

Phil Norrey  
Chief Executive

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

County Hall  
Topsham Road  
Exeter  
Devon  
EX2 4QD

(See below)

Your ref :  
Our ref :

Date : 7 November 2018  
Please ask for : Fiona Rutley 01392 382305

Email: [fiona.rutley@devon.gov.uk](mailto:fiona.rutley@devon.gov.uk)

## **TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE**

Thursday, 15th November, 2018

A meeting of the Teignbridge Highways and Traffic Orders Committee is to be held on the above date at 10.30 am at Committee Rooms, Teignbridge District Council to consider the following matters.

P NORREY  
Chief Executive

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

### **PART I - OPEN COMMITTEE**

- 1 Apologies for absence
- 2 Minutes (Pages 1 - 4)  
Minutes of the meeting held on 26 July 2018 attached.
- 3 Items Requiring Urgent Attention  
Items which in the opinion of the Chairman should be considered at the meeting as matters of urgency.

### **STANDING ITEMS**

- 4 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-7-petition-scheme/>).

### **MATTERS FOR DECISION**

- 5        Annual Local Waiting Restriction Programme (Pages 5 - 30)  
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/18/81) attached.  
*Electoral Divisions: All in Teignbridge*
- 6        A380 South Devon Highway: 50mph Speed Limit Boundary (minute 60) (Pages 31 - 36)  
(a) Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/18/82) attached.  
  
(b) Members will recall the meeting of 26<sup>th</sup> July 2018 (minute 60(b) refers) where the Committee RESOLVED: that the principle of installation of Average Speed Cameras on the South Devon Highway be approved and that the formal approval for funding of the proposal be sought from Cabinet. The Cabinet consequently considered this matter on 12 September 2018 (Minute \*224 refers) and RESOLVED: that the proposals for the installation of Average Speed Cameras on the A380 South Devon Highway, with associated changes in signing and any necessary amendments to the Traffic Regulation Order, be formally approved at an estimated cost of £285,000, with the capital costs to be met from the South Devon Highway capital scheme budget and the revenue costs from the highway revenue budget.  
  
Members are asked to note this update.  
  
*Electoral Divisions: Newton Abbot North, Newton Abbot South, Teignbridge South*
- 7        Teignmouth Traffic Management Review (Pages 37 - 40)  
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/18/83) attached.  
*Electoral Divisions: Teignmouth*

#### **MATTERS FOR INFORMATION**

- 8        Actions Taken Under Delegated Powers (Pages 41 - 42)  
Report of the Head of Highways, Capital Development and Waste (HIW/18/84) attached. In accordance with Minute \*3 of the Meeting of this Committee on 27 June 2003 this report details the actions taken in respect of Traffic Regulation Orders under Delegated Powers since the last meeting.  
*Electoral Divisions: Newton Abbot North*
- 9        Calendar of Meetings  
All meetings to be held at Forde House, Newton Abbot at 1030am:-  
  
Thursday 28 February 2019  
Thursday 4 July 2019  
Thursday 14 November 2019  
Thursday 5 March 2020.  
  
Please use link below for County Council Calendar of Meetings;  
<http://democracy.devon.gov.uk/mgCalendarMonthView.aspx?GL=1&bcr=1>

#### **PART II - ITEMS WHICH MAY BE TAKEN IN THE ABSENCE OF THE PRESS AND PUBLIC**

**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 Fiona Rutley on 01392 382305.*

## **Membership**

### County Councillors

Councillors S Barker, J Brook (Chair), J Clatworthy, A Connett, A Dewhirst, G Gribble, G Hook, J Hook, R Peart and S Russell

### Teignbridge District Council

Councillors S Cook, M Haines, R Prowse

### Devon Association of Local Councils

Councillor R Winsor (Observer)

## **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 Fiona Rutley on 01392 382305. 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 Fiona Rutley on 01392 382305.

## **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

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Induction loop system available



## TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

26 July 2018

Present:-

Devon County Council:-

Councillors S Barker, J Hook, J Brook (Chair), J Clatworthy, A Dewhurst, G Gribble, G Hook, R Peart and S Russell

Other Representatives

Councillor S Cook, Councillor M Haines, Councillor R Prowse: Teignbridge District Council  
Councillor Reg Winsor: Devon Association of Local Councils

Apologies:-

Councillor A Connett

\* **55**      **Election of Chair**

**RESOLVED** that Councillor Brook be elected for the ensuing year.

\* **56**      **Election of Vice-Chair**

**RESOLVED** that Councillor Russell be elected Vice-Chair for the ensuing year.

\* **57**      **Minutes**

**RESOLVED** that the minutes of the meeting held on 2 November 2017 be signed as a correct record.

\* **58**      **Petitions/Parking Policy Reviews**

There was no petition received from a Member of the public or the Council.

\* **59**      **Annual Local Waiting Restriction Programme**

The Committee received the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/18/56) on the Annual Local Waiting Restriction Programme for the Teignbridge HATOC area for the funding and delivery of waiting restrictions schemes for 2018/19 (mainly to include amendments to Yellow Lines, Limited Waiting and minor aids to movement improvements) requested by communities or local Highway Officers, identified in Appendices I and II of the Report. These schemes would have the detail agreed and then advertised to consider any objections/representations to be received.

**RESOLVED**

(a) that work on the annual waiting restrictions programme process for 2018/19 be noted;

(b) that the recommendations and proposals contained in Appendix I and II of the Report (HIW/18/56) be agreed and advertised, subject to consultation with local County Councillors and the Chair of HATOC on the details (including the following as discussed at the meeting):-  
-Coffinswell Lane, Kingskerswell (2 proposals);  
-Littlefield, Bishopsteignton;

# Agenda Item 2

(c) that the Chief Officer for Highways, Infrastructure Development and Waste respond direct to Local County Councillors regarding their queries raised at:-  
-Jordan Street, Buckfastleigh (to be included in (b) if details were received by the deadline);  
-Thorns Cross, Bovey Tracey (work not completed).

60

## **A380 South Devon Highway**

### **\*(a) Safety Audit Update**

The Chief Officer for Highways, Infrastructure Development and Waste summarised a road safety audit Report, published at the end of June 2018. This raised issues relating to:- general speed compliance; review of signing around southbound approach to the Penn Inn; speeding along the Edginswell - Torbay stretch. Proposed Average Speed Cameras would also help improve these concerns (see minute 60(b) below).

**RESOLVED** that the road safety audit Report be circulated to HATOC members and be considered further at the next meeting.

### **(b) Average Speed Cameras**

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/18/57) following the opening of the road in December 2015 and welcomed the proposals to install Average Speed Cameras as supported by Devon and Cornwall Police. Devon and Cornwall Safety Camera Partnership and the Police had commented that enforcement would be beneficial in reducing the traffic speeds on this dual carriageway. Alternative options had been considered but not recommended. Installing Average Speed Cameras was considered to be the most efficient way of enforcing the 50mph speed limit, to increase safety and improve the local area by decreasing air and noise pollution.

The estimated cost was £285,000 (expected camera life 10-15 years), with annual maintenance of £4,000.

Although there was a significant cost to install the cameras and a yearly maintenance cost, it was considered that that benefits gained offset the cost.

### **RESOLVED**

(i) that the principle of the installation of Average Speed Cameras on the South Devon Highway be approved;

(ii) that formal approval for funding of the proposal be sought from Cabinet.

\* 61

## **Highweek Area, Newton Abbot - Changes to Experimental Traffic Regulation Order (ETRO)**

(Councillors Bullivant and Hocking, Teignbridge District Council attended and spoke with the consent of the Committee in support of this item, excepting reverting Pitt Hill back to two-way traffic).

The Committee considered the Report of the Head of Planning, Transportation and Environment (PTE/18/38), reviewing the experimental restrictions introduced in Highweek in November 2017 (still active) following traffic counts and responses received. Any change was an interim measure to try to alleviate both residents' and local councillor concerns, in advance of longer term major scheme solutions.

Whilst there was agreement with most of the Report proposals, there was no easy solution to Highweek traffic and there were reasons both for and against Pitt Hill traffic being one way or

reverting back to two way traffic. The local County Councillor supported the Report, including reverting Pitt Hill back to two-way traffic.

Any proposed modifications would be monitored during the final 6 months of the ETRO (to May 2019).

**RESOLVED:**

- (a) that the responses to the Experimental Traffic Regulation Order be noted;
- (b) that the experimental one-way restriction on Pitt Hill be suspended and the road revert back to two-way traffic;
- (c) that the prohibition on Ringslade Road be relocated to its junction with Highweek Village;
- (d) that the closure of Whitehill Road be maintained.

\* 62

**Calendar of Meetings**

**RESOLVED** that the next meeting scheduled for 11 October 2018, be changed to:-

Thursday 15 November 2018 at 10.30am.

*(meeting on 28 February 2019 remains unchanged)*

All meetings to be held at Teignbridge District Council, Forde House, Newton Abbot.

Please use link below for County Council Calendar of Meetings;

<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 11.50 am

## Agenda Item 2

HIW/18/81

Teignbridge Highways and Traffic Orders Committee  
15 November 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; and***
- (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 Teignbridge HATOC Annual Waiting Restriction Review for 2018 were presented to this Committee on 26 July 2018.

### **2. Proposal**

Agreed proposals have since been advertised with significant objections and comments having been received to 14 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 5

## **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 Teignbridge 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 Teignbridge 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 Teignbridge District and therefore comply with S 122 of the Road Traffic Regulation Act 1984.

Meg Booth  
Chief Officer for Highways, Infrastructure Development and Waste

**Electoral Divisions: All in the Teignbridge District area**

Local Government Act 1972: List of Background Papers

Contact for enquiries: Mike Jones

Room No: ABG Lucombe House

Tel No: 0132 383000

Background Paper	Date	File Ref.
None		

mj191018tnh  
sc/cr/Annual Local Waiting Restriction Programme  
02 061118

# Agenda Item 5

Appendix I  
To HIW/18/81

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

Comment	Devon County Council Response
<b>Plan ENV5671- 009 Reynell Road &amp; Westward Road, Ogwell</b> <b>1 respondent – Resident of Westward Road</b>	
<b>Objection</b> 1 respondent objects to the proposals on the grounds that: <ul style="list-style-type: none"> <li>The proposals do not extend far enough as discussed with Local Member. They are a joke!</li> <li>Proposals will not stop the accidents or stop the speeding cars.</li> <li>Four accidents down the hill and it is pure luck that no one has been killed.</li> </ul> <b>Suggestion</b> <ul style="list-style-type: none"> <li>Extent of yellow lines need to go from where they stop all the way around the bend.</li> </ul>	<b>Reason for Proposal</b> Extend existing and implement new lengths of No Waiting at any Time to improve visibility at junctions.  <b>Officer comments</b> Reynell Road is a residential distributor road and the implementation of excessive waiting restrictions can lead to an increase in vehicle speeds.  No recorded injury collisions associated from parked vehicles in area of proposals.
<b>Recommendation – Implement proposals as advertised.</b>	

Comment	Devon County Council Response
<b>Plan ENV5671 – 012 Le Molay Littry Way &amp; De Tracey Park, Bovey Tracey</b> <b>1 respondent – Resident of De Tracey Park</b>	
<b>Supports</b> 1 respondent supports the proposals as it will improve safety and visibility at the junction.  <b>Suggestion</b> <ul style="list-style-type: none"> <li>Desirable to see the no waiting restrictions extended further north along De Tracey Park.</li> <li>The large shrub growing at the end of the wall on the western corner needs cutting back or removed to improve visibility.</li> </ul>	<b>Reason for Proposal</b> New lengths of No Waiting at Any Time to improve visibility when exiting junction.  <b>Officer Comments</b> The proposed restrictions are to provide suitable protection for visibility at the junction.  Concerns regarding the large shrub have been passed to the local Neighbourhood Highway Officers.
<b>Recommendation – Implement proposals as advertised.</b>	

Comment	Devon County Council Response
<b>Plan ENV5671-020 Warren Road, Cockwood</b> <b>1 respondent – Resident of Sherwells Close</b>	
<b>Objection</b> 1 respondent objects to the proposals on the grounds that: <ul style="list-style-type: none"> <li>No previous traffic issue, unsure why proposals are needed unless owner of Greystone Cottages does not want vehicles parking close to property.</li> <li>Parking for Cockwood primary School is at a premium and proposals will take away safe parking area for parents.</li> <li>Parents will have to park further away from school.</li> </ul>	<b>Reason for Proposal</b> New lengths of No Waiting at Any Time to prevent obstructive parking.  <b>Officer comments</b> Proposals will prevent motorists from parking opposite junction and encourage parents to cross away from the junction.
<b>Recommendation – Implement proposals as advertised.</b>	



Devon County Council Response	
Comment	
<b>Plan ENV5671-021 East Cliff Road, Dawlish</b> <b>3 respondents – Residents of East Cliff Road</b>	
<b>Supports</b> 3 respondents support the proposals to allow for safe exiting out of drive ways, however  <b>Suggestions</b> <ul style="list-style-type: none"> <li>2 respondents commented the restrictions need to be extended further up the hill past Outlook Court as view is restricted by large white vans parking along this section of road.</li> <li>1 respondent commented that the restrictions need to be extended southwards (to the right) to the entrance of Highfield Cottage as large vans obscure the view coming up the hill.</li> </ul>	<b>Reason for Proposal</b> New length of No Waiting at Any Time to prevent obstructive parking for access into flats.  <b>Officer comments</b> Support noted.  Proposals are to provide protection for the access points and full height kerbs between the access points on a minor collector residential road.
<b>Recommendation –</b> Implement proposals as advertised.	

Devon County Council Response	
Comment	
<b>Plan ENV5671-022 Shutterton Lane, Dawlish Warren</b> <b>3 respondents– Resident of Sherwells Close and Support Manager for residents of Shutterton Lane</b>	
<b>Objection</b> 1 respondent objects to the proposals on the grounds that: <ul style="list-style-type: none"> <li>The proposal is unnecessary and heavy handed and discriminatory.</li> <li>Cars on occasion park in an obtrusive manner but are not parked dangerously, not affecting anyone's parking or affecting the flow of traffic.</li> <li>Some cars belong to carers and district nurses who visit residents at Shutterton Lane who need domiciliary care.</li> <li>No harm is being caused by the occasional parking on Shutterton Lane.</li> </ul> <b>Supports</b> 2 respondent supports the proposals on safety grounds for local residents, other road users and pedestrians but extent does not go far enough.  <b>Suggestions</b> <ul style="list-style-type: none"> <li>1 respondent commented on the northern side the lines should be extended to the entrance of property 'Briarhill' on the northern side.</li> <li>1 respondent commented on the southern side the lines should be extend to five metres past the entrance of property 'Kairaki'.</li> <li>1 respondent commented that the lines should be installed on the north and south sides adjacent to and opposite occupancy driveways as driveways have been blocked and emergency vehicle access has been restricted.</li> <li>2 respondents commented that the extension of the proposals will prevent parking on both sides, allowing through traffic entering and leaving the lane to have a clear view of the junction, the cyclists and runners.</li> <li>1 respondent commented in addition would like traffic calming and a reduced speed limit to 20mph to stop the 'speedy' short cut from Exeter Road.</li> </ul>	<b>Reason for Proposal</b> Extend No Waiting at Any Time to prevent inappropriate and obstructive parking.  <b>Officer comments</b> The extent of the proposals seek to provide a compromise between providing junction protection and not implementing excessive restrictions on a residential road.  Any matters associated with obstructive parking should be referred to Devon & Cornwall Constabulary.  The Highways and Traffic Order Waiting Restriction programme is not used to implement speed restrictions.
<b>Recommendation –</b> Implement proposals as advertised.	

# Agenda Item 5

Comment	Devon County Council Response
<b>Plan ENV5671 – 023 Exminster Hill, Exminster</b> <b>2 respondents – Resident of Exminster Hill &amp; Exminster Town Council</b>	
<p><b>Supports</b> 1 respondent supports the proposals relating to the parish.</p> <ul style="list-style-type: none"> <li>1 respondent commented that the proposed parking restrictions will fall in line with promoting better observations through the junction.</li> <li>1 respondent commented that their residence is on the junction and that their wall has been hit &amp; repaired many times over the years by long vehicles trying to manoeuvre within the junction.</li> <li>1 respondent commented from observations a parked vehicle on the corner by the brown sign/water hydrant actually prevents our property from collisions, as they have to go deeper into junction to turn properly.</li> <li>1 respondent commented that the corner has eroded away over the years from vehicles cutting/turning in too soon and utility vehicles using the verge as a storage area.</li> <li>1 respondent commented that drivers are turning into Exminster Hill too early and do not realise the corner is less than 90 degrees and are not lined up properly for the narrow road and having to stop suddenly for oncoming traffic.</li> </ul> <p><b>Suggestion</b></p> <ul style="list-style-type: none"> <li>1 respondent commented that the corner needs to be ‘beefed up’ in order to make any driver work and show to negotiate it better.</li> </ul>	<p><b>Reason for Proposal</b> New length of No Waiting at Any Time to prevent inappropriate and obstructive parking at junction.</p> <p><b>Officer Comments</b> The proposals will ensure that vehicles have suitable space to manoeuvre within the junction and protect visibility splays.</p>
<b>Recommendation – Implement proposals as advertised.</b>	

Comment	Devon County Council Response
<b>Plan ENV5671 – 024 to ENV5761-025 Main Road and Matford Mews</b> <b>1 respondent –Exminster Town Council</b>	
<p><b>Supports</b> Supports all the proposals relating to their Parish.</p>	<p><b>Reason for Proposal</b> New lengths of No Waiting at Any Time to prevent inappropriate and obstructive parking at junctions and pinch points and improve visibility.</p> <p><b>Officer Comments</b> Support noted.</p>
<b>Recommendation – Implement proposals as advertised.</b>	

Devon County Council Response	
Comment	
<b>Plan ENV5671-026 Milbury Lane, Exminster</b> <b>4 respondents – 2 Residents of Milbury Lane &amp; Exminster Town Council</b>	
<b>Comments</b> 1 respondent indicates that: <ul style="list-style-type: none"> <li>• current parking arrangements offer a natural form of traffic calming.</li> <li>• Increasing double yellow lines will cause unforeseen issue with displacement in village.</li> </ul> <b>Supports</b> 2 residents and Town Council support the proposal. <ul style="list-style-type: none"> <li>• 1 respondent commented whether the proposals will push the problem further down the lane. The proposals will solve one problem but will cause another in a different part of the lane.</li> <li>• 1 respondent wanted it demonstrated that the suggested gap in the yellow lines would not obstruct access to their driveway.</li> </ul>	<b>Reason for Proposal</b> New lengths of No Waiting at Any Time to prevent inappropriate parking at pinch points.  <b>Officer comments</b> Support noted.  There will be displacement of vehicles in the village and the onus is on the motorist to ensure that they park in a safe and legal manner.
<b>Recommendation</b> - Implement proposals as advertised and monitor the impact.	

Devon County Council Response	
Comment	
<b>Plan ENV5671-033 Berry Hill &amp; Clanage Street, Bishopsteignton</b> <b>1 respondent – Resident of Clanage Street</b>	
<b>Objection</b> 1 respondent objects to the proposals on the grounds that: <ul style="list-style-type: none"> <li>• Parking in Bishopsteignton is already difficult and reducing it further will not help the situation.</li> <li>• Working unsociable shifts and having a disability, they rely on the on-road parking at Berry Hill as do not have a garage or driveway.</li> </ul>	<b>Reason for Proposal</b> Extend No Waiting at Any Time to prevent inappropriate and obstructive parking.  <b>Officer comments</b> The fundamental purpose of the public highway is to allow vehicles to pass and repass, and these proposals are to emphasis areas where inappropriate parking can cause obstructions.
<b>Recommendation</b> – Implement proposals as advertised.	

# Agenda Item 5

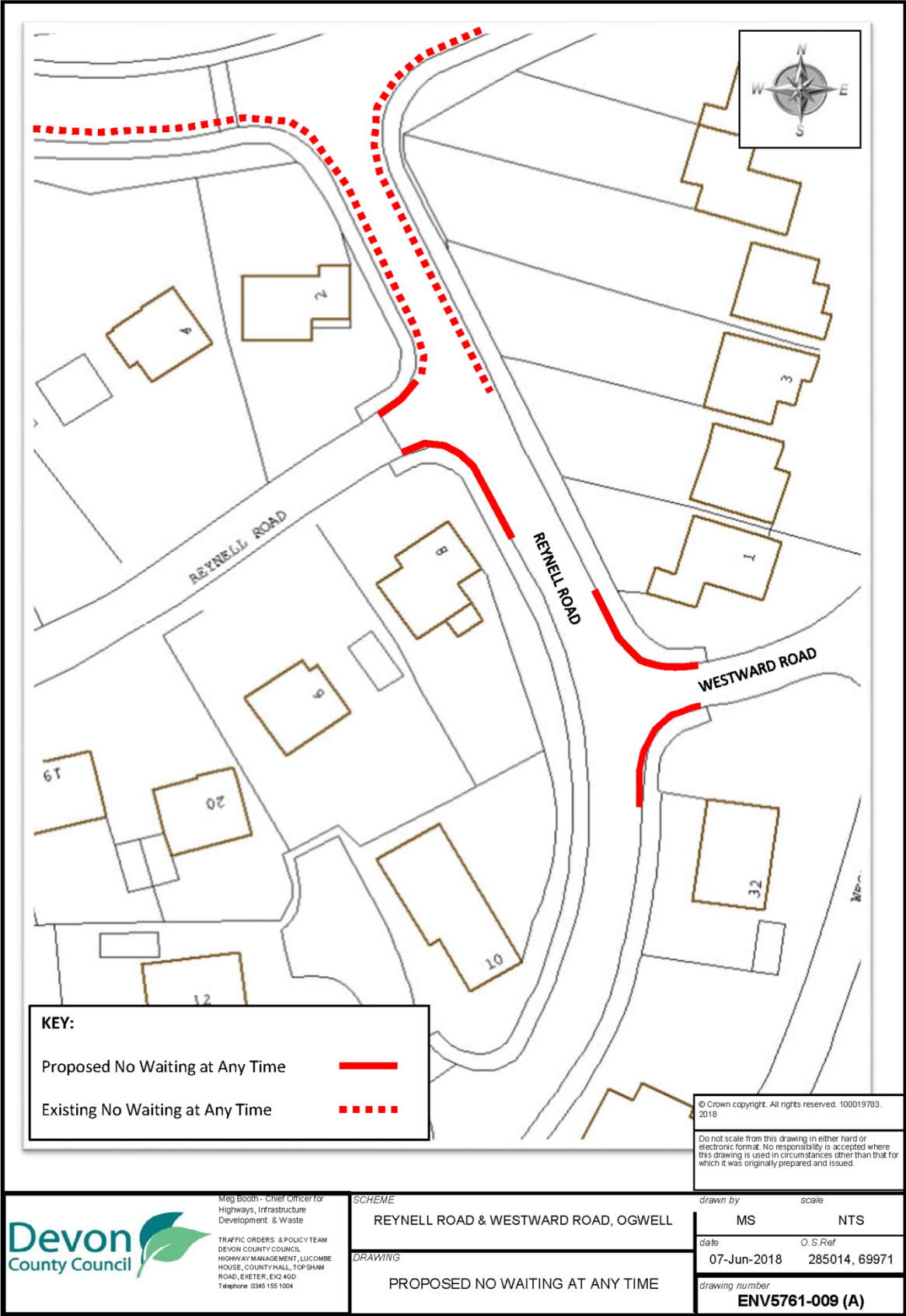
Comment	Devon County Council Response
<b>Plan ENV5671-034 Fore Street, Bishopsteignton</b> <b>2 respondents – Residents of Fore Street</b>	
<p><b>Objection</b>  2 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> <li>• 1 respondent commented the Post Office has very few deliveries and cannot see why a change is necessary.</li> <li>• 1 respondent commented Post Office is not open on Saturday and no reason to restrict parking at this time.</li> <li>• 1 respondent commented that parking is already severely restricted in the old village centre.</li> <li>• 1 respondent commented that proposals will affect residents not just in Fore Street but surrounding streets too forcing residents to park further way.</li> <li>• 1 respondent comments that the car parks in the middle of the village are always full.</li> <li>• 1 respondent commented that the local business owners at Post Office and shop have said proposals are unnecessary.</li> <li>• 1 respondent comments that the parking outside his house is taken by inhabitants of surrounding streets.</li> </ul> <p><b>Suggestions</b></p> <ul style="list-style-type: none"> <li>• One space is adequate for requirements of the loading bay. The loading bay does not need to extend for half of the bay.</li> <li>• 1 respondent commented to consider allocating the loading bay opposite the Post Office with parking on either side as the road is no narrower here than other stretches along the road.</li> <li>• 1 respondent commented by removing the pavement that leads to nowhere will create additional parking spaces.</li> <li>• 1 respondent commented that the existing bay outside the shop would benefit from having lines to create individual bays to make it four bays to stop inconsiderate parking.</li> </ul>	<p><b>Reason for Proposal</b>  Loading bay and amendment of limited waiting times to improve on-street parking for residents at weekends and provide loading facility.</p> <p><b>Officer comments</b>  The proposal provides additional on street capacity by providing unrestricted parking on a Sunday.</p> <p>Comments regarding opening hours of Post Office noted.</p> <p>There are no proposals to remove footways in the village to provide additional parking capacity.</p> <p>Fore Street is Highway Maintained at Public Expense and if a vehicle is legally parked and not causing an obstruction then there are no restrictions on where it can be parked.</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 Chair.</p>	

Comment	Devon County Council Response
<b>Plan ENV5671-036 Littlefield, Bishopsteignton</b> <b>2 respondents – Residents of Littlefield</b>	
<p><b>Objection</b>  1 respondent objects to the proposals on the grounds that:</p> <ul style="list-style-type: none"> <li>• Vehicles are pushed up Littlefield which severely narrows the road for larger vehicles including waste collection and delivery lorries.</li> <li>• Transferring the problem further up Littlefield would restrict access to our property. Our garden borders the road (garden is hedged and terraced) and is difficult to reach by stepladders when vehicles are parked on the pavement against our boundary walls and in front of the gateway.</li> </ul> <p><b>Support</b>  1 respondent supports the proposals but thinks they do not go far enough on the grounds that:</p> <ul style="list-style-type: none"> <li>• Dangerous to exit to the right from Littlefield as one is forced to turn into the oncoming traffic as cars are parked on the far carriageway opposite limiting visibility.</li> <li>• Large vehicles (refuse and delivery lorries) turning into Littlefield often reverse up the road as they cannot swing into the road from either direction.</li> <li>• Cars park on the pavement forcing pedestrians to walk in the road to pass the cars.</li> <li>• Fore Street is narrow outside West Town Meadows and larger vehicles mount the pavement to get pass the parked cars (some at great speed).</li> </ul> <p><b>Suggestion:</b></p> <ul style="list-style-type: none"> <li>• Requests that no parking or waiting is permitted opposite the end of Littlefield where it joins Fore Street.</li> </ul>	<p><b>Reason for Proposal</b>  No Waiting at Any Time to prevent inappropriate parking.</p> <p><b>Officer comments</b>  The proposed restriction is to provide protection at the junction of Littlefield and Forder Lane to allow vehicles to manoeuvre. The omission of restrictions further along Littlefield does not remove the responsibility of motorists to park in safe and legal manner.</p>
<b>Recommendation – Implement proposals as advertised.</b>	

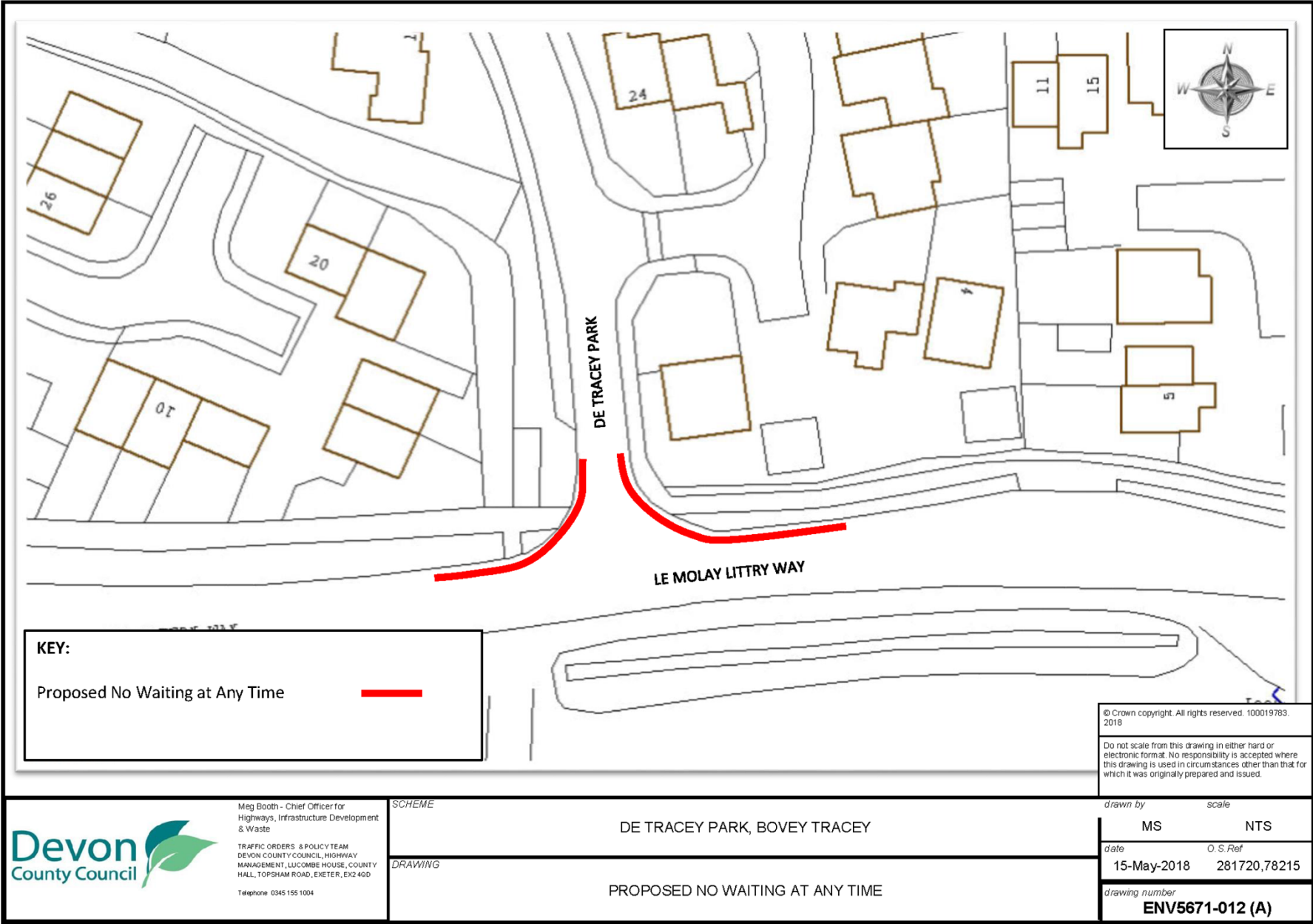
# Agenda Item 5

Comment	Devon County Council Response
<b>Plan ENV5671-041 Hamilton Drive &amp; Nelson Place, Newton Abbot</b> <b>3 respondents – Residents of Hamilton Drive (1 submission includes 52 signatures)</b>	
<p><b>Objection</b></p> <p>3 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> <li>• Keeping on adding double yellow lines without providing sufficient car parking will move the issue around the estate.</li> <li>• Number of houses have more than 2 cars in household and utilise the on-road parking.</li> <li>• If people are sensible, there is no reason why cars cannot be parked at these locations safely and without causing an obstruction.</li> <li>• 1 respondent commented that the proposals will not resolve the issue of not enough free or reasonably priced parking at this end of town for employees &amp; visitors to the local hospital and the local industrial units around Jetty Marsh Road.</li> <li>• 1 respondent commented that people also park here to utilise the cycle path in the local area.</li> <li>• 2 respondents commented that although the parking spaces are not a given, they fulfil the needs of those living on the estate and has no impact on the rest of the estate.</li> <li>• 1 respondent commented that the road is wide enough to accommodate parking down one side and is no different to many other streets within Newton Abbot.</li> <li>• 2 respondents commented that there have been no recorded incidences involving vehicles or pedestrians at this location since the estate was built.</li> <li>• 1 respondent commented that removal of parking will increase the speeds at that location</li> </ul> <p><b>Suggestions</b></p> <ul style="list-style-type: none"> <li>• 1 respondent commented that there are pieces of land in the area that would make excellent car parks.</li> <li>• 1 respondent urged the Council to invest in sufficient affordable parking to overcome this issue.</li> <li>• 1 respondent commented that education and control is a better way forward than removal of parking – perhaps limit parking to one side of road.</li> <li>• 1 respondent suggested making Hamilton Drive one-way street. This would not affect access to estate and that the perceived risk around the parked cars would be eradicated.</li> <li>• 2 respondents commented that DCC would be best putting effort into the speeding issue on Jetty Marsh Road.</li> </ul>	<p><b>Reason for Proposal</b></p> <p>No Waiting at Any Time to prevent inappropriate parking and improve visibility</p> <p><b>Officer comments</b></p> <p>It is not the responsibility of the Highway Authority to provide car parks.</p> <p>It is noted that there have been no recorded collisions in Hamilton Drive and Nelson Place. Large one-way systems can lead to an increase in vehicle speeds</p> <p>Comments noted regarding parking pressures in area.</p>
<b>Recommendation – Not proceed with the proposed restrictions.</b>	

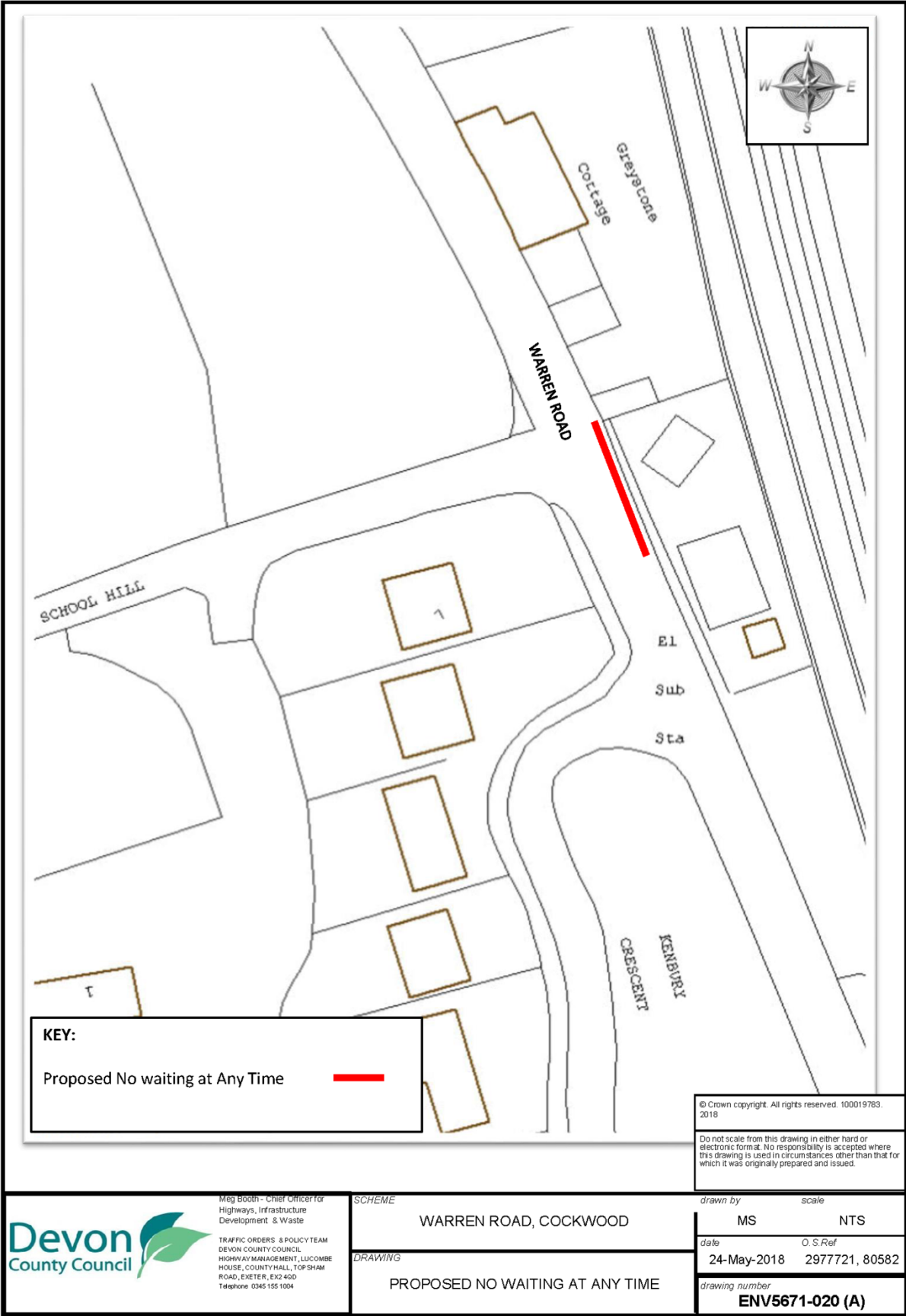
Comment		Devon County Council Response
Plan ENV5671-052 Stapleford Drive & New Road, Teignmouth 1 respondent – Resident of Stapleford Drive		
<b>Supports</b> 1 respondent supports the proposal.  1 respondent commented that all the residents appreciated the proposals to alleviate the inappropriate and obstructive vehicle parking by non Stapleford Drive Residents.	<b>Reason for Proposal</b> No Waiting at Any Time to prevent inappropriate and obstructive parking.  <b>Officer comments</b> Support noted.  With the alignment of the road it is not felt that additional restrictions required for visibility splays.	
<b>Suggestion</b> Residents request that the proposals are extended on both sides of Stapleford Drive to the dropped kerb by the gates to No.2 Stapleford Drive.		
<b>Recommendation</b> – Implement proposals as advertised.		

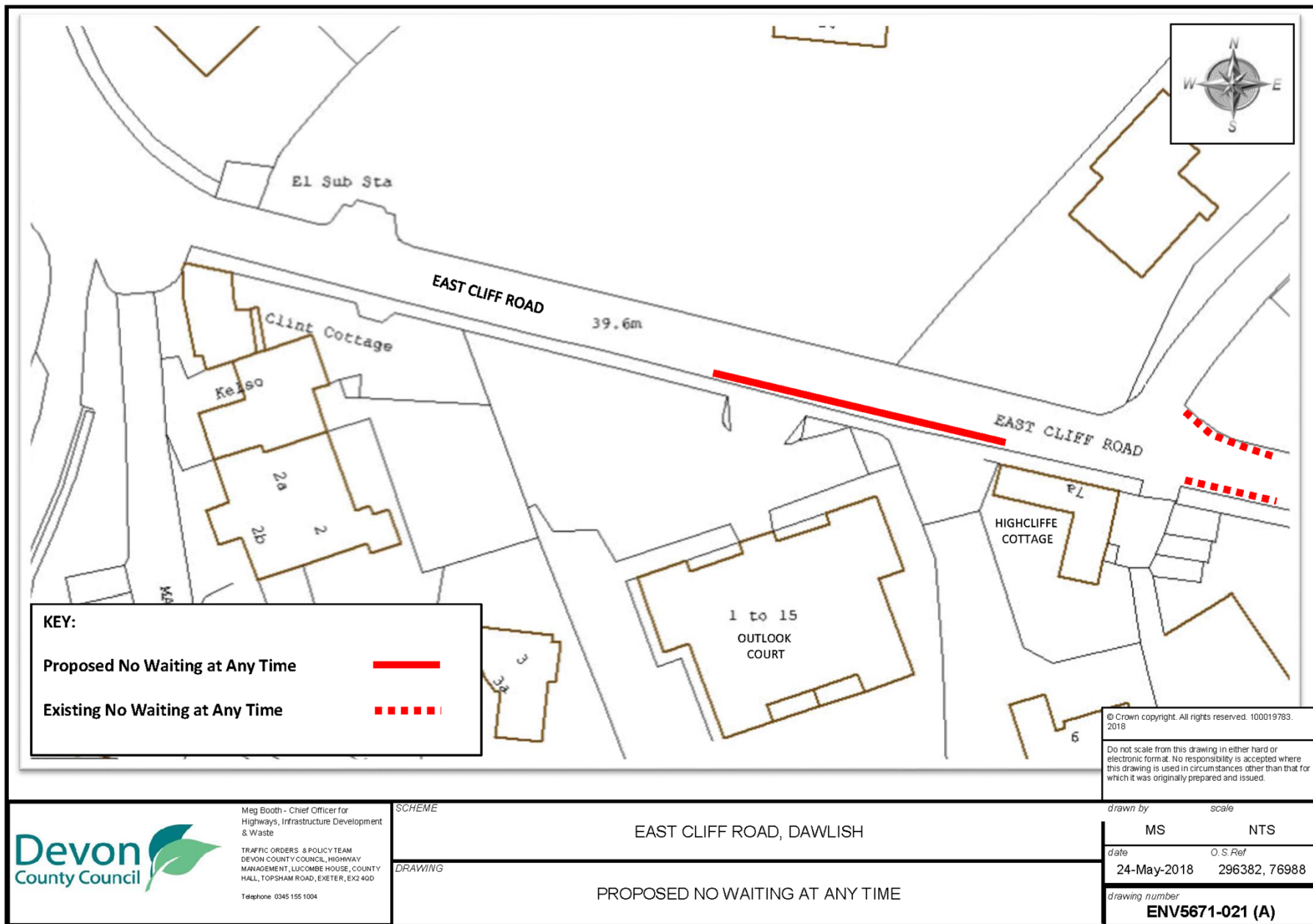


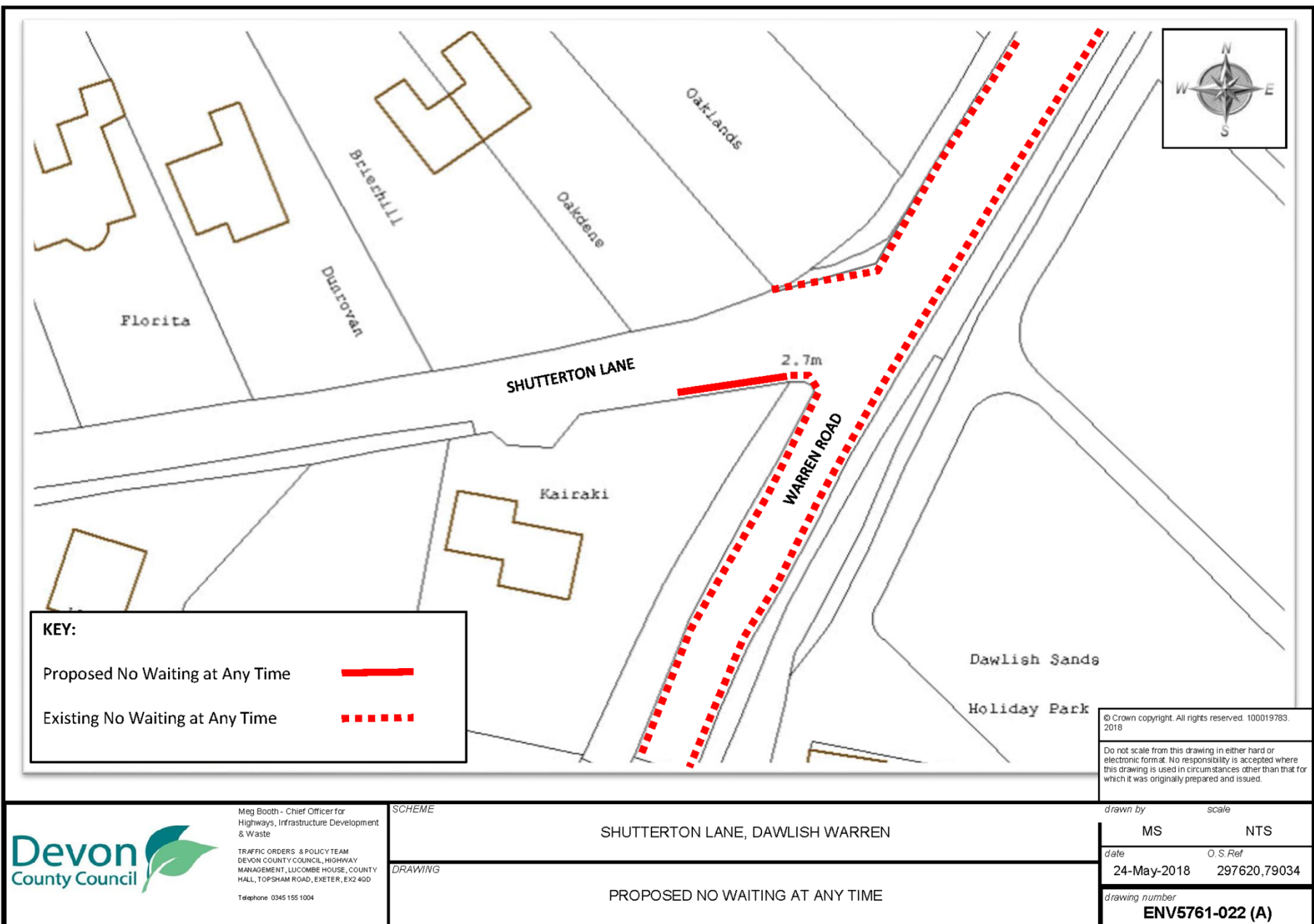


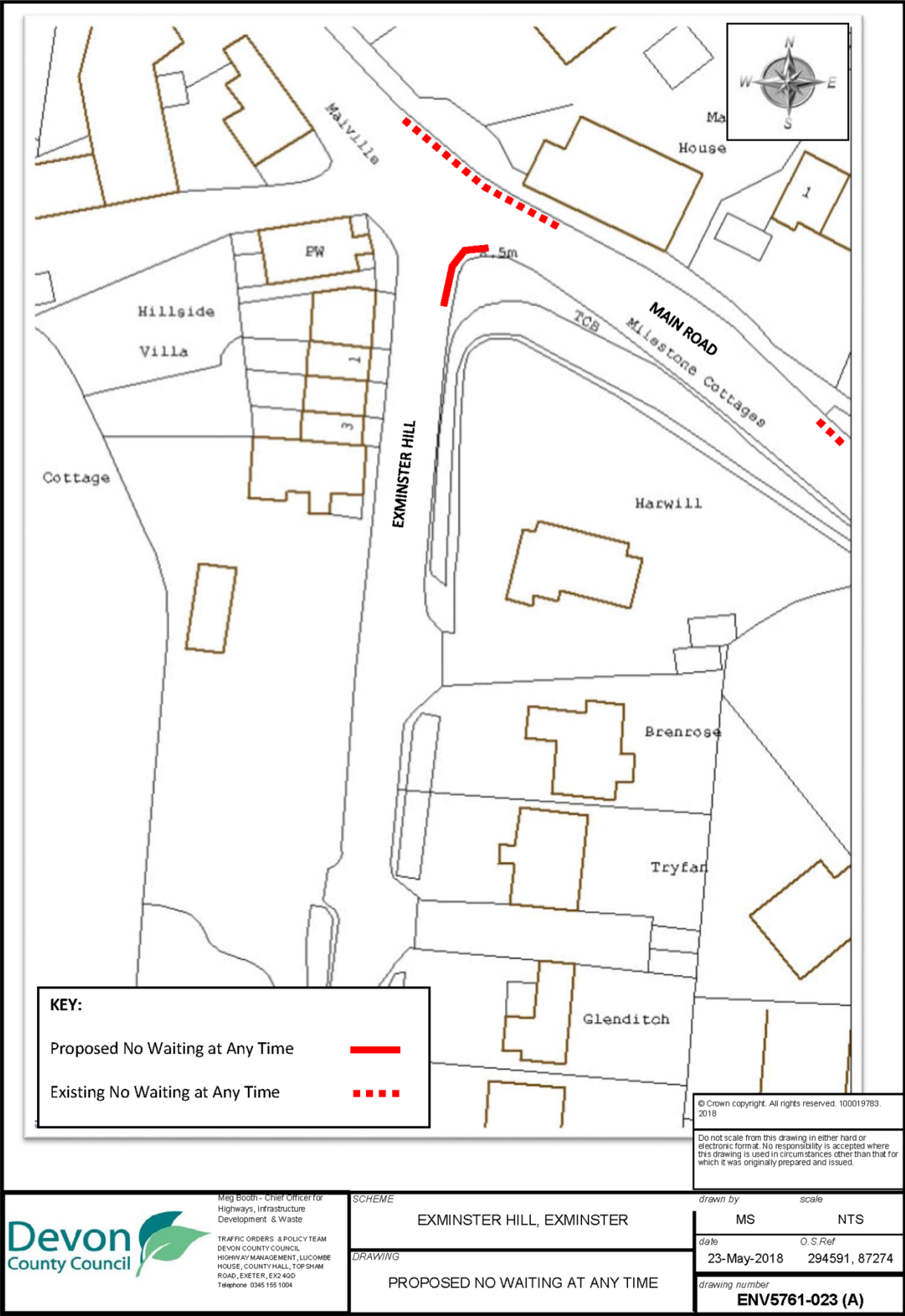


# Agenda Item 5



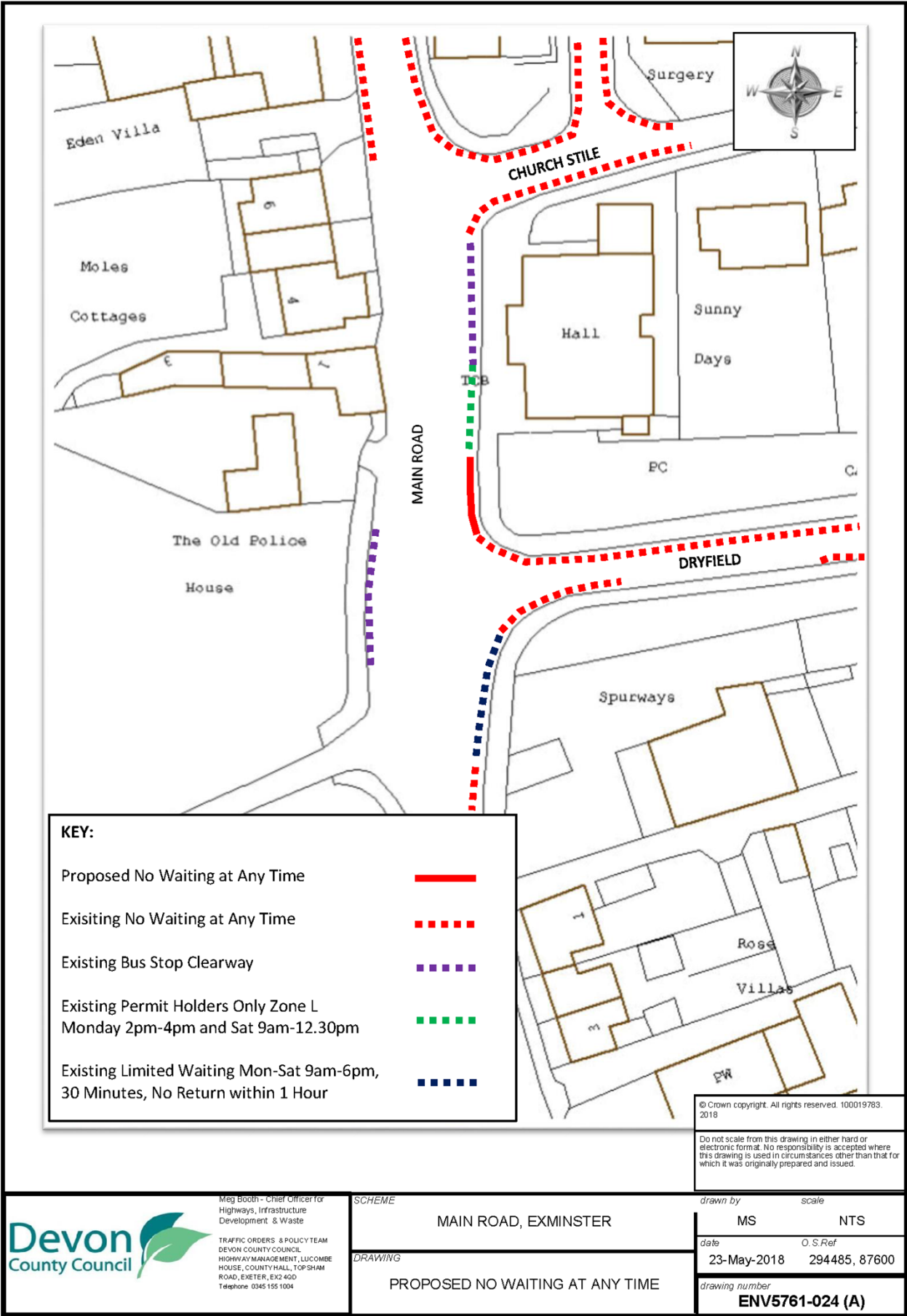


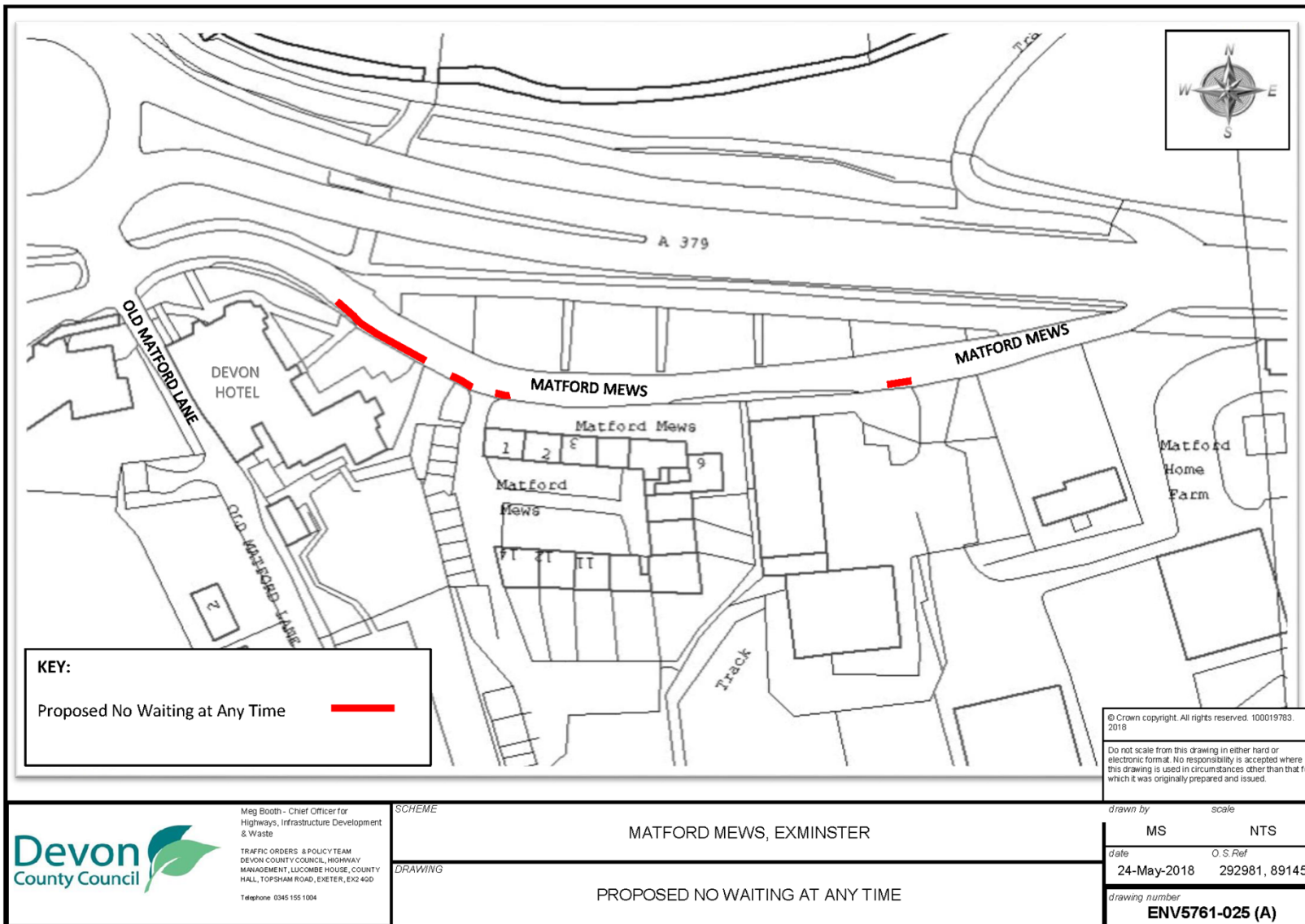




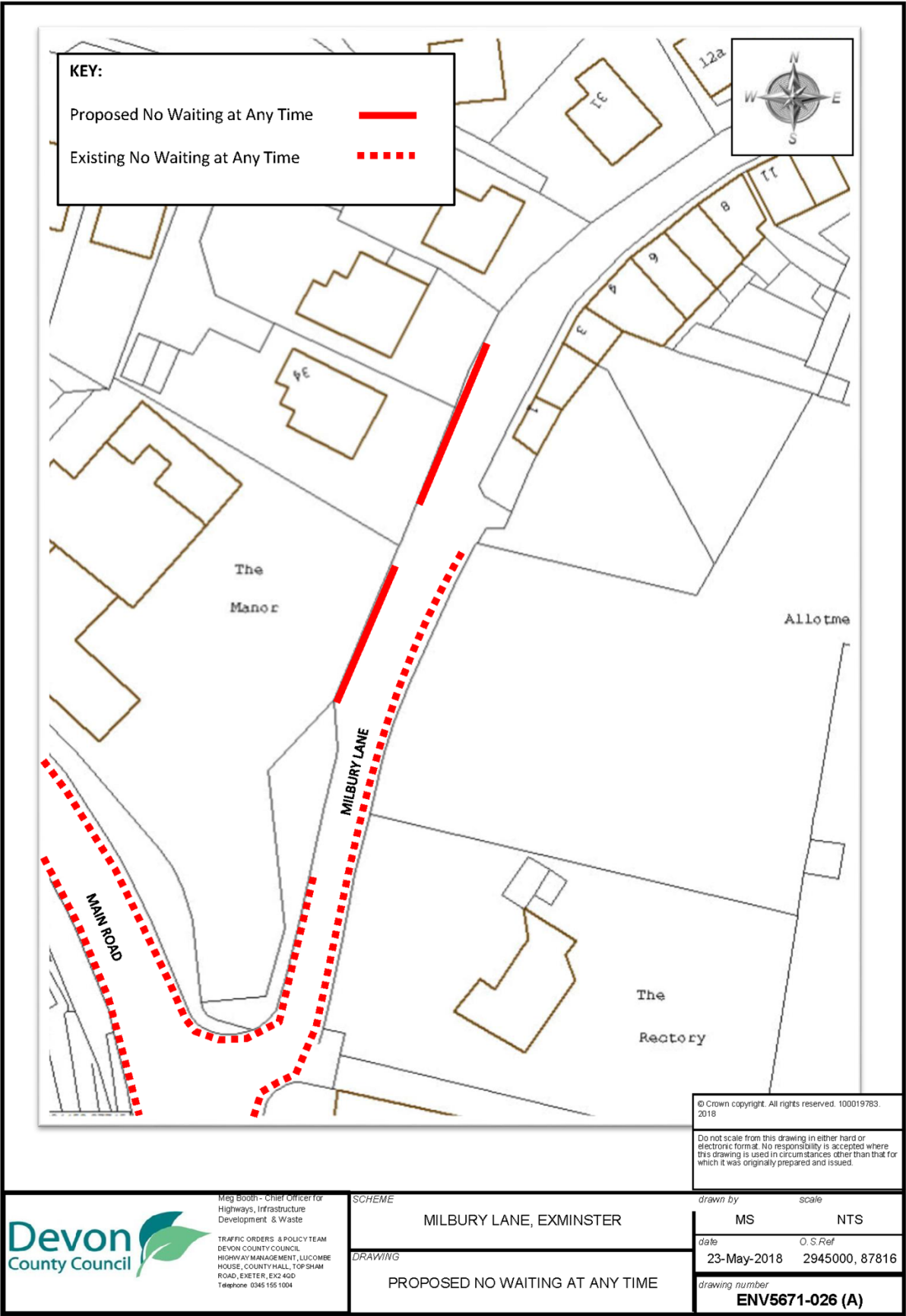


# Agenda Item 5

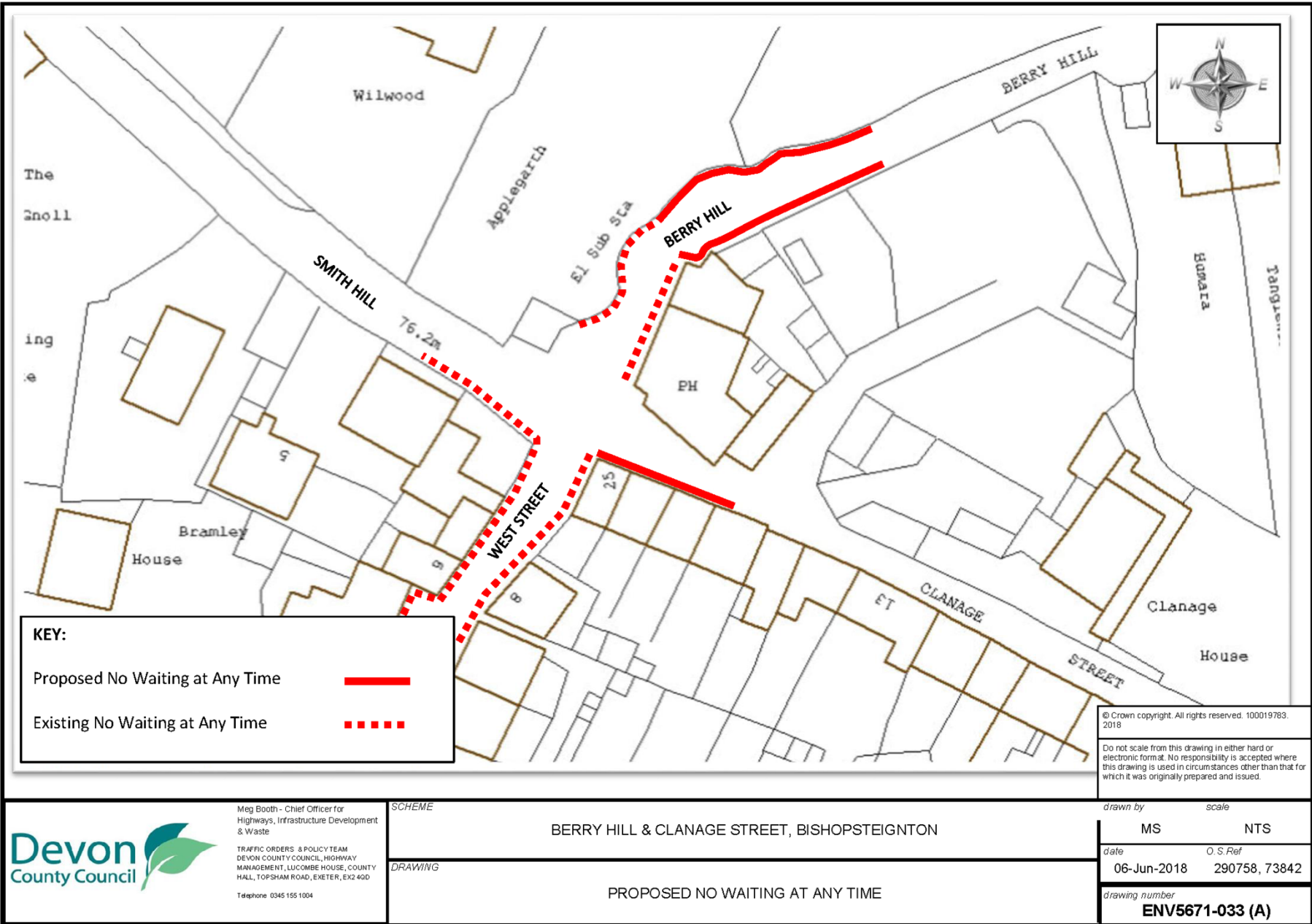


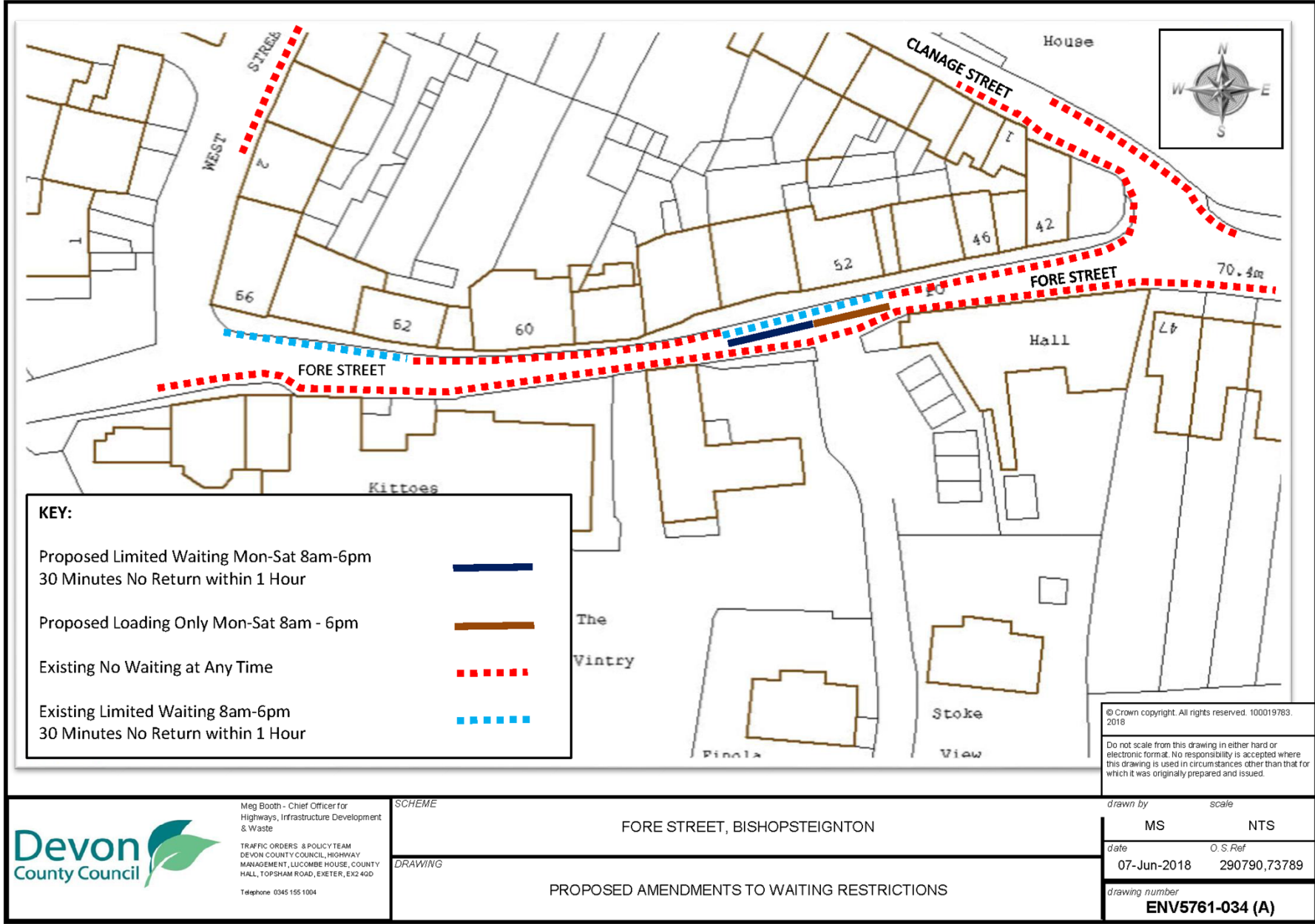


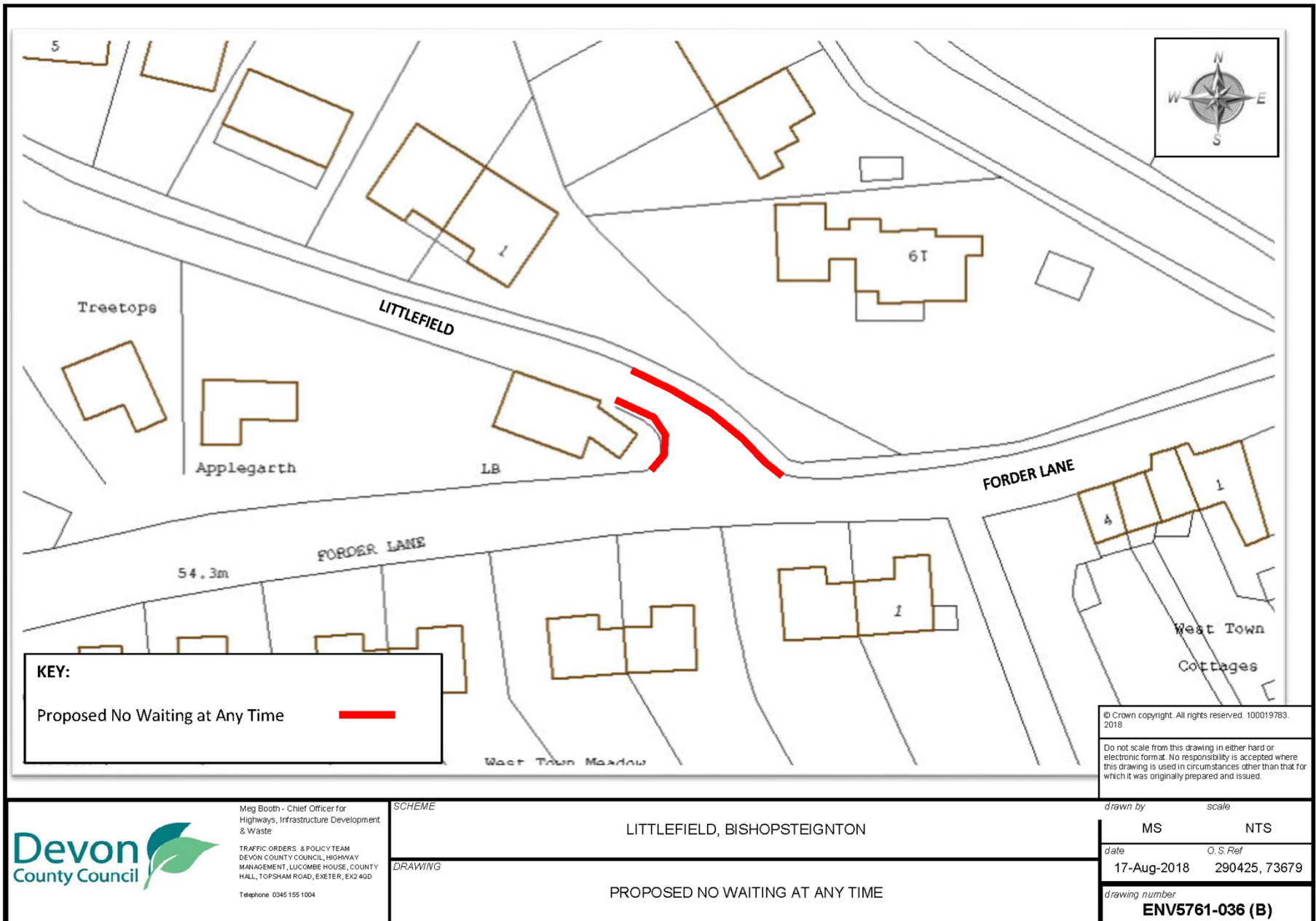
# Agenda Item 5

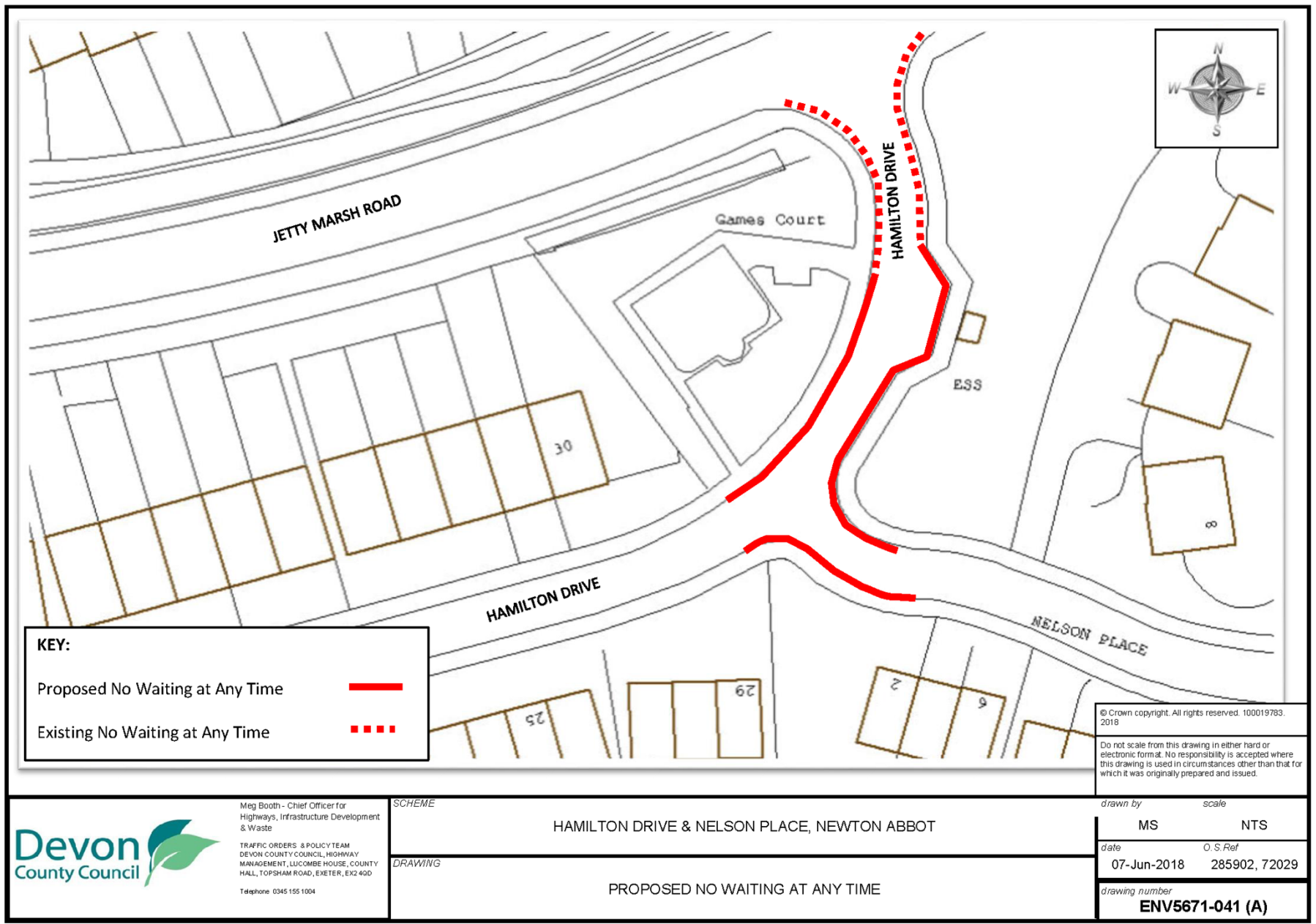




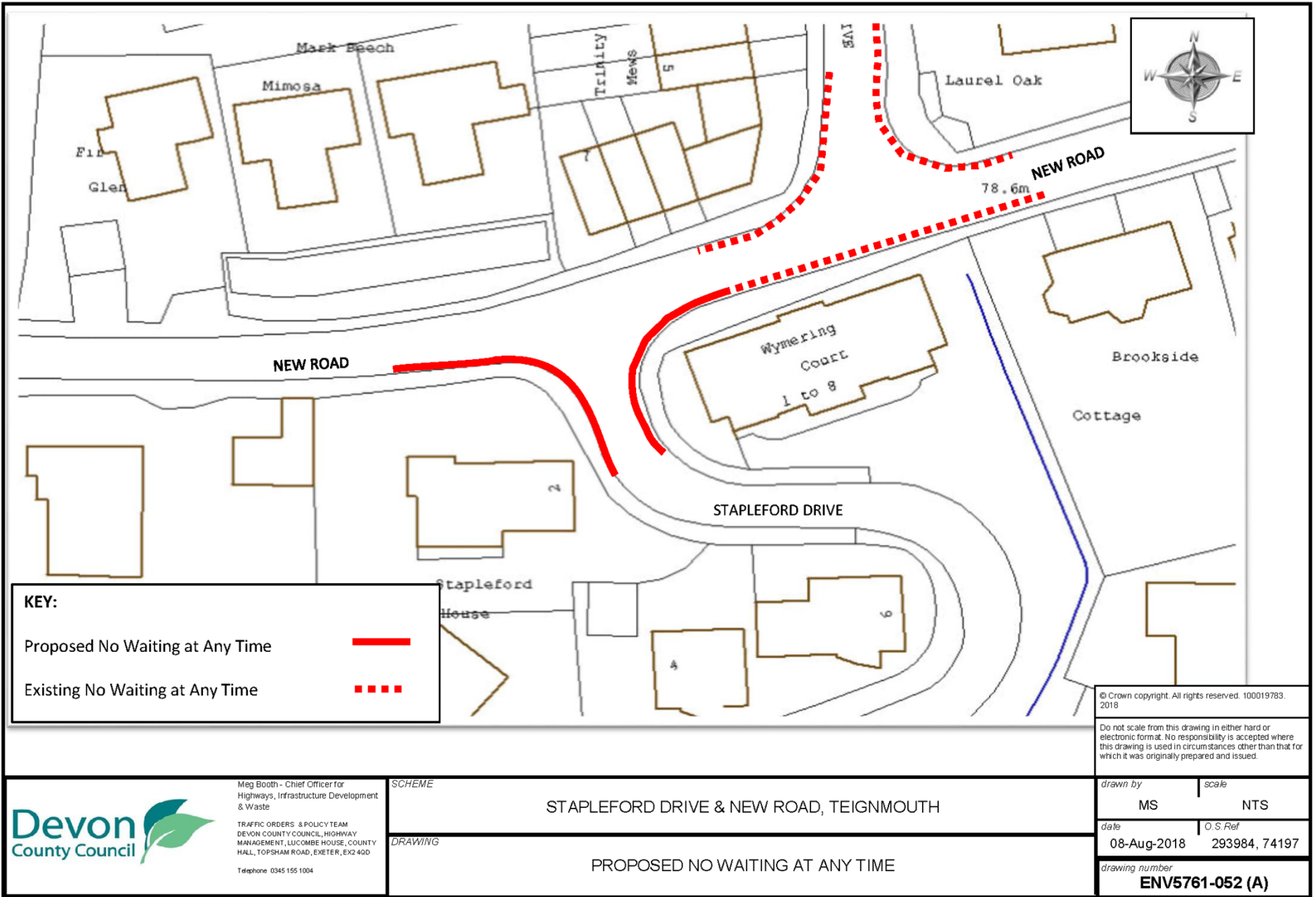














HIW/18/82

Teignbridge Highways and Traffic Orders Committee  
15 November 2018

## **A380 South Devon Highway: 50mph Speed Limit Boundary**

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

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

**Recommendations:** It is recommended that:

- (a) Approval is given to advertise the proposed Traffic Regulation Order;
- (b) if no objection is received, the Traffic Regulation Order as advertised, be made, sealed and implemented; and
- (c) if objections are received, the proposed Traffic Regulation Order is reviewed.

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

The South Devon Highway was opened to the public on 15 December 2015. It is a dual carriageway that was built to by-pass Kingskerswell and reduce journey times between Torbay and Newton Abbot/Exeter.

When the South Devon Highway was opened, a 50mph speed limit was introduced on the A380 between a point approximately 600 metres north of Penn Inn and a point approximately 400 metres north of Hamelin Way.

During the Stage 4 Road Safety Audit (RSA) for the South Devon Link Road, it was observed that drivers' speeds at the approach to Penn Inn are high. This reduces their manoeuvre time to move to the correct lane which increases the likelihood of there being a collision. The recommendation within the RSA is to extend the 50mph speed limit on Besigheim Way further north for traffic approaching Penn Inn.

This report outlines the proposal to move the 50mph speed limit boundary on the northern end of the South Devon Link Road in order to improve compliance with the existing speed limit and to facilitate the change of lane at the approach to Penn Inn junction.

### **2. Proposal**

To reduce traffic speeds and to reduce the likelihood of a collision on the South Devon Highway and on Besigheim Way (specifically on the southbound approach to the Penn Inn junction), it is proposed that the speed limit boundary is moved further north on Besigheim Way. This will increase the area in which motorists must drive at the 50mph speed limit and will allow motorists additional time to change lane when approaching the Penn Inn junction.

The proposal consists of moving the two 50mph speed limit terminal signs for the southbound traffic, which are currently located 610 metres north of the junction with Penn Inn, to 1110 metres north of the same junction. The proposed location for these signs are marked on the plan in Appendix I.

In addition to moving the speed limit boundary, it is necessary to install an additional speed limit repeater sign.

# Agenda Item 6

## 3. Consultations/Representations/Technical Data

In the Stage 4 Road Safety Audit, the audit team raised as problem 8.2:

*'Three of the six collisions on approach to the southbound Penn Inn diverge have either involved late decisions and sudden manoeuvres from the nearside lane to the offside leading to loss of control, or rear end shunts resulting from sudden braking downstream traffic and drivers not reacting to rapidly developing queues of traffic. Observations on site show tyre tracks from the Penn Inn diverge across the diverge nose onto the flyover and a demolished sign.*

*'The sharp braking and late manoeuvres of drivers from the nearside to offside lane indicate that approach speeds are likely to be high and drivers are not being given enough advance signing (that only the offside lane continues south to Torquay) to make manoeuvres safely. These late manoeuvres are manifesting into additional queueing traffic....*

*'...the 50mph terminal north of Penn Inn could be relocated further north to maximise drivers time manoeuvre to the correct lane prior to the diverge.'*

On 26 July 2018, the HATOC committee discussed the HATOC report No. HIW/18/57 which related to the introduction of average speed cameras on the South Devon Highway. The HATOC Committee resolved that the principle of installation of Average Speed Cameras on the South Devon Highway be approved and that the formal approval for funding of the proposal be sought from Cabinet.

During the Cabinet Meeting on 12 September 2018, the introduction of average speed cameras on the South Devon Highway was discussed, referring to the HATOC report No. HIW/18/57. The Cabinet Member for Highways Management commented that 'since the opening of the road, there had been local concern around speed and enforcement with speeding creating added risk to other highway users as well as unwanted noise for those who lived nearby'.

The Cabinet Members resolved that *'the proposals for the installation of Average Speed Cameras on the A380 South Devon Highway, with associated changes in signing and any necessary amendments to the Traffic Regulation Order, be formally approved at an estimated cost of £285,000, with the capital costs to be met from the South Devon Highway capital scheme budget and the revenue costs from the highway revenue budget'.*

This proposal to move the 50mph boundary will not affect the introduction of average speed cameras currently programmed to be installed in the winter of 2018/19. However, it should be noted that there will now be a section of the 50mph limit not covered by the cameras at the northern end of the road. This section will give drivers the opportunity to ensure they are at the correct speed after changing from the national speed limit to the 50mph speed limit.

## 4. Financial Considerations

The proposal is estimated to cost £8,000 which incorporates a 20% contingency. The funding will come from the capital allocation for the South Devon Link Road.



## **5. Environmental Impact Considerations**

The environmental issues associated with excessive speeds are:

- Increased road noise
- Reduction in air quality

It is likely that there will be a reduction in traffic speeds on this dual carriageway with this increased 50mph zone, which will decrease the road noise and improve the air quality.

## **6. Equality Considerations**

There are no negative equality impacts recognised. There is the positive effect of reducing health inequality by improving air quality in this area.

## **7. Legal Considerations**

The changes to the speed limit will require a statutory consultation in line with the legislation before a final decision can be made on whether to implement the proposal.

The enforcement of the traffic speeds is the responsibility of Devon and Cornwall Police. The signage and TRO are the responsibility of Devon County Council.

When making a Speed Limit 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**

There is a risk that there will be objections by motorists who do not approve of the 50mph speed limit on this section of the South Devon Link Road. Some members of the public believe that the current speed limit is conservative for the type of road and given the design, should have a higher speed limit. This could lead to a higher number of infractions and complaints when the speed limit boundary is moved.

## **9. Public Health Impact**

This proposal was a recommendation from the Stage 4 Road Safety Audit for the South Devon Link Road to improve safety along this section of the road.

The relocation of the speed limit boundary is expected to lead to reduced speeds along Besigheim Way, which if there were to be a collision, should be less severe due to the lower speeds. The local residents will also benefit from reduced noise and air pollution.

## **10. Options/Alternatives**

Other locations for the speed limit boundary were discussed. However, it was decided due to various parameters such as, visibility, available space to install the proposed signs, distance from the Penn Inn junction; that the location for the new speed limit boundary marked on the plan in Appendix I is the most suitable location.

# Agenda Item 6

## 11. Summary/Conclusions/Reasons for Recommendations

A recommendation of the Stage 4 Road Safety Audit for the South Devon Link Road is to move the speed limit boundary further north of Penn Inn.

The proposal seeks to move the 50mph speed limit boundary on Besigheim Way to 1,110 metres to the north of the junction of Penn Inn (500m north of the existing location). This should lead to slower traffic speeds on approaches to the Penn Inn junction and on the northern end of the South Devon Link Road. This should improve the safety of motorist on this road and improve the local area by decreasing air and noise pollution.

Meg Booth  
Chief Officer for Highways, Infrastructure Development and Waste

### **Electoral Divisions: Newton Abbot North, Newton Abbot South, and Teignbridge South**

Local Government Act 1972: List of Background Papers

Contact for enquiries: James Fabris, Jacobs

Room No: The Senate, Southernhay Gardens, Exeter, EX1 1UG

Tel No: 01392 267224

Background Paper	Date	File Reference
HATOC Report – A380 South Devon Highway: Average Speed Cameras	26 <sup>th</sup> July 2018	HIW/18/57
Cabinet Meeting Minutes – Item 224	12 <sup>th</sup> July 2018	

jf301018teh  
sc/cr/A380 South Devon Highway 50mph Speed Limit Boundary  
03 061118

**Key:**

- Existing zone covered by the 50mph speed limit.
- Proposed additional zone covered by the proposed 50mph speed limit boundary.
- Existing 50mph speed limit sign to be removed.
- Proposed 50mph speed limit sign.
- Existing national speed limit sign.
- Existing back to back 50mph and national speed limit signs.

**Map Details:**

- Proposed new location for the 1200mmØ 50mph speed limit terminal sign to be installed on new posts. Signs to be located approx. 500m from the existing 50mph speed limit boundary.**
- Proposed 600mmØ 50mph speed limit repeater sign to be installed on new post. Sign to be located approx. 240m from the proposed terminal sign.**
- Existing 1200mmØ 50mph speed limit terminal sign to be removed.**
- Existing 900mmØ national speed limit sign to remain.**
- Existing 1200mmØ 50mph speed limit terminal sign to be removed.**
- Proposed 600mmØ 50mph speed limit repeater sign to be installed on existing post.**

**Map Labels:**

- Water
- Mean High & Mean Low Water
- Way Path
- Alter Brook
- Alley
- Path
- Pipeline
- Bridge Houses
- CHICHESTER WAY
- NEWTON ABBOT
- HOWARDS WAY
- VILLOVER WAY
- A380 Bessingham Way
- Newton Abbot
- Perrin
- Milber

**Inset Map:**

- Newton Abbot
- A380
- Perrin
- Milber

**Devon County Council**

**JACOBS**

**SOUTH DEVON HIGHWAY ASC**

**PROPOSED 50mph SPEED LIMIT RELLOCATION**

**FOR INFORMATION**

**B230068/1001**

**P0**



HIW/18/83

Teignbridge Highways and Traffic Orders Committee  
15 November 2018

## Teignmouth Traffic Management Review

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

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

**Recommendation:** It is recommended that:

- (a) the contents of the report are noted;***
- (b) that, subject to budgetary approval by Cabinet, a further review of on street parking provisions in Teignmouth is undertaken based on the findings detailed in the Town Council report attached at Appendix I and proposals listed in Section 5 of this report;***
- (c) that the review should be undertaken in liaison with Teignmouth Town Council and Teignbridge District Council so that a co-ordinated approach to parking provision within the town can be further developed.***

### **1. Background**

Proposals for the Teignmouth Traffic Management Review were reported to this Committee at its meeting on 14 July 2016.

It was RESOLVED:

- (a)** that the Devon County Council (Various Streets, Teignmouth) (Waiting Restrictions) Amendment Order be implemented as advertised;
- (b)** that the Devon County Council (Promenade, Teignmouth) (Prohibition of Vehicles and One Way) Order be implemented as advertised;
- (c)** that the Devon County Council (Higher Brimley Road, Teignmouth) (One Way) Order be implemented as advertised;
- (d)** that in recognition of the contentious nature of some of the proposals, the provisions of the above Orders be reviewed after one year of implementation.

### **2. Review**

Implementation of the Orders began on 1 March 2017 and in line with Resolution d) above a review of the provisions of the Orders has been undertaken.

Site visits to the Town Centre and residential areas, including the current Residents Parking Zone have been undertaken to observe parking behaviour at different times. Visits have taken place during both Term Time and School Holidays during the Spring, Summer and early Autumn.

In addition, a large number of communications have been received from residents of the town, many in support of retaining the existing Residents Parking Zone (RPZ) and some requesting that its provisions are extended to the North, West and East.

# Agenda Item 7

Teignmouth Town Council have also received a large number of representations and have produced a report detailing opinions within the town and identifying issues that the review should consider. The report forms Appendix I to this report.

## 3. Observations (daytime)

- Parking stock within the RPZ was approximately 90% taken up during school half term periods.
- During term time and the summer break some areas within the RPZ were very lightly parked. These included Shute Hill, Bitton Park Road adjacent to St James's Church and Winterbourne Road.
- Parking on the periphery of the RPZ is generally heavy with few parking spaces available during the day. Higher Brimley and Lower Brimley and roads to the east have been particularly affected.
- Parking displacement was not observed to extend as far as Haldon Avenue to the north east.
- The Double Yellow Lines on Higher Brimley adjacent to No. 42 require extension as larger vehicles parked at this location can cause obstruction to Buses and Refuse Vehicles.
- Visitors to the Town seen walking from outside the RPZ towards the Town Centre and sea front carrying beach equipment.
- The One-Way System on Higher Brimley Road appears to be working well and has released additional parking spaces within the RPZ.
- Pay & Display introduced on the Upper Den Carriageway has successfully discouraged long term use of the road by Camper Vans. This along with the extended closure of road during the summer may have contributed to an improvement in the quality of bathing water on the beach.
- On Street Pay and Display within the Town is rarely at capacity.

## 4. Consultation and Representations

### • Teignmouth Town Council

- The Town Council's Finance and General Purposes Committee (F&GP) met on Tuesday 30 October 2018 to consider its submission to this Committee on this review. Copies of the Town Council's Report and F&GP Recommendations to the Town Council are included as Appendices I & II to this report.
- The Town Council Report gives extensive analysis of comments and representations received, puts them into context and makes some suggestions for future action.
- The F&GP Recommendations to Teignmouth Town Council are that the Town Council:
  - ❖ *Accepts the review report as drafted by the Town Clerk - approved and to send to DCC as TTC response.*
  - ❖ *Makes a formal request to Devon County Council, Teignbridge Highways and Traffic Orders Committee to review yellow lining in Teignmouth, yellow lining to be used as a way of managing parking – approved.*
  - ❖ *Makes a formal request to Teignbridge District Council about the urgent provision of a multi-storey car park in Teignmouth – approved.*

- ❖ *Teignmouth Town Council mandates the Car Parking Working Party to work with partner agencies and individuals to explore park and ride, opening of school premises for parking during peak holiday periods, the findings of which are to be reported back to the Finance and General Purposes Committee no later than the end of April 2019 – approved to include parking of motorhomes.*

## **5. Specific Proposals**

The Town Council Report broadly represents comments and representations also received by the County Council, highlights a number of issues and makes recommendations. In considering all of the responses received, a number of additional proposals and amendments could be considered.

- Review of double yellow lines to establish where the 24 hour restriction could be relaxed to Daytime Only.
- Extension of the Double Yellow Lines on Higher Brimley in the vicinity of No. 42.
- Additional Signing on the Upper Den Carriageway to draw attention to the availability of 1 hour free parking.
- Identification of areas within the current RPZ which could be made available for limited waiting and visitors.
- Explore the potential for sections of On-Street Pay and Display within the Town Centre area to be made available for residents of a potential Town Centre PRZ.
- Consultation with residents across a wider area of the town on a potential extension to the current RPZ or establishment of a New Zone or Zones.
- Extending entitlement to permits to residents of properties constructed and occupied after the introduction of the RPZ.
- Review the hours of operation of the RPZ.

## **6. Financial Considerations**

The total costs of the review including its implementation would be contained within a proposed Countywide Traffic Management Plan budget of £100,000 which, subject to Cabinet approval, would be allocated from the On-Street Parking Account.

## **7. Environmental Impact Considerations**

The proposals are intended to rationalise on street parking and improve mobility and access within Teignmouth 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.

The Environmental effects of the scheme are therefore positive.

## **8. Equality Considerations**

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

# Agenda Item 7

## 9. 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 town of Teignmouth.

## 10. Risk Management Considerations

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

## 11. Public Health Impact

There is not considered to be any public health impact.

## 12. Reasons for Recommendations

The proposals are intended to rationalise existing parking arrangements within the Teignmouth 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 town of Teignmouth and therefore comply with S 122 of the Road Traffic Regulation Act 1984.

Meg Booth  
Chief Officer for Highways, Infrastructure Development and Waste

## Electoral Division: Teignmouth

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.
Teignbridge HATOC : Teignmouth Traffic Management Review	14/07/2016	Item 7 : <a href="https://democracy.devon.gov.uk/ieListDocuments.aspx?CId=182&amp;MId=295&amp;Ver=4">https://democracy.devon.gov.uk/ieListDocuments.aspx?CId=182&amp;MId=295&amp;Ver=4</a>

mj011118tnh  
sc/cr/Teignmouth Traffic Management Review  
03 061118



HIW/18/84

Teignbridge Highways and Traffic Orders Committee  
15 November 2018

## **Actions Taken Under Delegated Powers**

Report of Chief Officer for Highways, Infrastructure Development and Waste

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

**Recommendation: It is recommended that the report be noted.**

### **1. Summary**

In accordance with Minute \*3 of the Meeting of this Committee on the 27 June 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 Councillors.

### **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 Members. Details of these matters are listed below.

<b>Location</b>	<b>Proposal</b>	<b>Action</b>
Collett Way, Newton Abbot	Introduction of No Waiting at Any Time as part of the adoption of road from Teignbridge District Council.	Restrictions partially implemented after site meeting with Local County Councillor and HATOC Chair.
School Lane, Tedburn St Mary	Introduction of a mandatory disabled parking bay to replace existing advisory bay.	Traffic regulation order advertised and implemented after consultation with Local County Councillor and HATOC Chair as no objections were received.

Meg Booth  
Chief Officer for Highways, Infrastructure Development and Waste

## **Electoral Division: Newton Abbot North**

Local Government Act 1972

List of Background Papers

Contact for enquiries: Lee Cranmer

Tel No: 0345 155 1004

Background Paper

Date

File Ref.

None

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sc/hq/action under delegated powers  
2 hq 061118

