

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 : 20 February 2019  
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, 28th February, 2019

A meeting of the Teignbridge Highways and Traffic Orders Committee is to be held on the above date at 10.30 am at Teignbridge District Council (Council Chamber), Forde House, Newton Abbot, 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 15 November 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      Teignmouth Traffic Management Review (Pages 5 - 20)  
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/13), attached.  
*Electoral Divisions: Teignmouth*
- 6      Road Safety Report  
Head of Planning, Transportation and Environment to report.  
*Electoral Divisions: All in Teignbridge*
- 7      Annual Local Waiting Restriction Programme (Pages 21 - 30)  
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/12), attached.  
*Electoral Divisions: All in Teignbridge*
- 8      Somerset Place, Teignmouth - Provision of Mandatory Disabled Parking Bay (Pages 31 - 34)  
Report of the Chief Officer for Highways, Capital Development and Waste (HCW/19/14), attached.  
*Electoral Division: Teignmouth*
- 9      Removal of Building, Improvement and Visibility Lines at South West Exeter (Pages 35 - 38)  
Report of the Head of Planning, Transportation and Environment (PTE/19/9), attached.  
*Electoral Divisions: Exminster & Haldon, Alphington & Cowick*
- 10     Highweek Area, Newton Abbot - Experimental Traffic Regulation Order (Pages 39 - 48)  
Report of the Head of Planning, Transportation and Environment (PTE/19/10), attached.  
*Electoral Division: Newton Abbot North*

## **MATTERS FOR INFORMATION**

- 11     Actions Taken Under Delegated Powers (Pages 49 - 50)  
Report of the Chief Officer for Highways, Capital Development and Waste (HCW/19/15), 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: Dawlish, Newton Abbot North, Newton Abbot South, Teignmouth*
- 12     Calendar of Meetings  
Please use link below for County Council Calendar of Meetings;  
<http://democracy.devon.gov.uk/mgCalendarMonthView.aspx?GL=1&bcr=1>  
  
4 July 2019  
14 November 2019  
5 March 2020  
*All meetings to be held at Forde House, Newton Abbot at 10.30am.*

**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 Hook, J Brook, J Clatworthy, A Connett, A Dewhirst, G Gribble, G Hook, R Peart and S Russell

### Teignbridge District Council

Councillors S Cook, M Haines, R Prowse and R Winsor

### 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

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

## TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

15 November 2018

Present:-

Devon County Council:-

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

Other Representatives

Councillor Sheila Cook, Teignbridge District Council  
Councillor Rosalind Prowse, Teignbridge District Council

Apologies:-

Councillors S Barker, G Hook (DCC) / and M Haines (TDC)

\* 63

### Minutes

**RESOLVED** that the minutes of the meeting held on 26 July 2018 be signed as a correct record.

\* 64

### Teignmouth Traffic Management Review

(Ms Atkins, resident, spoke to this item with the consent of the Committee in favour of retaining the resident's parking zone with modifications).

The Committee considered the report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/18/83), together with Appendices I and II (as included within the supplementary agenda). The proposals intended to rationalise on street parking and improve mobility and access within Teignmouth.

A large number of communications had been received from residents, many supporting the retention of residents parking and some requesting an extension. The Town Council had also received a large number of representations detailed in the Town Council's report (appended to report HIW/18/83).

Subsequent to report HIW/18/83, this Committee was now updated, ie:- that Teignmouth Town Council had met further on 14 November 2018 and resolved:- *"to recommend following the presentation of a special motion to review the decision made on the 30<sup>th</sup> October 2018, that:*

- 1 *Makes a formal request to Devon County Council, Teignbridge Highways and Traffic Orders Committee, that the charging on the Upper Den Carriageway (winter months) is revoked and to put in place a means to manage the parking of motorhomes on the Upper Den carriageway; and*
- 2 *Makes a formal request to Devon County Council, Teignbridge Highways and Traffic Orders Committee, to revoke residents parking."*

In light of this significant change of position of the Town Council's view since 30 October 2018, officers advised that report HIW/18/83 be deferred in order that the Town Council's revised position could be more fully considered and understood.

# Agenda Item 2

The local County Councillor attended yesterday evening's Town Council meeting and would welcome further discussions between the County, District and Town Council to look at some amendments to current arrangements. There had been some disruptiveness and division of views locally and it would be helpful to have an early solution for the town.

Before the next HATOC meeting this Committee hoped that County Council Officers could continue to discuss a way forward with the District and Town Councils to consider the strategic position for Teignmouth.

## **RESOLVED:**

(a) that the revised position of Teignmouth Town Council of 14 November 2018 be noted and in light of this, report HIW/18/83 be deferred for further consideration;

(b) that Officers discuss a way forward with Teignbridge District and Teignmouth Town Councils to consider the strategic position for Teignmouth, with a further report to the next HATOC meeting.

### \* 65 **Petitions/Parking Policy Reviews**

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

### \* 66 **Annual Local Waiting Restriction Programme**

The Committee considered the report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/18/81) regarding significant objections and comments to 14 of the proposals following advertisement of this Committee's Annual Waiting Restriction Review considered at the last meeting.

Proposals approved for advertisement at the last meeting which had not attracted objections would be implemented as advertised.

The Committee noted in respect of:-

- Fore Street, Bishopsteignton: in light of representations received a site visit was now proposed and the decision delegated to the Chief Officer for Highways, Infrastructure, Development & Waste in consultation with the Local County Councillor and Chair.  
(as set out in the report);

- Hamilton Drive & Nelson Place, Newton Abbot: the Local County Councillor reported that objections had been received late and that following her own consultations felt that a reduced stretch of double yellow lines on the junction only would best serve the local community, to protect visibility and safety but help retain as much parking as possible. Officers advised this would be appropriate but that a Modification Notice would be necessary.

## **RESOLVED:**

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

(b) that the recommendations in Section 4 of report HIW/18/81 and the report's appendices I and II be agreed, subject to:- a Modification Notice in respect of Hamilton Drive & Nelson Place, Newton Abbot to reduce the extent of the proposed double yellow lines to the junction area and a decision on the matter be delegated to the Chief Officer for Highways, Infrastructure, Development & Waste in consultation with the Local County Councillor and Chair.

### \* 67 **A380 South Devon Highway (SDH): 50mph Speed Limit Boundary (minute 60)**

(a) The Committee considered the report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/18/82).

Following the Stage 4 Road Safety Audit it recommended to extend the 50mph speed limit on Besigheim Way further north for traffic approaching Penn Inn due to high driver speeds approaching Penn Inn reducing manoeuvring time and increasing the likelihood of collision.

A statement was reported from the local County Councillor (in his absence), supporting the recommendation as a much needed road safety measure. He also urged consideration on road safety grounds of additional prominent signage to advise motorists earlier to move to the correct lane approaching the roundabout and as the flyover reduced to single lane. This view was also supported by other Members.

(b) Members also noted Cabinet approval (minute \*224, 12 September 2018) of Average Speed Cameras along the SDH at an estimated cost of £285,000, to be met from the capital scheme budget and highway revenue budget.

**RESOLVED:**

- (a) that approval be given to advertise the proposed Traffic Regulation Order;
- (b) that if no objections are received, the Traffic Regulation Order as advertised, be made, sealed and implemented;
- (c) that if objections are received, the proposed Traffic Regulation Order be reviewed;
- d) that Officers note Members' comments regarding signage approaching Penn Inn.

\* **68      Actions Taken Under Delegated Powers**

The Committee received the report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/18/84) on actions taken in respect of Traffic Regulation Orders (TROs) under delegated powers following consultation with the Chair and local County Councillors at:-

- Collett Way, Newton Abbot and;
- School Lane, Tedburn St Mary.

\* **69      Calendar of Meetings**

All meetings to be held at 10.30am at Teignbridge District Council Offices, Forde House, Newton Abbot.

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>

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

The Meeting started at 10.30 am and finished at 11.05 am

## Agenda Item 2



HIW/19/13

Teignbridge Highways and Traffic Orders Committee  
28 February 2019

## 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 and proposals listed in Section 5 of this report; and***
- (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**

#### **Teignbridge HATOC 14 July 2016**

Proposals for the Teignbridge 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.**

#### **Teignbridge HATOC 15 November 2018**

A further report (HIW/18/83) was presented to this Committee at its meeting on 15 November 2018. Subsequent to the report's publication a revised position was received from Teignmouth Town Council.

It was RESOLVED:

- (a) that the revised position of Teignmouth Town Council of 14 November 2018 be noted and, in light of this, report HIW/18/83 be deferred for further consideration;**
- (b) that Officers discuss a way forward with Teignbridge District and Teignmouth Town Councils to consider the strategic position for Teignmouth, with a further report to the next HATOC meeting.**

# Agenda Item 5

At a meeting held on 13 February 2019, Devon County Council Officers and Councillor Russell met with the Town Council's Car Parking Working Party. Teignbridge District Council were unable to attend but asked for any relevant questions to be forwarded by the Town Council.

Discussions at the meeting were wide ranging with a variety of views put forward. These broadly represented previous submissions particularly with regard to the Resident's Parking Zone. Specific Proposals resulting from the review along with further proposals resulting from the meeting on 13 February 2019 are listed below in Point 5. Specific Proposals.

## **2. Review**

Implementation of the Orders began on 1 March 2017 and in line with Resolution (d) to the 2014 report, 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 (RPZ) 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.

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 approx. 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 effected.
- Parking Displacement 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 appear 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 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 the Teignbridge HATOC 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 were 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.*

Subsequent to report HIW/18/83, Teignmouth Town Council met on 14 November 2018 and resolved: "to recommend following the presentation of a special motion to review the decision made on 30 October 2018, that:

- ❖ *Makes a formal request to Devon County Council, Teignbridge Highways and Traffic Orders Committee, that the charging on the Upper Den Carriageway (winter months) is revoked and to put in place a means to manage the parking of motorhomes on the Upper Den carriageway; and*
- ❖ *Makes a formal request to Devon County Council, Teignbridge Highways and Traffic Orders Committee, to revoke residents parking."*

## 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 free parking.
- Identification of areas within the current RPZ which could be made available for limited waiting and visitors. Inconvenience to those attending St James's Church is a particular issue.

# Agenda Item 5

- 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. This could be on a 1 permit per flat basis.
- Review the hours of operation of the RPZ.

## **Post 13 February 2019 - Discussion with the Town Council's Parking Working Party**

- Consideration of changes to the parking regime on the Upper Den Carriageway could potentially replace spaces lost to those who formerly parked within the RPZ by encouraging long stay parking.
- The Town Council to re-open discussions with Teignbridge District Council on the operation of the Saxe St Car Park. The County Council could potentially undertake enforcement on behalf of the Town Council which might resolve the issues that made Town Council operation of this car park difficult.

## **6. Financial Considerations**

The total costs of the scheme 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.

## **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>

mj190219tnh  
sc/cr/ Teignmouth Traffic Management Review  
01 190219

## TEIGNMOUTH TOWN COUNCIL



### **1 Background.**

Devon County Council along with Teignbridge District Council and other stakeholders including local traders and resident representatives had been working with Teignmouth Town Council's Car Park Working Party for years.

Resulting from discussions and consultations proposals were developed, the proposals designed to;

- ✓ free up much on street parking as possible to benefit residents.
- ✓ encourage turnover of on street limited waiting to benefit businesses
- ✓ enable enforcement to be undertaken efficiently
- ✓ encourage longer term visitors to use off street car parks
- ✓ encourage those working in the town to make more sustainable travel choices for example, use of car share, public transport, walking, cycling.
- ✓ undertake minor junction and signage improvements to help reduce congestion.

So, Teignmouth Town Council at the Finance and General Purposes Committee 1<sup>st</sup> March 2016 did discuss and approve the final amendments made to the Teignmouth Traffic Management Review and at this meeting members of the public addressed the committee and spoke about their concerns/observations; -

1. *the town centre needs to be able to flex during the summer season and that the scheme only helps Devon County Council to take money from people in Teignmouth (residents parking and cost of permits);*
2. *concern about 'the rat run' of Higher Brimley Road and the resident speaking supported the one-way street proposal;*
3. *resident who use to be able to park in Winterbourne Road, but it is now intolerable to find somewhere to park (residents parking)*
4. *a local resident fed back information sourced under Freedom of Information, how much money Teignbridge District Council lose from under-used car parks. They stressed that the economy of Teignmouth depends on its residents.*
5. *former Town Councillor expressed their views that the town needed more parking and urged the Town Council to look at what has been agreed and to move forward*
6. *local resident expressed support (via email read out) for residential parking and a yellow line on the right-hand side of the first section of Higher Brimley Road*
7. *local resident (via e-mail read out) conveyed opposition to residents parking stating that the number of residents is the issue*

## TEIGNMOUTH TOWN COUNCIL

On the 14<sup>th</sup> July 2016, the Teignmouth Traffic Management Review was presented to the Teignbridge Highways and Traffic Orders Committee (HATOC) at Devon County Council. HATOC did resolve;

- *that the Devon County Council (Various Streets, Teignmouth) (Waiting Restrictions) Amendment Order be implemented as advertised;*
- *that the Devon County Council (Promenade, Teignmouth) (Prohibition of Vehicles and One Way) Order be implemented as advertised*
- *that the Devon County Council (Higher Brimley Road, Teignmouth) (One Way) Order be implemented as advertised;*
- *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 Purpose of the Report**

This report presents the findings of the comments received from members of the public who have sought to contact the Town Council with regards the review (as above).

What the report does not do is provide recommendations. However, suggestions for improvements as put forward by the residents as received will be included.

Please also note that the content of this report is taken from correspondence received.

## **3 Methodology**

All Councillors were asked to make their ward members know that a review was going to take place and to contact the Town Council.

Facebook was used to promote contact with the Town Council this was supplemented by public notices placed in the local Teignmouth newspaper.

### **3.1 Responses Received**

59 individual responses received via e-mail or letter (some have written in more than once but are counted as one).

<sup>1</sup>Petition 1: - for the introduction of residents parking in Lower Brimley (total of 22 signatories),

Petition 2: - for a significant increase in off street parking, preferred solution being a multi-storey car park in Brunswick St (total of 9 signatories),

Petition 3: - for DCC to undertake an immediate review of all car parking problems in Teignmouth, in order to help resolve the car parking problems (total of 602 signatories, 491 signed an e-petition).

# Agenda Item 5

## TEIGNMOUTH TOWN COUNCIL

<sup>2</sup>Responses received from surveys total of 62, plus 79 responses from the traders (of which there are 236 businesses).

21 residents of Cliffden Close

A local resident also collated comments from the Teignmouth Oracle social media site.

All correspondence is available in a file.

### **4 Findings**

#### **4.1 Residents Parking**

In a nutshell, those who live in the residential zone love it and consider it is working well despite a few inconveniences which have been listed as; parking for visitors, tradespeople, parking bays markings need to be clearer, transference of permit when changing a car (new), difficulty in finding information.

Few comments received about extending the residents parking times to include Sundays.

One local resident said, *'for residents in Zone A, the residents parking zone has been a success, it does however need tweaking'*.

However, comments were made about the fact that if going out and then returning, even with a permit there may well be no space availability meaning that parking must be found elsewhere.

Linked to the above, review of restricted hours – correspondence made mention of the restricted hours in that there are empty streets but when needing to park, spaces are taken resulting in parking elsewhere or out of the zone.

One example given, *'the hours 8-6, 6 days a week, seem overly excessive. A reduction in permit hours would still deter all day workers, but still would allow visitors and residents to park'*.

Where there is either no residents parking, or all spaces in the residential zone have been filled, then the overspill into surrounding areas has impacted upon other residents being able to park their cars resulting in residents driving around looking for somewhere else to park. This is evident in the correspondence received.

The new apartments in Winterbourne Road (Montpellier) – allocated parking but only for the resident. Could the permit scheme not be extended to residents in these apartments was asked by a resident.

Other examples of comments received;

- a resident living at the bottom of Haldon Avenue (Buckeridge Rd end) parks in Livingstone Road (it's easier);
- the unrestricted area of Higher Brimley Road and Lower Brimley Road are now dangerous as there are too many cars parking on narrow streets (displaced vehicles).



## TEIGNMOUTH TOWN COUNCIL

- a resident who lives in the Town Centre, who parked their car in what is now the residential zone, now drives around other streets to find a space (feels aggrieved that the town centre was not included – residents parking).
- correspondence was also received with regards the chaotic, dangerous and unfair situation created by the introduction of the residents parking scheme and that the decision should be reversed.
- accepts that there is a 'parking crisis' in the town however resident parking has meant that the area around St James is much safer for all including schoolchildren and those attending church and the air quality has improved. People are no longer just driving round and round looking for free parking spaces.

### 4.2 Shute Hill

'*Shute Hill is now deserted*'. That is the view of the majority of those writing in about the residents parking. Could Shute Hill not be '*shared*' was the question being asked?

### 4.3 Upper Den

Mixed correspondence.

Charging and not having free car parking as before was raised especially as those writing in stated that the Upper Den was in fact empty during the winter months because;

- a) the free hour poorly advertised
- b) people do not wish to pay

Plus, the free parking in the winter months as before was favoured by those who live and work in the Town Centre.

The total closure in the summer months was favoured by some and not by others. One responded cited the fact that in the interests of safety, not having cars parking in the summer which then permits free movement to and from the beach to the Den is of benefit to the town.

Other comments received about opening the Upper Den carriageway all year round would serve to offer more town centre parking and help local tourism.

However, would such a desire to increase parking all year result in conflict between the Environment Agency and TDC with regards to the protection of the bathing waters which are also seen as being integral to the local tourist industry?

### 4.4 Clifden Close

Correspondence received from residents expressing their concerns not only about the volume of parking in the close which they are attributing in part to the displacement of vehicles from the residents parking zone but also users of the Clifden Hotel parking (swimming club) in the close as well.

21 residents have indicated that they want residents parking implemented as part of this review.

# Agenda Item 5

## TEIGNMOUTH TOWN COUNCIL

As described by one resident of Cliffden close '*potentially a serious safety issue when a fire engine and possibly an ambulance would struggle to get access to anyone need of urgent assistance*'.

A survey was instigated by one of the residents, the outcome of that survey being a call for Cliffden Close to be included in the resident parking scheme. Alternative options were also given, that being double yellow lines or Cliffden Close to be 'A No Parking Zone'.

### **4.5 Haldon Avenue/Buckeridge/Lower Brimley/Barnpark Road/Glendaragh Road and other residential streets.**

From the correspondence received, there are residents in peripheral roads and streets who feel aggrieved that vehicular overspill/displacement from the residents parking zone is affecting their ability to park near/outside their properties.

A resident in Barnpark Road stated that they see commuters and town workers searching for free spaces in Barnpark Road and that the volume of cars parking has increased, an example given being that one car has not moved for two months and that Barnpark Road seems to be more like a long stay car park for the train station.

One comment received from a resident of Coombe Vale Road which is to the west of the current residential parking zone, was that cars are also parking in the areas of Teignmouth for example; around Coombe Vale Road, Deer Park Avenue.

### **4.6 Wellington St**

Correspondence received in the main were against the introduction of parking meters, felt that it was better before with the short-term free car parking for shoppers (albeit one respondent did feel that the new pay and display was better as a parking space was generally found).

### **4.7 Town Centre and Businesses.**

Correspondence received from a former resident who has now left Teignmouth, stated that the availability of parking in and around the town centre for residents who live in the town centre has diminished. The final straw being the introduction of charging on the Upper Den carriageway.

However, it is very clear, that the local trading community are against residents parking in the town centre. Added to which and as is well documented, the introduction of residents parking would have a negative affect on visitors being able to park in the town centre.

A survey undertaken by the Teignmouth Traders confirms for example (when undertaken in March 2018) that Quay Road car park is the most popular for the local trading community to use as 75 out of the 169 spaces were taken up by local traders. Also, the survey confirmed that driving to work was the most popular mode of transport (out of 543 employees 48% drive, the next favoured is walking 33%).

### **4.8 Yellow Lining**

Photos received show that there is inconsiderate parking and the yellow lining on the corner of Higher Brimley and Buckeridge not only take up an extra seven spaces but has created a 'pinch

## TEIGNMOUTH TOWN COUNCIL

point' whereby cars are being parked without due consideration for other road users including the emergency services.

A comment has also been received from a resident in Glendaragh Road that the introduction of double yellow lines has made the situation worse.

### 4.9 One Way System (new)

Correspondence received. For and against. For – makes the area safer. Against, creates 'rat run' for speeding vehicles therefore less safe.

### 4.10 Charging – car parks/off street

One letter received was about the high cost of parking charges in the Teignbridge managed car parks as well as a suggestion of a nominal charge for the Upper Den in the winter for example £1 for a day. This would help the traders and visitors alike.

### 4.11 Park and Ride

Although mentioned, the focus of the correspondence received was about the residents parking, the impact of the residents parking for those in the zone or and the periphery of the zone and lack of available parking in and around the town centre for workers.

### 4.12 Multi- Storey Car Park

The building of a multi-story car park was mentioned in correspondence received.

A request was made by a resident to Teignbridge District Council under the Freedom of Information Act about the monies held by Teignbridge for car parking improvements in Teignmouth. There is a sum £412,407.23 set aside which is to be solely used for improvement of car parking in Teignmouth.

I think it is fair to say that there is a consensus that a multi-storey car park is needed and in fact Teignbridge have stated that with the proposed development of Brunswick Street, Quay Road car park is 'likely' to be decked.

## 5 Petitions and Surveys

Cllr Paul Burgess instigated a petition – asking for an immediate review of all the car parking problems in Teignmouth. There was an online petition as well as offline of which is in the file.

Four residents have instigated the carrying out surveys as well as the Chairman of the Local Traders Association, all of which are in the file.

The resident surveys (excluding Cliffden Close) support the residents parking zone albeit tweaks and even extending the zone to take in other areas surrounding the current zone. **I**

Cliffden Close. The issues as highlighted have resulted in the residents being surveyed asking that Cliffden Close also be brought into the residents parking scheme.

## 5 Teignbridge Car Parks

# Agenda Item 5

## TEIGNMOUTH TOWN COUNCIL

There has been debate and discussion over many years about seeking reduced car parking charges for residents, those employed in the town, for the use of Teignbridge car parks. Parking is free after 6.00pm and on a Sunday.

To date, nothing has come of these discussions (no evidence found).

The written report given by the Chairman of the Local Traders Association suggested that reduced parking rates could/should be explored and offered to locally employed people and other one resident mentioned the cost of parking, no other correspondence was received.

## 6 Summary

The table below is data with regards Transport from the 2001 census.

All Households – 4,280 (number)	Teignmouth Town %	Teignbridge %	Devon %
No cars or vans in household	28	18	19
One car or van in household	46	46	47
Two cars or vans in household	21	28	29
Three cars or vans in household	4	6	5
Four or more cars or vans in household	1	2	2
All cars or vans in the area	4,488	65,696	370,226

The table below is data with regards Transport from the 2011 census.

All Households – 4,542 (number)	Teignmouth Town %	Teignbridge %	Devon %
No cars or vans in household	25	16	17
One car or van in household	43	43	44
Two cars or vans in household	24	30	29
Three cars or vans in household	5	8	7
Four or more cars or vans in household	2	3	3
All cars or vans in the area	5,307	75,443	436,533

Change 2001 - 2011	Teignmouth Town %	Teignbridge %	Devon %
No cars or vans in household	↓10%	↓11	↓9
One car or van in household	↓6	↓7	↓7
Two cars or vans in household	↑16	↑8	↑8
Three cars or vans in household	↑37	↑36	↑33
Four or more cars or vans in household	↑72	↑57	↑62
All cars or vans in the area	↑819	↑9,747	↑66,307

## TEIGNMOUTH TOWN COUNCIL

Quite clearly, it is evident that the number of cars, per household is increasing (bearing in mind that the data is now seven years old) which is manifesting itself in the parking issues as being raised.

Considering the responses received and taking into consideration the content, residents parking as introduced is very much welcomed with a few inconveniences as highlighted.

However, the downside being that there has been based upon correspondence received, an impact upon the surrounding streets, the residents of which feel that there is an unfairness and that they are affected by the overspill/displacement of vehicles from within the residents parking zone.

The local trading community continues to have concerns about the lack of parking and how this impacts on visitors and locally employed (in the town centre) people as well.

Motorhomes and the parking off appears to be a 'sore point' and is commented on often in the comments as sent through by the local resident who collated comments off the Teignmouth Oracle.

Suggestions have been made about the possibility of '*shared use*' of the residents parking zone, this happens in Exeter (around the University). Shute Hill has been mentioned a few times.

Other suggestions made about timing – currently 8.00am – 6.00pm meaning that there can still be is a '*race for a space*' even if living in the residents parking zone which can then result in parking in peripheral streets if unable to find a space.

Parking is free in the Teignbridge car parks after 6.00pm and on Sundays (winter months).

In planning terms, there is no legal requirement to provide parking although developments do have allocated parking for one or perhaps two cars, windfall sites, not always or maybe just one allocated space.

The current local plan (Plan Teignbridge) lists the building of 300 new homes (50 north of New Road – complete and 250 west of Higher Exeter Road). This excludes windfall sites and larger properties being changed into flats.

Infrastructure is being 'squeezed' traffic, air pollution, affordable and regular public transport and of course parking provision. So, the question must be asked; are we trying to solve the unsolvable without changes to attitudes, perceptions, innovation, finance and a real willingness to seek out workable and achievable solutions?

The data provided by the 2001 and 2011 census serves to demonstrate that the number of cars and vans is on the increase per household not only in Teignmouth but across Teignbridge and Devon. This increase, especially if the trend continues, will continue to impact upon parking provision in the town.

Tracey Higgs  
Town Clerk

# Agenda Item 5

## **TEIGNMOUTH TOWN COUNCIL**

<sup>1</sup> Petition validity has not been verified i.e. Teignmouth Electors

<sup>2</sup> Surveys undertaken are a 'snapshot' of the views of those contacted and may not be reflective of the views of everyone.

**TEIGNMOUTH TOWN COUNCIL**  
Finance & General Purposes Committee



**DATE** 30<sup>th</sup> October 2018  
**REPORT OF** Cllr. D Matthews  
**SUBJECT** Car Park Working Party  
Car Parking Review

**Part I**

**RECOMMENDATIONS**

**The Finance & General Purposes Committee is recommended to resolve that Teignmouth Town Council:**

- a) **Accepts the review report as drafted by the Town Clerk- approved and to send to DCC as TTC response**
- b) **Makes a formal request to Devon County Council, Teignbridge Highways and Traffic Orders Committee, that the charging on the Upper Den Carriageway (winter months) is revoked and to put in place a means to manage the parking of motorhomes on the Upper Den carriageway – removed.**
- c) **Makes a formal request to Devon County Council, Teignbridge Highways and Traffic Orders Committee, to revoke residents parking on (each road to be considered individually for revocation): - removed.**
  - Bitton Park Road East
  - Boscawen Place
  - Daimonds Lane
  - Exeter Street
  - Gladstone Terrace
  - Grove Avenue
  - Grove Terrace
  - Heywoods Road
  - Higher Brimley Road
  - Landscore Close
  - Salisbury Terrace
  - Shute Hill
  - Shute Hill Crescent
  - Winterbourne Road.
- d) **Makes a formal request to Devon County Council, Teignbridge Highways and Traffic Orders Committee to review yellow lining in**

# Agenda Item 5

## **TEIGNMOUTH TOWN COUNCIL** Finance & General Purposes Committee

**Teignmouth, yellow lining to be used as a way of managing parking - approved**

- e) Makes a formal request to Teignbridge District Council about the urgent provision of a multi-storey car park in Teignmouth – approved.**
- f) 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.**

### **1. Introduction**

On the 14<sup>th</sup> July 2016 at the Devon County Council, Teignbridge Highways and Traffic Orders Committee, resolutions were passed which included the introduction of a residents parking zone in Teignmouth, extension to the summer closure of the Upper Den Carriageway, the introduction of winter charging (Upper Den), introduction of charging in Wellington Street, lower Brook Street plus other additional measures to aid the betterment of parking or traffic movement in and around the town.

The orders as implemented are being reviewed at Teignbridge Highways and Traffic Orders Committee meeting on the 15<sup>th</sup> November 2018.

### **2. Review Report**

The Car Park Working Party met on the 23<sup>rd</sup> October 2018 to receive and review the report as prepared by the Town Clerk. Those in attendance; Cllr Burgess (who had to leave the meeting before any recommendations were discussed), Cllr Matthews, Cllr Falcao (who had to leave the meeting before any recommendations were discussed), Cllr Russell, Town Clerk, plus two members of the community who have been long standing members of the working party.

### **3. Recommendations**

As presented.

Cllr D Matthews



HIW/19/12

Teignbridge Highways and Traffic Orders Committee  
28 February 2019

## **Annual Local Waiting Restriction Programme**

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 work on the annual waiting restrictions programme process for 2019/2020 is noted.

### **1. Background**

This report updates members on progress with the 4<sup>th</sup> year of this project, which is a countywide initiative. The project is intended to deliver only non-contentious proposals unlikely to attract substantial objection.

### **2. Proposal**

To ensure that proposals can be delivered within the 2019/20 financial year, a closing date of 18 January 2019 for submission of proposals has been agreed with the Cabinet Member for Highway Management. Proposals received are listed in Appendix I to this report.

### **3. Consultations**

Individual members will be contacted over the coming weeks regarding proposals within their divisions and it is also intended to gauge the support of Parish and Town Councils prior to advertising.

Following advertisement:

- Proposals which do not attract objections will be implemented without the need to report back to Committee.
- Proposals attracting significant objections will be reported to the next Teignbridge HATOC on 4 July 2019.

### **4. Financial Considerations**

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

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

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

The proposals are intended to rationalise on street parking and improve mobility and access within the district and are designed to:

# Agenda Item 7

- Encourage turnover of on street parking to benefit residents and businesses.
- Enable enforcement to be undertaken efficiently.
- Encourage longer term visitors to use off street car parks.
- Encourage commuters to make more sustainable travel choices eg Car Share, Public Transport, Walking and Cycling.
- Assist pedestrians and other vulnerable road users in crossing the highway.

The Environmental effects of the scheme are therefore positive.

## **6. Equality Considerations**

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

## **7. Legal Considerations**

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

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

## **8. Risk Management Considerations**

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

## **9. Public Health Impact**

There is not considered to be any public health impact.

## **10. Reasons for Recommendations**

The proposals rationalise existing parking arrangements within the Teignbridge District by:

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

The proposals contribute to the safe and expeditious movement of traffic in the 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 Teignbridge District**

# Agenda Item 7

## 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		

mj130219teh  
sc/cr/Annual Local Waiting Restriction Programme  
02 190219

Appendix I  
To HIW/19/12

Teignbridge Highways and Traffic Orders Committee  
2019/20 Annual Waiting Restriction Programme  
Proposals to be Advertised

Reference	Location	Parish/Town	County Councillor	Proposals	Statement of reasons
1	Milbury Farm	Exminster	Alan Connett	Introduce No Waiting At Any Time	To prevent inappropriate parking.
2	Higher Down	Kenton	Alan Connett	Introduce No Waiting At Any Time	To prevent inappropriate parking.
3	Longfield	Starcross	Alan Connett	Introduce No Waiting At Any Time	To prevent inappropriate and obstructive parking.
4	Bridge Street at junction with North Street	Ipplepen	Alistair Dewhirst	Extend No Waiting At Any Time.	To prevent inappropriate and obstructive parking and maintain visibility at junction.
5	Fore Street	Ipplepen	Alistair Dewhirst	Introduce No Loading At Any Time and extend No Waiting At Any Time to replace APMs.	To prevent inappropriate and obstructive parking.
6	Ringmore Road	Shaldon	Alistair Dewhirst	Extend No Waiting At Any Time.	To prevent inappropriate and obstructive parking and replaced unauthorised hatched markings.
7	Commons Old Road at junction with Torquay Road	Shaldon	Alistair Dewhirst	Introduce No Waiting At Any Time.	To prevent inappropriate parking and maintain visibility at junction.
8	The Green	Shaldon	Alistair Dewhirst	Introduce No Waiting At Any Time.	Replace unauthorised Access Protection Marking to prevent obstruction of the pedestrian access.

Reference	Location	Parish/Town	County Councillor	Proposals	Statement of reasons
9	Hind Street	Bovey Tracey	George Gribble	New length of No Waiting At Any Time.	To prevent obstructive parking outside the church.
10	Mary Street junction with Crokers Meadow	Bovey Tracey	George Gribble	New length of No Waiting At Any Time.	To prevent parking on grass verges.
11	Old Newton Road, Heathfield	Bovey Tracey	George Gribble	New length of No Waiting At Any Time.	To prevent inappropriate and obstructive parking and maintain visibility at junction.
12	Abbey Close	Bovey Tracey	George Gribble	Extend No Waiting Mon-Sat 9am-6pm	To prevent inappropriate and obstructive parking.
13	St Johns Lane	Bovey Tracey	George Gribble	New length of timed No Loading restriction	To prevent loading bay from being obstructed.
14	Cromwell Way	Bovey Tracey	George Gribble	New length of No Waiting At Any Time.	To prevent inappropriate and obstructive parking on and adjacent to bend and island.
15	Lime Tree Walk	Newton Abbot	Gordon Hook	Introduce No Waiting At Any Time.	To prevent inappropriate parking near junction.
16	Haytor Drive	Newton Abbot	Gordon Hook	Extend and introduce sections of No Waiting At Any Time.	To prevent inappropriate and obstructive parking and maintain visibility at junction.
17	Oakland Road	Newton Abbot	Gordon Hook	Introduce No Waiting At Any Time.	To prevent inappropriate and obstructive parking and assist bus service.

Reference	Location	Parish/Town	County Councillor	Proposals	Statement of reasons
18	Raleigh Road	Newton Abbot	Gordon Hook	Introduce No Waiting At Any Time.	To prevent inappropriate and obstructive parking and assist bus service.
19	Twickenham Road	Newton Abbot	Gordon Hook	Introduce No Waiting At Any Time.	To prevent inappropriate and obstructive parking and maintain visibility at junction.
20	Barton Drive at junction with Manor Road	Newton Abbot	Jackie Hook	Introduce No Waiting At Any Time.	To maintain visibility at junction.
21	Bushel Road at junctions with Broadlands Avenue	Newton Abbot	Jackie Hook	Introduce No Waiting At Any Time.	To prevent vehicles from obstruction pedestrian dropped kerbs.
22	Broadlands Avenue at junction with Highweek Road	Newton Abbot	Jackie Hook	Extend No Waiting At Any Time.	To prevent inappropriate and obstructive parking and maintain visibility at junction.
23	Mapleton Close	Newton Abbot	Jackie Hook	Reduce extent of No Waiting At Any Time restriction in turning head.	To provide additional unrestricted parking without compromising the turn facility.
24	Ashburton Road (A383) at junction with Mapleton Road	Newton Abbot	Jackie Hook	Introduce No Waiting At Any Time.	To prevent inappropriate, obstructive and footway parking and maintain visibility at junction.
25	Wain Lane at junction with Highweek Road	Newton Abbot	Jackie Hook	Introduce No Waiting At Any Time.	To prevent inappropriate parking and maintain visibility at junction.
26	Orleigh Cross	Newton Abbot	Jackie Hook	Extend No Waiting At Any Time.	To prevent inappropriate, obstructive parking close to corners.

Reference	Location	Parish/Town	County Councillor	Proposals	Statement of reasons
27	Six Mile Hill	Tedburn St Mary	Jerry Brook	Introduce No Waiting At Any Time.	To prevent inappropriate and obstructive parking on approach to mini roundabout.
28	School Lane at junction with Four Oaks	Tedburn St Mary	Jerry Brook	Introduce No Waiting At Any Time.	To prevent inappropriate parking and maintain visibility at junction.
29	School Hill	Dawlish	John Clatworthy	Extend No Waiting At Any Time.	To maintain access to off street parking.
30	Hospital Hill at junction with Stockton Hill	Dawlish	John Clatworthy	Extend No Waiting At Any Time.	To prevent inappropriate and obstructive parking and maintain visibility at junction.
31	Millin Way and Dawlish Warren Road	Dawlish Warren	John Clatworthy	Introduce No Waiting At Any Time on Millin Way and remove section of No Waiting At Any Time on Dawlish Warren Road.	To prevent inappropriate and obstructive parking and to provide additional unrestricted parking.
32	Week Lane at junction with Mount Pleasant Road	Dawlish Warren	John Clatworthy	Introduce No Waiting At Any Time.	To prevent inappropriate and obstructive parking and maintain visibility at junction.
33	Forder Lane	Bishopsteignton	Ron Peart	New length of No Waiting At Any Time.	To prevent inappropriate and obstructive parking and maintain visibility at junction.
34	Greenhill Road	Kingsteignton	Ron Peart	Extend No Waiting At Any Time.	To prevent inappropriate and obstructive parking.
35	Wolverton Drive at junction with Broadway Road	Kingsteignton	Ron Peart	Extend No Waiting At Any Time.	To prevent inappropriate and obstructive parking and maintain visibility at junction.

Reference	Location	Parish/Town	County Councillor	Proposals	Statement of reasons
36	Tweenaways at junction with Broadway Road	Kingsteignton	Ron Peart	Introduce No Waiting At Any Time.	To prevent inappropriate and obstructive parking and maintain visibility at junction.
37	Longford Lane	Kingsteignton	Ron Peart	Extend No Waiting At Any Time.	To prevent commuter parking.
38	Pottery Road	Kingsteignton	Ron Peart	Introduce No Waiting At Any Time.	To prevent inappropriate and obstructive parking and maintain access for HGVs.
39	Western Road	Ashburton	Stuart Barker	New length of No Waiting At Any Time.	To prevent inappropriate and obstructive parking and maintain visibility at access points.
40	Eastern Road - all junctions	Ashburton	Stuart Barker	New length of No Waiting At Any Time.	To prevent inappropriate and obstructive parking and maintain visibility at access points.
41	St Lawrence Lane	Ashburton	Stuart Barker	Permit or loading bay	To provide suitable loading facilities for Royal Mail.
42	Higher Mill Lane	Buckfast	Stuart Barker	New length of No Waiting At Any Time.	To maintain access for buses.
43	Market Close	Buckfastleigh	Stuart Barker	New length of No Waiting At Any Time.	To prevent inappropriate and obstructive parking on northside.
44	Chapel Street	Buckfastleigh	Stuart Barker	New length of No Waiting At Any Time.	To prevent inappropriate parking and prevent vehicles mounting footway.



Reference	Location	Parish/Town	County Councillor	Proposals	Statement of reasons
45	Oaklands Road	Buckfastleigh	Stuart Barker	Extend No Waiting At Any Time	To prevent inappropriate and obstructive parking where road narrows.
46	Plymouth Road	Buckfastleigh	Stuart Barker	Reduce length of No Waiting At Any Time	To provide additional unrestricted parking without compromising the turn facility.
47	East Street	Denbury	Stuart Barker	Introduce No Waiting At Any Time.	To prevent inappropriate parking and prevent war memorial from being damaged.
48	Reynell Road	Oggwell	Stuart Barker	Introduce No Waiting At Any Time.	To prevent inappropriate parking on bends without having a detrimental effect on vehicle speeds.
49	Exeter Road at junction with First Drive	Teignmouth	Sylvia Russell	Introduce No Waiting At Any Time.	To prevent inappropriate parking and maintain visibility at junction.
50	Daimonds Lane	Teignmouth	Sylvia Russell	Extend No Waiting At Any Time.	To prevent inappropriate, obstructive parking.
51	Mill Lane	Teignmouth	Sylvia Russell	Introduce No Waiting At Any Time.	To maintain visibility at access to 3, 5 & 7 Mill Lane.



HIW/19/14

Teignbridge Highways and Traffic Orders Committee  
28 February 2019

## **Somerset Place, Teignmouth – Provision of Mandatory Disabled Parking Bay**

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

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

**Recommendation:** It is recommended that:

- (a) the contents of this report be noted and;***
- (b) the proposal for the mandatory disabled parking bay at Somerset Place, Teignmouth is implemented as advertised and the traffic regulation order in respect of the disabled parking bay is made and sealed.***

### **1. Background**

An application for a disabled parking bay was received by Devon Council County from a blue badge holder at Somerset Place, Teignmouth. The applicant has met the criteria for provision of a disabled parking bay.

### **2. Proposal**

The most appropriate location for the disabled parking bay was identified at the end of the limited waiting section adjacent to Wedgewood Court. The Bay would have to be mandatory as the Bay would be adjacent to other enforceable restrictions. Details of the proposal are shown in Appendix I to this report.

### **3. Consultations**

Following approval by the local member and Chair of Teignbridge Highways and Traffic Orders Committee, formal consultation on the proposed traffic regulation order for the county wide disabled parking bay order began on 25 October to 15 November 2018. During the consultation period, one submission was received from Teignmouth Town Council objecting to the proposed mandatory disabled parking bay at Somerset Place, Teignmouth.

An extract is reproduced below from the minutes of the Town Council's Extraordinary Finance and General Purposes Committee held on Wednesday 14 November 2018.

### **192 MATTERS OF URGENCY BROUGHT FORWARD BY THE CHAIRMAN**

*Cllr Russell said Devon County Council had received an application from a resident to introduce a disabled badge holder area on a specified length of Somerset Place. She conveyed concern as the area would not solely be available for the resident and there are other nearby areas for badge holders.*

*Cllr Burgess proposed to take advice and refuse the application, seconded by Cllr Green and agreed by majority. Cllr Eden voted against.*

# Agenda Item 8

Blue Badge Holder are permitted to park within limited waiting bays without time limit but there is no guarantee that a space will be available at any particular location. Applicants for Disabled Parking Bays are made aware that any bay provided cannot be guaranteed for their personal use. However, provision of a Disabled Parking Bay will reduce competition for the space in a given area thereby improving the chances that the applicant will be able to park close to their residence more often.

## **4. Financial Considerations**

The Disabled Parking Bay Budget funded from the On-Street Parking Account, approved at the March 2013 Cabinet, will be used to fund identified works.

## **5. Environmental Impact Considerations**

The proposals are intended to improve mobility and access for blue badge holders and therefore the environmental effects of the scheme are therefore positive.

## **6. Equality Considerations**

The proposal should ease the parking problem being experienced by the blue badge holder when parking near their home.

## **7. Legal Considerations**

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

When making a Traffic Regulation Order it is the County Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, secures the expeditious, convenient and safe movement of traffic and provision of parking facilities. It is considered that the proposal complies with section 122 of the Act as it secures and maintains safe access to premises for the blue badge holder.

## **8. Risk Management Considerations**

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

## **9. Options/Alternatives**

The recommendation is to proceed with the proposal to implement the disabled parking bay as advertised. The option of not proceeding with the disabled parking bay will not ease the parking problems experienced by the blue badge holder.

## **10. Reasons for Recommendations**

It is recommended that the proposal for the mandatory disabled parking bay is implemented as advertised as the bay will not cause any additional congestion in the area as this is already a parking bay. It is also accepted by the applicant that the bay will be available to all blue badge holders.

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

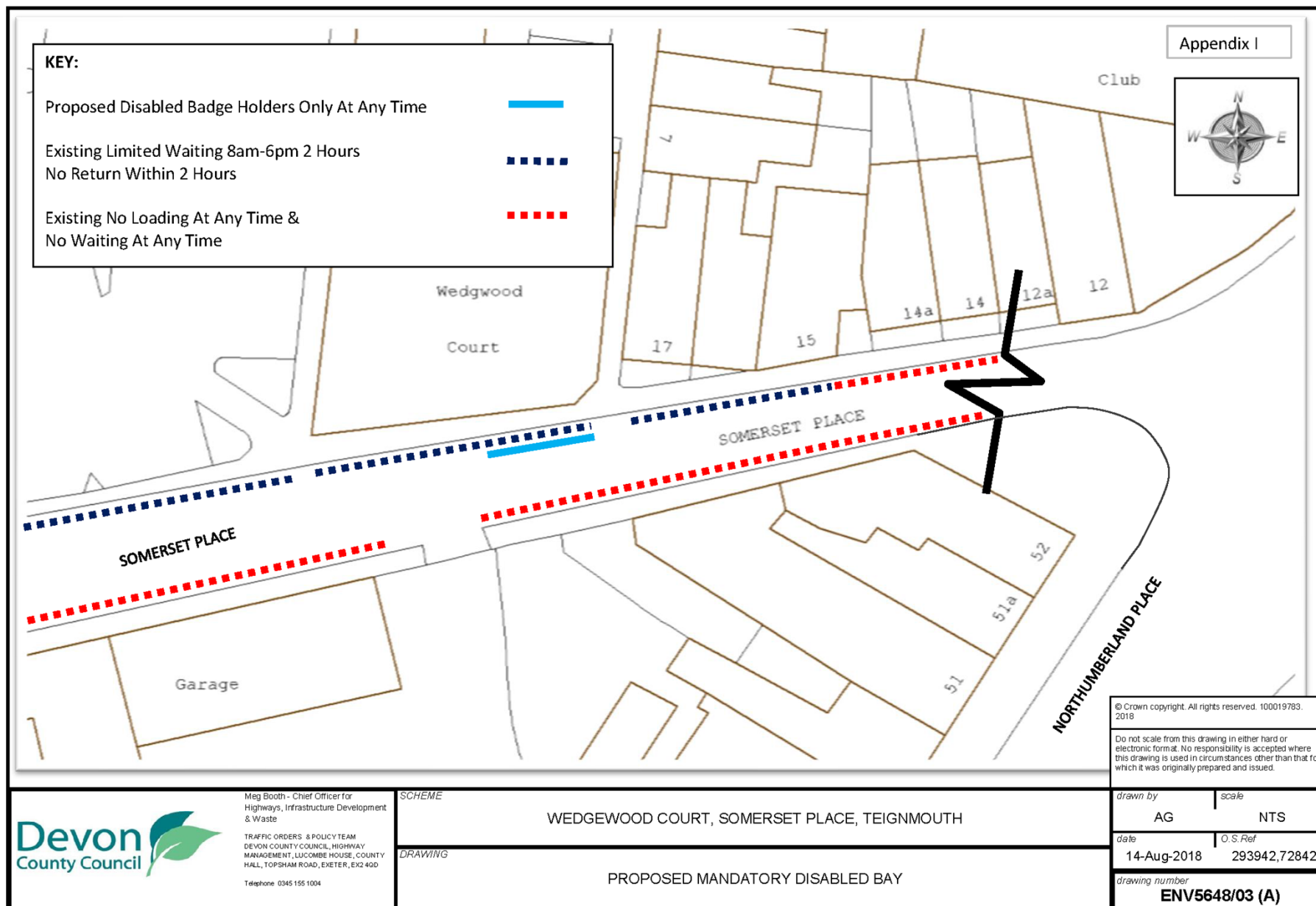
Tel No: 01392 383000

Background Paper	Date	File Ref.
None		

mj130219teh

sc/cr/Somerset Place Teignmouth Provision of Mandatory Disabled Parking Bay  
02 190219

Appendix I  
To HIW/19/14



PTE/19/9

Teignbridge Highways and Traffic Orders Committee  
28 February 2019

## **Removal of Building, Improvement and Visibility Lines at South West Exeter**

Report of the Head of Planning, Transportation and Environment

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

**Recommendation:** It is recommended that the building lines at South West Exeter as prescribed in the Schedule attached as Appendix I be revoked and rescinded and removed from the Register of Local Land Charges.

### **1. Background**

The Public Health Act 1925 and the Roads Improvement Act 1925 empowered the Highway Authority of the day to prescribe, in relation to one side or both of any Highway Maintainable at Public Expense, an improvement line the effect of which is to protect land, which may eventually be needed for road widening, from the erection of buildings.

Upon Local Government Re-organisation in 1974 the Devon County Council inherited as successor Highway Authority various building, improvement and visibility lines prescribed by the former Highway Authorities, most of which were prescribed in the 1920's and 1930's.

All building and improvement lines are protected by registration in the Register of Local Land Charges and are revealed in replies to searches made by Solicitors acting for prospective purchasers of properties or land.

Most of the Orders made under the Public Health Act 1925 and the Roads Improvement Act 1925 are unable to be located in printed version. It would be difficult, therefore, to enforce if thought necessary.

Reviews of building, improvement and visibility lines have been undertaken in some districts. Where they have been deemed to be obsolete by virtue of the changes to road layout or traffic patterns over the years, the powers contained in current Planning Legislation, or there is no prospect of the identified highway improvement being progressed they have been revoked and rescinded and removed from the Register of Local Land Charges.

### **2. South West Exeter**

Building lines remain in place adjacent to the A379 between the Matford Roundabout and the A30 overbridge, on the edge of Exeter. This is within an area allocated for development known as South West Exeter.

In total, South West Exeter is an allocation of 2,500 dwellings within the administrative areas of Exeter and Teignbridge, which has been allocated in the relevant Local Plan and Core Strategy. The development impacted by the building lines is that within the district of Teignbridge.

# Agenda Item 9

Proposals for development in this location are well established. In addition to the land being allocated for development, planning applications have been approved, including for land impacted by the building and improvement lines.

It is understood that the building lines were prescribed in this location to protect land for future improvements to the A379. The only widening anticipated for this road is that which is required for the proposed development. This includes widening of the A379 and new access junctions. They do not require the protection from the building lines to achieve this as they are deliverable without these. No widening is proposed or expected beyond this and would not be expected without development.

It is not considered acceptable to retain the building lines as although they would enable widening as proposed, they could, subject to enforcement of them, affect delivery of development as required for widening associated with the development.

The delivery of development at South West Exeter is part of a strategy for development within the Exeter area and as identified above is included within planning policy. Devon County Council supports this development and has made a funding bid of £55 million to the Housing Infrastructure Fund to deliver infrastructure to bring forward development in the area.

### **3. Options/Alternatives**

The Committee may decide to retain in the Register of Local Land Charges the lines detailed in Appendix I.

This would have an impact on the development coming forward as well as the infrastructure required to deliver the development.

### **4. Financial Considerations**

There are no additional costs involved in implementing the recommendation. The modifications to the Register of Local Land Charges would be undertaken by existing staff.

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

It is considered the environmental impact of implementing the recommendation would be neutral.

### **6. Equality Considerations**

It is considered there are no considerations in relation to the Public Sector Equality Duty in implementing the recommendation.



## 7. Legal Considerations

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

## 8. Reasons for Recommendations

It is considered that the historic improvement, building and visibility lines in the Register of Local Land Charges summarised in Appendix I are now obsolete by virtue of the changes to road layout or traffic patterns over the years, the powers contained in current Planning Legislation, or there is no prospect of the identified highway improvement being progressed.

Dave Black  
Head of Planning, Transportation and Environment

### **Electoral Divisions: Exminster & Haldon, Alphington & Cowick**

Local Government Act 1972: List of Background Papers

Contact for enquiries: Sarah Ratnage

Room No: AB2 Lucombe House, County Hall, Topsham Road, Exeter

Tel No: 01392 383000

Background Paper	Date	File Ref.
None		

sr010219tnh  
sc/cr/Removal of Building, Improvement and Visibility Lines at South West Exeter  
02 190219

Appendix I  
To PTE/19/9

Schedule of Local Land Charges to be revoked and rescinded and removed from the Register.

Nature of prohibition or restriction; and reference to order, scheme, instrument, resolution, covenant, agreement or other document, under or by virtue of which prohibition or restriction is created or enforceable	Historic description of land affected by prohibition or restriction	Current road number/ Electoral Division	Date
Building Line under Section 5 of the Roads Improvement Act, 1925	Exeter By-Pass Road	A379 Exminster & Haldon	23 January 1936

PTE/19/10

Teignbridge Highways and Traffic Orders Committee  
28 February 2019

## **Highweek Area, Newton Abbot – Experimental Traffic Regulation Order**

Report of the Head of Planning, Transportation and Environment

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

**Recommendation: It is recommended that:**

- (a) the responses to the experimental traffic regulation order are noted; and**
- (b) the modified experimental traffic order is made permanent.**

### **1. Summary**

This report reviews to date the experimental restrictions introduced in Highweek, Newton Abbot in November 2017. The order has now been active for 16 months and all responses received during this period are summarised in this report.

It is proposed that the remaining elements of the experimental order are made permanent.

### **2. Background/Introduction**

Report PTE/17/44 was presented to the July 2017 Teignbridge HATOC meeting, where authorisation was given for the implementation of the Highweek Experimental Traffic Regulation Order (ETRO). A further report, PTE/18/38 was presented to the July 2018 Teignbridge HATOC meeting, where modifications to the ETRO were agreed. This included the removal of the one-way restriction on Pitt Hill and the relocating of the prohibition of goods vehicles restriction further south along Ringslade Road.

The original restrictions were implemented on site during November 2017. The modifications were made during August 2018 and have now run for a further six months without interruption.

The traffic flows have not been monitored again following the implementation of the modifications.

### **3. Consultations**

The Highweek ETRO has been implemented and public comments received in line with the statutory process.

The following number of responses have been received during this consultation and are fully summarised in Appendix I and II, including the County Council's response.

# Agenda Item 10

Consultation period	Number of responses
<b>Phase 1: Implementation to modification</b> November 2017 – July 2018 <i>(statutory consultation 10/11/17-10/5/18)</i>	26
<b>Phase 2: Modification to current date</b> August 2018 – February 2019 <i>(statutory consultation 16/8/18-15/2/19)</i>	3

In summary, the key comments received were:

#### **Phase 1: Implementation to modification**

- HGV access needed to businesses.
- One-way restrictions on Pitt Hill are being ignored.
- Increased traffic flows and congestion in the wider Highweek village.

#### **Phase 2: Modification to current date**

- Lack of warning signs around revised road layout.
- Pedestrian safety within the wider Highweek village.

Having considered all the comments received, it is recommended that the modified restrictions are made permanent.

## **4. Proposal**

The restrictions as modified are listed below with details of proposals to make them permanent, as shown on the plan in Appendix III.

### **(i) Closure of Whitehill Road at the northern end**

No modification was made to this restriction during August 2018 and no further comments have been received regarding the requirement for a turning head at the northern end.

The recommendation is therefore that this restriction is made permanent.

### **(ii) Restricted access for vehicles over 7.5 tonnes on Ringslade Road**

As agreed at the July 2018 Teignbridge HATOC meeting, this restriction was modified during August 2018 and moved further south along Ringslade Road to its junction with Highweek Village. Following this modification, no further comments have been received.

The recommendation is therefore that this restriction is made permanent.

## **5. Financial Considerations**

The required works to implement this order will be funded from the LTP. These will be to the approximate value of £1,000 and cover the changes to the lining and signing to make the restrictions permanent.

## **6. Environmental Impact Considerations**

The reduction of HGV vehicles through Highweek on a permanent basis will have a positive impact within Highweek and a negative impact in some other areas, thus the likely overall impact will be neutral.

The restrictions detailed above will result in a better social environment for the community of Highweek as a whole, this is indicated by the reduction in responses received since the modifications have been made.

## **7. Equality Considerations**

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

## **8. Legal Considerations**

The ETRO can only run for a period of 18 months in total, having started during November 2017 the maximum period it can run for is until May 2019.

The statutory consultation for an ETRO must have run for a minimum of six months, following any modifications, prior to it being made permanent. The modifications were made during August 2018 and have run uninterrupted since then. Therefore, the proposal to agree the making of these restrictions permanent during the February 2019 Teignbridge HATOC meeting is in line with the timescales within the legislation.

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, to secure the expeditious, convenient and safe movement of traffic and provision of parking facilities.

## **9. Risk Management Considerations**

No new risks have been identified.

## **10. Public Health Impact**

There is not considered to be any public health impact.

## **11. Options**

The County Council will continue to progress the longer term major schemes on the A382 and the A382/A383 connection.

## **12. Reason for Recommendation**

The County Council is responding to concerns raised by residents and local councillors and their requests for interim measures to address traffic issues in Highweek, in advance of the longer term major scheme solutions being completed, recognising there is no easy answer to the traffic problems in Highweek.

The ETRO had already made improvements to the traffic in the Highweek area prior to the modifications. The modifications were made to assist access and the improvements have been further consolidated.

# Agenda Item 10

Dave Black  
Head of Planning, Transportation and Environment

**Electoral Division: Newton Abbot North**

Local Government Act 1972: List of Background Papers

Contact for enquiries: Peter Knight

Room No. ABG, Lucombe House

Tel No: 0345 155 1004

Background Paper	Date	File Reference
None		

pk120219teh  
sc/cr/Highweek Area Newton Abbot Experimental Traffic Regulation Order  
02 190219

## Appendix I To PTE/19/10

### Devon County Council (Various Roads, Highweek, Newton Abbot) (Traffic Regulation) Experimental Order 2017

Responses received between 10 November 2017 and 10 May 2018

Comment	Response
<b>First Respondent – Resident, Whitehill Road</b>	
Large vehicles unable to turn in Whitehill Road. Refuse collection disrupted.	Views noted.  Refuse collection issues resolved with Teignbridge District Council.
<b>Second Respondent – Resident, Coombeshead Road</b>	
Pitt Hill one way causes additional traffic on narrower Coombeshead Road. Vehicles have to mount the kerb to pass. Vehicle has hit resident's wall.	Views noted. It is recommended that the one-way restriction is suspended.
<b>Third Respondent – Resident, Blenheim Close</b>	
Pitt Hill one way will cause chaos.	Views noted. It is recommended that the one-way restriction is suspended.
<b>Forth Respondent – Resident, Ringslade Road</b>	
Ringslade Road HGV ban – alternative routes are narrower.	Views noted.  It is recommended that the prohibition is relocated closer to Highweek Village to allow access from the A382.
<b>Fifth Respondent – Resident, Gaze Hill</b>	
One-way system in Highweek Village being ignored by users. Counted 25 vehicles in 40 mins (15:40 - 16:30).	Views noted.  The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.
<b>Sixth Respondent – Unknown</b>	
Lack of warning/signage to indicate change to road layout at Pitt Hill.	Views noted.  New road layout warning signs were installed.
<b>Seventh Respondent – Unknown</b>	
Driver for courier service, drives long vehicle, had to dangerously reverse down Whitehill Road. Lack of provision for vehicles larger than cars. No turning circles large enough for vans, etc.	Views noted.  The situation will continue to be monitored.
<b>Eighth Respondent – Resident, Whitehill Road</b>	
Positive feedback about walking up/down Whitehill Road. Lack of provision for vehicles larger than cars. No turning circles large enough for vans, etc. Affecting refuse collection services.	Views noted.  The situation will continue to be monitored.  Refuse collection issues resolved with Teignbridge District Council.

# Agenda Item 10

Comment	Response
<b>Ninth Respondent – Resident, Coombeshead Road</b>	
Vehicles turning in to Highweek Village and Coombeshead Road instead of going around via main roads. Many vehicles ignoring new restriction on Pitt Hill entirely.	Views noted.  The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.
<b>Tenth Respondent – Resident, Highweek Village</b>	
Drivers regularly ignore one-way system on Pitt Hill. Suggests "Slow", "Give-way" or traffic humps may help deter drivers.	Views noted.  The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.
<b>Eleventh Respondent – Resident, Blenheim Close</b>	
One-way system in Highweek Village being ignored by users.	Views noted.  The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.
<b>Twelfth Respondent – Resident, Whitchurch Ave</b>	
Requests that Whitehill Road closure and Pitt Hill one-way system to apply to motor vehicles only, bicycles exempt.	Views noted.  It is recommended that the one-way restriction is suspended.  Cyclists are able to dismount and pass through the No Entry before continuing along Whitehill Road.
<b>Thirteenth Respondent – Business Owner, Highweek Village</b>	
Small business owner having issues with access for delivery/service vehicles over weight limit of Ringslade Road. Seeking alternative route or addition of 'except for access' to signage.	Views noted.  It is recommended that the prohibition is relocated closer to Highweek Village to allow access from the A382.
<b>Fourteenth Respondent - Unknown</b>	
Highweek Village, Mile End Road and Coombeshead Road struggling with congestion due to Pitt Hill one way.	Views noted.  The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.
<b>Fifteenth Respondent – Business Owner, Highweek Village</b>	
Small business owner having issues with access for delivery/service vehicles over weight limit of Ringslade Road. Seeking addition of 'except for access' to signage.	Views noted.  It is recommended that the prohibition is relocated closer to Highweek Village to allow access from the A382.
<b>Sixteenth Respondent – Resident, Whitehill Road</b>	
Definite positive change noticed, happy with new system and effects it has had.	Views noted.



Comment	Response
<b>Seventeenth Respondent – Resident, Coombeshead Road</b>	
Redirected traffic making already narrow and congested roads busier and dangerous for pedestrians. Particularly bad around end of school time.	Views noted.  The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.
<b>Eighteenth Respondent – Resident, Gaze Hill</b>	
Definite positive change noticed, happy with new system and effects it has had.	Views noted.
<b>Nineteenth Respondent – Resident, Highweek Village</b>	
One-way system in Highweek Village being ignored by users. Difficult to use other routes due to numbers of parked cars on pavement. Recommends signs advising no parking on pavement.	Views noted.  The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.
<b>Twentieth Respondent – Resident, The Churchills</b>	
One-way system in Highweek Village being ignored by users. Worry of creating accident black spot.	Views noted.  The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.
<b>Twenty-first Respondent – Resident, The Churchills</b>	
One-way system not effective in reducing traffic flows through the village. Residents forced through the village along with the through traffic. One-way system being ignored by users. New road being built will reduce traffic travelling through Highweek so no need to make this restriction permanent.	Views noted.  The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.
<b>Twenty-second Respondent – Resident, The Churchills</b>	
One-way system in Highweek Village being ignored by users. Other roads are inconvenienced by additional traffic. Fears Pitt Hill junction has become more dangerous.	Views noted.  The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.
<b>Twenty-third Respondent – Resident, Coombeshead Road</b>	
Traffic flows increasing, too much development, need new link road, should not have closed Pitt Hill Road southbound.	Views noted.  It is recommended that the one-way restriction is suspended.
<b>Twenty-fourth Respondent – Resident, Highweek Village</b>	
People driving on the pavement, impossible to pass, people parking on the pavement to purposefully to prevent people driving on the pavement. Have to drive short distances now as too dangerous to walk.	Views noted.  Driving on the pavement is an offence and should be reported to the police.  Changes are proposed which should reduce traffic in Highweek Village.

# Agenda Item 10

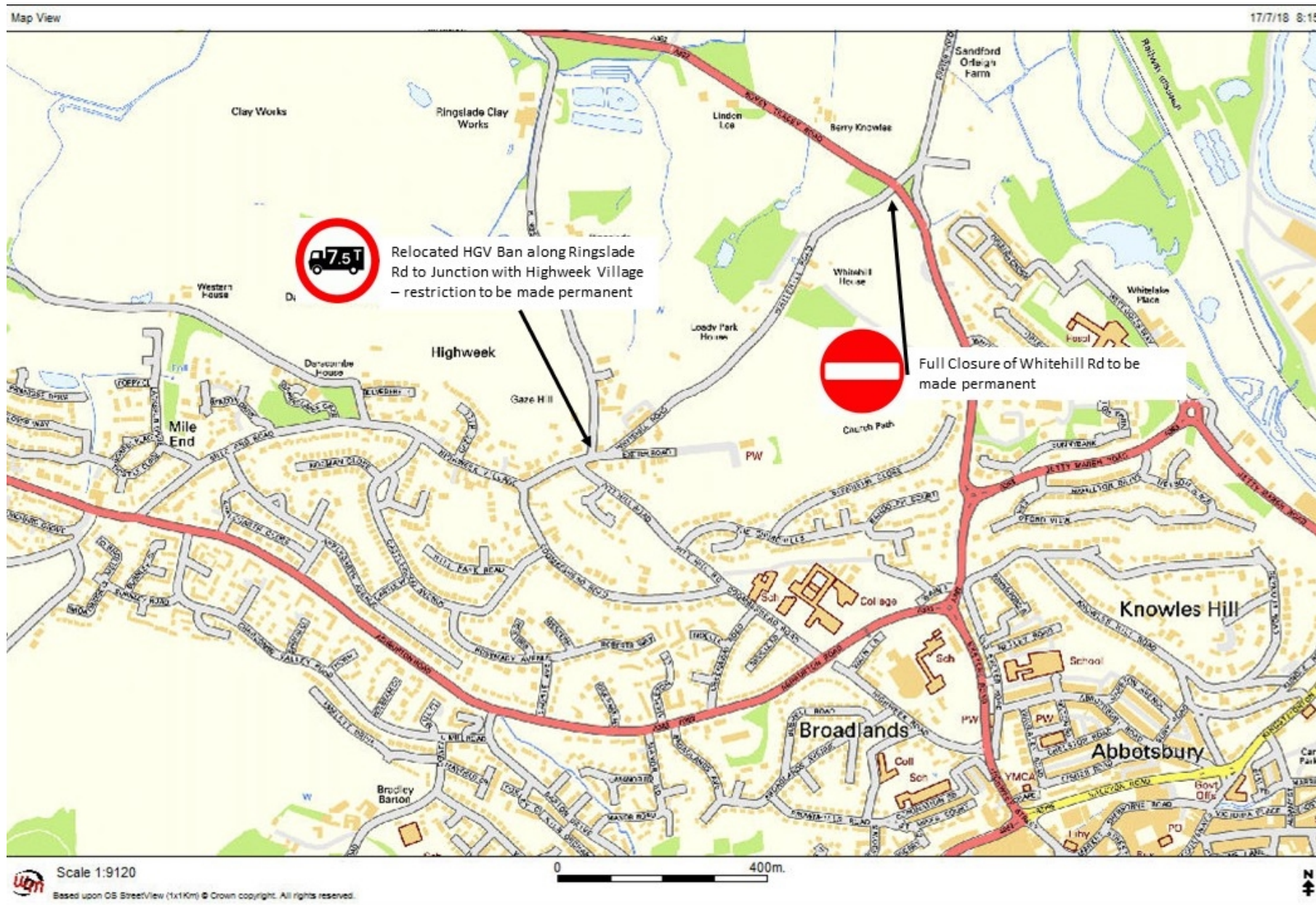
Comment	Response
<b>Twenty-fifth Respondent – Resident, The Churchills</b>	
Redirected traffic making already narrow and congested roads busier and dangerous for pedestrians. Particularly bad around end of school time.	Views noted.  The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.
<b>Twenty-sixth Respondent - Unknown</b>	
Unacceptable speed and volume of traffic in Highweek Village.	Views noted.  The proposals seek to reduce the volume of traffic in Highweek Village.

## Appendix II To PTE/19/10

### Devon County Council (Various Roads, Highweek, Newton Abbot) (Traffic Regulation) Experimental Order 2017 (modified)

Responses received since 16 August 2018 and 15 February 2019

Comment	Response
<b>Twenty-seventh Respondent - Unknown</b>	
Lack of notice signs to back up changes to Pitt Hill Road.	Views noted.  The arrangements on Pitt Hill were reverted to match that of the original arrangement prior to the experimental order.
<b>Twenty-eighth Respondent – Resident, Coombeshead Road</b>	
Redirected traffic making already narrow and congested roads busier and dangerous for pedestrians.	Views noted.  The vehicular movements have been monitored and results have influenced discussions. It has been agreed that the traffic flows on Pitt Hill are reverted to two-way.
<b>Twenty-ninth Respondent - Unknown</b>	
Lack of notice signs to back up changes to Pitt Hill Road.	Views noted.  The arrangements on Pitt Hill were reverted to match that of the original arrangement prior to the experimental order.



HIW/19/15

Teignbridge Highways and Traffic Orders Committee  
28 February 2019

## **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 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 County Councillor. Details of these matters are listed below.

<b>Location</b>	<b>Proposal</b>	<b>Action</b>
Ashburton Road, Newton Abbot	Extension of 30mph speed limit	Traffic regulation order advertised and implemented after consultation with Local County Councillor and HATOC Chair as no objections were received.
Buckland Road, Newton Abbot	Introduction of a mandatory disabled parking bay to replace existing advisory bay	Traffic regulation order advertised, objections resolved and implemented after consultation with Local County Councillor and HATOC Chair.
First Avenue, Dawlish	Introduction of a mandatory School Keep Clear	Traffic regulation order advertised and implemented after consultation with Local County Councillor and HATOC Chair as no objections were received.
Higher Brimley Road, Teignmouth	Introduction of No Waiting At Any Time	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 Divisions: Dawlish, Newton Abbot North, Newton Abbot South and Teignmouth**

# Agenda Item 11

Local Government Act 1972: List of Background Papers

Contact for enquiries: Lee Cranmer

Room No: ABG Lucombe House, County Hall, Exeter

Tel No: 0345 155 1004

Background Paper	Date	File Ref.
None		

jb180219tnh  
sc/hq/action under delegated powers  
2 190219