13)
  - Mosshayne (Strategy 9, 13)
  - Skypark (Strategy 9)
  - Science Park (Strategy 9)
  - Intermodal Interchange (Strategy 9, 15)

- FOR INFORMATION (areas are not designated through Local Plan policy)**
- Proposed Tiltbarn Green Road
  - Boundary Existing and Proposed Employment Area
  - Conservation Area
  - Recreation Areas, Allotments, Accessible Open Space
  - Floodzone 2
  - Cranbrook Train Station
  - Cranbrook Country Park
  - County Wildlife Sites
  - Historic Park or Garden

- ★ Combined Heat and Power Plant
- East Devon District Council Boundary
- Outside Plan Area



New East Devon Local Plan 2013 - 2031  
January 2016  
**West End**  
Inset Map



**The Cranbrook Masterplan**

**KEY**

- |                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                               |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>■ Existing settlement</li> <li>■ Town Centre and Neighbourhood Centres</li> <li>■ Education</li> <li>■ Land for future expansion of the education campus</li> <li>■ Employment</li> <li>■ Country Park</li> <li>■ Sports hub</li> <li>■ Chastel open space</li> </ul> | <p><b>Expansion areas</b></p> <ul style="list-style-type: none"> <li>■ Residential</li> <li>■ Mixed-use residential and employment</li> <li>■ Neighbourhood Centre and local heritage</li> <li>■ Education</li> <li>■ Employment low cost studio (lower creative project space)</li> <li>■ Traveller site</li> <li>■ Allotment site</li> <li>■ Potential SANGS</li> <li>■ Park</li> <li>■ Sports pitches</li> </ul> | <ul style="list-style-type: none"> <li>■ Sports pitches (No floodlighting)</li> <li>■ General open space</li> <li>■ Play area</li> <li>■ Retained vegetation or public realm</li> <li>■ Structural planting</li> <li>■ Stream</li> <li>■ SuDS attenuation features</li> <li>■ Retained pylons and power lines</li> <li>■ Land available for energy route expansion</li> </ul> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Location of Lay-Bys





HIW/18/92

East Devon Highways and Traffic Orders Committee  
7 December 2018

## Actions Taken Under Delegated Powers

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 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 under Delegated Powers since the last meeting and, where appropriate, in consultation with the Chair and Local County Councillor.

### 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 Chair and Local County Councillor. Details of these matters are listed below.

Location	Proposal	Action
Younghayes Road, Cranbrook and Tithebarn Way, Broadclyst	Car club bay	Traffic regulation order advertised and implemented after consultation with Local Member and HATOC Chair as no objections were received.
Anning Road, Broadclyst	Parallel Crossing and Road Hump	Crossing noticed following consultation with Local Member and HATOC Chair.
Market Place, Colyton Silver Street, Colyton Elm Grove, Exmouth Holland Road, Exmouth Kingston Road, Exmouth Sturges Road, Exmouth Joslin Road, Honiton Rosewell Close, Honiton Mill Street, Ottery St Mary Yonder Street, Ottery St Mary Riverside Road, Sidmouth	Introduction and removal of mandatory disabled bays	Traffic regulation orders advertised, objections resolved and restrictions implemented after consultation with Local Members and HATOC Chair.

Meg Booth  
Chief Officer for Highways, Infrastructure Development and Waste

**Electoral Divisions: Broadclyst, Exmouth, Exmouth & Budleigh, Feniton & Honiton, Otter Valley, Seaton & Colyford, Sidmouth**

# Agenda Item 10

## Local Government Act 1972 - List of Background Papers

Contact for enquiries: Lee Cranmer

Tel No: 0345 155 1004

Background Paper

Date

File Ref.

None

lc211118edh  
sc/hq/action under delegated powers  
3 hq 281118