

Phil Norrey  
Chief Executive

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

County Hall  
Topsham Road  
Exeter  
Devon  
EX2 4QD

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(See below)

Your ref :  
Our ref :

Date : 28 March 2019  
Please ask for : Fiona Rutley 01392 382305

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

## **SOUTH HAMS HIGHWAYS AND TRAFFIC ORDERS COMMITTEE**

Friday, 5th April, 2019

A meeting of the South Hams Highways and Traffic Orders Committee is to be held on the above date at 10.30 am at Follaton House, Plymouth Road to consider the following matters.

P NORREY  
Chief Executive

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

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

- 1 Apologies for Absence
- 2 Minutes (Pages 1 - 6)  
Minutes of the meeting held on 23 November 2019 attached.
- 3 Items Requiring Urgent Attention  
Items which in the opinion of the Chairman should be considered at the meeting as matters of urgency.
- 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*  
<http://democracy.devon.gov.uk/ieListDocuments.aspx?CId=416&MId=2487&Ver=4&info=1>

- 5        Road Safety Report  
Head of Planning, Transportation and Environment to report.  
*(Electoral Divisions: All in the South Hams)*

- 6        Annual Local Waiting Restriction Programme (minute \*51) (Pages 7 - 12)  
Report of the Chief Officer for Highways, Infrastructure Development and Waste  
(HIW/19/33) attached.  
*(Electoral Divisions: All in the South Hams)*

**MATTERS FOR DECISION**

- 7        Yealmpton Pedestrian Crossing Proposal (minute \*49(a)) (Pages 13 - 16)  
Report of the Chief Officer for Highways, Infrastructure Development and Waste  
(HIW/19/34) attached.  
*(Electoral Division: South Brent & Yealmpton)*

- 8        Stopping up of public highway at land adjacent to the A379, Slapton (Pages 17 - 22)  
Report of the Chief Officer for Highways, Infrastructure Development and Waste  
(HIW/19/37) attached.  
*(Electoral Division: Kingsbridge)*

- 9        Western Bypass Crossing, Plymouth Road, Totnes - Appraisal (minute \*49(b))  
(Pages 23 - 32)  
Report of the Chief Officer for Highways, Infrastructure Development and Waste  
(HIW/19/35) attached.  
*(Electoral Division: Totnes & Dartington)*

- 10       Residents Parking Scheme at Shinnars Bridge and Spedding Cottages, Cott Road,  
Dartington (Petition)(minute \*50)  
Chief Officer for Highways, Infrastructure Development and Waste to report.  
*(Electoral Division: Totnes & Dartington)*

- 11       A384 Huxham's Cross Estate, Dartington (minute \*55) (Pages 33 - 38)  
Report of the Chief Officer for Highways, Infrastructure Development and Waste  
(HIW/19/36) attached.  
*(Electoral Division: Totnes & Dartington)*

- 12       Item under SO23(2) Traffic Management of Large Vehicles at A385 Station Road  
(Builders' Merchants), Totnes  
In accordance with Standing Order 23(2) Councillor Hodgson has requested that the  
Committee consider this matter.

- 13       Item under SO23(2) Littlehempston Cycle Path (minute \*53\*)  
In accordance with Standing Order 23(2) Councillor Hodgson has requested that the  
Committee consider this matter.

- 14       Item under SO23(2) Air Quality Management Action Plan (minute \*54)  
In accordance with Standing Order 23(2) Councillor Hodgson has requested that the  
Committee consider this matter.

## **STANDING ITEMS**

### **MATTERS FOR INFORMATION**

15

#### Dates for Future HATOC Meetings

Meetings to be held at 10.30am at Follaton House, Totnes:-

Friday 5 July 2019

Friday 29 November 2019

Friday 3 April 2020.

Please use link below for County Council Calendar of Meetings

<http://democracy.devon.gov.uk/mgCalendarMonthView.aspx?GL=1&bcr=1>

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

#### **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 01392 382305.*

## **Membership**

### County Councillors

Councillors J Brazil, R Croad (Chair), R Gilbert, J Hart, J Hawkins, J Hodgson and R Hosking

### South Hams District Council

Councillors P Dredge, T Pennington and P Smerdon

## **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 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



## SOUTH HAMS HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

23 November 2018

Present: -

Devon County Council: -

Councillors R Croad (Chair), J Brazil, R Croad, R Gilbert, J Hart, J Hawkins, J Hodgson and R Hosking

South Hams District Council

Councillor P Smerdon

Apologies: -

Councillors P Dredge and T Pennington

\* 48

### **Minutes**

**RESOLVED** that the minutes of the meeting held on 6 July 2018 be signed as a correct record

\* 49

### **Items Requiring Urgent Attention**

(Items taken under Section 100B (4) of the Local Government Act 1972)

The Chair had decided that the Committee should consider these items as matters of urgency: (a) in order that a scheme could be progressed and completed in the current financial year; and (b) in view of the local concerns expressed by residents following a road traffic collision and personal injury at A381 Crossing Totnes – Plymouth Road – request for a pedestrian link.

#### **(a) Yealmpton Crossing Scheme**

The Chief Officer for Highways, Infrastructure Development and Waste reported that a drawing had been received for the Yealmpton Crossing scheme which the Committee had last discussed at its meeting on 24 November 2017 when it had resolved *'that a review of the options for installing a crossing facility of the A379 at Underhay, Yealmpton be undertaken, with a view to identifying funding for implementation if an acceptable site can be identified'*.

Subject to approval the Scheme could now be progressed within the current financial year.

It was **MOVED** by Councillor Croad, **SECONDED** by Hodgson and

**RESOLVED** that the Scheme as shown on drawing No. B18012/1 circulated at the meeting be approved, subject to details being agreed by the Chief Officer for Highways, Infrastructure Development and Waste in consultation with the Chair and the local County Councillor.

#### **(b) A381 Crossing Totnes – Plymouth Road – Request for a Pedestrian Link**

(Mrs Lawson attended and spoke at the invitation of the Committee)

Mrs Lawson presented a petition requesting an additional crossing near the current traffic lights to facilitate a safe pedestrian link, following a recent personal injury to her son, a pedestrian in collision with a car at this location.

# Agenda Item 2

A Report on the request would be submitted to the next meeting.

\* **50**      **Petitions/Parking Policy Reviews**

The Chair was presented by Councillor Hodgson with a petition organised by a local resident, seeking a Residents Parking Scheme at Shinnars Bridge Cottages and Spedding Cottages, Cott Road, Dartington.

It was **MOVED** by Councillor Hodgson, **SECONDED** by Councillor Croad and

**RESOLVED** that a Report on the request be presented to the next meeting.

*[NB: The relevant Head of Service would be asked to respond direct to the petitioners on the issues raised, within 15 days, letting him/her know how long it would take to undertake the requested review in line with the Council's Petition Scheme (<http://democracy.devon.gov.uk/ieListDocuments.aspx?CId=416&Mid=2487&Ver=4&info=1>) and when that would be concluded and published and/or considered by the relevant Highways & Traffic Orders Committee thereafter.]*

\* **51**      **Annual Local Waiting Restriction Programme**

(Mr Martin attended under the County Council's Public Participation Scheme and spoke against the proposal in respect of Bayard's Cove, Dartmouth)

The Committee considered the report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/18/85).

Proposals for the South Hams HATOC Annual Waiting Restriction Review for 2018 had been presented to this Committee on 6 July 2018 and subsequently advertised and those which had not attracted objections would be implemented as advertised.

Details of proposals where objections had been received were shown in Appendix I to the Report with plans shown in Appendix II.

**RESOLVED:**

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

(b) that the recommendations contained in Section 4 of Report HIW/18/85 and detailed in Appendices I and II be agreed subject to: no action to implement the proposal at Waverley Road, Kingsbridge (Plan ENV5670 refers).

\* **52**      **Totnes Rainbow Crossing (Minute \*86, 24 March 2017)**

The Chief Officer for Highways, Infrastructure Development and Waste reported on discussions with the local community group, Proud2Be and the local County Councillor regarding potential sites for a rainbow crossing. The suggestion had been made to site the crossing in the Civic Square, as part of part of the current refurbishment plans. However, the Town Council had raised objections to the proposal.

A further option submitted by the Community Group for distinctive and colourful markings on the highway in the High Street could not be recommended by Officers in view of the potential legal and safety issues and Members concurred with this view.

Members asked that the Community Group be requested to submit revised proposals to Totnes Town Council for an appropriate marking in the Civic Square.

\* **53**      **Littlehempston Cycle Route/South Devon Railway (Minute \*44, 6 July 2018)**

The Chief Officer for Highways, Infrastructure Development and Waste reported that, regarding establishing a cycle route between Littlehampton and Totnes using the existing pedestrian bridge across the river Dart, an offer from a Director of the South Devon Railway Trust for a meeting with Members had been received, subject to several conditions.

The Committee noted that the proposed link would benefit all Parish Councils north of the river, it promoted sustainable tourism and supported the District Council's Clean Air Strategy. South West Water, the owners of adjacent land, were also amenable to supporting a scheme.

A meeting on this matter had been arranged with the Head of Planning, Transportation and Environment on 7 January 2019 at County Hall, Exeter and Members asked that as well Councillors Hodgson and Hawkins, the Chief Officer for Highways, Infrastructure Development and Waste, the Chair and Councillor Sheron be also invited.

\* **54**      **Air Quality Management Action Plan (minute \*41, 6 July 2018)**

Mr J Kershaw (South Hams District Council, specialist Adviser) attended at the invitation of the Committee and spoke regarding the Clean Air Strategy and Air Quality Management Areas which had been declared, due to poor air quality associated with road transport. Public consultation exercises across the District had been carried out and Action Plans were being developed for Totnes and Ivybridge in consultation with the County Council in terms of waiting restrictions and other presales which would have a significant impact. There was ongoing discussion in relation to the Totnes Plan including with the Totnes Travel Forum and there were significant financial Section 106 developer contributions available to support the Totnes Plans.

The Committee noted the position and expressed its support for the proposals and planned actions.

\* **55**      **Dartington site visit report (Minute \*45, 6 July 2018)**

(Mrs Balch attended and spoke at the invitation of the Committee on the discussions held that morning at a site meeting attended by Members and referred to excessive speeding on the narrow road and associated safety issues for pedestrians).

The Chief Officer for Highways, Infrastructure Development and Waste reported on the Committee's site visit held that morning and the results of traffic surveys and that Officers would continue to liaise with the Parish Council about a Traffic Management approach using S106 developer funding associated with local development, which was to be programmed for the next financial year. The Officers received an informal survey of Residents' Parking needs in Gidleys Meadow, Dartington, conducted by the local County Councillor.

Members referred to traffic issues at Huxham Cross, Dartington (A384) including alleged excessive speeding, location of a bus stop at Shinnars Bridge, the need for a pedestrian crossing and access to the local shops.

It was **MOVED** by Councillor Hodgson, **SECONDED** by Councillor Croad and

**RESOLVED** that a Report on the traffic issues at Huxham Cross (A384), Dartington be submitted to the next meeting and that a letter be sent to the Dartington Hall Trust supporting proposals to relocate the bus stop and improve pedestrian access and funding options to progress the requested zebra crossing on the A3585 at Dartington be explored.

\* **56**      **Drop Kerbs and Loss of Public Parking Provision, Item under SO23(2)**

The Committee noted that, in accordance with Standing Order 23, Councillor Brazil had asked that the Committee consider the above item, which could have implications across Devon, but

# Agenda Item 2

with specific examples of difficulties experienced within his electoral division of Kingsbridge, with private householders constructing dropped kerbs to facilitate off-street parking and therefore reducing the availability of on-street parking spaces. There were also environmental impacts with the loss of gardens etc.

The Chief Officer for Highways, Infrastructure Development and Waste reported on the rules relating to the construction of dropped kerbs. Subject to construction by a qualified approved contractor the County Council had limited power to control the numbers, other than where there was an overriding safety impact.

Members also referred to the enforcement issues by the County Council's Enforcement Officers (CEOs) and the Police and noted that on occasion construction of dropped kerbs and creation of several additional off-street parking places was beneficial. Where on-street parking caused an obstruction, which prevented egress by a resident action could be taken by the Police. Where a complaint was received the County Council's Civil Enforcement Officers would consider attendance and could enforce where a parked vehicle obstructed a "dropped kerb".

## \* 57 **Actions Taken Under Delegated Powers**

The Committee received the Report of the Chief Officer for Infrastructure Development and Waste (HCW/18/86) setting out action taken under delegated powers on advertised Traffic Regulation Orders since the last meeting.

## \* 58 **Dates for Future HATOC Meetings**

Meetings to be held at 10.30am at South Hams District Council, Follaton House, Totnes: -

Friday 5 April 2019  
Friday 5 July 2019  
Friday 29 Nov 2019  
Friday 3 April 2020.

The County Council's calendar can be viewed at;  
<http://democracy.devon.gov.uk/mgCalendarMonthView.aspx?GL=1&bcr=1>

## \* 59 **Exclusion of the Press and Public**

**RESOLVED:** that the press and public be excluded from the meeting for the following item of business under Section 100A(4) of the Local Government Act 1972 on the grounds that it involves the likely disclosure of exempt information as defined in Paragraphs 1, 2 and 5 of Schedule 12A of the Act, namely information relating to an individual and information likely to reveal the identity of an individual and information in respect of which a claim to legal professional privilege could be maintained in legal proceedings which would be likely to inhibit the free and frank provision of advice and exchange of views for the purpose of deliberation or the effective conduct of public affairs and in accordance with Section 36 of the Freedom of Information Act 2000 by virtue of the fact that the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

## \* 60 **Beacon Road Closure, King swear, Item under SO 23(2)**

The Committee noted that, in accordance with Standing Order 23, Councillor Hawkins had asked that the Committee consider the outcome of recent court proceedings which required a private resident to undertake works to repair the cliff face to a standard that would allow the footpath to be reinstated. Officers reported that a drainage pipe had been identified at the location and there would be some additional delay pending further survey work. They would however endeavour to expedite matters with the contractor. The Committee noted the position.

# Agenda Item 2

SOUTH HAMS HIGHWAYS AND TRAFFIC ORDERS COMMITTEE  
23/11/18

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

The Meeting started at 10.30 am and finished at 12.25 pm

## Agenda Item 2

HIW/19/33

South Hams Highways and Traffic Orders Committee  
5 April 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 South Hams HATOC on 5 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 6

- 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 South Hams 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.

## **12. Reasons for Recommendations**

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

Meg Booth  
Chief Officer for Highways, Infrastructure Development and Waste

**Electoral Divisions: All in the South Hams District**



# Agenda Item 6

## Local Government Act 1972: List of Background Papers

Contact for enquiries: Mike Jones

Room No: ABG Lucombe House

Tel No: 01392383000

Background Paper	Date	File Ref.
None		

mj260319shh  
sc/cr/Annual Local Waiting Restriction Programme  
02 270319

# Agenda Item 6

Appendix I  
To HIW/19/33

**South Hams Highways and Traffic Orders Committee  
2019/20 Annual Waiting Restriction Programme  
Proposals to be considered**

Electoral Division	Location		Proposal	Statement of Reasons for TRO
	Parish/Town	Road		
Dartmouth & Marldon	Dartmouth	Anzac Street	Introduce No Waiting At Any Time	To replace the yellow boxes with the correct road marking to prevent obstructive parking.
Dartmouth & Marldon	Dartmouth	Newport Street	No Waiting At Any Time	To protect pedestrian access to Mermaid Letting & Lifestyle Art Shop.
Dartmouth & Marldon	Dartmouth	North Embankment	Introduce No overnight Camper Van parking	To preserving the amenities of the area by preventing long term parking/storage of campers vans.
Dartmouth & Marldon	Dartmouth	South Embankment	Introduce No overnight Camper Van parking	To preserving the amenities of the area by preventing long term parking/storage of campers vans.
Dartmouth & Marldon	Kingswear	Higher Contour Road (at junction with Lower Contour Road)	Introduce No Waiting At Any Time	To prevent obstructive parking at junction.
Dartmouth & Marldon	Kingswear	Higher Contour Road (Near Wood Lane)	REDUCE No Waiting At Any Time	Introduce one more parking space by allowing a resident to park across their own driveway.
Ivybridge	Ivybridge	Blachford Road	Introduce No Waiting At Any Time	To prevent obstructive parking.
Ivybridge	Ivybridge	Harford Road to Exeter Road	To include Bridge Cottages into Residents Parking Zone B	To correct omission error when original scheme was set up.
Ivybridge	Ivybridge	Crescent Road	Introduce No Waiting At Any Time	To prevent obstructive parking at pinch point.
Ivybridge	Ivybridge	Exeter Road (junction of Stowford School)	Introduce No Waiting At Any Time	To prevent obstructive parking.

# Agenda Item 6

Electoral Division	Location		Proposal	Statement of Reasons for TRO
	Parish/Town	Road		
Ivybridge	Ivybridge	Greenfield Drive & Marshall Drive	Introduce No Waiting At Any Time	To prevent obstructive parking.
Ivybridge	Ivybridge	Leland Grove & Marshall Drive	Introduce No Waiting At Any Time	To prevent obstructive parking.
Ivybridge	Ivybridge	Brunel Way & McAndrew Walk	Introduce No Waiting At Any Time	To prevent obstructive parking.
Ivybridge	Ivybridge	St Johns Road	Introduce No Waiting At Any Time	To ease congestion and assist with flow of traffic by preventing parked cars affecting the function of the traffic lights.
Ivybridge	Ivybridge	St Peters Way	Introduce No Waiting At Any Time	To prevent obstructive parking.
Kingsbridge	Kingsbridge	Ashleigh Road & Balkwill Road	Introduce No Loading at Any Time	To ease congestion by preventing obstructive parking on junction at school drop off/pick up times.
Kingsbridge	Kingsbridge	Belle Cross Road	Introduce No Waiting	Introduce No Waiting at various pinch points to allow passage of town bus.
Kingsbridge	Kingsbridge	Embankment Road	Change times to limited parking	Increase maximum stay times to provide more time for use of the leisure facilities or for shoppers to walk to the town centre.
Kingsbridge	Kingsbridge	Embankment Road (Outside Estuary Edge)	Introduce No Waiting At Any Time	To prevent inappropriate parking obscuring visibility exiting private shared car park.
Kingsbridge	Kingsbridge	Henacre Road	Introduce No Waiting	Introduce No Waiting at various pinch points to allow passage of town bus.
Kingsbridge	Kingsbridge	Highfield Drive	Introduce extension of existing No Waiting At Any Time	To improve visibility on the bend.
Kingsbridge	Kingsbridge	Hurrell Road/Higher Union Road	Introduce No Waiting At Any Time	To prevent inappropriate parking on inside of bend.

# Agenda Item 6

Electoral Division	Location		Proposal	Statement of Reasons for TRO
	Parish/Town	Road		
Kingsbridge	Kingsbridge	Wallingford Road (Outside 50)	Change existing No Waiting At Any Time to No Waiting	To create a passing place.
Kingsbridge	Kingsbridge	Saffron Park	Introduce No Waiting At Any Time	To prevent inappropriate parking on bend and provide passing place.
Salcombe	Modbury	Brownston Street (oposit Traine Paddock)	Remove section of No Waiting At Any Time	Previous lines were marked in error.
Salcombe	Modbury	Galpin Street (near Co-op)	Remove section of No Waiting At Any Time	To add parking in this area.
Salcombe	Modbury	Galpin Street & New Road (near Co-op)	Introduce No Loading	To prevent obstructive parking.
Salcombe	Modbury	Scalders Lane	Introduce No Waiting At Any Time	To prevent inappropriate parking.
Salcombe	Thurlestone	Whole village	Convert existing No Waiting 9am-6pm 01 Apr - 30 Sep to No Waiting At Any Time	To prevent inappropriate parking.
South Brent & Yealmpton	South Brent	Station Approach & Vicarage Road	Introduce No Waiting At Any Time	To prevent obstructive parking on bend and junction.
South Brent & Yealmpton	Yealmpton	Fore Street (Outside The Volunteer)	REMOVE No Waiting At Any Time	To increase parking by increasing length of limited waiting bay.
South Brent & Yealmpton	Yealmpton	New Road & Torr Hill	Introduce No Waiting At Any Time	To prevent obstructive parking on bend.
Totnes & Dartington	Dartington	Lownard Cross to Shinnars Bridge	Introduce No Waiting At Any Time	To prevent obstruction of playing field vehicular entrance.
Totnes & Dartington	Staverton	Huxhams Cross to Staverton Bridge (Between Staverton Bridge and Staverton Level Crossing)	No Waiting At Any Time	To ease congestion on the road after level crossing gates open.

HIW/19/34

South Hams Highways and Traffic Orders Committee  
5 April 2019

## **Yealmpton Pedestrian Crossing Proposal**

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

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

**Recommendation:** It is recommended that the Scheme as shown on drawing No. B18012/5 in Appendix I, be approved for implementation, subject to details being agreed by the Chief Officer for Highways, Infrastructure Development and Waste in consultation with the Chair and the local County Councillor.

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

Members approved a previous proposal for a crossing on the A379 Fore Street in Yealmpton at this Committee on 23 November 2018.

After meeting with local residents, it was considered that the crossing should be moved further to the east, and this proposal is now being presented to this Committee for approval.

### **2. Main Text/Proposal**

A zebra crossing was advertised at Underhay on the A379 at Yealmpton in July 2014 but, following a number of objections, the proposal was not progressed. In light of representations received from Yealmpton Parish Council and Yealmpton Primary School Devon County Council has been asked to review the previous proposals to determine whether a suitable site could be found and funding identified for the installation of a zebra crossing at this site.

It was resolved at the South Hams HATOC on 24 November 2017 that a review of the options for installing a crossing facility of the A379 at Underhay, Yealmpton be undertaken, with a view to identifying funding for implementation, if an acceptable site can be identified.

A proposal was put before the HATOC on 23 November 2018, where the Scheme was approved, subject to details being agreed by the Chief Officer for Highways, Infrastructure Development and Waste in consultation with the Chair and the local County Councillor. Following a meeting with local residents, it was decided to investigate an alternative design further to the east. We are now seeking approval for this proposal, as shown in Appendix I.

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

A previous proposal was advertised but local concerns were raised regarding the proximity to private driveways and this proposal was not pursued.

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

The proposal has been requested by the Parish Council and Yealmpton Primary School.

# Agenda Item 7

## 5. Financial Considerations

The cost of the scheme has been estimated at £65,425, this will be funded from the Local Transport Plan budget.

## 6. Environmental Impact Considerations

The proposal will help pedestrians to cross the A379 Fore Street and will therefore be likely to increase pedestrian movements in the village.

## 7. Equality Considerations

The Local County Councillor has referred to the need for a safe school crossing for the new development of some 100 houses.

## 8. Legal Considerations

There are no specific legal considerations. The proposal will be advertised before implementation and is subject to a full Road Safety Audit process.

## 9. Risk Management Considerations

Stage 1 and 2 (Preliminary and Detailed Design Stages) have been undertaken and completed.

## 10. Public Health Impact

The proposal will help pedestrians to cross the A379 Fore Street and will therefore be likely to increase pedestrian movements in the village.

## 11. Summary/Conclusions/Reasons for Recommendations

This proposal has been developed following representations from Yealmpton Parish Council and Yealmpton Primary School and is supported by the local County Councillor.

Meg Booth  
Chief Officer for Highways, Infrastructure Development and Waste

## Electoral Division: South Brent & Yealmpton

Local Government Act 1972: List of Background Papers

Contact for enquiries: John Fewings

Room No: Ryefields

Tel No: 01392 38 3000

Background Paper

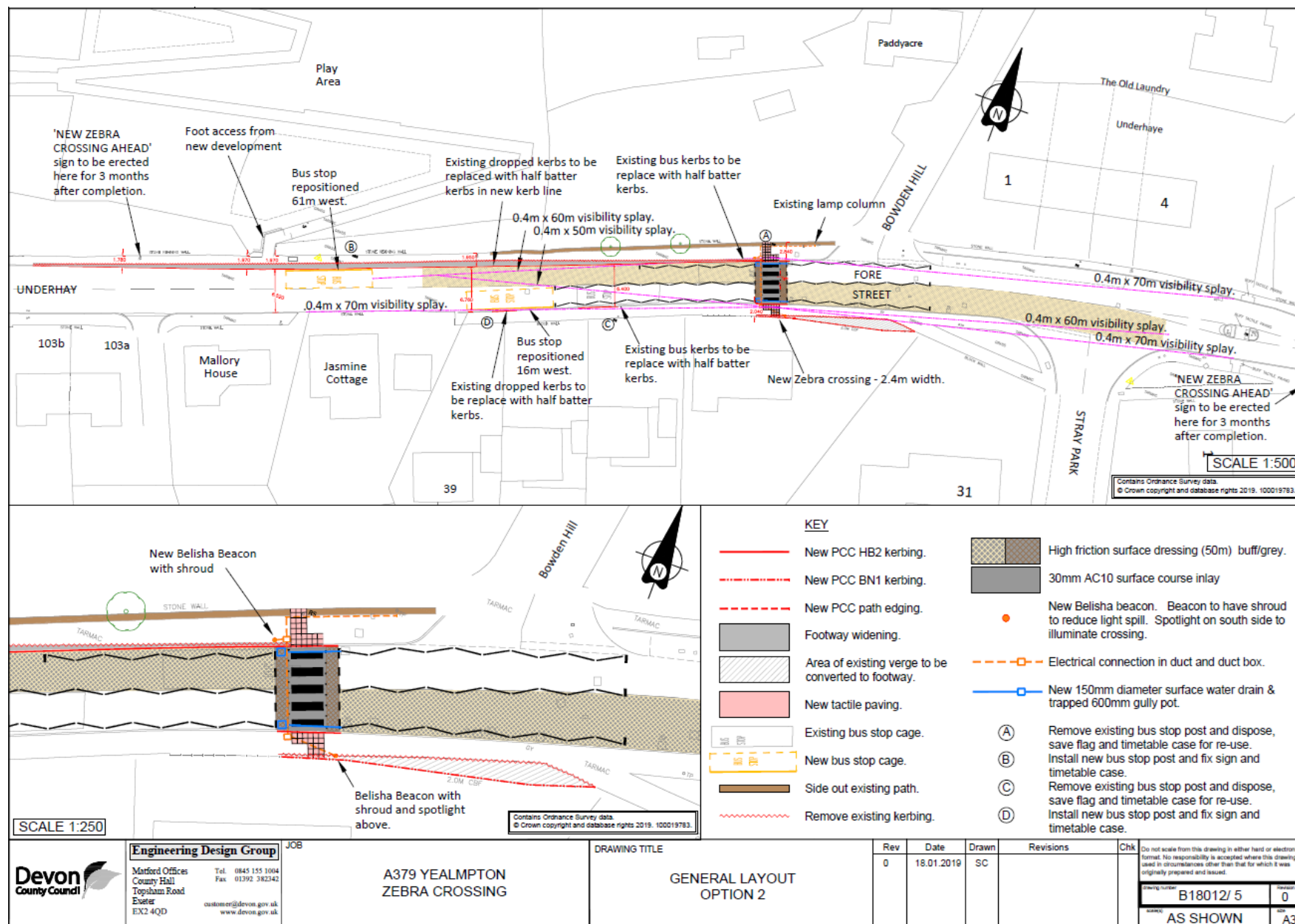
Date

File Ref.

None

jf150319shh  
sc/cr/Yealmpton Pedestrian Crossing proposal  
03 270319

# Proposal







HIW/19/37

South Hams Highways and Traffic Orders Committee  
5 April 2019

## **Stopping up of public highway; Land adjacent to the A379, Slapton**

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 extent of highway land adjacent to the A379, Slapton, as detailed in Appendix I, is not needed for public use; and**
- (b) this Committee resolves that subject to the consultations referred to in section 4, Devon County Council makes an application to the magistrates' court for an order under Section 116 of the Highways Act 1980 that the said highway land be stopped up.**

### **1. Introduction**

Under Section 116 of the Highways Act 1980, Devon County Council can make an application to a magistrates' court to stop up a section of highway if they think it is unnecessary.

Following the realignment of the A379 due to the storm damage, it is proposed that the original length of road (as shown in Appendix I) is stopped up and no longer forms part of the public highway.

The land in question is unregistered with the Land Registry and would revert to Whitley Wildlife Conservation Trust as the adjacent land owner as part of the arrangement for the construction of the new length of road.

### **2. Proposal**

It is recommended that an application is made to the Magistrates' Court under Section 116 of the Highways Act 1980 for the stopping-up of part of the public highway adjacent to the A379, Slapton as shown on the Drawing attached as Appendix I.

### **3. Alternatives**

Devon County Council has entered into an agreement with the landowners to seek a stopping up order as part of the agreement to construct the new road.

The alternative to retain the area as highway would place an unnecessary burden on the authority to maintain the area when the adjacent landowner is willing to take responsibility.

### **4. Consultations**

A number of organisations have been contacted on the proposal and a summary of the consultees and their response can be found in Appendix II.

# Agenda Item 8

Responses are still outstanding for Slapton Parish Council and South Hams District Council who have until 27 April 2019 to respond. If a response is received prior to the deadline then it will be discussed with the local member and chair before a final decision is made whether to proceed with the application to the Magistrates Court.

## **5. Financial Considerations**

Devon County Council has been provided £2.5m capital funding by the Department of Transport following the damage caused by Storm Emma in March 2018. This sum of money has been used for the realignment of the road and all other aspects necessary for the works along the A379 at Slapton.

## **6. Environmental Impact Considerations**

There are no environmental impacts in relation to this proposal.

## **7. Equality Considerations**

There are no equality considerations in relation to this proposal.

## **8. Legal Considerations**

Under Section 116 of the Highways Act 1980 a highway authority can apply to a magistrates' court to stop up highway on the ground that it is 'unnecessary'. Whether a highway is unnecessary is a question of fact. It should be unnecessary for the sort of purpose for which the public might reasonably be expected to use it, for example, to reach a specific destination or for recreational purposes.

Only a highway authority can apply to a magistrates' court for a stopping up order. A highway authority has discretion on whether or not to make an application. However, this discretion is capable of being judicially reviewed. It should therefore have good reason for not making an order.

## **9. Risk Management Considerations**

No risks have been identified.

## **10. Public Health Impact**

There are no implications of the proposals on public health in the area.

## **11. Reasons for Recommendations**

In summary it is recommended that the Committee approve the request for an application to the magistrates' court for a stopping up order on the land adjacent to the A379, Slapton described above, as the land is not needed for public use and is unnecessary as public highway.

Meg Booth  
Chief Officer for Highways, Infrastructure Development and Waste

**Electoral Division: Kingsbridge**

# Agenda Item 8

## Local Government Act 1972: List of Background Papers

Contact for enquiries: James Bench

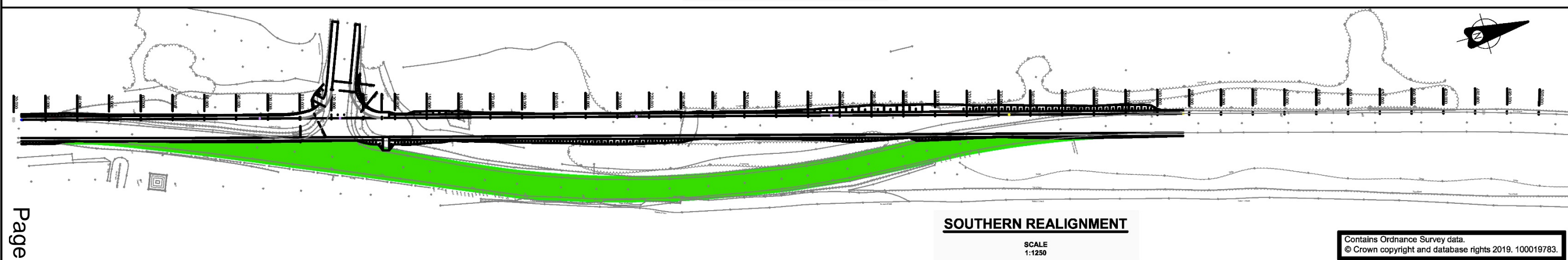
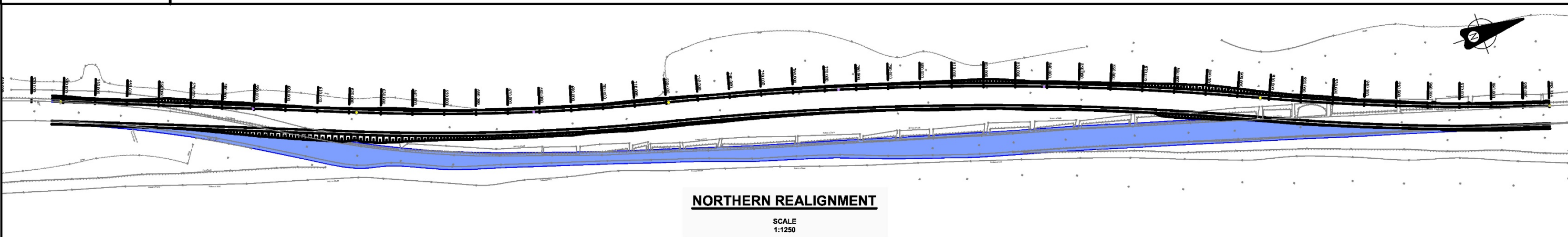
Room No: ABG Lucombe House

Tel No: 0345 155 1004

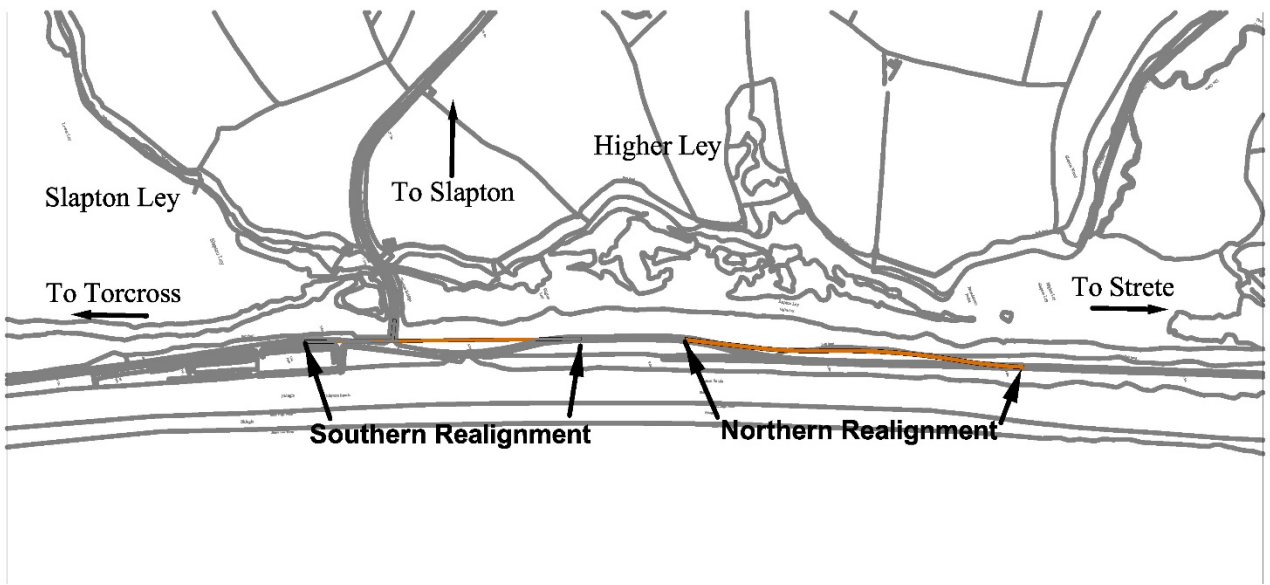
Background Paper	Date	File Ref.
None		

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sc/cr/ Stopping up of public highway Land adjacent to the A379 Slapton  
02 280319

Roads A3 land plan - Version 2.0



Page 20



**KEY**

2184m<sup>2</sup>

Area of Northern Highway to be stopped up.

2139m<sup>2</sup>

Area of Southern Highway to be stopped up.

**Engineering Design Group**

Matford Offices  
County Hall  
Topsham Road  
Exeter  
EX2 4QD

Tel. 0845 155 1004  
Fax 01392 382342

job/title

**A379 SLAPTON LINE  
CARRIAGEWAY REALIGNMENT**

**STOPPING UP OF HIGHWAY**

Rev	Date	Drawn	Revisions
A	19.02.2019	JF	Addition of site plan and site locations on map

Chk	Do not scale from this drawing in either hard or electronic format. No responsibility is accepted where this drawing is used in circumstances other than that for which it was originally prepared and issued.		
AK	Dwg. No.	C17025/22	Revision A
	scale(s)	AS SHOWN	size A3

## **Organisations Contacted & Response**

<b>Organisation Contacted</b>	<b>Response</b>
Slapton Parish Council	None received to date but deadline is 27/4/19
South Hams District Council	None received to date but deadline is 27/4/19
Whitley Wildlife Conservation Trust	Responded, no objection
Field Studies Council	No response
4 Wheel Vehicle Users	No response
Auto Cycle Union	No response
British Driving Society	No response
British Horse Association	No response
Byways and Bridleways Trust	Response received – clarification being sought on their response
Country Land and Business Association	No response
Cyclists Touring Club	No response
Devon Green Lanes Group	No response
National Farmers Union	No response
Natural England Consultation Service	No response
Open Spaces Society	No response
The Ramblers Association	No response



HIW/19/35

South Hams Highways and Traffic Orders Committee  
5 April 2019

## **Appraisal of Western Bypass Crossing at Plymouth Road, Totnes**

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 Members determine which option that they wish to support from those outlined in section 3 of this report.

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

At the HATOC meeting on 23 November 2018 a petition was presented requesting an additional light-controlled crossing on the north arm of the junction between the Western Bypass and Plymouth Road in Totnes. Members requested that a report on the proposal be brought to this meeting.

### **2. Main Text/Proposal**

The junction of Plymouth Road and the Western Bypass in Totnes is controlled by traffic signals. A light controlled crossing point on the south side of the junction was installed as a part of the Casualty Severity Reduction Scheme programme in 2006 to allow pedestrians to cross the Western Bypass safely. There are existing central traffic islands which allows pedestrians to cross the Western Bypass in two movements on both sides of the junction. The current layout is shown in Appendix I.

There is a pedestrian link from Collapark and Paige Adams Road that connects to the west side of the Western Bypass just to the north of the junction. Residents using this link and wishing to walk into Totnes either need to cross Plymouth Road to access the light-controlled crossing on the south side of the junction or cross on the north side using the central island.

Mrs Lawson presented a petition of 64 signatures to the meeting of this Committee on 23 November 2018 following a collision on 1 October 2018 which occurred when an 11 year old boy was crossing the Western Bypass on the north side the traffic signals and was hit by a vehicle. The petition asked for an additional light controlled crossing on the north side of the junction. There have been no other pedestrian collisions recorded at or near this junction in the past five years. An injury collision was recorded in 2014 involved a car hitting the back of motorcyclist in queueing traffic on the west side of the junction.

A staggered crossing in two separate signal controlled stages (one across the northbound lane and one across the two southbound lanes) could be introduced by increasing the length of time on the appropriate existing signal stages, this would have a negligible effect on the operation of the junction. However, there does not appear to be sufficient existing road width to add a staggered crossing. If either or both the existing crossing points are proposed to be straight through crossings, they would require an all red stage for vehicle movements at the junction, which would have a significant impact on traffic flows on both the Western Bypass and Plymouth Road.

# Agenda Item 9

The options are highlighted in the next section.

## **3. Options/Alternatives**

Options available are:

- (a) To leave the current layout as it is.
- (b) To investigate the addition of a staggered two-stage crossing point on the north side of the junction. The two stages would be one crossing the northbound lane and one crossing the southbound lanes. However there does not appear to be sufficient existing road width to put in a staggered crossing with an enlarged central island and so this option may not be achievable.
- (c) To investigate the addition of a straight through crossing on both sides of the junction. Pedestrians would be able to cross in one movement but this would have a substantial impact on the traffic flows through the junction.
- (d) To investigate the options for putting in a crossing point to allow pedestrians to more readily cross the western arm of Plymouth Road to access the south crossing point on the Western Bypass. The options are likely to be limited by the width of the road. If this was signal controlled it would require an additional all red phase at the junction to stop people entering or leaving Plymouth Road, substantially reducing vehicle capacity at the junction.

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

A letter and petition with 64 signatures was presented at the meeting of this Committee on 23 November, a copy of this is attached as Appendix II.

## **5. Financial Considerations**

Any of the identified options will need a detailed design and study before the feasibility, costs and the implications on traffic flows can be fully considered. A feasibility assessment is to be commissioned funded through Section 106 contributions from local development. Delivery of a preferred option will be dependent upon clarifying the cost and identifying funding.

## **6. Environmental Impact Considerations**

Option (b) would have a positive benefit for pedestrians, reducing the need to use a car, as it will aid crossing of this junction on the north side.

Option (c) would allow pedestrians to cross the southbound and northbound traffic lanes but would have a substantial impact on traffic flows and would increase traffic congestion and emissions from stationary traffic.

Option (d) will have a positive benefit for pedestrians as it will enable Plymouth Road to be crossed more easily to reach the light-controlled crossing point on the south side of the junction.

## **7. Equality Considerations**

The requested crossing will have a positive benefit for pedestrians as it will aid crossing of this junction on the northern side. However, it will have a negative impact for car drivers as it will cause additional delays for traffic movements at the junction.



## 8. Legal Considerations

There are no specific legal considerations.

## 9. Risk Management Considerations

In her petition Anthea Lawson requests that action be taken before another collision occurs. There have been no other recorded pedestrian collisions at this junction in the previous five years.

Adding additional pedestrian phases to this junction will increase the delays for traffic and increase traffic congestion on the Western Bypass.

## 10. Public Health Impact

Changing the pedestrian crossing facilities at this junction may increase the number pedestrian journeys from the Plymouth Road area into Totnes.

## 11. Summary/Conclusions/Reasons for Recommendations

Options to improve provision for pedestrian crossing movements at this signal controlled junction are detailed in Section 3. The implications on safety and traffic flows will need to be carefully assessed as part of a feasibility study.

Meg Booth  
Chief Officer for Highways, Infrastructure Development and Waste

## Electoral Division: Totnes & Dartington

Local Government Act 1972: List of Background Papers

Contact for enquiries: John Fewings

Room No: Ryefields

Tel No: 01392 38 3000

Background Paper

Date

File Ref.

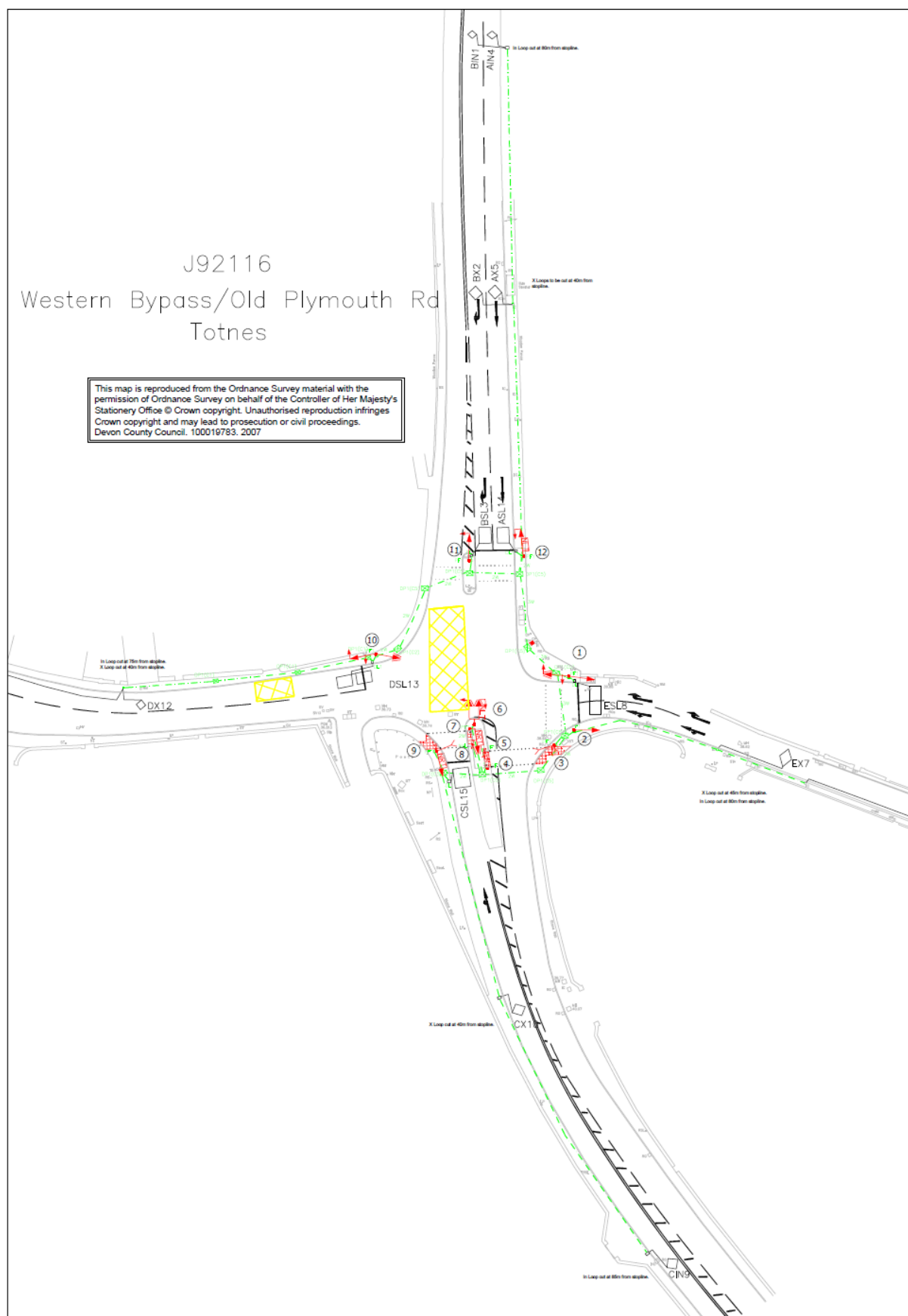
None

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sc/cr/Appraisal of Western Bypass Crossing at Plymouth Road Totnes  
04 280319

## Agenda Item 9

## Appendix I To HIW/19/35

### Plan of current junction layout



## Appendix II To HIW/19/35

Letter and Petition presented by Anthea Lawson

Anthea Lawson



South Hams Highways and Traffic Orders Committee  
c/o Councillor Roger Croad, Committee Chair

23 November 2018

Dear Councillors,

**Re: urgent need for a pelican crossing of the Totnes Western Bypass at Plymouth Road on the north/downhill side of the junction**

I am writing as a Totnes resident and a concerned parent, with the support of many of my neighbours in Farwell Road, Paige Adams Road and Lower Collapark/Collapark, to ask that your committee do what is necessary to agree and fund the installation of a pelican or other safe form of crossing where Plymouth Road crosses the Bypass out of Totnes.

An 11-year-old boy, Alfred Scott-Howarth was hit by a car while crossing the road there on the way home from school, at 3.45pm on 1st October. He is still recovering from his injuries, though fortunately they are not ultimately too serious. His mother's statement follows this letter.

For those of us who have to get small children across that junction several times a day, this accident appeared inevitable. And unless your committee acts to install a safe pedestrian crossing, the next more serious accident remains inevitable.

The car that hit Alfred was moving slowly, having only just moved off when the light turned green. The potential remains not only for a repeat of this scenario, but also for a much more serious collision involving a car moving very fast around the corner. It is our view that it is only a matter of time before somebody is seriously hurt or even killed. We don't want it to be our child, and we don't want it to be anyone else's child either.

This is why we organised the protest that was featured on the front of the Totnes Times on 12 October, and why we have collected more than 60 signatures for a petition calling for a safe crossing. We note that a safe crossing for this junction is already included in Totnes Town Council's 2014 'Traffic and Transport Policy.'

I have focused in this letter on getting children across the junction, but I could equally focus on the significant proportion of elderly residents of the affected roads, and how difficult it is to cross for those who cannot think or move quickly or easily.

Below is a brief summary of the problem.

- Residents of Farwell Road, Paige Adams Road, Lower Collapark and the eastern half of Collapark walk into town through the footpath at the top of Paige Adams Road, which emerges on the northwest corner of the Plymouth Rd/Bypass junction.

# Agenda Item 9

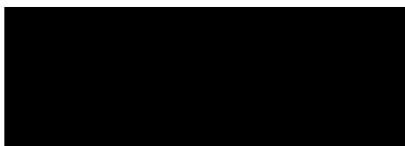
- While there is a pelican crossing of the Bypass on the south side of the junction, there is no safe way across Plymouth road on the western side to reach it.
- There is no gap in the traffic sequence to get all the way across the Bypass. The best option is to find a gap in one direction of traffic at a time, which leaves pedestrians stranded on a tiny island with no kerbs in the middle, barely wide enough for a buggy and the person pushing it, as lorries thunder past.
- In the absence of a pedestrian light, walkers are left to interpret the traffic lights. This is a lot to ask, especially for people who don't know the junction, or for children learning to cross roads by themselves. For example, the separate light for southbound traffic on the Bypass to turn right (westwards) into Plymouth Road is confusing for pedestrians. I have seen an extract from the police report for the recent accident where Alfred Scott-Howarth was run over, and it was on this part of the junction.
- Drivers emerging from Plymouth Road, from either direction, to turn north down the Bypass:
  - cannot see pedestrians waiting to cross;
  - cannot be seen by pedestrians trying to cross until they are already moving round the corner with only 2 or 3 metres of stopping distance;
  - are often accelerating hard at this point, either to catch the end of the green light they're using to turn, or because their lights have just turned green and they feel free to get moving;
  - are inconsistent in their use of indicators when making this turn, so it is impossible for pedestrians to judge whether they are going to turn and whether there's a chance to make a dash for it.

When I was collecting signatures for the petition we're bringing you, I learnt just how many of my neighbours are terrified of this junction. I realised, in these conversations, that the horrific mental images that assail me regularly, of my kids under the wheel of a vehicle, are widely shared. One woman who raised her children here, and hated crossing with them years ago, described how, now she's a grandmother, she *places herself in the path of the traffic from her grandson so the cars will hit her first*. People shouldn't have to do this.

There's describing the problem, and then there is experiencing it. Whenever I use that crossing with a friend who lives in another part of town, they are horrified at how dangerous it is; it really is apparent as soon as one crosses there. I urge you to please visit the site, particularly in the morning or afternoon rush hour, to experience the difficulties for yourselves.

And then, please, can you do what is necessary to install a pelican crossing before something truly awful happens and you find yourselves having to explain why you didn't do it after Alfred Scott-Howarth was hit by a car in October 2018.

Yours sincerely,



Anthea Lawson



**Statement from Wendy Howarth, mother of Alfred Scott-Howarth, 11, who was run over at the Plymouth Road/Bypass junction on 1 October 2018**

Alfred was just trying to cross the road on his way home from school. He couldn't see the lights clearly and didn't understand the feeder lane was just given the green light. The poor driver was just pulling away as Alfred tried to cross. Luckily she was at a slow speed and only caught him with the side of the car.

The emergency services initially thought Alfred had internal injuries and called the air ambulance as the nearest paediatric emergency unit is in Bristol. After assessment in the ambulance the paramedics decided he was less likely to have internal injuries so decided Torbay Hospital was the best option.

Alfred had hit the ground face first and was very lucky as he got away with a broken nose and severe bruising to his face and abdomen. It could all have been so much worse. He was in hospital for two days as there was still concern that he had internal bleeding. He then had to go back to hospital the following week to have his nose reset. He has missed three weeks of school and still cannot take part in physical activities while his nose heals.

At the time of the accident two men initially helped Alfred until the emergency services arrived. I would dearly like to thank them!

Two police cars, an ambulance, a paramedic first response car and an air ambulance attended the scene with a view to the air ambulance landing in the middle of the crossroads but this was stood down. Alfred's Dad was given a police escort to get him to the scene as he had to drive from Riverford farm where he works. Both myself and Alfred's brother ran from Maudlin Road to the scene. Totnes was gridlocked because of all this and so the ambulance had to 'blue light' to get through the stationary traffic.

Once at the hospital there was a large team emergency staff waiting for Alfred. I say all this because I want to illustrate the impact that Alfred's accident had on so many people. Myself and family have never been so scared, indeed Alfred's Dad fainted once at the hospital.

The driver of the car was distraught even though the police deemed it an accident with no fault on either party. We estimate over 50 people were involved in treating him. I am in awe of our emergency services and cannot thank them enough. The cost of all this to our emergency services must be staggering, and I write all this to show the impact on them and our town.

I have always worried about my children walking home from school because of traffic. I have lived here all my life and have watched my home town become more and more choked with traffic. This is a place where people live and walk and cycle yet priority is given to the car. The bypass /Plymouth Road junction is lethal and pedestrians need to be given priority. As an adult I am nervous crossing here. Children attempting to navigate the crossing are in particular danger as it is complicated to predict what is happening because of the different lanes active at different times.

It should be an absolute priority that a comprehensive crossing system is installed here. We should not have to wait until someone is killed before anything is done.

The police told me that they want a proper pedestrian crossing here but have been told more proof is needed of the safety problem. You now have that proof: what happened to my son shows that the junction is confusing and dangerous. Please, don't wait until you have worse proof than this.

# Agenda Item 9

**DR SARAH WOLLASTON MP**

Member of Parliament for Totnes



**HOUSE OF COMMONS**

LONDON SW1A 0AA

SW/ns

16<sup>th</sup> November 2018

To whom it may concern.

I met recently with constituents who set out the urgent need for a pelican crossing to be installed at the Totnes Western Bypass at Plymouth Road on the north/downhill side of the junction.

I agree that this measure would improve the safety of pedestrians in the area especially that of children, as I understand a child has recently been injured at this site. Ensuring safe crossing on this road is also beneficial from an environmental perspective as this will allow parents to feel more confident about their children walking to school rather than driving. This is both positive in terms of reducing vehicle pollution and from the point of view of encouraging people to either walk or cycle their journeys.

I do hope you are able to look favourably on this proposal.

Regards,



**Dr Sarah Wollaston MP**

Parliamentary Office:  
Telephone: 020 7219 5129  
Constituency Office:  
Telephone: 01803 868 378

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# TOTNES TIMES



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Friday, October 12, 2018 For all things local Established 1860

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## Residents campaign for a safe crossing



Residents who live in Follaton, Totnes, close to the junction between Plymouth Road and the Western by-pass, say the junction is unsafe and are campaigning for a new crossing. See story on page 3

# Council posts 209



**Healthy farming**  
An innovative project is aiming to tackle mental health issues in farming communities  
See page 7



**Respect for gulls**  
Maya Plass argues that the often maligned gulls deserve a little more respect  
See page 28

**New To Totnes**





HIW/19/36

South Hams Highways and Traffic Orders Committee  
5 April 2019

## **A384 at Huxham's Cross Estate, Dartington**

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

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

**Recommendation:** It is recommended that the Committee notes that concerns regarding vehicle speeds on the A384 at Huxham's Cross Estate, Dartington, and associated requests for enforcement and speed reduction measures have been considered through the Speed Compliance Action Review Forum procedure, and the outcome is no further action.

### **1. Background**

At the meeting of this Committee on 23 November 2018 during discussion on the Dartington site visit Members referred to traffic issues on A384 at Huxham's Cross, Dartington including alleged excessive speeding. It was resolved that a report be submitted to this meeting.

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

Subsequent to the November meeting, a petition has been received from residents of Huxham's Cross Estate to support the representations made. The petition is signed by 14 residents and states:

*"We the undersigned are very concerned that the road outside Huxhams Cross, A384 is very dangerous both to people, young and older, and cats and kittens. We have lost many cats and kittens on the road who have been killed.  
Children cross that road for school, and older people too, we cannot see traffic coming when they come so fast and we are unable to cross that quickly.  
There is an accident waiting to happen with other lives too.  
We recommend that speed bumps be put up, speed cameras too.  
Speed limit be reduced to 20 mphs."*

The A384 Principal Road from A38 at Buckfastleigh to A385 at Dartington is subject to a 30 mph speed limit from Huxham's Cross through to the A385 at Shinnars Bridge. The speed limit starts approximately 230 metres north west of the entrance to Huxham's Cross Estate.

There are bus stops with passenger hardstandings on the A384 at Huxham's Cross Estate. The Estate is a cul de sac residential development of over 40 properties. A location plan is attached at Appendix I.

Between 1 January 2013 and 31 December 2017 there have been 3 recorded slight injury collisions on the A384 within 100 meters of the access to Huxham's Cross Estate. All the recorded collisions were between 2 vehicles and did not involve pedestrians

# Agenda Item 11

Vehicle speed data was collected on the A384 to the north west of the entrance to Huxham's Cross Estate between the 8 and 16 January 2019. The results were:

Northbound	mean speed 27.3mph	85%ile speed 32.4mph
Southbound	mean speed 29.1mph	85%ile speed 34.0mph

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

The petition requests a reduction in the speed limit on the A384 Principal Road to 20 mph. However, the current County Council policy on Local Speed Limits stipulates that such limits "should not be introduced on roads serving a strategic function". It should be noted that a Task Group of Corporate, Infrastructure and Regulatory Services Scrutiny Committee is currently reviewing the policy on Local Speed Limits.

The petition also requests the introduction of "speed bumps". Traffic calming features such as road humps or speed tables would not be appropriate on a Principal Road such as the A384 with a large proportion of HGVs and may lead to increased vehicle noise and vibration impacting on adjacent residents. The introduction of such features would also require the installation of street lighting.

The County Council regularly receives concerns regarding the speed of vehicles outside people's homes, schools and other places. To save duplication and to provide a better response the County Council together with the Police have developed a joint procedure to allow the concerns to be assessed in a consistent manner - the Speed Compliance Action Review Forum (SCARF). A summary of the procedure is detailed at Appendix II including options for intervention.

The location was considered through the SCARF procedure following the January speed data collection. The outcome based on the casualty record and speed data is that no further action is necessary.

### **4. Financial Considerations**

The collection of vehicle speed data was funded through the highway revenue budget.

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

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

### **6. Equality Considerations**

No new policies are being recommended in this report and therefore an individual Equality Impact and Needs Assessment is considered unnecessary.

### **7. Legal Considerations**

There are no specific legal considerations.

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

Risks associated with this investigation are managed through the SCARF procedure.

### **9. Public Health Impact**

There is considered not to be any public health impact.

## 10. Reason for Recommendation

The site and the associated speed related concerns have been assessed in a consistent manner with others across the county highway network in accordance with the agreed SCARF procedure.

Meg Booth  
Chief Officer for Highways, Infrastructure Development and Waste

### **Electoral Division: Totnes & Dartington**

#### Local Government Act 1972: List of Background Papers

Contact for enquiries: Tony Matthews

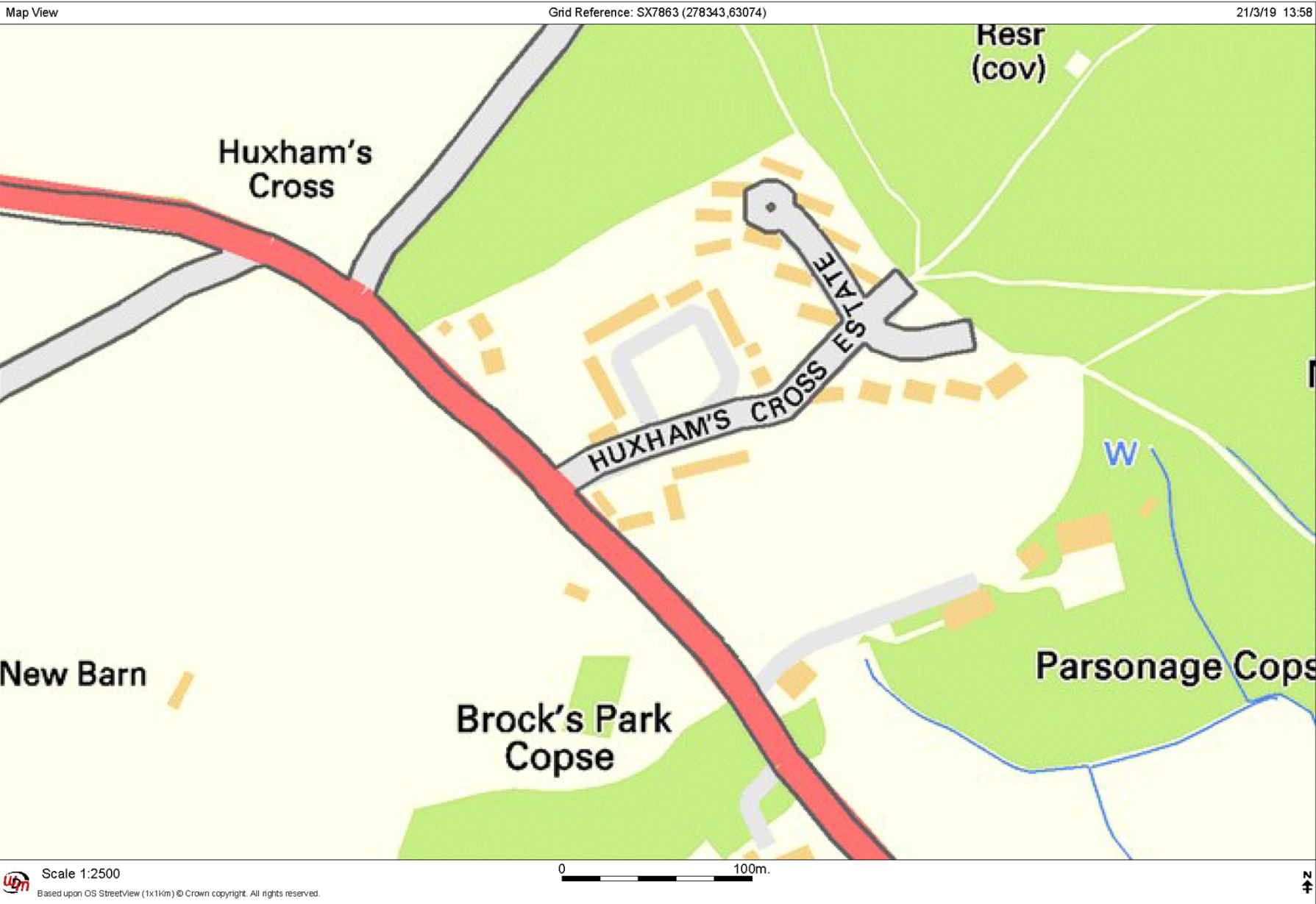
Devon Highways, Heron Road, Sowton Industrial Estate, Exeter

Tel No: 01392 38 3000

Background Paper	Date	File Ref.
Traffic Policy Note Local Speed Limits	Nov 2009	DP34/05
Collision Map	Jan 2013 to Dec 2017	<a href="http://www.devoncctraffweb.co.uk">www.devoncctraffweb.co.uk</a>

tm260319shh  
sc/cr/A384 at Huxhams Cross Estate Dartington  
02 270319

Appendix I  
To HIW/19/36



## Appendix II To HIW/19/36

### **Speed Compliance Action Review Forum**

Devon County Council (DCC) and Devon and Cornwall Constabulary regularly receive concerns regarding the speed of vehicles outside people's homes, schools and other places. To save duplication and to provide a better response, DCC and the Police have developed a joint procedure to allow the concerns to be assessed in a consistent manner.

This process is called SCARF, which stands for SPEED COMPLIANCE ACTION REVIEW FORUM.

When a speed concern is received, it will be reviewed at a meeting of the SCARF Team. The team is normally made up of the Police Road Casualty Reduction and Traffic Management Officer (RCRO), Devon County Council Road Safety Officer and members of the County's Traffic Team.

Once a site has been accepted for SCARF, we look at the collision history and obtain covert speed data for the site. To obtain the speed data, a detection device is located at the site for approximately 10 – 14 days and this records the speed and number of passing vehicles. The County Council has a limited number of these detection devices and so it may take a few months before one is available for the site.

We generally avoid taking speed data collections during school holidays as this may not reflect the normal traffic situation. Where there is a clear difference between the summer and winter traffic flows at a site, two sets of readings are often taken as this allows any measures that need to be introduced to be targeted at the main problem. We also take readings in both directions of travel at a site as sometimes a problem only exists in one direction.

Once the data has been collected, the SCARF team will discuss the site and make a decision based on the data and the topography of the site. There are a number of different outcomes. The team may decide that no further action is required or if the data does indicate that a speeding issue exists, the team will decide what action is necessary. This ranges from education and enforcement through to engineering.

Dependant on the level of contravention of the speed limit, different forms of intervention measures will be used. Below are a number of those that might be used.

#### **Speed detection device (SID)**

This device is a mobile screen that flashes up the speed a driver is travelling at and this helps to immediately reduce the speed. The device is geared towards education rather than prosecution. Any driver who passes through at excess speed may well be stopped and spoken to about their speed or receive a letter shortly afterwards advising them of the error of their ways.

#### **Vehicle activated sign (VAS)**

These devices can be either permanent or temporary. They are normally attached to a lighting column and the sign displays the speed limit when a vehicle is driven past at a speed above this. Again, this is for education rather than enforcement.

# Agenda Item 11

## **Speed Watch**

In co-ordination with the Police, there are three types of Speed Watch:

- School Speed Watch
- Neighbourhood Speed Watch
- Community Speed Watch.

Speed Watch involves members of the local community and aims to engage and educate drivers rather than give fines and court appearances. Using a staged warning system, first time offenders will receive further education and warnings, persistent offenders can expect further police action and even a court appearance.

For more information see the Devon & Cornwall Police website for [Speedwatch](#).

## **Police enforcement**

This can take a number of forms, from a Neighbourhood Beat Manager going out with a speed measuring device (Speedace) or Police traffic units running an operation to stop large numbers of people.

## **Safety Camera Partnership (SCP)**

If the level and number of people speeding at the site is significant or excessive, the SCP may be tasked to enforce at the site with one of their mobile camera vans.

## **Engineering**

Dependant on the location, scale of the issue and funds available, engineering solutions can sometimes be used to reduce the speeding issue. This includes gateway features to villages and towns, road humps or chicanes, rumble devices, overrun areas and lining and signing.

In some cases, the speed limit for a section of road may be found to be at odds with other roads in the area due to changes since the speed limit was originally installed and the speed limit may need to be raised or lowered.

The result of the SCARF process is sent to the originator of the complaint and to the local county councillor.

If another complaint is received for the same area within three years and there have not been any significant changes to traffic patterns, changes to the road network or new developments in the area, another SCARF will not normally be started and the complainant will be informed of the original assessment.