

Phil Norrey
Chief Executive

To: The Chairman 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 : 6 July 2016
Please ask for : Fiona Rutley 01392 382305

Email: fiona.rutley@devon.gov.uk

TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Thursday, 14th July, 2016

A meeting of the Teignbridge Highways and Traffic Orders Committee is to be held on the above date at 10.00 am at Teignbridge District Council Offices, Forde Park, Newton Abbot to consider the following matters.

P NORREY
Chief Executive

AGENDA

PART I - OPEN COMMITTEE

- 1 Apologies for absence
- 2 Election of Chairman and Vice/Chairman
(NB. In accordance with the County Council's Constitution, the Chairman and Vice-Chairman must be County Councillors. County and District Councillors may vote)
- 3 Minutes (Pages 1 - 6)
Minutes of the meeting held on 3 March 2016 attached.
- 4 Items Requiring Urgent Attention
Items which in the opinion of the Chairman should be considered at the meeting as matters of urgency.

STANDING ITEMS

- 5 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

- 6 Updated Road Warden Scheme
Presentation by the Head of Highways, Capital Development and Waste.
- 7 A380 South Devon Highway: Review of Traffic Speeds (Pages 7 - 12)
Report of the Head of Highways, Capital Development and Waste (HCW/16/58) attached.
Electoral Divisions: Newton Abbot North, Newton Abbot South, and Teignbridge South
- 8 Teignmouth Traffic Management Review (Pages 13 - 112)
Report of the Head of Highways, Capital Development and Waste (HCW/16/59)
Electoral Divisions: Teignmouth Town, Teign Estuary
- 9 School Lane, Heathfield, Bovey Tracey: Proposed Prohibition of HGVs over 7.5t (Pages 113 - 120)
Report of the Head of Highways, Capital Development and Waste (HCW/16/60) attached.
Electoral Division: Bovey Tracey Rural
- 10 Brunel Road, Newton Abbot: Stopping-up of Highway (Pages 121 - 124)
Report of the Head of Highways, Capital Development and Waste (HCW/16/61) attached.
Electoral Division: Newton Abbot North

MATTERS FOR INFORMATION

- 11 Actions Taken Under Delegated Powers (Pages 125 - 126)
Report of the Head of Highways, Capital Development and Waste (HCW/16/62) 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.
- 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>

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

MEMBERS ARE REQUESTED TO SIGN THE ATTENDANCE REGISTER

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 J Brook (Chairman), E Barisic, S Barker, C Clarence, J Clatworthy, A Connett, T Dempster, A Dewhurst, G Gribble, G Hook and R Younger-Ross

Teignbridge District Council

Councillors M Haines, S Cook, R Prowse

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

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 Chairman. 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 Chairman 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 third working day before the relevant meeting.

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 or write to the Democratic and Scrutiny Secretariat at County Hall, Exeter, EX2 4QD.



Induction loop system available

TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

3 March 2016

Present:-

Devon County Council

Councillors Brook (Chairman), Barker, Clarence, Clatworthy, Connett, Dempster, Dewhirst, Gribble, Hook and Younger Ross.

Teignbridge District Council

Councillors Cox, Haines and Prowse

DALC

Mr Windsor

Apologies

Councillor Barisic (Devon County Council)

***68**

Minutes

RESOLVED that the minutes of the meeting held on 4 November 2015 be signed as a correct record.

***69**

Items requiring Urgent Attention: Speeding on South Devon Highway

(In line with Section 100B(4) of the Local Government Act 1972).

The Chairman had received a request from Councillors Hook and Dewhirst requesting the Committee should consider this item as a matter of urgency, in order that Members could raise their concerns, following many complaints from residents, regarding speeding traffic and the resultant increased noise from that speeding traffic and the perceived lack of enforcement of the 50mph speed limit.

The Chairman declined to take the issue as a matter of urgency but agreed to hear Members concerns at the end of the meeting.

***70**

Petitions/Parking Policy Reviews

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

***71**

Devon Highways Update

The Committee received a presentation from Peter Brunt (Neighbourhood Highway Manager) and Tony Matthews (Neighbourhood Highway Group Manager) updating Members on relevant Devon Highways issues. The presentation covered:

(a) The Incentive Fund: this was a Government 'Top Up' funding to the needs based highway maintenance capital allocation designed to encourage highway authorities to adopt good practice with an emphasis on collaboration with suppliers and other authorities. There were three bands of funding over 6 years from 2015/16 (with maximum

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funding in Band 3). The County Council was currently on course for Band 2 in 2016/17 and striving for Band 3 in the future with its planned changes working with other local authorities and other efficiency savings and service improvements. A move into Band 3 would result in a greater funding allocation for the Council in later years.

(b) Drainage Maintenance Strategy: this related to the measures taken to mitigate drainage issues in respect of the highway and the role and responsibilities of adjacent landowners, the programmed works for rural and urban gullies for example and budgetary constraints and challenges and the work of the County Council with its contractor to develop valid data sources and information to better target limited resources.

(c) Footway Maintenance Programme: the programme was about maintaining a condition which was safe and commensurate with usage. This was also in line with the analysis of footway survey conditions and budget allocations. The presentation highlighted how schemes were developed and progressed and the various types of repair materials used. Officers also highlighted upcoming issues with flagged / paved footways that would soon need to be considered for repair or replacement.

(d) Community Road Warden Update: related to the number of approved Road Warden Agreements, those pending, numbers trained to 'Chapter 8' level and booked for or awaiting training. A county-wide Project Officer had been engaged (on secondment) to promote the Scheme and develop a roll out plan. A trial pothole repair pilot using new materials for repairs was also being carried out under the Warden Scheme involving 4 Parishes, the results of which would inform future developments and plans.

(e) Community Payback Scheme: the extent of the work in communities across Devon and the positive feedback received from Towns and Parishes and the benefits for the Service Users under the Scheme under the supervision of probation staff working with neighbourhood officers. Future plans included additional training for the probation service supervisors to facilitate 'Chapter 8' work on the highway. Examples of the variety of work carried out across the County was also presented. Members commended the success of the scheme and the benefits for the local communities and Service Users.

The Committee discussed and asked questions on;

- the current process for planning applications and materials used on footways and roads should form a key consideration, for example, the Council were adopting roads that contained materials expensive to maintain in the future;
- the need for a careful consideration of materials used in town centres, for example, to replace attractive paving with a black bitmac might be detrimental to the economy of that town centre, so careful thought should be given;
- that members would welcome more information on the types, styles and colours of bitmac surfacing available;
- the potential for a fast track system to address urgent gully clearing issues;
- the work load of parish lengthsman and whether they were able to manage the workload in some localities;
- the use of slurry surfacing on pavements was working well, but pavement parking was causing the new surface to crack almost immediately after installation;
- the potential to put more information on the web (gully cleaning programme etc) to help inform local members, districts, parish and town councils;
- the importance of a holistic view and consequential costings of not undertaking maintenance, for example the cost of flooding; and
- the role of South West Water in alleviating flooding and keeping the highways clear.

It was **MOVED** by Councillor Brook, **SECONDED** by Councillor Hook and

RESOLVED that the presentation be welcomed and that further discussions take place on the role of South West Water in working with the Council and also on the types of surfacing available when considering repair and replacement of current pavements.

***72 Proposals for the Delivery of an Annual Local Waiting Restrictions Programme**

The Committee received a report from the Head of Highways, Capital Development and Waste (HCW/16/11) on a revised proposed process for dealing with new requests for waiting restrictions.

The report outlined that the Council received regular requests for waiting restrictions to be introduced or amended and these could be difficult to deliver due to resource and funding pressures. The proposal was to develop an annual local programme for each HATOC area for the funding and delivery of waiting restriction schemes.

The process was outlined in the report which had included the collation of existing Member and Community lists, with those being reviewed to assess cost, legal compliance, compatibility with current parking strategy, wider impacts and any significant ongoing revenue implications. As part of this, a prioritisation tool had been developed to assist scoring (both positive and negative scoring), looking at issues such as, inter-alia, community benefit, positive effect on congestion and safety, maintenance category, assists with delivery of on-street parking enforcement, parking displacement, potential for objections, costs and deliverability.

The Committee was given a proposed schemes list, circulated at the meeting, in priority order, which were in line with Policy and identified as deliverable, each proposal having a notional value assigned so the HATOC could consider what might be delivered (dependant on the funding formula agreed by Cabinet).

Members noted that additional top-up funding could be provided from Locality Budget or Parish Councils for eligible schemes (with the caveat that staffing resource must be available to carry out design work).

Once funding was agreed, a finalised list would be circulated to Members, the proposals be designed and the associated Traffic Order drafted and advertised following consultation on the detailed design with the locally affected Members and Committee Chair.

The report outlined the relevant sustainability, carbon, equality, risk management and legal considerations for Members consideration.

It was **MOVED** by Councillor Brook, **SECONDED** by Councillor Connett and

RESOLVED

(a) that the work carried out to date on the annual waiting restrictions programme and the prioritisation process be noted;

(b) that waiting restriction schemes be progressed through advertising and sealing of subsequent Orders in priority order as presented in Appendix I, as circulated at the meeting, subject to funding being agreed by Cabinet;

(c) that two additional schemes be added to the priority list, namely parking at Kenn Primary School (Exminster and Kenton) and Reynall Road in Ogwell (Ashburton and Buckfastleigh); and

(d) that the specific details of individual schemes be developed with the locally effected County Member prior to advertising.

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***73 Traffic Conditions and Safety on the A3192 Leaving Teignmouth**

In accordance with Standing Order 23(2), Councillors Gribble and Younger-Ross had asked that the Committee consider the traffic conditions and safety on the A3192 leaving Teignmouth, in particular the number of accidents (many unreported), the danger to cyclists and the speed of the traffic.

The officers reported that a number of improvements and initiatives had already been implemented, including the re-designation of signage, removal of a tree, resurfacing of some sections and an independent safety audit undertaken in 2015.

Whilst there appeared to be a number of unreported accidents or non-injury accidents on the B3192, officers were only able to work with officially verified collision data received from the Police for evidence purposes in the determination of the appropriate measures to be taken to improve the safety of the highway.

A further discussion would take place outside of the meeting.

***74 Cattlegrids at Langaford**

In accordance with Standing Order 23(2), Councillor Gribble had asked that the Committee consider the current position with the cattlegrids at Langaford.

The Chairman, having exercised his discretion and in the spirit of the Council's Public Participation rules and with the consent of the Committee, invited Mr Shears and Mrs Wilcocks to speak on this matter.

Whilst agreement to the grids had previously been made, there had been some confusion over the accreditation of the contractor which had halted progress. This appeared to have been resolved and the documentation would be checked, in accordance with that which had been requested by DCC in earlier correspondence in connection with this scheme, after the meeting to progress the works as soon as practicable.

***75 Actions Taken Under Delegated Powers**

The Committee received the report of the Head of Highways, Capital Development and Waste (HCW/16/12) on actions taken in respect of Traffic Regulation Orders under delegated powers, following consultation with the Chairman and local County Councillors.

***76 Dates of Future Meetings**

Thurs 14 July 2016, at 10.00am
Thurs 3 November 2016 at 10.00am
Thurs 30 March 2017 at 10.00am

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

Please use link below for County Council Calendar of Meetings:

<https://new.devon.gov.uk/democracy/calendar/>

***77 Speeding on the South Devon Link Road (see minute *69)**

The Chairman had decided to not take this issue as a matter of urgency earlier in the meeting, but agreed to hear Members concerns.

There had been a number of recent complaints from residents, regarding speeding traffic on the new South Devon Highway, the resultant increased noise from that speeding traffic and the perceived lack of enforcement of the 50mph speed limit.

Officers highlighted that arrangements could be made to undertake speed measurements over the next few months and also noise measurements would be undertaken later this year as part of the Part 1 compensation claims process.

RESOLVED that a report highlighting the results of the speed checks be brought to the next meeting, to enable debate of the broader impacts of this, including, noise, pollution, safety, speed, lack of planting and potential solutions.

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

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4/11/15

The meeting started at 10.00am and finished at 11.55am.

HCW/16/58

Teignbridge Highways and Traffic Orders Committee
14 July 2016

A380 South Devon Highway: Review of Traffic Speeds

Report of the Head of Highways, Capital 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 data regarding vehicle speeds on the A380 South Devon Highway is noted and the comments regarding potential for enforcement in Section 3 are welcomed.

1. Background/Introduction

This report provides information on the speed of vehicles using the A380 South Devon Highway. The report was requested by the Teignbridge HATOC to enable the discussion of the broader impacts of the scheme.

This report does not consider the speed of traffic on the C91 Maddacombe Road which is a local matter being monitored by the Neighbourhood Office.

2. Traffic Speed Data

The South Devon Highway opened to the public on 15 December following a 3 year construction period. Initial reports indicate that the road is operating well and has seen some regular journey times reduce by 30 minutes. Recent traffic counts indicate traffic flows approaching 40,000 per day, in line with predictions.

The dual carriageway road between Penn Inn and Edginswell is subject to a 50mph limit. Early anecdotal reports regarding compliance with the speed limit were mixed with some feedback indicating the speed limit was poorly adhered to whilst others noted the relatively good level of compliance.

In order to gather accurate data on the speed of drivers a temporary speed radar was erected adjacent to the bottom of Aller Brake Road. The radar recorded both north bound and south bound traffic speeds on the A380 from 29 April until 9 May 2016. In addition, between Maddacombe Road and Yon Street a permanent automatic traffic counter was installed as part of the works. Data for May is included in Table 1. The approximate location of the traffic counters can be seen in Appendix A.

Table 1 - Recorded Traffic Speeds

	85 th percentile (mph)	Mean (mph)
Aller Brake Road – 29/4 – 9/5		
Northbound	56.5	48.9
Southbound	53.0	46.1
Maddacombe Rd – Yon St – 1/5 – 31/5		
Northbound – near side	58.4	51.6

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Northbound – off side	65.9	58.5
Southbound – near side	58.4	51.6
Southbound – off side	65.9	58.5

3. Representations

As the authority responsible for enforcement of traffic speed Devon and Cornwall Police and Devon and Cornwall Safety Camera Partnership were both asked to provide comment on the recorded speeds.

The Devon and Cornwall Safety Camera Partnership gave the following response;

The speeds recorded seem to straddle the sort of speeds where some attention might need to be paid to the road in terms of enforcement (only some locations give cause for concern), however the relatively few injury collisions recorded to date does not suggest that this would require immediate attention, however I note the potential for under reporting of collisions due to the road not being on the police casualty mapping systems.

...it might be of value to review the possibilities for enforcement so we know what might be feasible should it be deemed that this is required...

Devon and Cornwall Police added that the general public are likely to view the dual carriageway as 70mph and felt that the recorded speeds indicated that occasional enforcement would be beneficial.

4. Environmental Impact Considerations

The environmental issues associated with excessive speed is increased road noise and a reduction in air quality.

4.1 Road Noise

The evidence produced for the 2009 Public Inquiry included predicted post construction noise levels for all properties affected by the project. Whilst the new road offers a net reduction in overall traffic noise experienced by residents, there were several notable increases predicted. Some properties in the residential area of Aller Park were predicted to experience up to a 10db increase. At the time of the Public Inquiry the scheme included a 50mph limit between Penn Inn and the Aller Interchange with national speed limit (70mph) for the remainder. The completed scheme has imposed a 50mph limit throughout the length of the new road.

In addition to lower speed limits, negotiations with the contractor during the works led to an improved low noise surface course being provided. This material offers a significant reduction in road noise over a standard material. It is thought that both of these items will lead to residents and the community experiencing lower noise levels than anticipated at the Public Inquiry.

Detailed noise surveys are to be carried out following the summer, in anticipation of resident's claims under Part 1 of the Land Compensation Act.

4.2 Air Quality

Teignbridge District Council (TDC) has been monitoring air quality in and around the Air Quality Management Area associated with the old A380 through Kingskerswell.

They have provided a preliminary view of the changes in air quality, based on the limited, uncorrected, data available to date.

The data shows that Nitrogen Dioxide pollution levels along the old route through Kingskerswell have dropped by almost 50%. Nitrogen Dioxide levels at three locations in the vicinity of the new road have shown a slight increase (Greenhill Road, Junction of Huxnor Road and Edginswell Lane, and Maddacombe Road).

From a human health perspective the exposure to what were dangerous levels of pollution along the old route through Kingskerswell appears to have been removed. At the 3 locations where pollution levels have risen, the increased exposure is still below the levels now being experienced on the old route.

Nitrogen Dioxide pollution levels at all locations in Kingskerswell are now well below the National Objective for Nitrogen Dioxide (currently 40 micrograms/m³). If this improvement is maintained for a period of three years TDC will be in a position to apply for the revocation of the Air Quality Management Area in Kingskerswell.

5. Equality Considerations

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

6. Legal Considerations

The enforcement of the traffic speeds is the responsibility of Devon and Cornwall Police.

7. Conclusions

The early traffic speed data available for the A380 South Devon Highway indicates that it is generally performing as anticipated. Devon and Cornwall Police anticipate occasional enforcement to help maintain compliance with the speed limits.

Whilst road noise data is not yet available, the reduced speed limit and higher quality surfacing materials indicate that emissions should be in line with predictions produced for the Public Inquiry in 2009.

Preliminary air quality data shows that Nitrogen Dioxide pollution levels along the A380 through Kingskerswell have dropped by almost 50% with a moderate increase at locations adjacent to the new road. On this basis, TDC hope to be able to revoke the Air Quality Management Area in Kingskerswell in the future.

David Whitton
Head of Highways, Capital Development and Waste

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

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Local Government Act 1972: List of Background Papers

Contact for enquiries: Robert Richards

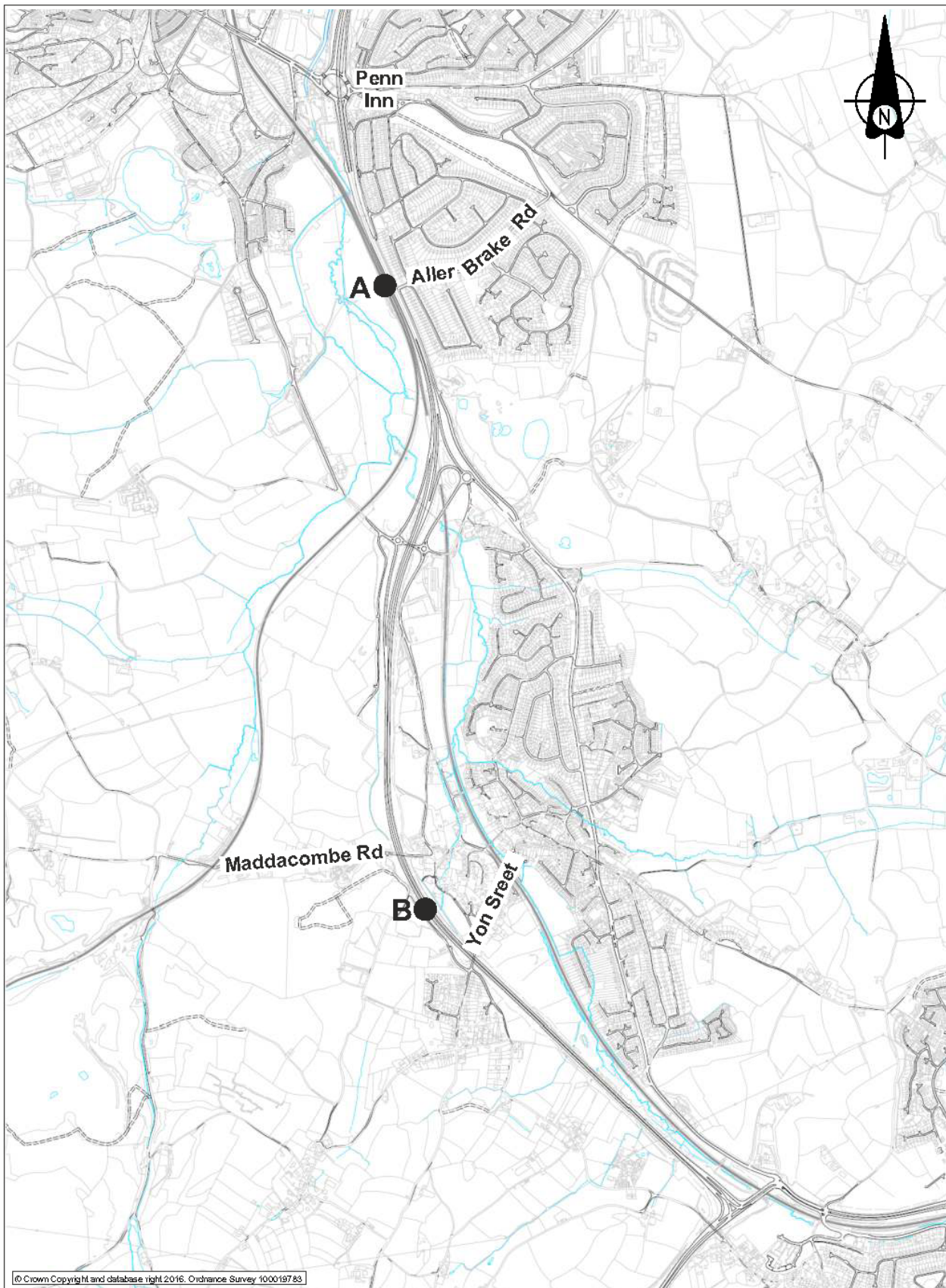
Room No: M11


Tel No: 01392 382656

Background Paper	Date	File Ref.
A380 SDLR, Proof of Evidence, Noise and Vibration, Vol 3: Appendices	June 2009	

The above mentioned Report has been published on the Council's Website at
<http://www.devon.gov.uk/kkbp-dcca9-1.pdf>
<http://www.devon.gov.uk/kkbp-dcca9-2.pdf>

rr040716teih
sc/cr/a380 south devon highway review of traffic speeds
02 050716



	Head of Highways Capital Development and Waste	Teignbridge HATOC South Devon Highway Location of Traffic Counters	<i>date</i> July 2016	<i>scale</i> NTS
			Appendix A	

HCW/16/59

Teignbridge Highways and Traffic Orders Committee
14 July 2015

Teignmouth Traffic Management Review

Report of the Head of Highways, Capital 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 Devon County Council (Various Streets, Teignmouth) (Waiting Restrictions) Amendment Order is implemented as advertised.**
- (b) The Devon County Council (Promenade, Teignmouth) (Prohibition of Vehicles and One Way) Order is implemented as advertised.**
- (c) The Devon County Council (Higher Brimley Road, Teignmouth) (One Way) Order is implemented as advertised.**
- (d) In recognition of the contentious nature of some of the proposals, the provisions of the above Orders are reviewed after one year of implementation.**

1. Introduction

Devon County Council has been working with Teignmouth Town Council and other stakeholders for a number of years developing proposals designed to:

- Free up as much on street parking as possible to benefit residents.
- Encourage turnover of on street parking 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 make more sustainable travel choices eg Car Share, Public Transport, Walking and Cycling

This report details to development of the resulting proposals, and the results of the statutory consultation undertaken in June 2016.

2. Background to the Scheme

On-street parking surveys undertaken in August and September 2013 revealed that some residents in outlying areas of the town were parking their vehicles in residential areas closer to the Town Centre during the day. The surveys also indicated that the amount of available parking in residential areas would be substantially reduced if a marked "Parking Bay" solution was pursued.

In January 2015, a two day Exhibition of the proposals developed by the Car Park Working Party (comprising of nominated members of the Town Council and other stakeholders) was held at the Methodist Church Hall on Fore Street, Teignmouth. The Exhibition was manned by County Council Staff and members of the Working Party. 444 individual consultation responses were received following the exhibition with the results reported to and discussed at subsequent meetings of the working party.

Many of the proposals proved either non-controversial or could be varied to accommodate concerns received. However, the issues of Residents Parking within the Town and the future use of the Promenade (Upper Den Carriageway) proved difficult to resolve. The

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results of the consultation indicated that there was little demand for Residents Parking in large areas of the town but that there was strong support in the area to the north of the railway line closer to the town centre.

After further consultation with the Town Council it was agreed that the proposals detailed in Section 3 should be advertised and the results of the consultation reported to this Committee.

3. Specific proposals

Residents Parking. Introduction of a Resident's Parking Zone is proposed in an area to the north of the Railway Line close to the Town Centre. Qualifying addresses for permits lie slightly outside of the Zone on Higher Brimley to allow flexibility to residents at the border of the Zone if they wish to take advantage of it.

Upper Den Promenade. In order to make more efficient use of this area whilst retaining the benefits of a summer closure it is proposed to extend the closure period to cover 1 May until 10 September every year. This will enable the closure to be effectively signed. In the period that the road is open it is proposed to introduce Pay & Display which will allow for an extended free period of 1 hour and a cheaper on street tariff for long stay parking than available elsewhere in the town, in recognition of the usage of beach and seafront. An 8 hour no return period will be implemented to address a particular concern over the potential for pollution of bathing water on the beach if mobile toilets are emptied down the highway drains by Caravan and Camper Van users staying overnight. The enforcement of this by Pay & Display machines, i.e. not vending to returning vehicles is being explored.

Wellington Street. This is a premium area for parking in the town which ideally should turn over quickly to enable 'pop and shop' activity. The proposal is to rescind the Police Parking Area and introduce short term pay and display with a 30 minute free period.

The Promenade. Ambulance Vehicles only parking bays are proposed.

The Strand. Permit Parking for the Lifeboat Station is proposed.

Somerset Place/Quay Road. Following removal of a traffic island in 2014 it is proposed to rationalise the parking to protect turning movements into and out of Gales Hill. It is also intended to remove the loading ban outside the Diving Centre to enable heavy gas bottles to be delivered more easily.

Station Road. Following representation from taxi drivers it is proposed to extend the taxi rank on Station Road by five spaces which means losing six limited waiting bays. It is proposed to balance this by providing seven Pay and Display bays on Lower Brook St by removing sections of Double Yellow line.

Higher Brimley Road. It is proposed to make this road One-Way from West to East between No 1. Higher Brimley Road and the junction with Winterbourne Road. This will discourage the use of this road as a short cut and enable approx. 7 parking spaces to be created by removing double yellow lines.

Other Proposals. There are a number of other proposals, principally involving the provision of Double Yellow Lines at junctions and on narrow roads throughout the town which are proposed in response to requests from residents.

4. Options

Responses to the consultation include objections and suggested amendments to the proposals.

- Higher Brimley Road One Way. Options suggested have been to either delete or to reverse the proposal.
- Upper Den Promenade. Options suggested have been to extend the closure to 30 September each year and to remove the Pay and Display element from the scheme.
- Residents Parking Zone. Options suggested have been to extend the Zone to cover roads removed from the proposal at the request of the Town Council, to remove the proposal entirely and replace it with an access only Order confined to a small number of streets.

5. Consultations Responses

Full details of all individual consultation responses will be available to Committee Members at the Committee. A synopsis of the issues raised and responses is attached as Appendix I to the report.

Several Stakeholders from with the Town have submitted detailed comments on the consultation and are shown below along with representative examples of responses received on a number of issues. These are included in full as Appendix II.

Teignmouth Traders Association

- Has suggested that the proposed Pay and Display regime on the Promenade will deter tourists and customers and that alternative measure should be explored to prevent long term parking of Camper Vans on the Promenade such as a height barrier.

The potential for alternatives has been discussed with the Car Park Working Party on several occasions. Such a barrier would need to be easily raised and lowered, durable in storm conditions and staff would need to be able to open and secure it at short notice when the road is open for deliveries to destinations along the promenade. The practicalities of providing such a system in an unmanned location and the potential for collisions and secondary injury from a collapsing barrier meant that this was not an option the County Council could support.

Any ongoing concerns relating to the environmental impact of camper vans, i.e. the illegal dumping of waste into the surface water drainage system, should be referred to and addressed by the District Environment team.

- Welcomes introduction of junction and access protections measures (Double Yellow Lines).

Noted.

- Welcomes ticketed free waiting period but seeks confirmation that payment for 1 hour will automatically entitle the driver to park for 90 minutes and asks that the free period could be extended to 1 hour in recognition of the use of the pop and shop bays by elderly drivers particularly in the Brook Street area.

The County Council has not introduced a system of this type within Devon. The 30 minute free period is meant to encourage a quick turnover of parking in premium areas and the charge after 30 minutes is designed to encourage that turnover. If drivers wish

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or need to park for longer they should either pay for a longer period or use an off street longer stay facility.

- Asks that any signage is clear and unambiguous and that text sizes are large enough to prevent confusion.

Signage will conform with the Traffic Signs and General Directions. However the point made is acknowledged and will be considered when designing the signing scheme.

- Asks for confirmation that there are no proposals to provide Coach Parking in the Review.

Confirmed

- Expresses concerns of the effects of the Residents parking scheme on the availability of parking for workers in the town but acknowledges the need to consider residents concerns. Asks that reduced tariff permit parking should be considered at the Eastcliffe Car Park for workers.

Acknowledgement of the issues involved is appreciated. The potential for a reduced tariff scheme at the Eastcliffe Car Park has been discussed by the Car Parking Working Group. The Car Park is owned and operated by Teignbridge District Council who attend the Working Group and have been asked to consider how such a scheme might operate.

- Expresses concern at the timeframe of the consultation and the information available. Would like the consultation timeframe to be extended to pursue optimum solutions.

The Association is represented on the Working Group and have been party to decisions and consultations over several years. The proposals have been developed from the results of a public consultation and exhibition as well as numerous meetings of the Working Group and several reports to Teignmouth Town Council. The statutory consultation confirms to the relevant regulations and all details of the proposals have been available in both printed form and online.

A commitment to review the operation of the proposals after 1 year has been made.

Teignmouth Town Council

- Has recommended that the proposals as advertised are reported to HATOC.

Noted.

Councillor Sylvia Russell, Teignbridge District Council Portfolio Holder for Health and Wellbeing and Teignmouth Town Council Member.

- Supports the extended closure of the Upper Den Promenade but would like it extended to 30 September each year in response to the Environment Agency's testing regime which runs until 30 September. The current classification is Sufficient and there is concern that this could slip to Poor if Camper Vans are allowed to park on the Promenade and resume discharging chemical toilet effluent into the Highway Drainage system as alleged.

The restriction as advertised was agreed at a meeting of the Town Council's Finance and General Purposes Committee in February 2016 and subsequently approved by the

full Town Council. It is not possible to extend the length of the restriction without re-advertising. This could be considered as part of a future review.

Any ongoing concerns relating to the environmental impact of camper vans, i.e. the illegal dumping of waste into the surface water drainage system, should be referred to and addressed by the District Environment team.

- Pay and Display Meters on the Upper Den Carriageway (Promenade) are not required and the management of the area should continue as currently operated in partnership with Teignbridge District Council.

It is clear from continued reference made to the long term parking of Camper Vans on the Promenade that the current arrangement has not been successful in managing the situation to the satisfaction of many stakeholders.

Options for control of parking outside of the closure period were debated many times by the Town Council's Parking Group. The solution proposed relies on a longer than usual free period of 1 hour to facilitate shorter term leisure use with longer periods requiring payment, albeit at a lower rate than nearby Pay and Display areas. It is intended that all of the machines will be networked and that Registration Numbers of parked vehicles will be required. This combined with a maximum stay of 8 hours with no return within 8 hours will mean that long term parking for longer than 8 hours will not be permitted. Residents will still be able to park free of charge between 6pm and 8am

- Residents Parking. The proposals in the Review are impractical and unworkable. Reference is made to the original proposals being rejected following the previous public consultation.

The January 2015 consultation sought to assess public opinion on the potential for residents parking zones in 5 areas of the town to which 444 individual responses were received. Based on these responses the proposals for Residents Parking Zones were tailored to one in the Town Centre and one to the north of the railway line. Zones boundaries were proposed based on areas where residents were either strongly in favour of introduction of a Zone or where opinion was balanced but also having regard to the physical requirements of actually signing the zones. The Town Council response rejected the Town Centre Zone but asked that the potential for a smaller zone in the Salisbury Terrace, Higher Brimley Road area should be re-examined following submissions from residents of the area at the meeting. The current proposal is based on the physical signing requirement mentioned above and on the responses received in this area to the January 2015 consultation. The June 2016 responses from addresses within the proposed zone are also shown.

Within the Zone

In Favour	28
Against	4

Outside the Zone

In Favour	11
Against	29

nb. figures include responses from stakeholder organisations

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It is recognised that outside of this small area of predominantly narrow terraced streets the proposal has received less support. The overall response to the Residents Parking Zone proposals was confined to 72 addresses of which 39 were in favour of the proposals and 33 against. Concerns expressed by residents of nearby roads regarding the potential for displaced parking are acknowledged and may need to be addressed as part of a further review. The recommendation to implement the proposal is based on responses received from within the zone and from the overall level of responses.

Teignmouth Town Centre Management Partnership

- Supports many of the proposals including the One way Order on Higher Brimley Road.

Noted.

- Supports the proposals to extend the closure of the Upper Den Carriageway (Promenade).

Noted.

- Supports the introduction of traffic orders to promote a turnover of parking on the Promenade during the day. Recommends that Pay and Display charges should be “nominal” to facilitate enforcement but not be too expensive.

Asks that raised crossing points could be provided in the longer term to ease movement of prams and wheelchairs and to make the presence of pedestrians more obvious to drivers.

Pay and Display Charges are set at a lower level than similar parking facilities nearby and with a 1 hour free period allowed. The level of charges proposed will ensure that the scheme is sustainable and will encourage drivers to make appropriate parking choices in line with the objectives set out in Section 1 above.

Provision of Raised Tables is beyond the scope of this review although a contribution of £5,000 has recently been allocated to Teignbridge District Council towards supporting provision of a raised crossing outside the Carlton Theatre.

- Does not support the Residents Parking Proposals. Points out that the proposals may result in displacement of parking to nearby streets and that householders will have been aware of parking issues when they purchased the property. Proposes an “Access Only” Order for the small number of roads involved.

Representations from residents within this proposed zone supported by surveys undertaken in 2013 support the proposition that residents of outlying areas of the town habitually drive to the area of the zone and leave their vehicles for the day to avoid paying parking charges within the town centre. The surveys indicated that up to 50% of daytime parking in the zone was not associated with local residents. Representations also refer to commuters leaving their vehicles and catching trains from the nearby railway station. Sometimes these vehicles are left in situ for several days or longer.

The proposal to provide an “Access Only” Order on Salisbury Terrace and Gladstone Terrace would require Police enforcement. As these are not through roads, the method of enforcement would need to be on an individual basis by approaching drivers as they enter or leave the road to question their movements. Resourcing such enforcement would be a matter for the Police.

The proposal is supported by the objectives of the review as set out in Section 1 above. Whilst it is acknowledged that some residents may be relatively new, others have lived in these roads for many years and have asked for the County Council to address the situation.

- Objects to the introduction of Pay and Display on Somerset Place

This formed part of previous proposals but is not included in the current consultation. An annotation on the relevant plan had not been removed but has now been corrected. It is not proposed to introduce Pay and Display on Somerset Place.

Resident of Winterbourne Road

- Implementing a One Way west to east on Higher Brimley Road will seriously inconvenience residents to the east of the restriction who wish to access Exeter Road or travel west towards Newton Abbot. This would involve using Shute Hill to access the eastbound A379 and then using the Roundabout adjacent to the Railway Station to reverse direction. Suggests that the One Way could be in the other direction and cause less inconvenience or that the status quo should be maintained. Also refers to planned development in the area adding to the number of vehicles that will be affected.

The proposal originated with the Town Council's Car Park Working Party as a way to allow an increased number of parking places to be provided on Higher Brimley Road and to prevent an established "rat run" through narrow streets past a primary school. The direction of flow was chosen as this was felt to be the more attractive shortcut avoiding congestion on the A379 particularly in the morning. Consultation responses attracted support from 17 signatories at 14 addresses with 14 objections at 12 addresses. Addresses in support are predominantly on Higher Brimley Road and roads to the west with those opposed on Winterbourne Road and Higher Brimley.

Retaining the status quo would mean that release of 7 parking spaces could not be progressed as these areas are currently restricted with double yellow lines to allow space for 2 way traffic to pass.

Reversing the direction of flow would involve re-advertising the proposal.

Resident of Salisbury Terrace

- Relates problems experienced by residents of Salisbury Terrace. Proposes solutions which might allow the road space to be shared and suggests that "workers permits" might be made available in the town centre car parks out of season.

The issues related are well recognised and have been discussed by the Town Council's Car Park Working Party on many occasions. The proposals for a Resident's Zone are designed to deal with the matter and have received majority support from residents as part of the consultation. Due to the confined layout of the streets it was agreed at an early stage that making out of Bays which could be shared as residents parking and limited waiting would result in a significant loss of parking on these roads. The Zonal approach allows residents to manage their own parking arrangements relying on common sense and double yellow line restrictions to prevent obstruction.

The suggestion that workers in the town could be permitted to use off street car parks at reasonable cost has been recommended to Teignbridge District Council by the Car Park Working Party.

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Shop Owner in the Town

- Objects to the Residents Parking proposal as unfair to other residents in the town who pay council tax. The economy is fragile and the current arrangements allow residents to park in the evening with workers and shoppers able to park for free during the day. Makes the point that those who chose to live in a property without parking available should not get preferential treatment.

The points made are addressed above.

- Objects to the introduction of Pay and Display on the Promenade. There is a constant turnover of cars parking on the seafront and Devon County Council is trying to raise revenue from local residents who park here for free.

The points made are addressed above. Pay and Display is the mechanism available to DCC to address the issue of long term parking.

Mr Paul Burgess, Independent Town Councillor

- Closure of the Promenade should be extended by 2 weeks and free period extended to 3 hours.

Extension of the closure period is not possible under the current consultation but could be addressed in a future review if considered necessary. The 1 hour free parking would allow short term parking on the promenade and ensure a turnover of spaces is available. The tariff for longer stay is set at a lower rate than elsewhere in the town but will enable the issue of longer term parking to be addressed.

- Concerned that residents parking will lead to displacement of parking to other roads.

It is acknowledged that this may occur. However, encouragement to use more sustainable travel choices is a recognised objective of the review as set out in section 1 and allowing the current situation to continue will not encourage this.

- There is not enough space on the roads within the Zone to accommodate all of the potential demand from residents. The problem generally sorts itself out and does not require intervention.

The County Council has been clear that purchase of a resident's permit does not guarantee that a parking space will always be available. However, the likelihood of a space being available will be far greater if a Resident's Zone is in place.

- Suggest that a majority of residents do not support the proposal based on the response rate and that a small minority are dictating policy.

A majority of residents who have responded within the area are in favour of a Zone being introduced. Efforts made to encourage public participation exceed statutory requirements and it is clear from the responses that residents throughout the proposed Zone were aware of the proposals.

- The cost of permits is excessive and DCC have a profit motive in introducing residents parking schemes.

The cost of permits has been set at a level which reflects the cost of issue, setting up and maintaining the scheme and a realistic level of enforcement. The cost of permits in Devon is less than 50% of the national average for permits of this type.

- Disappointed that there are no proposals to streamline DCC and TDC parking charges and policies stating that car park charges are too high and that there should be incentives for workers to use the car parks.

In line with the objectives set out in section 1 above, where possible, DCC charges more on street than the nearest off street car park to encourage use of the off street car parks. DCC would welcome closer cooperation with TDC on parking issues.

Town Centre Resident

- Objects to the Resident's Zone north of the Railway Line when no similar facility for residents in the Town Centre has been provided. Residents in the Town Centre currently park in roads to the north of the railway line when no parking is available closer. Removal of this ability will unfairly penalise town Centre Residents. Much of the available parking in the Town Centre is restricted or Pay and Display reducing affordable parking options for residents. Suggests that sections of Shute Hill could be excluded from the zone and left unrestricted.

A Town Centre Residents Zone was originally proposed in 2015 but received little support as part of the consultation undertaken at that time. However, recognising that parking availability within the Town Centre changes throughout the year, the option of allowing town centre residents to participate in a Zonal solution was discussed with the Town Council but failed to achieve support. The current proposal has been tailored to the positive responses received and the practicalities of physically siting the signs required to enforce the zone. There is very little scope to vary this within the current consultation but the matter could be examined again as part of a future review.

- Objects to the introduction of Pay and Display on the Promenade as this area is available for residents and workers to park free of charge when the carriageway is open between September and May. Considers that the Promenade should stay as it is and that DCC are proposing the change to discourage workers from parking on the Promenade. Comments that nearly Pay and Display Bays are often unused in the Autumn and Winter months and that extending Pay and Display to the Promenade will result in a similar underuse.

It is proposed to introduce Pay and Display on the Promenade for the reasons discussed above. These include encouraging sustainable travel choices, providing for a turnover of parking and to enable enforcement to be undertaken efficiently, particularly in the case of Camper Vans currently parked for extended periods.

- Proposes access only on the Promenade for town centre residents parking purposes outside of the annual closure period. Also suggests that Pay and Display combined with Residents Parking could be considered.

Access Only restrictions require proactive Police enforcement which is unlikely to be available. The reasons for the current proposals are detailed in Section 3 above. The potential for a mix of residents Parking and Pay and Display within the Town Centre could be re-examined as part of a future review.

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6. Financial Considerations

The estimated costs of the proposals are in the region of £40,000 which has been allocated from within the On Street Parking Account.

7. Environmental Impact Considerations

The scheme rationalises the on street within the town and its stated objectives are designed to:

- Free up much on street parking as possible to benefit residents.
- Encourage turnover of on street parking 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 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

No new policies are being recommended in this report but an Equality Impact and Needs Assessment will be completed after the scheme has been advertised and before the scheme is implemented.

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 and around Teignmouth and to its associated parking facilities.

10. Risk Management Considerations

There are thought to be no major safety issues arising from the proposal. However, a Minor Schemes Safety Assessment will be undertaken to consider signing and lining elements agreed by Committee.

11. Public Health Impact

It is considered that there will be a positive public health impact as the proposals encourage modal shift to sustainable transport and are also designed to reduce opportunities to pollute the drainage system draining onto the Den Promenade. Supporting active travel, such as walking and cycling, is a key component of the Devon 'Joint Health and Wellbeing Strategy 2013 to 16.

12. Summary/Conclusions/Reasons for Recommendations

The proposals rationalise existing parking arrangements within the town by:

- prohibiting parking at junctions, within visibility splays and on narrow sections of roads.
- addressing the concerns of residents over the ability to park within a reasonable walking distance of their house.
- enabling effective enforcement to be undertaken on the Upper Den Promenade to discourage overnight and long term parking.
- providing dedicated parking bays for Lifeboat Crews and Ambulances.

There has been some feedback from residents in areas where residents parking is not proposed that they would wish to be included. A commitment to review the operation of the proposals after 1 year has been made, and particular consideration can be given to the need to address any displacement issues.

The proposal secures the safe and expeditious movement of traffic and around Teignmouth and to its associated parking facilities and therefore complies with S 122 of the Road Traffic Regulation Act 1984.

David Whitton
Head of Highways, Capital Development and Waste

Electoral Divisions: Teignmouth and Teign Estuary

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.
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Nil

mj060716teih
sc/cr/Teignmouth parking review
03 060716

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Appendix I
To HCW/16/59

Comment	Count	Response
UNKNOWN LOCATION OR WHOLE SCHEME		
Support Residents Parking Scheme.	7	Noted.
Surprised similar order as one concerning Higher Yannon Drive is not being proposed - parking on both sides where it meets Exeter Road.	1	No requests for Double yellow Lines have been received at this junction. The proposal could form part of a future review.
Parking costs too high in town.	1	On Street Parking Charges should, where possible, be set at a level, for stays of over 1 hour, which encourages the direct use of Off Street Car Parks in line with DCC's Local Transport Plan (LTP), and reflecting its current Structure Plan.
Concern Town Centre has been overlooked in Residents Parking scheme.	18	A resident's Zone within the Town Centre was originally proposed but received little support. The proposal was not supported by the Town Council and was not included in the current consultation. The matter might be revisited as part of a future review.
Complete lack of motorcycle parking - provide bays in prime areas.	1	Not part of the current consultation. Could be included in a future review.
30 min free parking should be extended to all locations.	1	Not part of current proposals. Could be considered as part of a future review.
Object to Residents Parking Scheme	21	Noted.
If more than permit is requested will two cars need to be registered to different owners?	1	All Vehicles registered at an address with qualify for permits. Over time this will reduce to a maximum of 2 Permits as occupancy of properties changes.
Clarification required of number of permits and what happens if car sold?	1	Initially, all Vehicles registered at an address with qualify for permits. Over time this will reduce to a maximum of 2 Permits as occupancy of properties changes. If one vehicle is sold and another purchased immediately after then the right to the additional permit transfers to the new vehicle.
Request care is taken to simplify process for a company car is allowed a permit.	1	If the vehicle is registered at the address then it will qualify for a permit. Pool permits are available where company cars are involved allowing a single permit to be transferred between vehicles. This would count as one of the maximum of 2 permits permitted per address.
Are there plans to enforce max weight under the residents parking scheme?	1	Vehicles in excess of 3.5T are not included within the residents parking scheme.
Please clarify intentions with regard to proving eligibility (proof of vehicle ownership and residency)?	1	Formal Proof of residency is not required as the permits are only delivered to the eligible postal address. Spot checks may be undertaken if reports of abuse are received. Evidence of non compliance with the conditions of the scheme may lead to cancellation of the permit.
Why is Cliffden Close not included?	5	No requests for inclusion of Cliffden Close were received as part of the consultation process.
Reconsider including Barnpark Road in the scheme.	1	Barnpark was originally included in the proposed residents parking zone but was removed along with several other roads following consultation with the Town Council.
Displacement will occur on Cliffden Close.	9	No requests for inclusion of Cliffden Close were received as part of the consultation process. This could form part of a future review.
Consideration been given to extending residents parking scheme?	1	The proposals have been significantly reduced as part of the consultation process but could be revisited as part of a future review.

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Comment	Count	Response
Has consideration been given to increasing off-street parking or adding floors to existing car parks?	1	DCC does not own, fund or operate multi-story car parks. Teignbridge District council are aware of a desire to provide additional off street parking places in the town.
Request for Yannon Drive be included in residents parking scheme.	1	Responses received from Yannon Drive as part of the consultation process were not in favour of inclusion in a Resident's zone.
No Waiting At Any Time needed junction Yannon Drive/Upper Hermosa Road.	1	Could be included in a future review.
Request to continue No Waiting At Any Time from Buckeridge Rd junction east side of West Buckeridge opp The Mount - problems caused with high traffic volumes.	7	Could be included in a future review.
Little/no availability of cost effective all day parking for those working in Teignmouth.	4	Noted.
Improve extremely dangerous ped crossing outside Waitrose Higher Brook Street.	1	Not part of this consultation.
Proposals are banning residents in the south from parking in the north - residents parking must be made available for the whole town.	1	A resident's Zone within the Town Centre was originally proposed but received little support. The proposal was not supported by the Town Council and was not included in the current consultation. The matter might be revisited as part of a future review.
Agree with parking charges on Upper Den Carriageway and ambulance/lifeboat designated areas.	1	Noted.
Roads marked for No Waiting At Any Time seem excessive.	1	Proposals are the result of requests received to address road safety and congestion issues.
Could certain sections of central car parks be kept for workers at a designated charge?	3	This would be a matter for Teignbridge District Council.
Make exit from Waitrose car park left turn only.	1	Beyond the scope of this consultation.
Upper Den Promenade concerns me that children running across the road could be hurt.	1	Noted.
Please include Bitton Avenue as concerns re displacement.	1	Could be included in a future review.
Please include Alexandra Terrace as concerns re displacement.	1	Very few consultation responses were in favour of this in the previous consultation. Could be considered as part of a future review.
Build multi storey on Quay Road.	1	Beyond the scope of this consultation.
Where are residents of Dawlish Road going to park?	1	There are no proposals for Dawlish Road and the roads nearby are not included in the residents zone proposals. Could be considered as part of a future review.
Additional off-street parking in or adjacent to town centre must be provided if residents parking scheme implemented.	2	Beyond the scope of this consultation.
Where will residents parking be for Den Road.	1	There is no residents parking proposed for Den Road.
Make Ferndale Road one way.	1	Beyond the scope of this consultation.
Teignmouth must secure more parking spaces if residents parking introduced. Visitors will go to Dawlish/Torquay if can find nowhere to park.	1	Proposals do not affect the overall level of parking within the town. Visitors should benefit from increased turnover on street and are directed to use the off street car parks for longer stays.

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Comment	Count	Response
Town centre residents can pay up to £500/year for parking permit. Please treat residents fairly. £30 permit to park in the Coach Park would be fantastic.	2	This is a matter for Teignbridge District Council.
Put another level on car park at Eastcliff.	1	This is a matter for Teignbridge District Council.
Implement a Park & Ride.	2	Beyond the scope of this consultation. The costs of such a scheme would be substantial.
Reduction in parking charges would encourage more people to pay to park.	1	On Street Parking Charges should, where possible, be set at a level, for stays of over 1 hour, which encourages the direct use of Off Street Car Parks in line with DCC's Local Transport Plan (LTP), and reflecting its current Structure Plan.
Concerned re displacement on Bitton Avenue.	1	Displacement of parking is possible and could be addressed as part of a future review.
Can disabled bay at end of Bitton Ave be removed as gent no longer lives there.	1	Can be considered under a separate process.
If restrictions come in please can a Private Road No Parking sign be placed at bottom of Deer Park Close - road is unadopted.	1	This is a matter for the residents of the street.
Consider offering car parking area for local traders to park free/reduced rate.	1	This would be a matter for Teignbridge District Council.
Consider residents parking for Northumberland Place.	1	Not supported as part of the consultation process.
Clearer Dead End signs and restricted parking signs.	1	Noted.
Request for No Waiting At Any Time on bends and turning points in Cliffden Close - bad traffic issues especially with coaches from Cliffden Hotel.	1	Could be considered as part of a future review.
Title Deeds covenant - No commercial vehicles, caravans or boats - see photos enclosed with letter.	1	Refers to a covenant in place on Cliffden Close which DCC are not in a position to enforce.
No Waiting At Any Time needed left hand side of entrance to West Buckeridge Road.	7	Could be considered as part of a future review.
Entering Buckeridge Road and turning right towards town large vehicles park on corner - No Waiting At Any Time needed.	7	Could be considered as part of a future review.
Concerned about displacement on Hermosa Road.	1	Displacement of parking is possible and could be addressed as part of a future review.
Scheme if implemented will cause displacement everywhere else.	7	Displacement of parking is possible and could be addressed as part of a future review.
Streamline Devon County Council and TDC parking charges and policies i.e. TDC free in winter on Sunday, Devon County Council charge.	1	On Street Parking Charges should where possible be set at a level to encourage the direct use of Off Street Car Parks in line with DCC's Local Transport Plan (LTP), and reflecting its current Structure Plan.
Welcome some sensible solutions proposed such as No Waiting At Any Time on corners to prevent obstructions.	1	Noted.
Welcome introduction of ticketing (incl for free parking periods) to ensure people do not overstay their welcome.	1	Noted.
Any signage changes are clearly communicated locally and clear, unambiguous and appropriately sized signage is evident at all parking areas.	1	Noted.

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Comment	Count	Response
No reference made to coach parking - seek clarification that there are no proposed changes in this area.	1	No changes proposed.
If intended purpose to deter commuters/people working in town parking in streets north of station - requiring a permit to park 11am-1pm would make it impossible for commuters to leave their vehicles all day but shorter visits could be carried out by shoppers.	1	The scheme is designed to operate in a limited number of streets where parking is known to cause significant problems to resident. The timings allow for enforcement operations to be efficiently undertaken. There are many free short term parking places available within the town to benefit shoppers.
Negative impact on residents having proposed 8am-6pm requirement and for having this extend to Saturdays when there is not usually a difficulty parking.	1	Reducing the scheme to remove Saturday could be considered as part of a future review.
Look at having a town wide residents parking scheme with commuter permits at a cost to people who don't live in Teignmouth.	1	Town wide scheme not supported through the consultation process.
Town wide residents parking scheme.	1	Town wide scheme not supported through the consultation process.
Create more short term free parking for shoppers.	1	A 30 min free period is proposed on Wellington St as part of the scheme.
Intelligent traffic light system should be implemented.	1	Noted.
To increase long term parking capacity build underground car parks.	1	This is a matter for Teignbridge District Council or a private parking provider. It is observed that a major issue is the demand for free parking on street which additional off street pay and display would not address.
If sustainable travel really is a goal then please push schemes like P&R, Park & Stride, car sharing and walking bus schemes.	1	Significant funding is required for these measures and is beyond the scope of this consultation. The County Council continues to support sustainable travel through initiative such as the National Cycle Network, Bus Subsidies and Carshare Devon.
Expand catchment area for residents parking and/or offer residents permits for nearest car park.	2	The scheme has been reduced from its original size in response to consultation and recommendations from the Town Council. Teignbridge District Council are able to offer Resident's Parking Permits at a charge.
Give everyone who lives in the town parking permit to use in nearest car park.	1	Teignbridge District Council are able to offer Resident's Parking Permits at a charge.
30 mins free parking is not enough time.	3	30 minutes is considered sufficient time for a short shopping trip to ensure turnover of parking. A ticket can be purchased if a longer stay is required.
If introduced should include all roads within walking distance of town to prevent problem that currently exists on being compounded to other roads.	1	The size of the zone has been the subject of significant consultation with the town council. Displacement of parking is possible and could be addressed as part of a future review.
Object to Residents Parking in the area just north of the railway.	1	Noted.
Lack of parking needs to be addressed before any residents parking restrictions are imposed in area closest to town centre.	1	Noted.
Traffic flow between Railway Station and Shaldon Bridge needs to be improved immediately.	1	Noted.

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Comment	Count	Response
Residents parking and changes to Upper Den will impact hugely on town workers - wages are not always high and paying for parking is not always a viable option.	1	DCC would wish to encourage more sustainable travel choices rather than use of the private car.
Shortage of bike storage areas for those who try to cycle in summer.	1	Noted, Potential for this to be addressed with Teignbridge District Council.
Aggrieved no proposals for Bickford Lane.	1	A resident's Zone within the Town Centre was originally proposed but received little support. The proposal was not supported by the Town Council and was not included in the current consultation. The matter might be revisited as part of a future review.
Displacement will occur on Bickford Lane.	1	Displacement of parking is possible and could be addressed as part of a future review.
Either develop proposals for a whole zone or leave things alone.	1	The size of the zone has been the subject of significant consultation with the town council. Displacement of parking is possible and could be addressed as part of a future review.
Suggest it is residents parking for 1 hr/day to prevent these roads being used by residents of central Teignmouth for long term parking.	1	Enforcement of 1 hour a day restrictions is difficult to resource. Residents are not usually happy to pay for a such a limited permit scheme. However, the costs to the County Council would be the same as a Monday to Saturday scheme.
BITTON PARK ROAD		
Support Residents Parking Scheme.	6	Noted.
BOSCAWEN PLACE		
Support Residents Parking Scheme.	2	Noted.
Has a survey been undertaken on how many spaces there are for residents to park?	1	Yes, it is estimated that the Zone would be able to accommodate in excess of 200 vehicles. This will depend on the size of vehicles and ability of residents to work together.
BRUNSWICK STREET		
Build multi storey on Brunswick Street Car Park.	3	This is a matter for Teignbridge District Council.
BUCKERIDGE ROAD		
Concerned displacement will occur in this road.	2	Displacement of parking is possible and could be addressed as part of a future review.
Request to continue No Waiting At Any Time from Buckeridge Rd junction east side of West Buckeridge opp The Mount - problems caused with high traffic volumes.	1	Could be considered as part of a future review.
COOMBE VALE ROAD		
Support Residents Parking Scheme	1	Noted.
Please do not remove No Waiting for bottom right section at junction with Hermosa Road.	1	If the removal presents problems then the restrictions can be reinstated as part of a future review.
Request for space to be retained and made into disabled bay for resident of No. 8 (where extension of No Waiting At Any Time proposed before Quinnell House).	1	Can be addressed as part of a separate process if the applicant qualifies.
DAIMONDS LANE		
Support Residents Parking Scheme.	3	Noted.
Very pleased to see No Waiting At Any Time all way up Daimonds Lane past entrance to rental garages.	1	Noted.
DEN PROMENADE		

Agenda Item 8

Comment	Count	Response
Requesting permission to park and stop in carrying out their business, looking for free of charge permits, requesting loading/unloading bay outside café, request safe crossing area for customers and staff with use of hatched area or No Waiting At Any Time either side of War Memorial.	1	Permits are chargeable to cover the costs of issue and enforcement. Loading and Unloading are permitted on restrictions when no obstruction is involved.
Strongly support introduction of limited restrictions on the Den Carriageway.	2	Noted.
Strongly support proposals to extend closure of Upper Den Carriageway from 1 May to 10 September.	4	Noted.
Create all year round speed limit, place raised humps at crossing points, paint humps black and white, allow cars to park on right hand side during summer only, mark out 8 designated bays for campervans to limit no. of campervans all year and make patrolling them easier, introduce token fee, keep line of sight clearer for pedestrians, monitor visitors, appease locals.	1	Speed Limits and Traffic Calming are beyond the scope of this consultation and bays for camper vans not supported through the consultation to date.
Do not agree with proposals.	13	Noted.
Strongly object to plans to put meters in Upper Den.	7	Noted.
Support closure starting 1 May but recommend extension to 30 September in line with pre bathing water checks carried out by Environment Agency.	4	Noted but cannot be undertaken as part of this process. Could form part of a future review.
If proposals go ahead consider leaving Den Promenade as free all day parking in winter months (for locals at least).	1	Noted.
All day parking during winter does not benefit any visitors and limited waiting parking should be invoked.	1	Noted.
Fixed dates for no parking would make area easier for pedestrians for longer during year.	1	Noted.
Agree with proposals.	6	Noted.
To restrict camper vans put up a height restriction bar across the entrance.	2	Discussed at length on several occasions. Not feasible as would need to be manned or under CCTV surveillance round the clock. Location subject to extreme weather conditions making barrier, its operational safety and management unsustainable.
Keep dates of closure same as they are now.	1	Noted.
Ban motor homes.	2	Proposals designed to allow Motor Home issue to be managed.
Introduce permit for people that work in town or discounted parking.	1	Teignbridge District Council are able to offer Parking Permits for their off street car parks at a charge.
Upper Den Pay & Display and extension of close period in summer will penalise low paid workers with antisocial working hours.	1	Pay and Display in Teignmouth does not operate between 6pm and 8am so those working anti-social hours can park for free in many parts of the town.
When Promenade closed extend 1 hr free parking to 3 hrs to encourage visitors.	1	When the promenade is closed there will be no parking.

Agenda Item 8

Comment	Count	Response
Appreciate need to address parking restrictions however concerned that the proposed restrictions would have negative impact on visitors - please consider alternative mitigation measures such as height or length restrictions to achieve a more balanced outcome.	1	The proposals as advertised are thought to offer the best solution to the pollution and camper van issues as presented.
Consider opening Upper Den Prom for parking all year round with parking meters and provide cheaper ticket prices throughout town.	1	Not supported through the consultation process to date.
Situation is much worse when the Promenade is closed over summer extending period of closure is also going to extend the impact of this issue.	1	Noted.
Restrictions on Promenade parking over winter short sighted - this is time locals get their town back and use free parking to walk dogs etc.	1	1 hour free parking will be available for dog walkers.
No overnight camping sign would be more cost effective than parking meters (that 99% will not use over the winter)	1	Such a sign would not be enforceable.
What evidence is there of motorhomes/campers emptying their toilets down public drain. Proposals will drive trade away from Teignmouth. We own motorhome and you are now attempting to deprive us as Teignmouth residents of parking on this road out of season.	1	Teignmouth District Council have alleged that this behaviour has been witnessed.
EXETER STREET		
Support Residents Parking Scheme.	2	Noted.
Object to Residents Parking Scheme.	1	Noted.
Will permit to park on street outside integral car ports for St James Mews be required or will it be excluded? Will support scheme if excluded.	1	Included as the zone would require a permit to be displayed.
Property rented much of year - how are visitors going to park as house is let for more than 60 nights a year?	1	Guest House Permit scheme would allow sufficient permits to be purchased to cover the entire year.
If I pay for permit I expect to receive service I've paid for - what process is in place to ensure that this happens? Will there be refunds available when there are no spaces available in our area? If I refuse to pay where can I actually park?	1	There can be no guarantee that spaces will be available. The permit scheme would ensure that the chances of being able to park close to a particular property are significantly better. Permits are priced to fund the cost of issue, regular enforcement and maintenance of the scheme. If no permit is purchased the respondent would need to park elsewhere in the town or limit parking in the zone between 6pm and 8am when it does not operate.
FALKLAND WAY		
No Waiting At Any Time needed at junction with Woodway Road and top of Haldon Avenue.	1	Request not part of the current consultation. Could be included in a future review.
FORE STREET		
Please include road in scheme.	1	Request not part of the current consultation. Could be included in a future review.
GLADSTONE TERRACE		
Support Residents Parking Scheme.	4	Noted.
GROVE AVENUE		

Agenda Item 8

Comment	Count	Response
Support Residents Parking Scheme.	3	Noted.
Request for white lines in circle at end of Grove Ave to enable people to park in orderly fashion.	1	It is not intended to mark bays as part of the Resident's zone and this would result in a reduction of available parking and significant extra expense in signing each bay so marked.
GROVE TERRACE		
Could extra parking space be made at end of terrace at its junction with Exeter Road?	1	Unlikely but could be considered as part of a further review.
HALDON AVENUE		
No Waiting At Any Time needed at junction with Woodway Road and top of Haldon Avenue.	1	Request not part of the current consultation. Could be included in a future review.
Object to Residents Parking Scheme	1	Noted.
Concerned displacement will occur in this road.	2	Displacement of parking is possible and could be addressed as part of a future review.
If proposals must go ahead then Haldon Avenue should be included in this scheme.	1	Haldon Avenue was part of the original proposal by excluded following initial consultation and discussion with the Town Council.
HEADWAY CROSS ROAD		
No Waiting At Any Time needed at junction with Woodway Road and top of Haldon Avenue.	1	Request not part of the current consultation. Could be included in a future review.
HEYWOODS ROAD		
Proposed zone is far too large.	1	Zone is much smaller than original proposal.
HIGHER BRIMLEY ROAD		
Support Residents Parking Scheme.	8	Noted.
Object to Residents Parking Scheme.	4	Noted.
Agree with carry over until 10am next morning - prefer permits to be valid for 24 hrs.	1	Not part of the current consultation. Enforcement overnight is not a realistic prospect.
Will these be marked with yellow or white lines?	1	Bays are not marked as part of a residents zone. Parking is allowed unless restricted by existing restrictions.
Interested in scheme but imperative enough spaces for residents.	1	Spaces cannot be guaranteed. The proposals do include release of additional parking places on Higher Brimley Road. The scheme will exclude non permit holders during the day allowing residents to occupy parking spaces before 6pm.
Need guarantee that if we buy into scheme we will get a space.	1	Spaces cannot be guaranteed. The proposals do include release of additional parking places on Higher Brimley Road. The scheme will exclude non permit holders during the day allowing residents to occupy parking spaces before 6pm.
Concerned displacement will occur in this road.	1	Displacement of parking is possible and could be addressed as part of a future review.
Do not agree with arrangements for visitor parking - residents should be able to buy up to two visitors permits which can be used on same basis as residents permits.	1	Residents can buy up to 60 visitor permits each year. There is no restriction on how many can be used at one time. This approach is common to the majority of Residents Parking Schemes within Devon.
Request for traffic calming.	3	Outside the scope of this consultation
Object to Residents Parking on half of road.	3	An extra 5 spaces are proposed by introducing a one way system. The amount of space available for parking is maximised if the northern side of the road is used.

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Comment	Count	Response
Will I be able to park in a Residents Parking area?	1	Properties north of No. 51 on the western side and north of No 68 on the eastern side of Higher Brimley are not included.
Would only support if residents parking is extended the entire length of road.	2	This has been ruled out by the Town Council as part of the consultation to date. Could be considered as part of a future review.
Why is Higher Brimley and other surrounding streets getting residents parking?	1	The proposal includes areas where residents have complained of excessive commuter and shopper parking during the day which can make daily life very difficult. This was confirmed by surveys. The original zone covered a significantly larger area of the town but was reduced the current area at the request of the Town Council. The terminal points of the zone are to some extent dictated by the practicalities of signing the zone.
one way system traffic to travel east to west.	7	Noted.
Support One Way Order.	17	Noted.
Object to One Way Order.	12	Noted.
Not ideal but will facilitate residents parking scheme.	1	Noted.
One way will add to the congestion.	1	Noted
Serious issue with cars parked in road directly o/s Trinity School Nursery which forces downhill traffic rounding blind corner to suddenly deviate on to wrong side of road - complaints have been made continuously over the years - this must be addressed.	1	One Way Order should reduce the amount of traffic using the road.
Propose limited zone here instead of blanket no waiting zone.	1	No Waiting Proposals are confined to a length of road where parking would restrict traffic flow particularly Bus Services.
IVY LANE		
Concern Town Centre have been overlooked in Residents Parking scheme.	1	A resident's Zone within the Town Centre was originally proposed but received little support. The proposal was not supported by the Town Council and was not included in the current consultation. The matter might be revisited as part of a future review.
Concerned displacement will occur in this road.	1	Displacement of parking is possible and could be addressed as part of a future review.
Please include road in scheme.	1	A resident's Zone within the Town Centre was originally proposed but received little support. The proposal was not supported by the Town Council and was not included in the current consultation. The matter might be revisited as part of a future review.
Request for traffic calming.	1	Outside the scope of this consultation.
Clearer Dead End signs and restricted parking signs.	1	Outside the scope of this consultation.
If similar arrangement to Zone A plan cannot be put in place then those who live in this area without allocated parking should be able to buy residents parking permits to park in local car parks for £30/year plus bays set aside for residents.	1	A resident's Zone within the Town Centre was originally proposed but received little support. The proposal was not supported by the Town Council and was not included in the current consultation. The matter might be revisited as part of a future review. Off street car parks are run by Teignbridge District Council.

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Comment	Count	Response
Request re possibility of issuing residents parking permits which can be used in some parking bays which otherwise require restricted hours for visitors use.	1	A resident's Zone within the Town Centre was originally proposed but received little support. The proposal was not supported by the Town Council and was not included in the current consultation. The matter might be revisited as part of a future review.
LOWER BRIMLEY ROAD		
Support Residents Parking Scheme.	1	Noted.
Concerned displacement will occur in this road.	10	Displacement of parking is possible and could be addressed as part of a future review.
Please include road in scheme.	9	The proposal includes areas where residents have complained of excessive commuter and shopper parking during the day which can make daily life very difficult. This was confirmed by surveys. The original zone covered a significantly larger area of the town but was reduced the current area at the request of the Town Council. The terminal points of the zone are to some extent dictated by the practicalities of signing the zone.
If No Waiting At Any Time introduced where would residents park?	1	No Waiting proposals on Lower Brimley are short lengths to prevent congestion and improve visibility.
Where would residents stop to unload shopping etc?	1	Loading and unloading are permitted on sections of double yellow line.
Where are residents expected to park?	1	There are no major proposals to restrict parking on Lower Brimley Road.
Frustrated that Taxi drivers use Lower Brimley Road to park overnight or leave vehicles parked for long period.	1	Noted.
LOWER BROOK STREET		
Pay & Display proposals and no stopping outside premises poorly thought out.	1	Noted.
Please consider free 1 hr period for newly proposed spaces in Lower Brook Street - some residents need longer to pop and shop.	1	The 30 min free period is designed to encourage a turnover of parking in this area. A ticket can be purchased if a longer stay is required.
MILL LANE		
Please include areas of Mill Lane near Fourth Avenue with No Waiting Section at the middle (ENV5498/042 will be perfect).	1	Noted. Mill Lane Could be included in a future review.
PENNYACRE ROAD		
Concerned displacement will occur in this road.	1	Displacement of parking is possible and could be addressed as part of a future review.
PROMENADE		
Pay & Display not required - utilise length of road as residents parking.	1	Resident's parking on the promenade has not been supported through the consultation process to date.
Any proposals for traffic calming ref ENV5498/007.	1	Outside the scope of this consultation.
Closed during summer but vehicles belonging to nearby businesses park all day - visitors see cars parked and do not realise the road is closed causing danger.	1	Noted.
See from Traffic Order that permits will be offered to allow people to ignore the order - please limit the permits for safety reasons.	1	Noted.
Can Parking Charge Notices be issued to deter people accessing this road illegally.	1	Yes.
Do not agree with proposals.	1	Noted.
SALISBURY TERRACE		

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Comment	Count	Response
Support Residents Parking Scheme.	7	Noted.
Needs No Waiting At Any Time one side and parking on other - else cars will have to reverse down street to exit.	1	Residents should park considerately within the Zone. If inconsiderate parking occurs further restrictions could be considered.
Cars parking on pavement cause serious health and safety issues.	1	Noted.
SECOND DRIVE		
Support proposals for No Waiting At Any Time on Second Drive.	2	Noted.
Object to plans proposed for Second Drive.	1	Noted.
SHUTE HILL		
Worried Residents Parking in Shute Hill will cause displacement Lower Brimley and Belgrave Terrace.	1	Lower Brimley was part of the original proposal rejected by the Town Council. Belgrave Terrace is a private road. Displacement of parking is possible and could be addressed as part of a future review.
STATION ROAD		
Conflict of info on website and street notices - which streets are eligible for Zone A?	1	Street Notices on able to provide basic detail. Website provided full information.
Take taxi rank away and put in station car park.	1	Options discussed as part of consultation process. Demand for Taxi's not sufficient at Railway Station.
Disagree with proposed extension of taxi rank west side of street with assoc reduction in limit waiting parking on the east side.	1	Noted.
STRAND		
Object to Residents Parking Scheme.	1	Noted.
Please consider residents parking and/or Pay & Display and disabled spaces on both sides of the Strand.	2	A resident's Zone within the Town Centre was originally proposed but received little support. The proposal was not supported by the Town Council and was not included in the current consultation. The matter might be revisited as part of a future review. Pay and Display on The Strand was not supported in the consultation to date. Disabled Bays can be dealt with via a separate process if the applicant qualifies.
Strand residents park on Den Promenade - proposals for Den Prom would mean residents would have to pay to park all year round - please consider lower town residents.	1	
WELLINGTON STREET		
Concern Town Centre have been overlooked in Residents Parking scheme.	1	A resident's Zone within the Town Centre was originally proposed but received little support. The proposal was not supported by the Town Council and was not included in the current consultation. The matter might be revisited as part of a future review.
Seek confirmation one can purchase a 90p ticket which would cover 90 minutes (incl free 30 mins) so people do not have to return to their vehicle.	1	30 minutes is considered sufficient time for a short shopping trip to ensure turnover of parking. A ticket can be purchased if further time is required.
WEST BUCKERIDGE ROAD		
Concerned displacement will occur in this road.	1	Displacement of parking is possible and could be addressed as part of a future review.

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Comment	Count	Response
Request to continue No Waiting At Any Time from Buckeridge Rd junction east side of West Buckeridge opp The Mount - problems caused with high traffic volumes.	1	Could be considered as part of a future review.
WOODWAY ROAD		
Request for traffic calming.	1	Outside the scope of this consultation.
Restrictions proposed for lower part of road should also apply to eastern side up to point where it becomes single.	1	Could be considered as part of a future review.

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Comment on Traffic Order

Your Submission

If you make a submission please be aware that your contact details and any points you have contributed will form part of a public record, which may be published on the Internet and made publicly available in other formats.

Data Protection Act

In accordance with our responsibility under Data Protection legislation, you should be aware that the personal information that you are giving, will be held and may be passed to other Services of the Council, so that you are provided with the best possible support. The information may be passed to external individuals or organizations, but only where this is essential to provide the service or there is a legal obligation to do so.

*

NB: Indicates information you must provide

Traffic Order Details

Reference number

5498

Traffic Order Description

Devon County Council (Various Streets, Teignmouth) (Waiting Restrictions) Amendment Order

Traffic Orders

Please enter your comments about traffic order in the box provided below.

Our observations below are in response to the draft orders and supporting materials in relation to the Teignmouth Traffic Management Review.

Parking within the town centre

We welcome some sensible solutions proposed such as introducing double yellow lines on corners to prevent obstructions and acknowledge that this is intended to help free up traffic flow within the town.

We welcome the introduction of ticketing (including for free parking periods) as this will help Enforcement Officers ensure people do not overstay the waiting period in restricted areas.

We seek confirmation that, for example, on parking on Wellington Street, one can purchase a 90p ticket and the ticket would cover 90 minutes (to include the free 30 minute period) so people do not have to return to their vehicle.

We recognise the value of encouraging high turnover by having 30 minute waiting on Wellington Street but are also aware of the need to balance this with options for longer free waiting periods in the town centre. Mindful particularly of the ageing population in Teignmouth, and that some residents will need longer to "pop and shop", we would request consideration be given to having a free period of one hour for the newly proposed spaces on Lower Brook Street. This would further compensate for the loss of spaces on Station Road.

Signage

We would request that any changes are clearly communicated locally and furthermore clear, unambiguous and appropriately sized signage is evident at all parking areas. We feel this has increased importance given the range of waiting restrictions within the town.

Coach parking

No reference is made to coach parking and we seek clarification that there are no proposed changes in this area.

Residents' parking

Whilst the issue of residents' parking might not seem directly within the purview of the Traders' Association, there will be some impact on businesses in that, for example, staff members driving to work in Teignmouth will face further restrictions on parking space availability throughout the day.

We do acknowledge, however, that decisions made with regards to introducing a permit scheme need to consider residents' requirements foremost.

We would welcome the opportunity to discuss complementary solutions to mitigate any impact of such a scheme, for example a reduced tariff for worker permit holders in lesser-used car parks such as Eastcliffe.

Consultation process

Due to our representation on the Parking Committee we are further aware that there has been some consternation with regards to availability of consultation documents and the length of consultation period.

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We would welcome the opportunity to extend the consultation period so all parties have sufficient time to understand potential ramifications of the proposed scheme.

As we are all aware, parking is a long-standing issue in Teignmouth and a lot of time and energy has been committed to finding the optimum solution. It would be unfortunate if the final proposals were agreed without absolute transparency and we are sure Devon County Council would not wish their hard work thus far to be tainted by such perceptions.

We appreciate the opportunity to give our feedback on the current proposals, are happy to clarify any points, and are keen to be involved in any further discussions.

Kind regards,

Don Campbell
Chairman, Teignmouth Traders' Association

tradersassociation@loveteteignmouth.co.uk

Your details

Title

Mr

First Name

Don

Last name

Campbell

Organisation

Teignmouth Traders' Association

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Street

Teign Street

Location

Town

Teignmouth

County

Devon

Postcode

TQ14 8EA

SUBMIT YOUR REQUEST

Thank you for completing this form - press the SUBMIT button to send this request. Once the request has been accepted you will be given a confirmation number for future reference. You will also have the opportunity to print a copy of the information you have entered on the form. PLEASE BE PATIENT This transaction may take a little time to process. If you select another page you will not receive the confirmation information.

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Comment on Traffic Order

Your Submission

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*
NB: Indicates information you must provide

Traffic Order Details

Reference number

5514

Traffic Order Description

Devon County Council (Promenade, Teignmouth) (Prohibition of Vehicles & One Way) Order

Traffic Orders

Please enter your comments about traffic order in the box provided below.

Promenade

We appreciate the need to address parking restrictions on the Promenade with a particular view to discouraging the long-term parking of motor homes. We do, however, have concerns that the proposed restrictions would have a negative impact on visitors wishing to spend time in the town. We would ask that consideration be given to alternative mitigation measures such as height or length restrictions to achieve a more balanced outcome.

Your details

Title

Mr

First Name

Don

Last name

Campbell

Organisation

Teignmouth Traders' Association

How should we contact you?

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Location

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Devon

Postcode

TQ14 8EA

SUBMIT YOUR REQUEST

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Teignmouth Town Council

T. Higgs
Town Clerk



Town Clerk's Office
Bitton House
Bitton Park Road,
TEIGNMOUTH
TQ14 9DF

FAO
Mr Mike Jones
Devon county Council

2nd June 2016

Dear Mike.

Parking Consultation – Teignmouth

On behalf of the Teignmouth Town Council, please find enclosed a copy of the minutes from Finance and General Purposes Committee meeting held on the 1st March 2016 which also includes comments made by local residents.

Yours sincerely

Tracey Higgs
Town Clerk
Teignmouth Town Council

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MINUTES OF THE FINANCE & GENERAL PURPOSES COMMITTEE MEETING HELD IN THE COUNCIL CHAMBER, BITTON HOUSE ON TUESDAY, 1ST MARCH 2016 AT 6.30PM

Present: Cllr. J. Green – Vice-Chairman
Cllr. P. Burgess
Cllr. D. Cox
Cllr. A. Eden
Cllr. T. Falcão (*left after minute no. 228*)
Cllr. V.L. Fusco (*left during minute no. 227*)
Cllr. D. Matthews
Cllr. J. Orme
Cllr. E.S. Russell
Cllr. C. Vella

In attendance: Ms. T. Higgs – Town Clerk
Miss. A. Winston – Minute Secretary
Mr. D. Weekes – Secretary
Cllr. C. Clarence, DCC
Members of the Public and Press

218. APOLOGIES

Cllr. G. Bladon – Chairman
Cllr. N. Nicolaou

220. DECLARATIONS OF INTEREST

Cllr Burgess declared an interest in item 224 as he lives in Haldon Avenue.

223. TEIGN FISHERMEN AND WATERMEN'S ASSOCIATION

Cllr Russell introduced the item and handed over to Cllr Matthews.

Cllr Matthews expressed that the loss of sand at the Point is a big concern of his saying the Point car park acts as a sea defence for the town and the sand level use to be much higher than it currently is. He mentioned the plan for works in Dawlish Warren to replenish sand and suggested it would be good to combine work with Teignmouth.

The Chairman invited representatives to speak:

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Graeme Smith of Teignbridge District Council told members of works that Teignbridge have done and said sand tends to drop in the winter and return in the summer. He answered questions posed by members.

Cllr Clarence told members about the sand movement and said the Town Council should lobby for licences to change.

The Chairman suspended Standing Orders to allow Peter Stenner of Teign Fishermen and Watermen's Association / TMS Maritime Ltd and TMS Plant Ltd to speak.

Peter Stenner – expressed that the sand does fall to a low level but not usually for as long as this time. He said sand use to be landed on Sand Quay and then taken to the Point.

Standing Orders were resumed.

Cllr Matthews proposed the Clerk writes to the Marine Management Organisation to explain the issues and ask if they will work with the Harbour Commission to review the licence for dumping. He also proposed writing to the Environment Agency to ask them to look at work needed on the seafront. Seconded by Cllr Orme and unanimously agreed.

The Chairman asked the Clerk to invite Commander Vaughan of the Harbour Commission to the meeting on 12th April or sooner to discuss the matter.

The Chairman thanked people for attending to speak.

221. CLERK'S REPORT

a) Received the Development Framework Plan – Supplementary Planning Document for the Whitehill Development in Newton Abbot.

b) Received notification of the AGM of the Trustees of the Charity of Mary Risdon to be held on 10th March 2016.

c) Notification from Teignbridge District Council that they intend to make a new off-street parking places order.

d) A reminder that the Tourist Information Centre is closing the end of this month and is moving to the Pavilions. Cllr Eden said some people think there will no longer be a provision and suggested that extra communication may be needed.

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222. MATTERS OF URGENCY BROUGHT FORWARD BY THE CHAIRMAN (IF ANY)

Cllr Matthews conveyed the problem of speeding motorists in the Mill Lane, Kingsway area saying there was a near miss accident on Friday morning. He said he is working with Cllr Clarence to try and get the speed limit reduced to 20mph. Cllr Cox said he put this issue on the Highways and Traffic Orders Committee (HATOC) agenda a few years ago and it was rejected.

Cllr Matthews asked if the Clerk could write to Devon County Council to ask if the speed limit could be reduced. Cllr Cox added that he will put the matter on the HATOC agenda and seconded the proposal which was unanimously agreed.

224. CAR PARKING WORKING PARTY

Cllr Falcão presented an update and went through the changes as set out in the Teignmouth Traffic Management Review – Amendments to Residents Parking and Upper Den Proposals received from Devon County Council.

He said the HATOC meeting will be in July with a view to implementation by September. He reminded members that it was a discussion following the presentation at the Finance and General Purposes Committee meeting on 2nd February 2016 and urged members to support the proposals going to HATOC.

The Chairman invited Councillors to comment and feedback included: residents parking should be everywhere or nowhere otherwise the problem just rolls to the next road, introducing a one-way road could lead to requests for this to be put in place in other areas, need an incentive scheme so that workers use car parks, alternative parking is needed for motorhomes, more technical research would be beneficial.

The Chairman brought forward item 219 to invite the public to speak (minute below).

Cllr Falcão proposed that the report from Devon County Council is put forward as it is to HATOC for a public consultation, seconded by Cllr Russell and agreed by majority with three against and two abstentions.

219. PUBLIC PARTICIPATION

The Chairman suspended Standing Orders to allow members of the public to speak.

Chris Houghton – commented that 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.

Richard Hodges – said his concern is the rat run of Higher Brimley Road and he supports the one-way street proposal.

Charles Trueman– said he use to be able to park in Winterbourne Road but it is now intolerable to find somewhere to park.

Dr Ian Maun – conveyed that information gained via a Freedom of Information request shows how much money Teignbridge District Council lose from under-used car parks. He stressed that the economy of Teignmouth depends on its residents.

Donald Baldey - former Chairman of the Car Parking Working Party said the town definitely needs more parking and urged the Town Council to look at what has been agreed and to move forward.

The Chairman read a contribution from Nicola Connelly which had been received via email. The message expressed support for residential parking and a yellow line on the right-hand side of the first section of Higher Brimley Road.

The Chairman read a contribution from Paul Addison which had been received via email. The message conveyed opposition to residents parking stating that the number of residents is the issue.

Standing Orders were resumed.

225. EVENTS WORKING PARTY

Cllr Orme presented the notes from the meeting held on 16th February 2016.

She conveyed that the Events Committee had supported the request from the Folk Festival for a £3,000 grant. Cllr Orme proposed the Council agrees to the grant of £3,000, seconded by Cllr Cox and unanimously agreed.

228. HUMAN RESOURCES COMMITTEE

Cllr Falcão presented the report and recommendation that for the remainder of the current municipal year a Human Resources Advisory Sub-Committee is formed, seconded by Cllr Russell and unanimously agreed.

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226. GRANTS

The Chairman asked the Clerk to read out the recommendations for Grant Applications by the Finance and General Purposes Sub-Committee meeting held immediately prior to this meeting:

- a) **Teignmouth Classical Music Festival** - £500 to cover venue costs
- b) **Teignmouth Indoor Bowling Club** - £500 towards the purchase of new underlay
- c) **Teignmouth International Art Forum** - £500 of which £300 is for the hire of TAAG and £200 is towards pop-up banners and advertising
- d) **Teignmouth Shopmobility** - £500 towards the purchase of two portable scooters
- e) **The Teignmouth Players** - £245 for van hire, fuel, costume purchases, props and set build
- f) **Teignmouth Twinning Association** - £500 towards the cost of hosting visitors from our twin town of Perros Guirec
- g) **Teign Heritage Centre** - £2,500 agreed in principal but subject to the receipt of further information.

The Chairman asked for a proposer to approve the recommendations. Cllr Fusco proposed that the grant applications are approved, seconded by Cllr Russell and unanimously agreed.

227. BITTON HOUSE ESTATES MANAGEMENT

The Clerk presented notes from the meeting held on 4th February 2016 which the Chairman asked members to note.

229. REPORTS FROM COUNCILLORS

a. County

Cllr Clarence reported on the following:

- a) Devon County Council has shelved plans to ask schools to pay for their own lollipop ladies and men

b) The grant the Town Council is contributing towards the firework display on 12th June 2016 is much appreciated. He said a bucket collection will be held in Shaldon and he suggested the Council did the same in Teignmouth.

b. District

Cllr Russell reported on the following:

- a) The boundary review for the District is coming up
- b) A Brunswick Street LDO meeting is being held tomorrow.

c. Town

The Chairman asked members to note the report of the Planning meeting held on 17th February 2016.

230. ACCOUNTS FOR PAYMENT

The accounts for payment were circulated.

Cllr Russell proposed, Cllr Orme seconded and it was unanimously agreed that Prepayments in the sum of £14,744.53 are received and approved.

231. MAYOR'S ANNOUNCEMENTS

Thursday, 18th February 2016

3pm – attended the 100th birthday party for Alice Ridley at Summercourt Residential Home.

Friday, 26th February 2016

7pm – attended the Friends of Teignmouth Orangery fundraising event at Bitton House.

Monday, 14th March 2016

9.45am for 10am – Fly a Flag for the Commonwealth event in the Triangle.

Saturday, 19th March 2016

7.30pm – to attend the Nadsa Concert in the Performing Arts Centre at Teignmouth Community School.

Agenda Item 8

Sunday, 20th March 2016

3pm – to attend the East Devon District Council's Civic Service in the Sidmouth Parish Church, Sidmouth.

Cllr Orme went through the Mayor's engagements and told members that the fundraising event on 26th February raised half the money needed for the Friends of Teignmouth Orangery.

She informed members that she is planning to host a quiz on 1st April 2016 and reminded them that the Council's Civic Service will be held on 10th April 2016.

232. PUBLIC PARTICIPATION

There was none.

233. PART II

- a. To move that in view of the confidential nature of the business to be transacted viz; information where public disclosure at this time may be prejudicial to the good business of the Council it is in the public interest that they be temporarily excluded and they are instructed to withdraw in accordance with Standing Order 68.

The meeting closed at 8.57pm.

.....
COUNCILLOR G BLADON
CHAIRMAN

Bitton House, Teignmouth
Dated: 2nd March 2016

Tel: 01626 778836
e-mail:
russell@harmonyhouse.eclipse.co.uk

"HARMONY HOUSE"
8 DEN CRESCENT
TEIGNMOUTH
DEVON TQ 14 8BQ

20 June 2016

The County Solicitor
Devon County Council
Topsham Road
EXETER EX2 4QD

Dear Sir

Reference IMR/B13002 – Teignmouth Traffic Management Review

I write in response to the above Review in my capacity as Ward Member representing the East Ward of Teignmouth Town Council and Executive Portfolio Holder for Health and Wellbeing at Teignbridge District Council. Below are my responses to some of the issues raised in the Traffic Management Review. Further details are given below.

- (a) **Upper Den Carriageway (Promenade).** To set the closure of the Upper Den Carriageway from 1st May to 30th September matching the confirmed dates of the Bathing Water testing period
- (b) **Pay and Display meters** on the Upper Den Carriageway are not required and the management of this area should continue as currently operated in partnership with Teignbridge District Council (TDC)
- (c) **Residents Parking.** The proposals in the Review are impractical and unworkable

UPPER DEN CARRIAGEWAY (PROMENADE). Background information

Bathing Water Quality. First, I would like to draw the Committee's attention to the very real danger to our current fragile "Sufficient" bathing water classification. Since March 2012 under the revised EU Bathing Waters Directive water quality classification system, Teignmouth Town Beach was "test" classified as "Poor" and the first official use of this classification was to start in March 2015. The Environment Agency (EA) carried out a number of investigations to identify the sources of pollution and advised that, among other causes, one of the sources of poor quality bathing water is **Urban Diffuse Pollution**.

In partnership with the EA, Teignbridge Environmental Health, South West Water (SWW) the Harbour Commission and others formed a "Love your Beach" working group to identify specific causes of pollution and in particular those entering the sea water via surface water drainage, discharges from the Combined Sewage Overflow (CSF) sewerage misconnections and misuse of road gullies as disposal routes for foul liquids among many other causes. The working group set about addressing problem areas one by one and in particular SWW brought forward major investment into improving the tanks in the Railway yard and renewing the CSF at Eastcliff, recently completed.

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The EU standards have been revised yet again and the quality standards will be listed as “Poor” “Sufficient” “Good” “Excellent” *The testing period is now confirmed to run from 1st May to 30th September for the next four year period* The new classifications will be used from the 2016 bathing season. This means that our test results over each summer period will need to be consistent and will involve all the agencies and the general public working together to achieve at least a “Good” classification over the period which will be a challenge. To risk a “Poor” grading is unthinkable and would have the effect of downgrading Teignmouth as a beach resort with the economic harm that would follow. The tide really would go out in that circumstance and it is clear that the working group, TDC Resorts staff and management of the Upper Den Carriageway will have to be ever vigilant.

As Portfolio Holder for Health & Wellbeing I have to judge the merits between extending the closed Carriageway period with the need to match the Bathing Water testing season and supporting Public Health protections. I would ask the Committee to consider carefully the EA’s advice by taking the view that the extended closure period may cause inconvenience to some, but the devastating effect on the Town’s economic health and well being by the possible failure of Teignmouth’s bathing water quality is of greater importance to the town.

PAY AND DISPLAY PROPOSALS FOR THE UPPER DEN CARRIAGEWAY

I have served as a Councillor on Teignmouth Town Council for many years and during that time there have been many attempts by Devon County Council (DCC) to bring in Pay and Display or limited waiting on the Upper Den Carriageway and each time these proposals have been strenuously resisted by Members who continue to reinforce that view. The Town Council has also had to counter attempts by DCC to open up the Carriageway permanently to traffic. Teignmouth is a well loved traditional family resort and the closure of the Carriageway in the summer ensures a safe route from the Den to the beach for children and families, affording space for summer attractions and activities, e.g. Carnival and Regatta, plus sailing competitions, car rallies and much more.

I am aware that my views will be at odds with those who wish to keep traffic moving to gain additional parking spaces in the open season. When the Carriageway is closed, cars are displaced throughout the town and residential areas but most car drivers are business owners and traders who, whilst inconvenienced by the annual closure, support this valuable concession to the economic life of the Town. In recent years car spaces on the Carriageway have become unavailable due to the number of camper vans, up to 20 vehicles at any one time. Many are local owners using the Carriageway as winter “garaging” for their vehicles. Others stay for a short holiday. Unfortunately TDC Resorts Staff regularly report some owners depositing the contents of chemical toilets down the Carriageway drains adding directly to the Urban Diffuse Pollution of our Bathing Waters. Although not reviewed at the moment, I would request that efforts are made to find an alternative overnight pitch for camper vans with adequate and safe disposal facilities.

Cars parked on the Upper Den Carriageway in the open season are mostly local, they are considerate and make room when possible for others. They appreciate and value this concession which has operated smoothly for many years and it must not be forgotten that the Carriageway is still part of the Teignmouth Den area, namely a public open space. Introducing Pay and Display or limited waiting is not needed or wanted by the Town Council or the residents of Teignmouth and I continue to strongly support that view.

RESIDENTS PARKING PROPOSALS

The proposals for residents parking were rejected by 444 individual responses and there was strong rejection from Traders and individuals at subsequent meetings of the Town Council. Teignmouth is a small town with a centre constrained by the sea and the railway line. Proposals to create a new residents parking zone north of the line as indicated, in streets of traditional close terraced properties without any off road parking provision is unworkable and would cause friction. What has changed over the years are the number of vehicles per household, especially where terraced properties have been converted into flats. The proposal that residents parking would be available between 8.00 a.m. and 6.00 pm seems bizarre. It is noted that a residents' permit would cost £30 annually but then there are other eligible permit types as listed in the schedule, available in batches of 30 for a dizzying list of claimants plus guest house visitor permits available in batches of 20. The permits are not guaranteed for a specific property but based on a street. It is not hard to envisage a situation where permit holders place a cone outside their property to ensure the space after 6.00pm. If residents parking goes ahead this will just move other displaced vehicles further up into other residential areas with the obvious consequences and more requests for residents parking permits. Teignmouth is not designed for this.

I have no comments to make about the remainder of the Review around the No Waiting restrictions as proposed.

Yours sincerely

Cllr. SYLVIA RUSSELL
Town and District Councillor
Teignmouth East Ward

Agenda Item 8

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Please ask for: David Eaton
Telephone: 01626 215064
Email: envc@teignbridge.gov.uk



My Ref: DJE/SAH/Teignmouth TrafficMgemetRev.let

Your Ref:

17th June 2016

Traffic Management Team
Devon County Council
County Hall
Topsham Road
Exeter
EX2 4QD

Dear Sir or Madam

Re - Teignmouth Traffic Management Review

I am responding to the Teignmouth Traffic Management Review and in particular the proposal for changes to the Upper Den Carriageway.

Upper Den Promenade Proposal

The ambition is to make more efficient use of this area while retaining the benefits of a summer closure. The proposal is to extend the closure period to cover 1 May until 10 September every year. This will enable the closure to be effectively signed. In the period that the road is open it is proposed to introduce Pay & Display which will allow for a longer than usual 1 hour free period and a cheaper on street tariff than available elsewhere in the town. Installation of ticketing machines which will require a full number plate to be input will enable the spaces to be turned over daily with an 8 hour non-return period. This will address a particular concern over the potential for pollution of bathing water on the beach when mobile toilets are emptied down the highway drains by caravan and camper van users staying overnight.

Our Response

This response is sent on behalf of the Love Your Beach Action Group. This group was set up due to the concern that Teignmouth Town beach, would under the revised EU Bathing Waters Directive water quality classification system be classified as Poor. The classifications are based on sampling data taken over 4 years. If bathing water is classified as 'poor', Teignbridge would have to display an 'advice against bathing' symbol. Teignbridge would also have to display information on the causes of pollution and measures to clean it up. If the poor classification remained for four years the beach would be de-designated as a bathing water beach and permanent signage would need to be declared. This would have significant impact on the local economy.

Environment, Health & Wellbeing, Teignbridge District Council, Forde House, Newton Abbot, TQ12 4XX
DX121075 Newton Abbot 5

Making a healthy and desirable place where people want to live, work and visit



2.

In anticipation of the changes to the classifications the Love Your Beach Action Group was formed to ensure that the beach was not classified as Poor for the 2015 season.

The Environment Agency has carried out extensive investigations. The most recent investigation concluded that a combined sewer overflow (CSO), birds roosting on the Teignmouth Pier, and polluted rainwater run-off from across the town, all affect bathing water quality in roughly equal proportions

As a result the Love Your Beach group has undertaken a number of actions to improve the water quality.

- labeled surface water drains onto the beach so that potential pollution sources can be traced back to their source
- installed Bird Free gel to the underside of the pier to deter pigeons from roosting
- community engagement events and local media articles to encourage the public to take action to improve water quality
- Yellow Fish campaign which highlighted the damage caused by pouring oils, paints, solvents, chemicals or dirty water down highway gullies or surface drains.
- Collected all surface drainage from Teignmouth pier and convey it to the foul sewerage system
- Tackled misconnections which occur when waste water pipes are plumbed into surface water drains instead of the foul water sewerage system
- South West Water has installed an additional tank in Station Road to reduce the number of times that the Combined Sewer Overflow discharges.

I am pleased to report that the classification from the Environment Agency for Teignmouth Town Beach for 2015 was confirmed as 'Sufficient' towards the end of last year. However, as the classification is based on a four year period it is important that we continue to pursue actions that improve the bathing water.

As a group we support the extension of the closure of the Upper Den Carriageway to improve bathing water quality. We also support the closure starting on the 1st May as this covers the pre bathing water season checks and monitoring that has an impact on the overall classification. However, the proposal as currently stated covers the period until 10 September each year. The bathing water season runs from 15 May to 30 September.

Therefore we recommend that the extension of the closure of the Upper Den Carriageway is from the **1st May until 30th September each year.**

Please do not hesitate to contact me if you require any further information or evidence to support our proposal.

Yours faithfully



David Eaton
Environmental Protection Manager
On behalf of the Love Your Beach Action Group

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3.

Members of the Love Your Beach Action Group

Sarah Leech Resorts Manager Teignbridge District Council

Jonathan Blackman, Environmental Health, Teignbridge District Council

Graeme Smith, Estuaries & Coastal Officer, Teignbridge District Council

Emma Percy, Communications Manager, Teignbridge District Council

Jacky Hurn, Teignmouth Information Centre

Amanda Mugford, Environment Planning Officer- Bathing Water Technical Lead

Nigel Thomas-Childs Environment Officer, Devon South, Environment Management Land & Water

Paul McNie , Environment Manager South West Water

Tracey Higgs, Town Clerk, Teignmouth Town Council

Commander David Vaughan, Teignmouth Harbour Commission

Tracey Scranage, Town Centre Development Manager

Councillor Slyvia Russell District Councillor, Teignmouth East Ward

Councillor Jacqui Orme District Councillor, Teignmouth Central Ward

Councillor David Cox District Councillor, Teignmouth West Ward

Agenda Item 8

12 Cliffden Close
Teignmouth
Devon
TQ14 8TU

Traffic Management Team
Devon County Council
County Hall
Topsham Road
Exeter
EX2 4QD

16th June 2016

Dear DCC,

**Teignmouth Town Centre Management Partnership Response to
Teignmouth traffic management review advertised traffic orders.**

I am writing on behalf of the Teignmouth Town Centre Management Partnership (TTCMP). The Partnership's next meeting will be held on Wednesday next (22nd June) which will confirm or modify the following which is being sent in advance at the request of Mike Jones.

General

The Partnership is grateful for the time and dedication put into this review of parking arrangements in Teignmouth by Mike Jones and his team. They have listened and responded to requests for information and this is greatly appreciated.

The Partnership recognises that Teignmouth, like many towns, has parking problems which exceed the capacity of the towns streets to deal with them all without doing so by making things worse in other parts of the town. Care therefore, has to be taken in the making of any proposals to ensure that the end result is not worse than where we started or that some peoples' difficulties are not 'solved' by passing them onto someone else.

Support

The Partnership supports many of the proposals, which tidy up matters such as the disused police only spaces and numerous bend and access problems throughout the town. The Partnership supports the proposed one way order for Higher Brimley Road.

However, the Partnership wishes to make representations of objection/support in relationship to three of the proposals.

Representations of Support

A. Upper Den Carriageway/Promenade

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The Partnership strongly supports the proposals to extend the closure of the Upper Den Carriageway from the present arrangements to 1st May to 10th September. There are a number of reasons for this support:-

1. The closure of the carriageway reunites the Promenade with the Den and all its facilities during the summer period improving its attractiveness and amenity, improving safety and creating a single vehicular free area along the sea front.
2. The higher bathing water standards are critical for the town. The sampling period for water quality is May to September. A number of organisations have been working hard to ensure that Teignmouth Beach meets the new standards. An example of this is the construction of a new 500cu m storm storage tank in the station car park which was completed last year at a cost of £550,000 by SWW and involved the EA, TDC, Network Rail and others.
The road gullies drain directly onto the beach/into the sea along this stretch of carriageway. The Partnership wishes to see the road closed to traffic during the summer period to ensure that oil and other pollutants dropped by vehicles do not enter the sea.
3. Problems are experienced with Camper Vans and similar vehicles parking for prolonged periods with up to 14 at any one time. The sea front should be available to all during the summer period and not be occupied as a camper van site. There have been reports of inappropriate substances being poured down the road gullies with a clear risk of this causing bathing quality test failures.

During the rest of the year the Den Carriageway should be viewed as a prime parking area for visitors and shoppers. At present it is occupied not just by camper vans but also is full of commuter and residents vehicles from about 8 am each day. The Partnership wishes to see traffic orders introduced to facilitate a turnover of spaces and therefore supports the proposed waiting restrictions on the 'Promenade' as advertised.

In the longer term the Partnership would like to see 'raised tables' at the various pedestrian crossing points to both ease the movement of people with prams/wheel chairs and to also make the presence of pedestrians more obvious to drivers. We hope that the HATOC can put this work into their forward programme.

B Somerset Place

The Partnership strongly opposes the suggested introduction of Pay and Display Bays in Somerset Place. The present arrangement works well, with people stopping for short periods to do some shopping, pop to the bank, newsagent etc. This part of town needs support as it is 'semi detached' from the main town centre. Introducing pay and display would discourage people from popping in for short periods and therefore it is opposed by the Partnership.

C Residents Car Parking

At the earlier consultation the Partnership opposed the introduction of residents parking in Teignmouth and retains that position with regard to the amended proposals. As the Partnership understands it the Council's concern relates to Salisbury Terrace and Gladstone Terrace both of which are close to the town centre and the properties do not have off street parking.

The proposals cover a much larger area than the streets affected to accommodate all the potential residents cars, resulting in over 60 vehicles being displaced into adjacent streets, some of which already experience a degree of commuter parking. Thus the problem will be passed from some streets to others – hardly a solution. It does seem somewhat unjust that if a person buys a property close to a town centre with all the positives that provides, but without a parking space, then their parking difficulties should be resolved at the expense of others.

The Partnership does not support any Residents Parking Schemes in Teignmouth. The street pattern does not have the capacity to use this device to resolve local difficulties. If something does need to be done for Salisbury/Gladstone Terrace then an 'Access Only Order' for those two streets only would be more appropriate. DCC officers tell us that the Police will not enforce such orders. It cannot be beyond their capacity to do so in this isolated instance.

Conclusion

The Teignmouth Traffic Management Review includes proposals for over 40 streets/roads and a residents parking proposal. The Teignmouth Town Centre Management Partnership has raised objections to just two of the proposals (B and C above) and has expressed strong support for one of them (A above). We hope that the officers and the Committee will amend/delete the advertised orders accordingly.

Yours faithfully

Edward Chorlton

Edward Chorlton OBE
Chairman,
Teignmouth Town Centre Partnership
Tel:- 01626 775935
E mail:- zen60286@zen.co.uk

Agenda Item 8

DEVON COUNTY COUNCIL
- 9 JUN 2016
CEX DIRECTORATE

8th June 2016

Re: Higher Brimley Rd, one way order, ref. IMR/B13002

Dear Sir/Madam

We are writing to register an objection to the above proposal which would have a significant negative impact on the quality of our lives, and, we believe, exacerbate an existing traffic problem.

We live in Winterbourne Rd and use the relevant section of Higher Brimley Rd regularly in a westerly direction, when driving towards Newton Abbot or Exeter. We do this in order to avoid the A379 between the station and the Exeter Rd junction, a route which entails turning left at the bottom of Shute Hill, doubling back around the roundabout and - very often - sitting in a traffic jam past Waitrose and up to the roundabout, then usually further delays through the two sets of traffic lights.

As I'm sure you are aware, this section of the road is frequently severely congested, and it appears to take only a very little extra traffic to cause a jam, often with very lengthy delays. I assume a lot of drivers from Winterbourne Rd and Higher Brimley do the same as us, and it seems clear to us that if the proposal was carried out, the additional traffic would only add to the problem on the main road - especially as there will soon be a considerably increased number of residents in both Winterbourne and Higher Brimley when the new housing developments are completed.

A couple of years ago the route through to Exeter Rd was temporarily closed due to works on Exeter St, and our lives were significantly adversely impacted. [REDACTED] work was affected as he drives regularly to visit clients in West Teignmouth, and his journey time was increased and more unpredictable; and we often changed plans and appointments in order to avoid peak traffic (which is all day in the summer!)

The frustration of routinely having to turn eastwards at the bottom of the road, only to sit in a traffic jam in order to get back to where we started out, then further long delays up to the Exeter Rd junction, would be really detrimental to quality of life.

We understand the desire to improve conditions for Higher Brimley residents, and suggest that if it is really necessary to make it one way, that it would at least be preferable to reverse the proposed direction. We are also concerned that a one way street could allow for faster and less safe traffic, approaching what is already a tricky blind spot for cars coming up to the crossroads on Shute Hill.

We wonder just how much of a problem the current situation really presents? We find that mostly traffic passes smoothly along this section of road, with occasional courteous manoeuvring into the adequate passing places (which we are all used to in Devon, anyway!) Even with some additional traffic from the new flats, we still feel that, compared to the alternative, maintaining the status quo would be the lesser of two evils.

Thank you for taking our views into consideration.

Yours faithfully,

Parking in Salisbury terrace.

Salisbury terrace lies north of the railway line and is one of the key roads identified in the Devon County Council survey as having a strong appetite for Residents' Parking. The road is used for parking seven days a week by:

- People commuting to work by train who don't want to pay the high price of station parking. These cars tend to arrive at 6.45 – 8.00 am and leave between 6.00 and 7.30pm
- People working in the town who can't afford daily parking rates. These cars tend to arrive at 8.30 am and leave between 5.15 and 5.30 pm.
- People who go on holiday by train and leave their cars in the road for two to three weeks at a time.
- Casual parking of camper vans and caravanettes. These are very wide and restrict parking for all other road users. We have had 6 wheel camper vans and a converted American school bus parked in the road for two to three weeks at a time.
- Commercial vehicles often belonging to town traders e.g the Wee Shoppe van and builders' vans are frequently left in the road all day.
- Co-op staff used to be allowed to park in their car park but Waitrose staff are not permitted to do so. We therefore have Waitrose staff arriving for early shifts and working up until the store closes. This has extended the amount of time "workers" park here, particularly in the evenings.
- Weatherspoon staff often start work before the free parking starts in the town. They also look for residential streets to leave their cars and Salisbury Terrace is probably the closest. Weatherspoon staff are sometimes very late leaving work and we have had very noisy people coming back to their cars at 1.30 am.

All of these issues cause a problem in the street for:

- Residents who come and go throughout the day e.g.
 - People who work shifts
 - Parents taking their children to activities such as early morning swimming / ballet / riding
 - People with young children and babies who need to be able to drive to school and get home again. We had a very sick baby in the street whose elder sister went to Shaldon Primary School. The mother normally walked to school with a pram for the baby, but was unable to do so when the baby was very ill. This was a real issue for this family.
- Carers: we have a number of elderly residents who rely on carers, and these people often struggle to find anywhere to park. Staff on the Day Care bus say it is hard for them to get their elderly clients back to their houses as there are so many cars on the pavements.
- Dentist: patients come to the surgery all day long and find it very difficult to park. We often have cars parked on the double yellow lines in Shute Hill as there is nowhere to park legally close by.
- Residents often get blocked in by careless "outsiders" parking. One resident, who works shifts, remarked that he has been unable to get his car out of the terrace due to cars blocking the street.

Possible solution: Use the street for a mixture of residents' parking and short-stay parking.

- This would avoid the street being left empty during the working day; this is a common criticism of residents' parking schemes.
- People coming home might have to wait a short while but be reasonably confident that a space would come available soon.
- Suggest the introduction of "workers' permits" at the same cost as residents' permits. These would allow people working in the town to park in the town car parks in the off season months.

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Comment on Traffic Order

Your Submission

If you make a submission please be aware that your contact details and any points you have contributed will form part of a public record, which may be published on the Internet and made publicly available in other formats.

Data Protection Act

In accordance with our responsibility under Data Protection legislation, you should be aware that the personal information that you are giving, will be held and may be passed to other Services of the Council, so that you are provided with the best possible support. The information may be passed to external individuals or organizations, but only where this is essential to provide the service or there is a legal obligation to do so.

*

NB: Indicates information you must provide

Traffic Order Details

Reference number

5498

Traffic Order Description

Devon County Council (Various Streets, Teignmouth) (Waiting Restrictions) Amendment Order

Traffic Orders

Please enter your comments about traffic order in the box provided below.

As a local councillor and resident I have spoken to constituents and this submission is based on their feedback

UPPER DEN PROMENADE

The closure should be extended by a couple of weeks and when closed the 1-hour free parking be extended to 3 hours in order to encourage visitors and give them time to visit local cafes, go for a walk, take the children to the play park. In winter most people visit Teignmouth in the morning or afternoon.

This will help improve the economic prospects in the town since it will create parking turnover.

RESIDENTS' PARKING

All evidence from across the country confirms that residential parking causes a displacement of parking to other areas i.e. you are only transferring the issue from street to street. This was confirmed by officers as a side effect of introducing these proposals.

Officers have FAILED to provide any evidence when challenged that residential parking will solve problems.

With specific reference to Higher Brimley

Physically along the road there is parking for around 100 cars I have measured and counted the spaces available. Using DCC and national statistical data looking at the number of dwellings (lots of houses are flats) there is a potential 151 cars that's would need parking. Clearly there is not enough space and if these statistics are applied to each road/street in the zone the results are similar.

The outcome of this is that residents would purchase a permit and not be able to park thus wasting money and transferring the issue to other streets.

The issue in this road only occurs during the commuter/residents transition when people leave work/arrive home. This problem is general sorted out by itself and DOES NOT require intervention.

The DCC report gives the impression that most people support residential parking BUT IN FACT ONLY 7 out of 130+ dwelling said yes or put another way 95% of residents have said they do not want the residential parking. We cannot have a situation where the small minority dictate policy.

The costs of the permits are excessive and again DCC officers have confirmed the actual cost to deliver/produce a permit meaning there is a significant profit motive with DCC to adopt residential parking.

CAR PARK CHARGING AND PARK N RIDES

IT IS VERY disappointing that despite assurances by officers to investigate opportunities and requests from residents etc. there are no concrete proposals to

1. Streamline DCC and TDC car parking charges and policies e.g. TDC are free in the winter on Sunday but not DCC

The main reason why visitors and locals do not use car parks is that the charges are too high!

- a. There should be lower charges
- b. incentives for locals who could but do not use car parks when at work. Most of these workers are on min wage and as such for financial reasons cannot afford to park all day in a car park. It is not that difficult to have a scheme for locals and businesses.

Your details

Title

Agenda Item 8

Mr

First Name

PAUL

Last name

BURGESS

Organisation

Independent Town Councilor and resident

How should we contact you?

Email

Email address

burgess.paul@btopenworld.com

Confirm email address

burgess.paul@btopenworld.com

Address

Building name or number

49

Street

Haldon Avenue

Location

Town

Teignmouth

County

Devon

Postcode

TQ14 8JZ

SUBMIT YOUR REQUEST

Thank you for completing this form - press the SUBMIT button to send this request. Once the request has been accepted you will be given a confirmation number for future reference. You will also have the opportunity to print a copy of the information you have entered on the form. PLEASE BE PATIENT This transaction may take a little time to process. If you select another page you will not receive the confirmation information.

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DEVON COUNTY COUNCIL
14 JUN 2016
CEX DIRECTORATE

Mr A Dunne
4 Carlton Place
Teignmouth
TQ14 8AB

County Solicitor
County Hall
Topsham Road
Exeter EX2 4QD

13th June 2016

Dear sir,

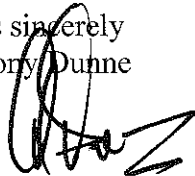
I herein make objection under Part 2 section 9(1) of The Local Authorities Traffic Orders (Procedure) Regulations 2012 to the making of the following parts of the advertised proposed traffic order

DEVON COUNTY COUNCIL(VARIOUS STREETS, TEIGNMOUTH) (WAITING
RESTRICTIONS) AMENDMENT ORDER
RESIDENTS PARKING (ZONAL) MON-SAT 8AM-6PM ZONE

PAY & DISPLAY (TARIFF TEIGNMOUTH F) 8AM-6PM 1 HOUR FREE; 2 HOURS £2.00; 3 HOURS £3.00; OVER 3 HOURS £4.00 on specified lengths of Promenade.

The grounds for such objection I give on the following pages.

Yours sincerely
Anthony Dunne



RESIDENTS PARKING (ZONAL) MON-SAT 8AM-6PM ZONE

When considering residential parking restrictions in Teignmouth town centre it must be considered in a different light as would most town centres, that being that it is a town that is bordered completely on the south side by the sea. Town centres mainly can be visualised as a whole as somewhat circular from a point which can reasonably be considered to be the commercial, business and shopping centre, Teignmouth is only a semi circular. The implications of this being that if you reside on the sea side (south) of the town centre you only have the option of parking on one side, you cannot park in the sea. In the case of Teignmouth it is reasonable to consider the centre of town to being somewhere in or around Wellington Street. Psychologically the town centre would seem to be terminated by the main road that runs more or less parallel to the railway line. However this is in reality not true because to the south west of the town centre there is but a hand full of businesses, that end of the town is more residential then the side north of the main road which contains not least the railway station. The problem, for residents, with parking in the south western end of the town is mainly day trippers and when the out of season restrictions are lifted, town centre workers. Shoppers and people who have occasional business to conduct use, in the main, the 1 hour restricted and the pay and display bays. The problem with parking for residents on the north side of the town is again town centre workers and rail commuters working mainly in Exeter and Newton Abbot. Whatever argument may be put for residents in the north of the town to have residential parking can equally be put by resident in the south of the town, we cannot loose sight of the fact it is all one town and all benefit from the visitors that clog up parking in the south of the town, we are all in the same boat. We cannot also loose sight of the fact that residents in the south of the town have had all their parking spaces sacrificed for the good of the town as a whole and have no option but to seek parking spaces in the north of the town, they cannot park in the sea.

The aim of the proposals of a residential parking zone is to alleviate the parking problem for residents on the north of the town,

'Encourage those working in the town to make more sustainable travel choices eg. car share, public transport, walking and cycling' & 'Free up as much on street parking as possible to benefit residents'.

a very commendable aim which I agree with whole heartedly, however it seems that the council while wielding the big stick are dishing out the same treatment to the residents in the southern half of the town and contradictory to the reasons given are depriving them of one of the very few options to find a parking place. The council cannot deprive one part of the town of parking places without some options that address that situation.

There is within this proposed zone Shute Hill with kerb space for about 30 vehicles, there are no residential properties on Shute Hill and only 1 commercial property, the dentist on the corner of Salisbury Terrace. There is in addition and directly adjoining Shute Hill at the junction of Winterbourne Road high walls that do not obstruct or that are outside any entrances, that provide additional space for 14 vehicles. Shute Hill is at the moment a viable place for residents of the south side of the town to park but for some reason it is to be given to residents on the north side as some kind of overflow for their convenience and with the consequence of making it a no parking place for the other residents of the town, considering that Shute Hill is actually adjacent to and a lot closer to the town centre then most of the south part of the town and considering that nobody lives there, that is wholly unreasonable.

The whole town benefits from the strict parking restrictions in the south of the town centre, the residents of this part of the town are therefore entitled to park in other parts of the town and any residential parking zone must be made available to those residents.

Agenda Item 8

PAY & DISPLAY (TARIFF TEIGNMOUTH F) 8AM-6PM 1 HOUR FREE; 2 HOURS £2.00; 3 HOURS £3.00; OVER 3 HOURS £4.00 on specified lengths of Promenade.

(The) Promenade is in the main in the south west of the town along the seafront and is not a option used a great deal for parking by shoppers and short stay motorists with business to conduct, this being due to the way it is accessed and its location to the shops and businesses. Promenade is closed to traffic for more than 4 months of the year when the town is at its busiest for the purpose of making the road safer for holiday makers, day trippers and children using the seafront. Out of season the road is open to traffic and apart from dropped kerbs etc. has unrestricted parking which is made use of by residents of that part of town and by town centre workers. I can see the councils point in the reasoning *'Encourage those working in the town to make more sustainable travel choices eg car share, public transport, walking and cycling'*, however in the closed season when the town is quieter the use of this kerb space by in town worker alleviates the pressure on curb space elsewhere. The council in making this proposal has again overlooked the fact that this kerb space is also available to the residents of this part of town, the proposed pay and display restriction is removing this option and is in direct conflict with the councils reasoning *'Free up as much on street parking as possible to benefit residents '*

In the months when this road is open the town is quieter and there are more than enough available parking for short term visitors and shoppers in limited waiting and pay and display bays, there is absolutely no need for any more, Promenade is being made better use of as it is.

Conclusion

The problem that the council appears to be addressing with these two proposals is the free kerb space being taken up for most of the day by in town workers and by rail commuters in roads close to the railway station. The proposed residential zone to the north of the town would certainly address that problem for the residents in that area, but it would simply move the problem somewhere else. The council seemed to have either completely overlooked the residents in the south of the town or have deemed them to be as much nuisance parkers as the in town workers and rail commuters. Within the proposed residential zone there are in the main no parking restrictions and there is a lot of available kerb space more than half of which is in constant use by the residents, it may be at certain times of the day a little inconvenient for them to find a space but not impossible. The residents in the south of the town can only dream of it being a little inconvenient and have no option but to seek parking space elsewhere. Nearly all the available kerb space in the south of the town is restricted for the purpose of attracting shoppers, business users and day trippers. The councils proposals are to discourage in town workers from clogging up the kerb space and to achieve this have take different approaches on the two sides of the town. On the north of the town the proposal is to hand the whole of the kerb space over to the residents, including a road of some 40 spaces where nobody lives and all to the exclusion of the resident of the south. On the south side of the town the council are addressing the same problem by making what is now free out of season available kerb into space pay and display with the result of depriving resident of that part of the town of kerb space to park for more than a short time.

It is all one town and all residents gain from attracting visitors, shoppers and the existence of banks and businesses in the town and in order to service this beneficial aim the kerb space of the residents of that part of town has been sacrificed, therefore the residents of that part of the town are entitle to park elsewhere in the town. These proposals are banning residents in the south from parking in the north and contrary to the council making other arrangement to compensate for that they actually propose to removing some of their parking options by making what was an option a pay and display restriction. If a residential parking zone is introduced then it must be available to all residents of the town otherwise there is no kerb space available to half the town centre residents, that is a situation that is wholly unreasonable. The council need to find some other way to discourage town centre workers clogging up the town that does not penalise residents. Perhaps education?

A Proposal

(The) Promenade is closed for 4 months of the year when the town is busy, the town does not come to a standstill, and I believe the council have considered removing this seasonal closure. However, when it is open it is used by in town workers as a car park, something the council are clearly trying to stop. Instead of pay and display, which is not needed, this length of road could be utilised as residential parking with no entry other than for such use. This would discourage workers bringing vehicles into town, provide parking for town centre residents and would achieve the objective of a safer road in that there would be minimal traffic movement all at little expense to present parking or traffic movement in that it is closed 4 months of the year at present anyway and is clogged up by in town workers the rest of the time.

I can see that leaving Promenade open in the summer months may not be ideal, however, pay and display even with a free hour is only going to address the problem of in town workers using it as a car park, this is however in some ways advantage in that it alleviates pressure elsewhere. There are pay and display places in the area of the south western end of Promenade that in the out of season months are deserted because there is ample, easier accessible and better located on street parking for shoppers etc. and anyone wishing to park in this corner of the town is amply served by the point car park. Pay and display on Promenade in out of season months is completely unnecessary and is of very little or no advantage to anyone but is a massive set back to the town centre residents who will not be able to use it for any length of time. The above proposal may not be entirely a good option but Promenade offers, even in the off season, opportunity to provide parking for residents. Perhaps resident parking combined with pay and display.

Agenda Item 8

Comment on Traffic Order

Your Submission

If you make a submission please be aware that your contact details and any points you have contributed will form part of a public record, which may be published on the Internet and made publicly available in other formats.

Data Protection Act

In accordance with our responsibility under Data Protection legislation, you should be aware that the personal information that you are giving, will be held and may be passed to other Services of the Council, so that you are provided with the best possible support. The information may be passed to external individuals or organizations, but only where this is essential to provide the service or there is a legal obligation to do so.

*
NB: Indicates information you must provide

Traffic Order Details

Reference number

5498

Traffic Order Description

Devon County Council (Various Streets, Teignmouth) (Waiting Restrictions) Amendment Order

Traffic Orders

Please enter your comments about traffic order in the box provided below.

I feel that it is not necessary to place metered parking on the seafront, as in the months that the seafront is open this is one of the few areas that you can park for free which helps people that work and shop in the town and don't have to worry about the time they have to shop and if you observe the seafront there is a constant turnover of cars which helps the towns economy. The seafront will be closed between May and September and Devon County is just trying to rake in extra income from local residents who tend to use the seafront we do not need any more over zealous parking attendants. the seafront works as it is at the moment why mess up something that works and are you trying to totally kill the local economy of Teignmouth, I feel that these parking restrictions will lead to a loss of jobs in the town as more small business will close as people just drive past Teignmouth because they are fed up with being penalised because they drive a car.

Your details

Title

Mr

First Name

Christopher

Last name

Houghton

Organisation

Luders Patisserie Teignmouth

How should we contact you?

Email

Email address

chris.adele@sky.com

Confirm email address

chris.adele@sky.com

Address

Building name or number

Luders Patisserie

Street

Waterloo ST

Location

Town

Teignmouth

County

Devon

Postcode

PL4 6SE

Page 64

Comment on Traffic Order

Your Submission

If you make a submission please be aware that your contact details and any points you have contributed will form part of a public record, which may be published on the Internet and made publicly available in other formats.

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NB: Indicates information you must provide

Traffic Order Details

Reference number

5498

Traffic Order Description

Devon County Council (Various Streets, Teignmouth) (Waiting Restrictions) Amendment Order

Traffic Orders

Please enter your comments about traffic order in the box provided below.

The issue of resident parking permits only effects a few and is unfair on other local residents who don't live in the Town centre but still pay council tax to Teignbridge are being unfairly treated as why can they park in the Town for the same cost. Teignmouth is a little seasonal town and it seems that cars do move and people who live in these areas go to work people who work in the Town or want to visit the town use these spaces during the day and then the residents have the space in the evening you chose to buy or live in a property without parking why should you get preferential treatment of residents parking Teignmouth works as it is at the present this will only damage Teignmouth Fragile economy by implementing this scheme and why is this being raised again when it has been rejected in 2015 by the locals of Teignmouth what a waste of time and money yet again. Please leave Teignmouth alone.

Your details

Title

Mr

First Name

Christopher

Last name

Houghton

Organisation

Luders Patisserie

How should we contact you?

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Confirm email address

chris.adele@sky.com

Address

Building name or number

Luders Patisserie

Street

Waterloo St

Location

Town

Teignmouth

County

Devon

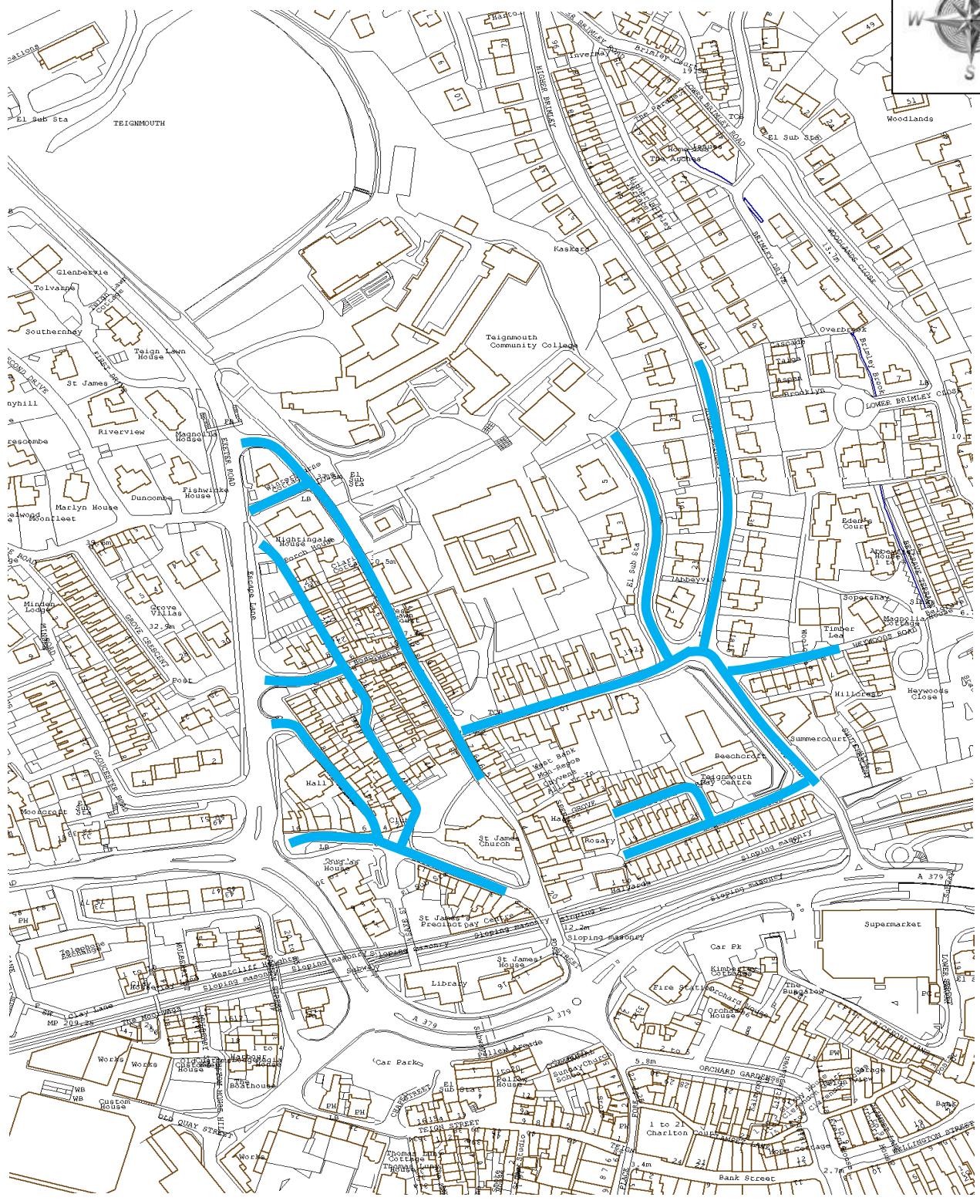
Postcode

TQ14 8AS

Agenda Item 8

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Residents Parking Area A - Zonal Restriction ▬

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SCHEME

TEIGNMOUTH TRAFFIC
MANAGEMENT REVIEW

DRAWING

Page 67
RESIDENTS PARKING AREAS

drawn by

ARH

scale

NTS

date

15-Feb-2016

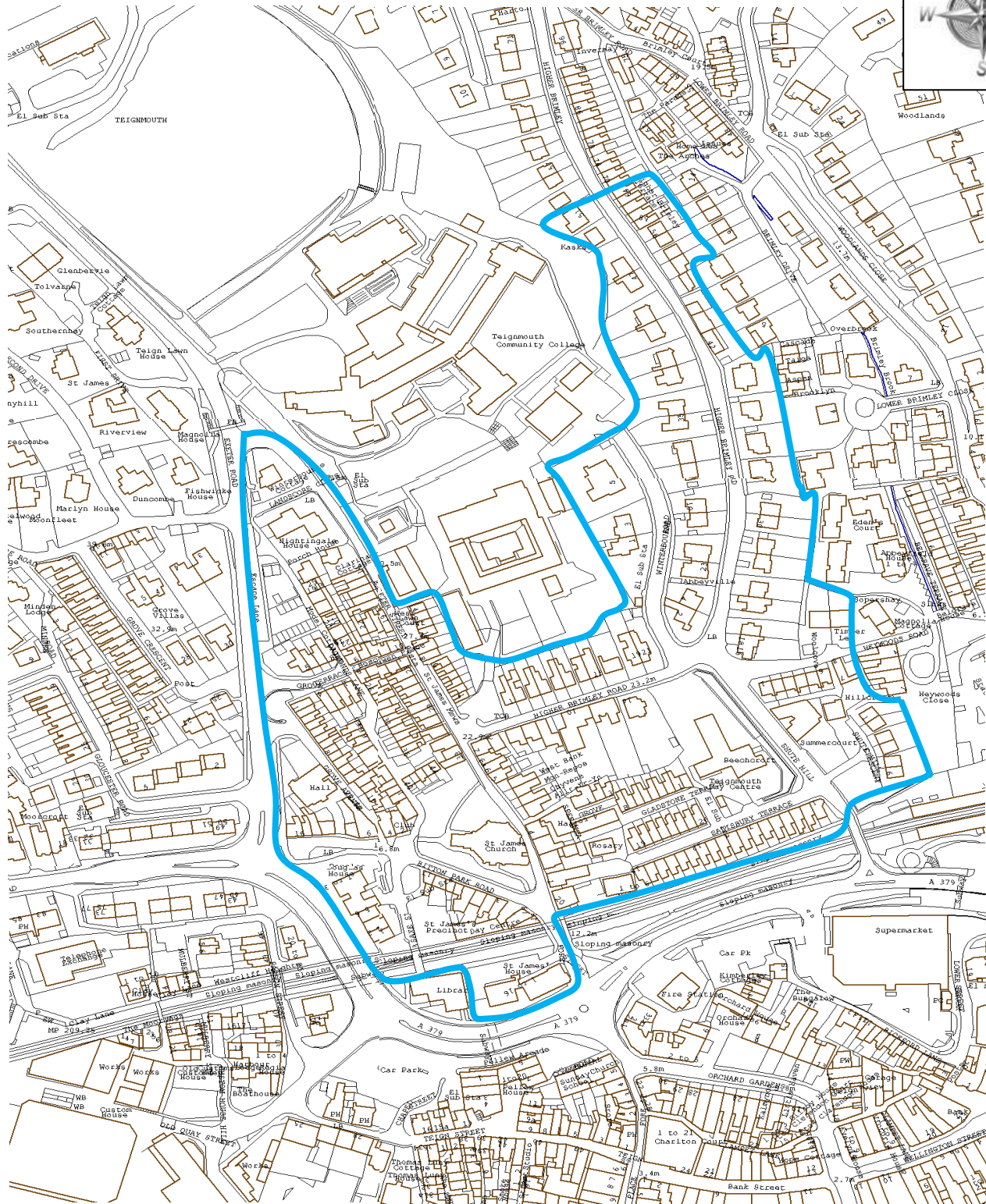
O.S.Ref

293931,73146

drawing number

ENV5498/001 rev C

Agenda Item 8



Residents Parking Area A - Eligible Properties █

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TEIGNMOUTH TRAFFIC
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Page 68
ELIGIBLE PROPERTIES

drawn by

ARH

scale

NTS

date

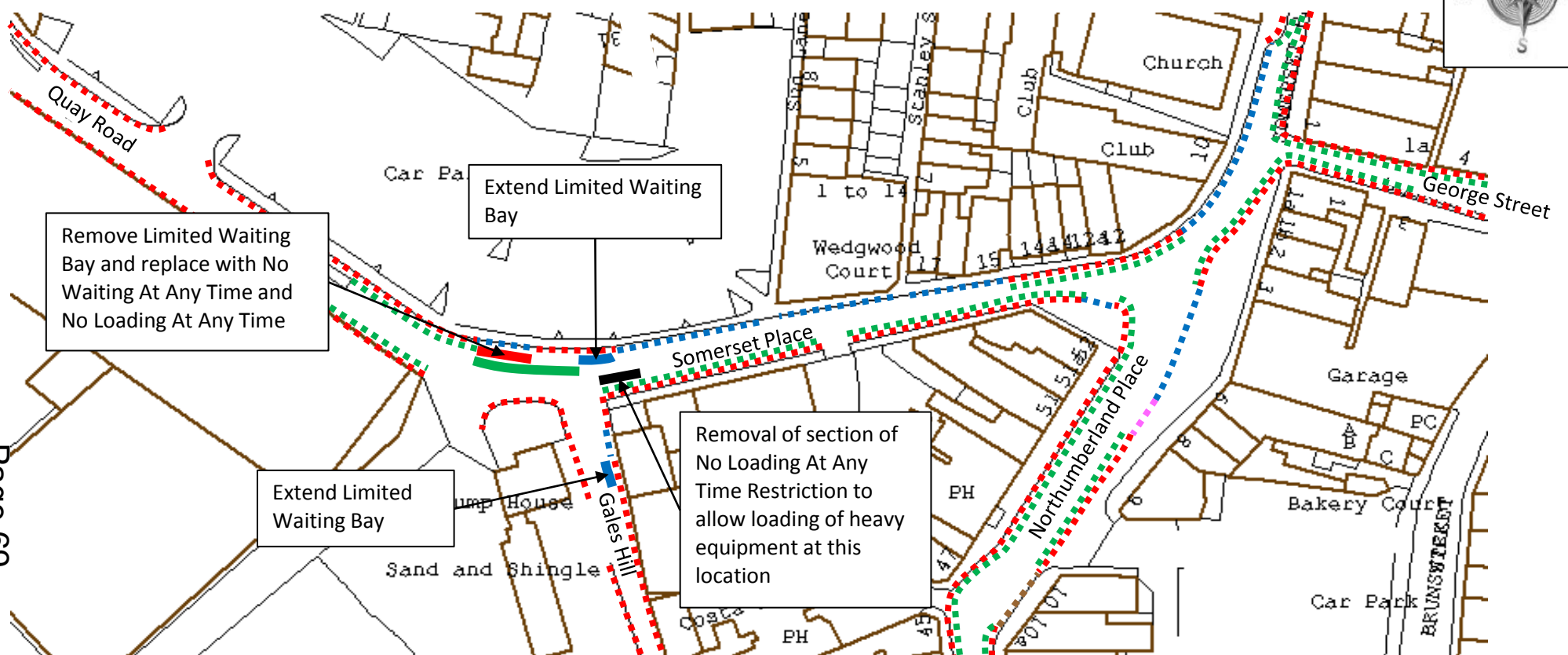
15-Feb-2016

O.S.Ref

293931,73146

drawing number

ENV5498/002 rev B



Key	Proposed	Restriction
		No Waiting At Any Time
		Limited Waiting (various restrictions)
		No Loading At Any Time
		Loading Only At Any Time
		Disabled Badge Holders Only 8am-6pm Maximum Stay 2 Hours No Return within 2 Hours
		Removal

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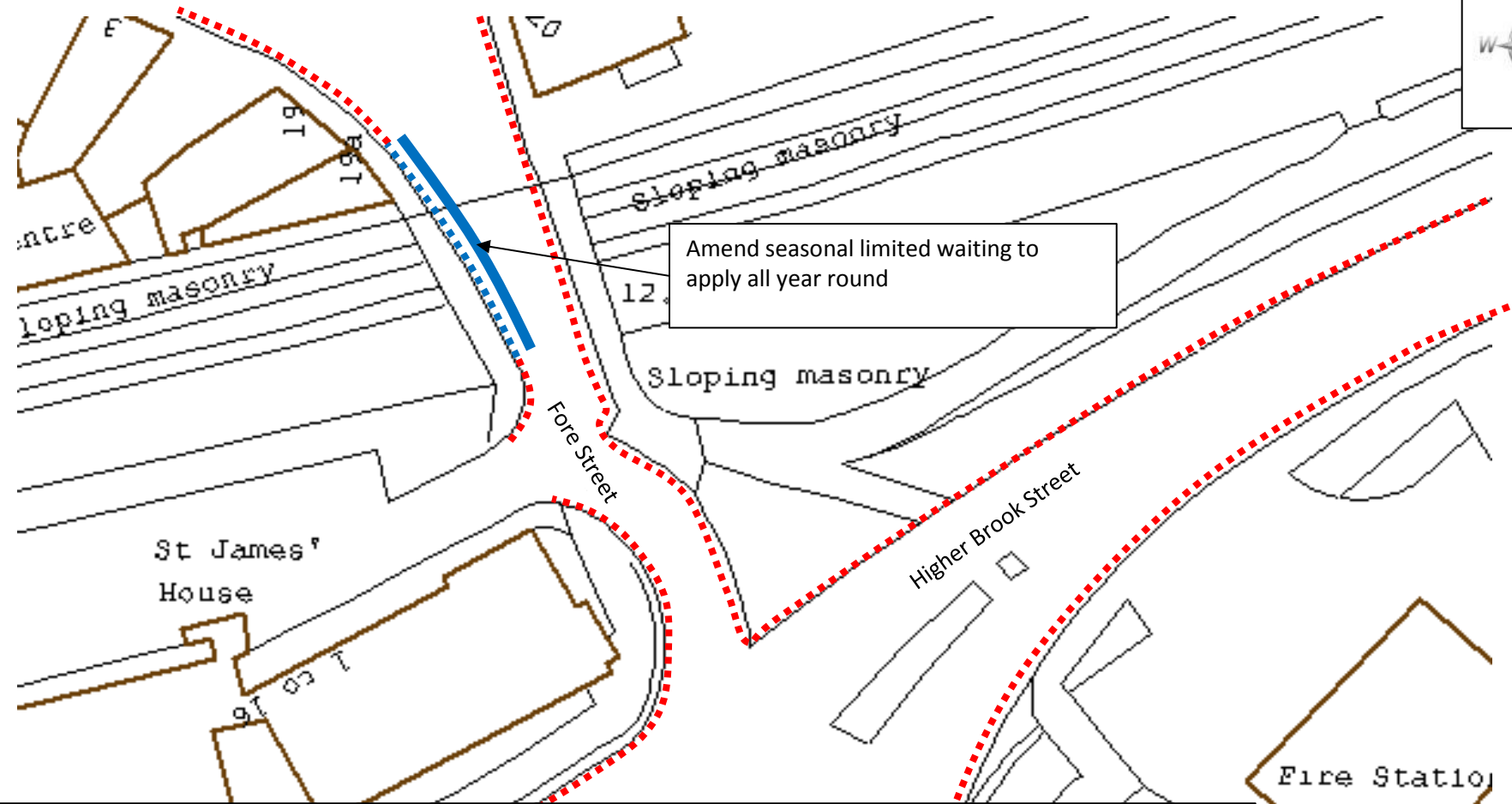
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TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW

DRAWING

SOMERSET PLACE

drawn by	scale
ARH	NTS
date	O.S.Ref
09-Feb-2016	293906, 72829
drawing number	
ENV5498/003 rev C	



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Key		
Existing	Proposed	Restriction
		No Waiting At Any Time
		Limited Waiting 1 May to 30 September 8am -6pm 2 Hours No return within 2 Hours
		Limited Waiting 8am -6pm 2 Hours No return within 2 Hours

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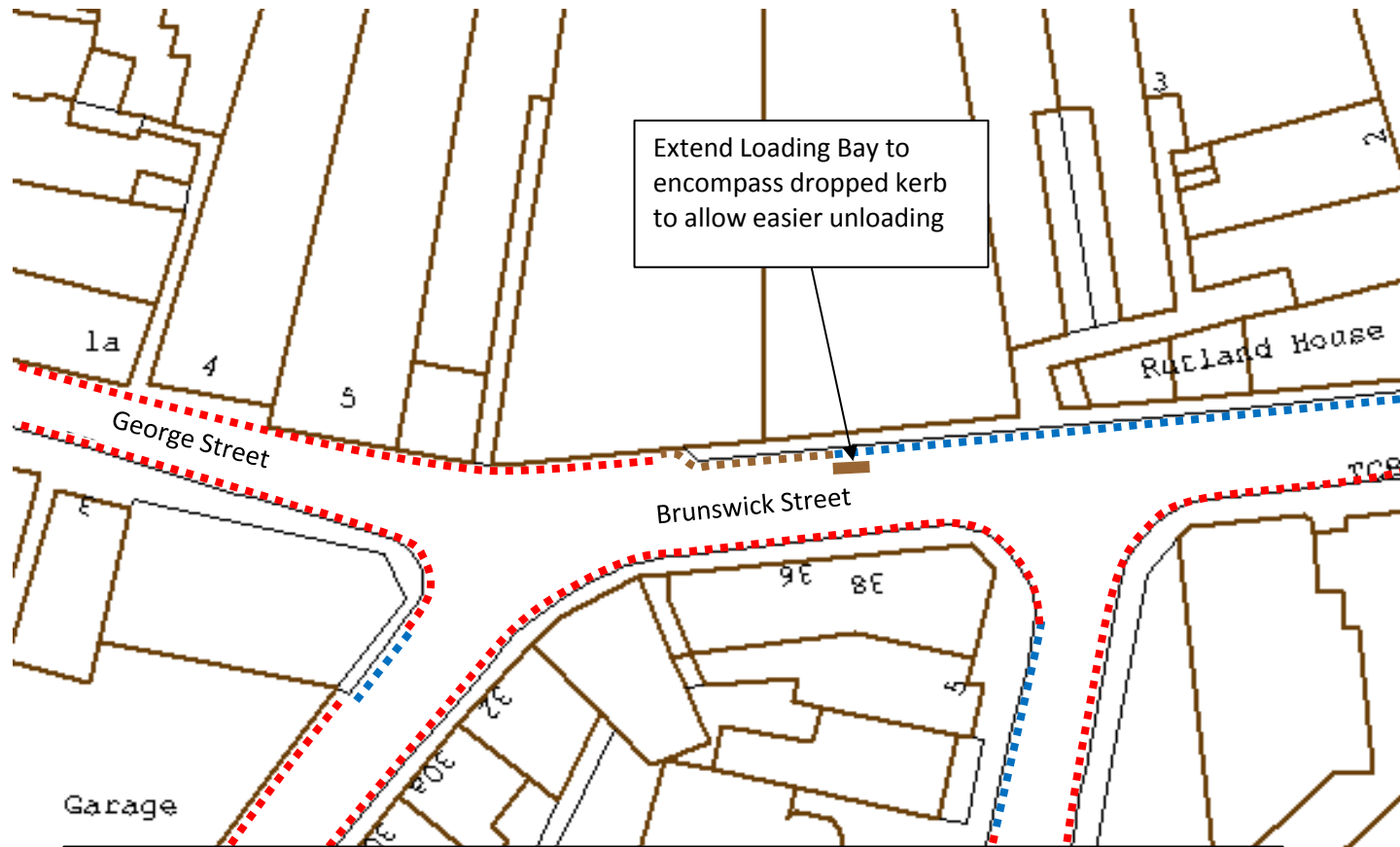


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<i>SCHEME</i>	TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW	
<i>DRAWING</i>	FORE STREET	

<i>drawn by</i>	<i>scale</i>
ARH	NTS
<i>date</i>	<i>O.S.Ref</i>
25-Jun-2015	294330, 73484
<i>drawing number</i>	
ENV5498/004	



Key		Restriction
Existing	Proposed	No Waiting At Any Time
		Limited Waiting 8am-6pm 1 Hour No Return Within 1 Hour
		Goods Vehicle Loading Only 8am-6pm

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SCHEME

TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW

DRAWING

BRUNSWICK STREET

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ARH

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NTS

date

25-Jun-2015

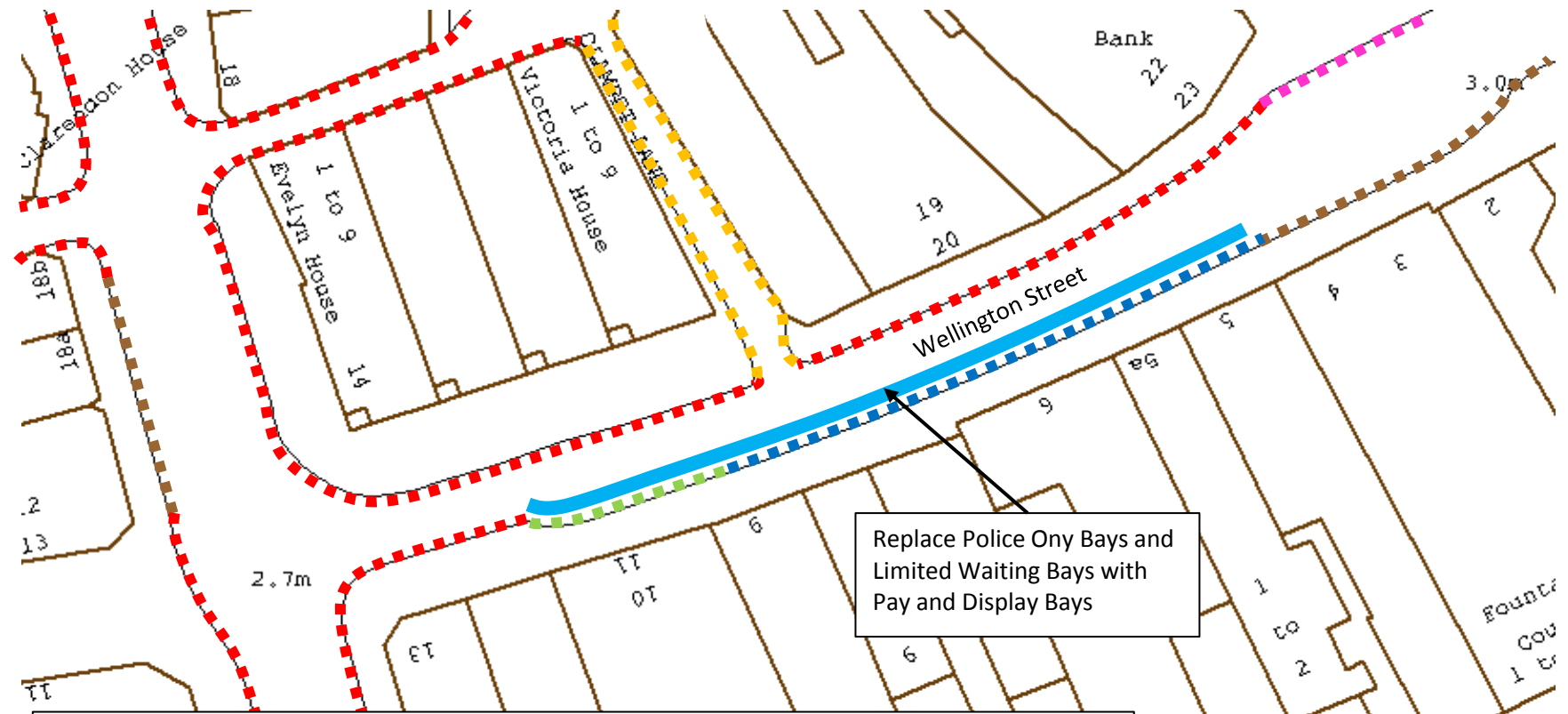
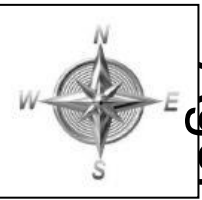
O.S.Ref

294330, 73484

drawing number

ENV5498/005

Agenda Item 9



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Key		Restriction
Existing	Proposed	Pay and Display 8am-6pm 1 Hour No Return Within 1 Hour
		No Waiting At Any Time
		No Waiting 8am-6pm
		Goods Vehicle Loading Only 8am-6pm
		Limited Waiting 8am-6pm 1 Hour No Return Within 1 Hour
		Police Vehicles Only
		Bus Stop Clearway

Pay and Display 8am-6pm	
Tariff E	
30mins	Free
1 hour	£0.90

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SCHEME

TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW

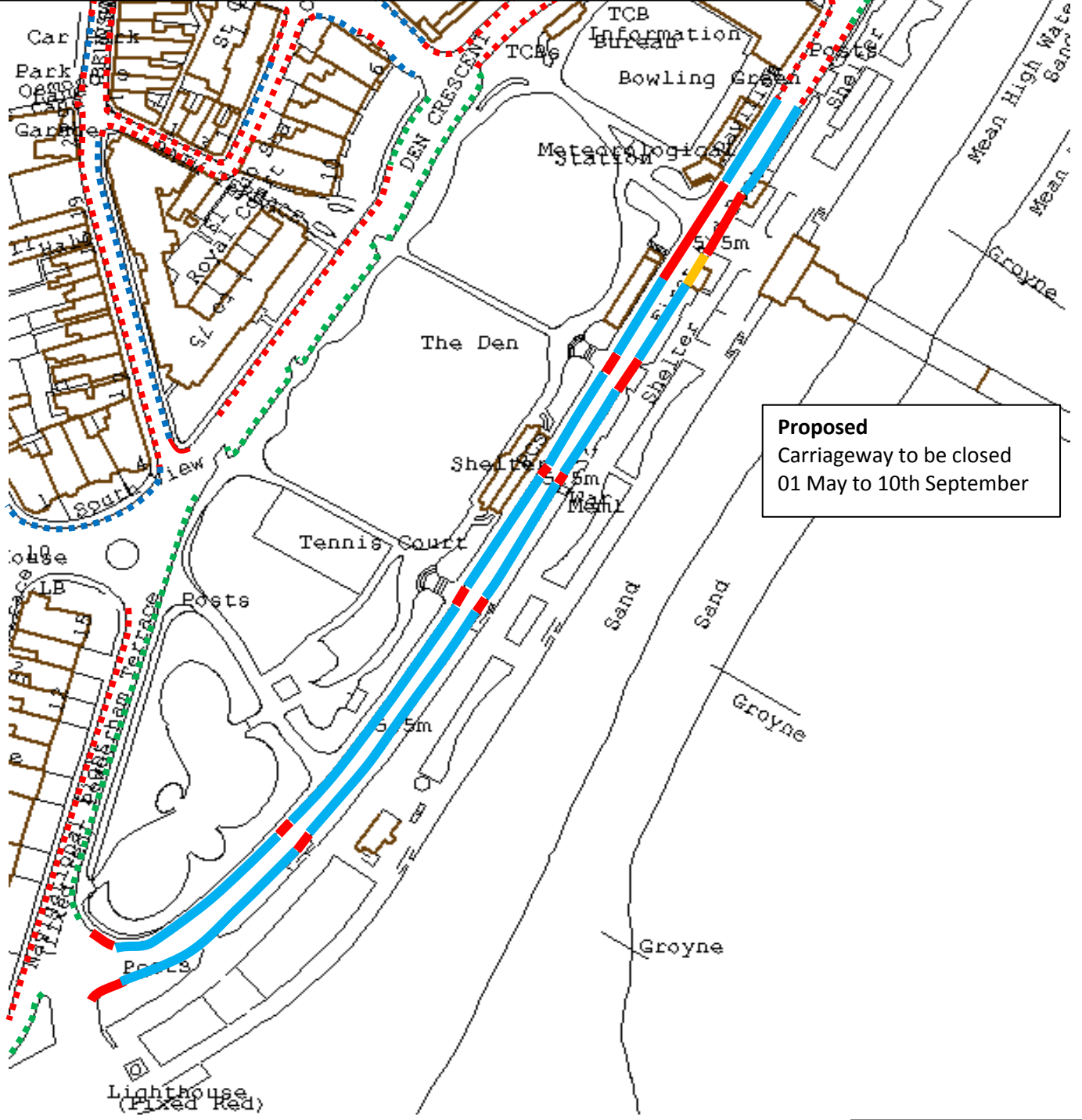
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WELLINGTON STREET

drawn by	scale
ARH	NTS
date	O.S.Ref
25-Jun-2015	294157,72918
drawing number	
ENV5498/006	



Existing	Proposed	Restriction
		Pay and Display 8am-6pm
		No Waiting At Any Time
		Limited Waiting (Various Restrictions)
		Pay & Display (Various Restrictions)
		Ambulance Vehicles Only



Proposed
Carriageway to be closed
01 May to 10th September

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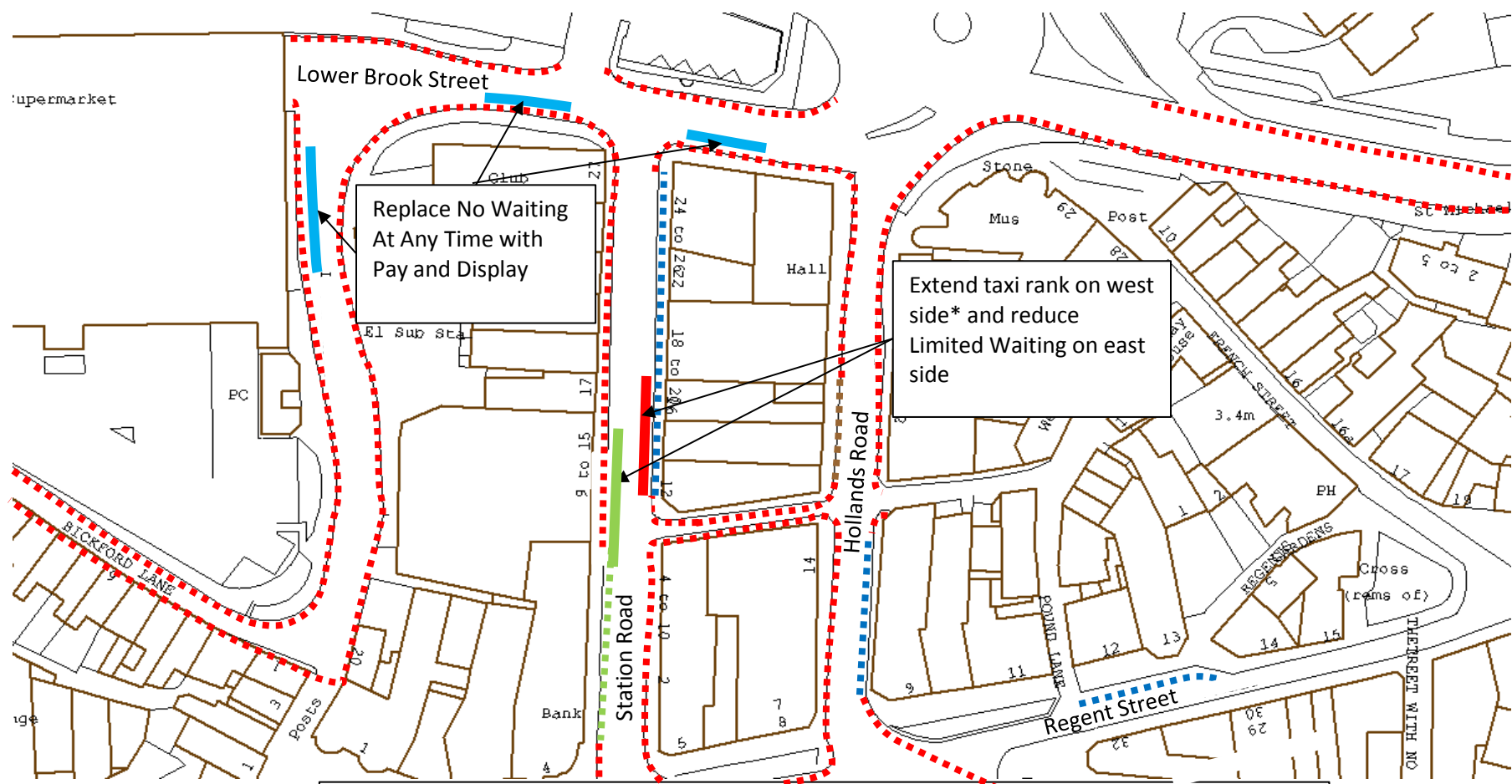
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SCHEME
TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW

DRAWING
Page 73
PROMENADE - KNOWN AS UPPER DEN

drawn by	scale
ARH	NTS
date	O.S.Ref
22-Feb-2016	294166,72687
drawing number	
ENV5498/007 RevB	



Replace No Waiting At Any Time with Pay and Display

Extend taxi rank on west side* and reduce Limited Waiting on east side

Page 74

Pay and Display 8am-6pm	
Tariff G	
30mins	Free
1 hour	£0.90
2 hour	£2.00
3 hour	£3.00
Over 3 hour	£6.00

Key		Restriction
Existing	Proposed	No Waiting At Any Time
		Limited Waiting 8am-6pm 1 Hour No Return Within 1 Hour
		No Waiting At Any Time Except Taxis
		Loading Only At Any Time
		Pay and Display 8am-6pm

* subject to Traffic Order by Teignbridge District Council

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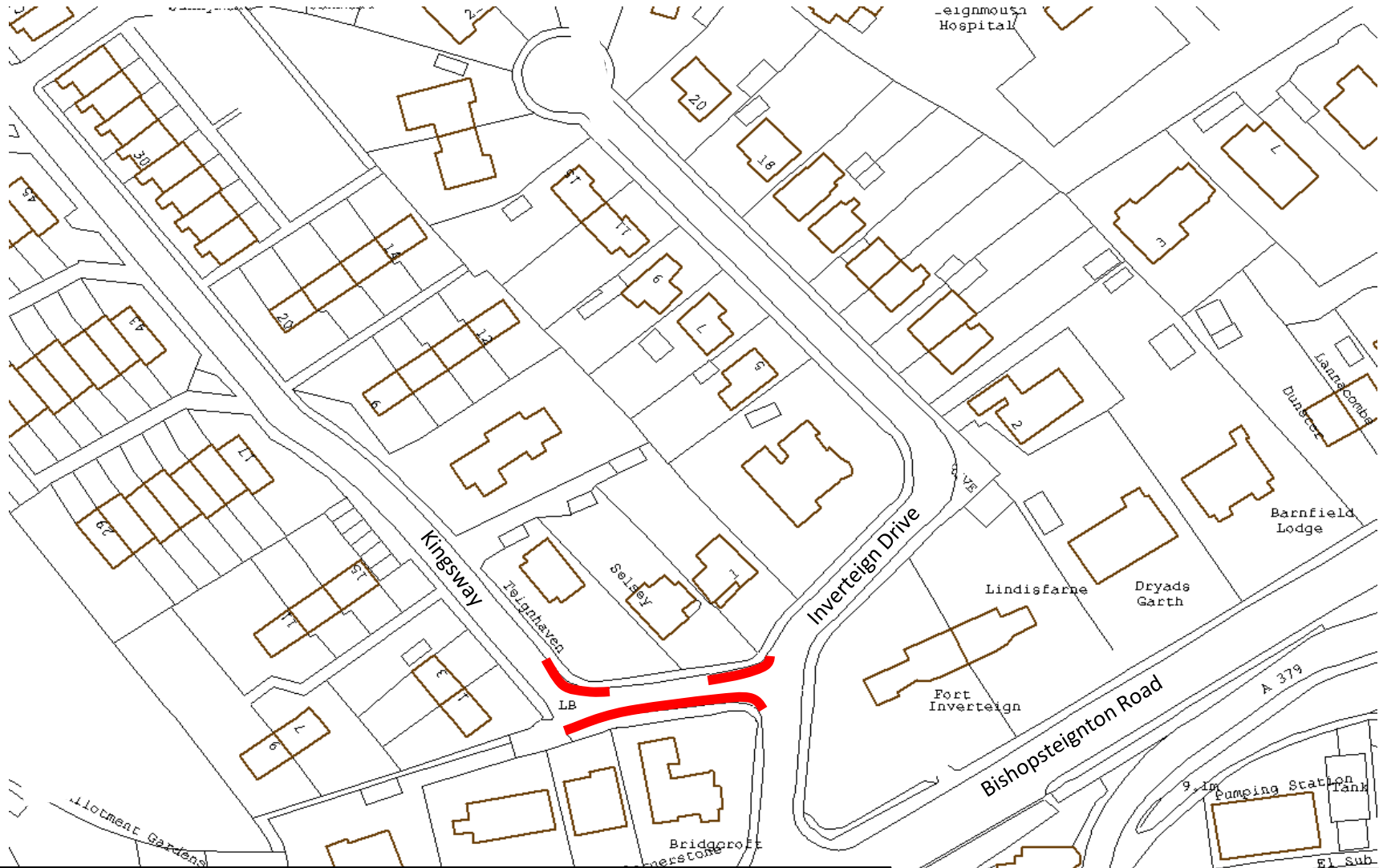
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SCHEME
TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW

DRAWING
LOWER BROOK STREET AND STATION ROAD

drawn by	scale
ARH	NTS
date	O.S.Ref
25-Jun-2015	294330, 73484
drawing number	
ENV5498-008	



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Key		
Existing	Proposed	Restriction
		No Waiting At Any Time

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SCHEME

TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW

DRAWING

KINGSWAY

drawn by

ARH

scale

NTS

date

13-Aug-2015

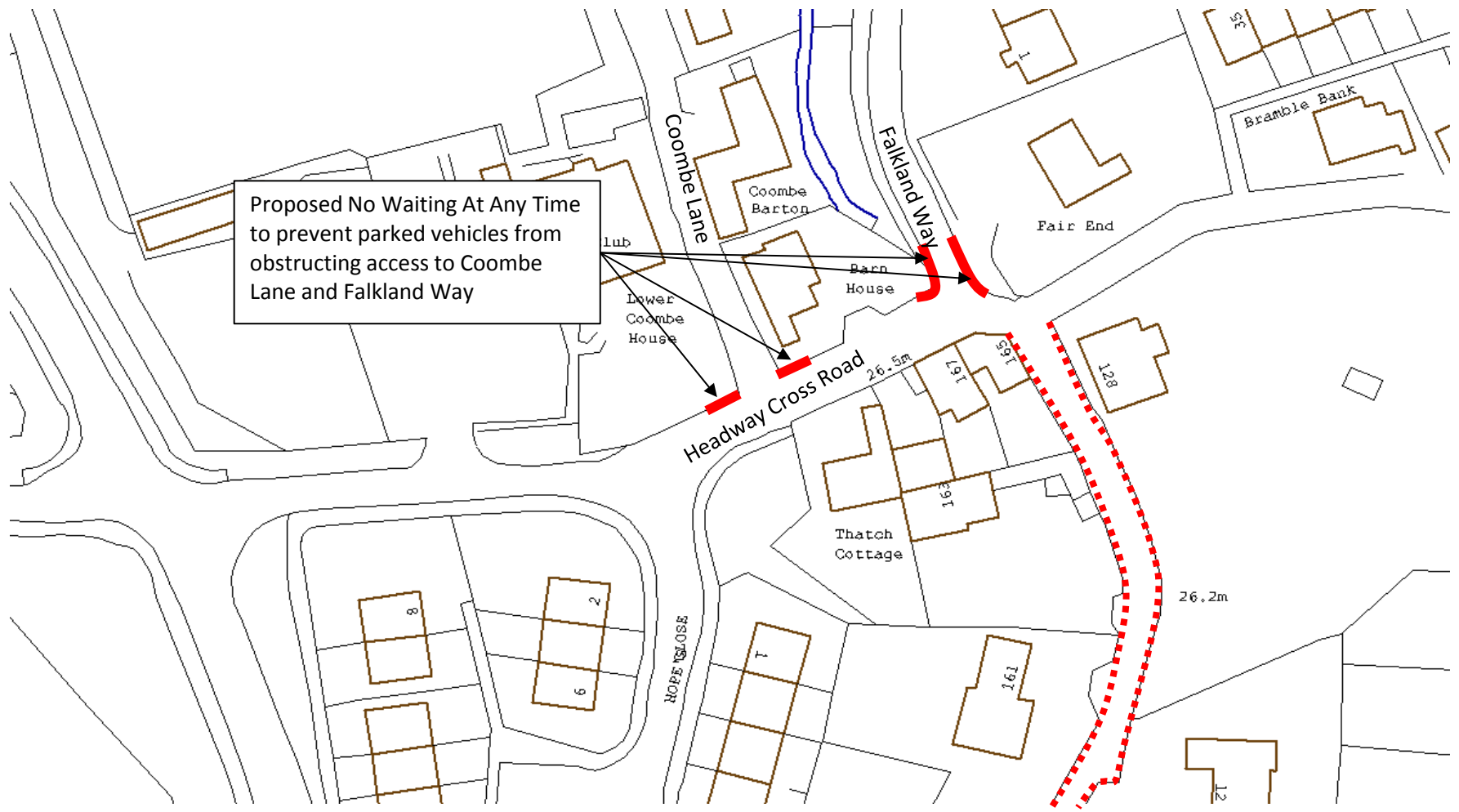
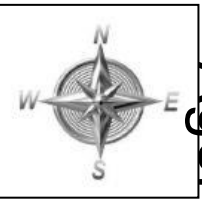
O.S.Ref

293014,73015

drawing number

ENV5498/009

Agenda Item 8



Proposed No Waiting At Any Time to prevent parked vehicles from obstructing access to Coombe Lane and Falkland Way

Key		
Existing	Proposed	Restriction
.....	————	No Waiting At Any Time

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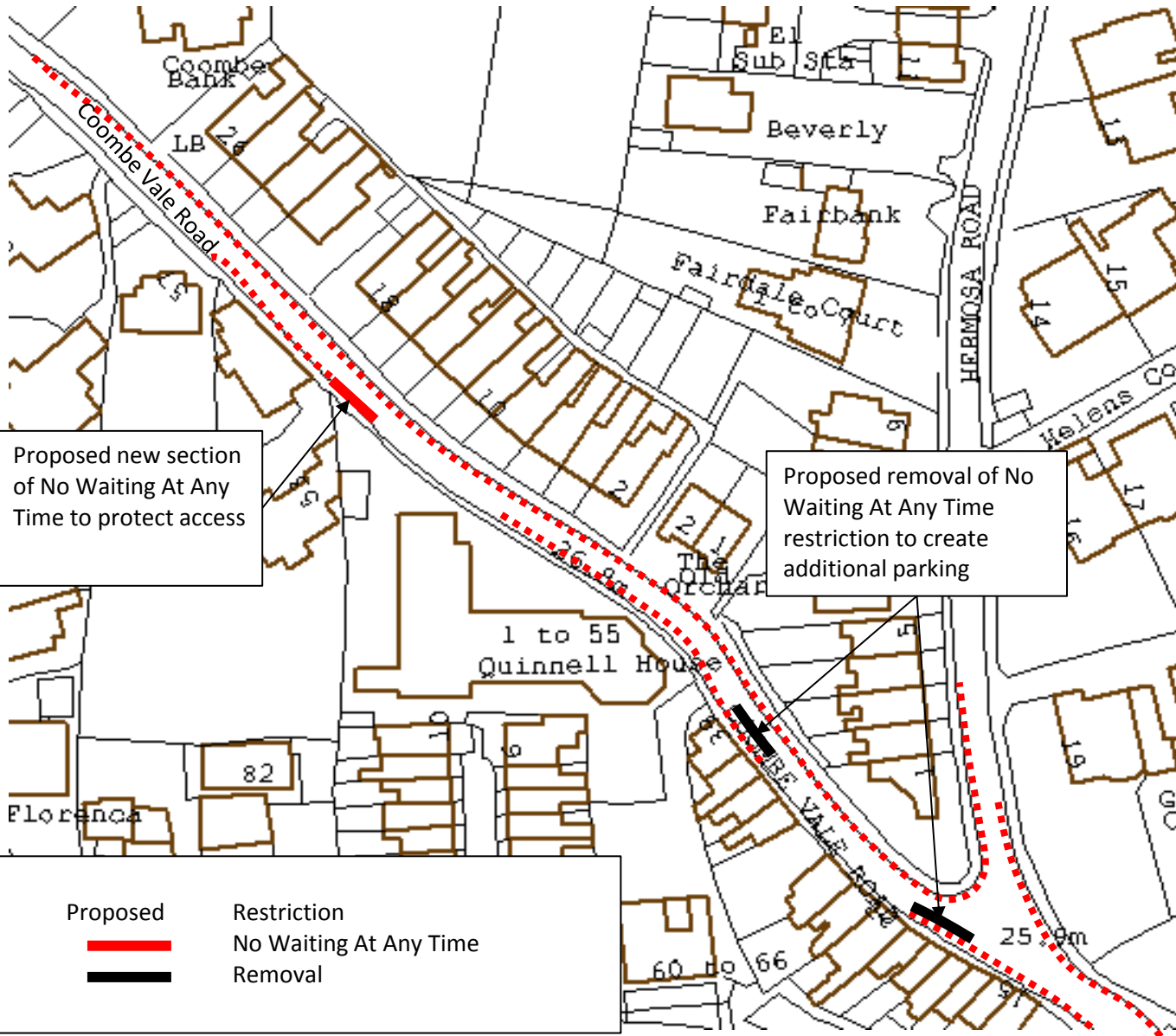


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SCHEME	TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW	
DRAWING	FALKLAND WAY AND HEADWAY CROSS ROAD	

drawn by	scale
ARH	NTS
date	O.S.Ref
23-Jun-2015	294330, 73484
drawing number	
ENV5498/010	



Proposed new section of No Waiting At Any Time to protect access

Proposed removal of No Waiting At Any Time restriction to create additional parking

Key		
Existing	Proposed	Restriction
		No Waiting At Any Time
		Removal

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SCHEME

TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW

DRAWING

COOMBE VALE ROAD

drawn by

ARH

scale

NTS

date

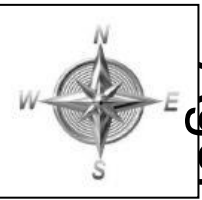
23-Jun-2015

O.S.Ref

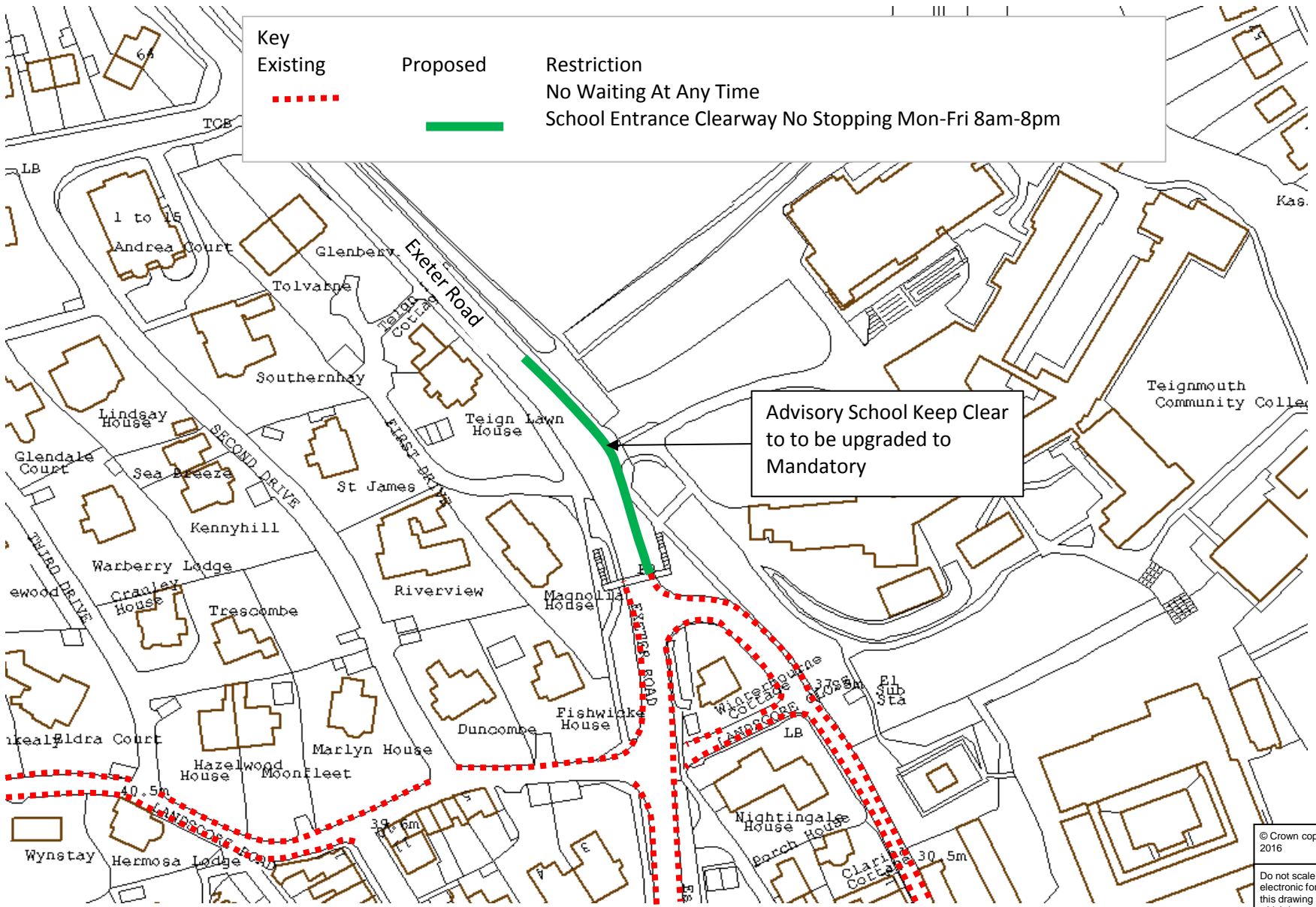
293555, 73144

drawing number

ENV5498-011



Key			
Existing	Proposed	Restriction	
		No Waiting At Any Time	School Entrance Clearway No Stopping Mon-Fri 8am-8pm



Page 78

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Telephone 0345 155 1004

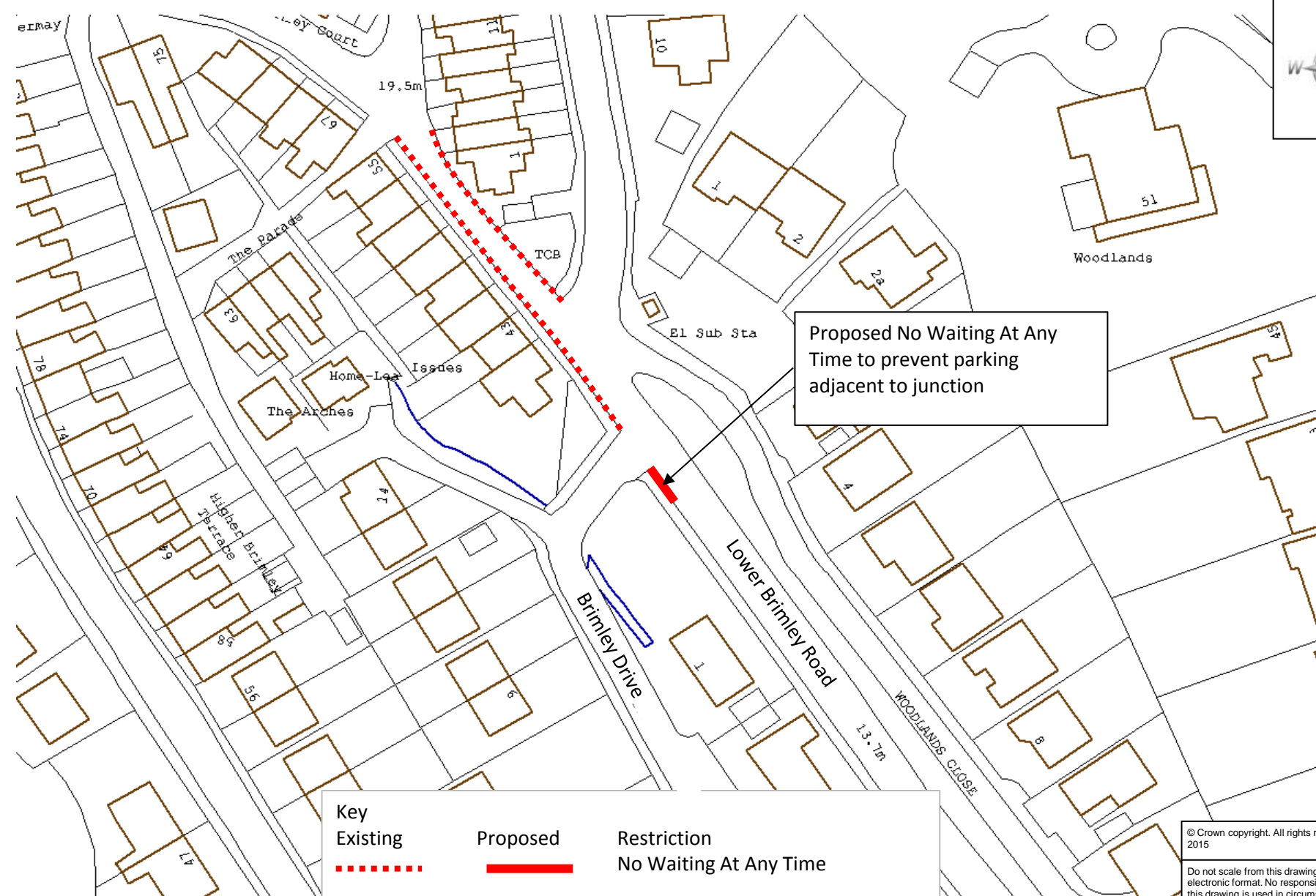
SCHEME

TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW

DRAWING

EXETER ROAD

<i>drawn by</i>	<i>scale</i>
ARH	NTS
<i>date</i>	<i>O.S.Ref</i>
15-Feb-2016	293794, 73367
<i>drawing number</i>	
ENV5498/012 rev B	



Proposed No Waiting At Any Time to prevent parking adjacent to junction

Key			
Existing	Proposed	Restriction	No Waiting At Any Time

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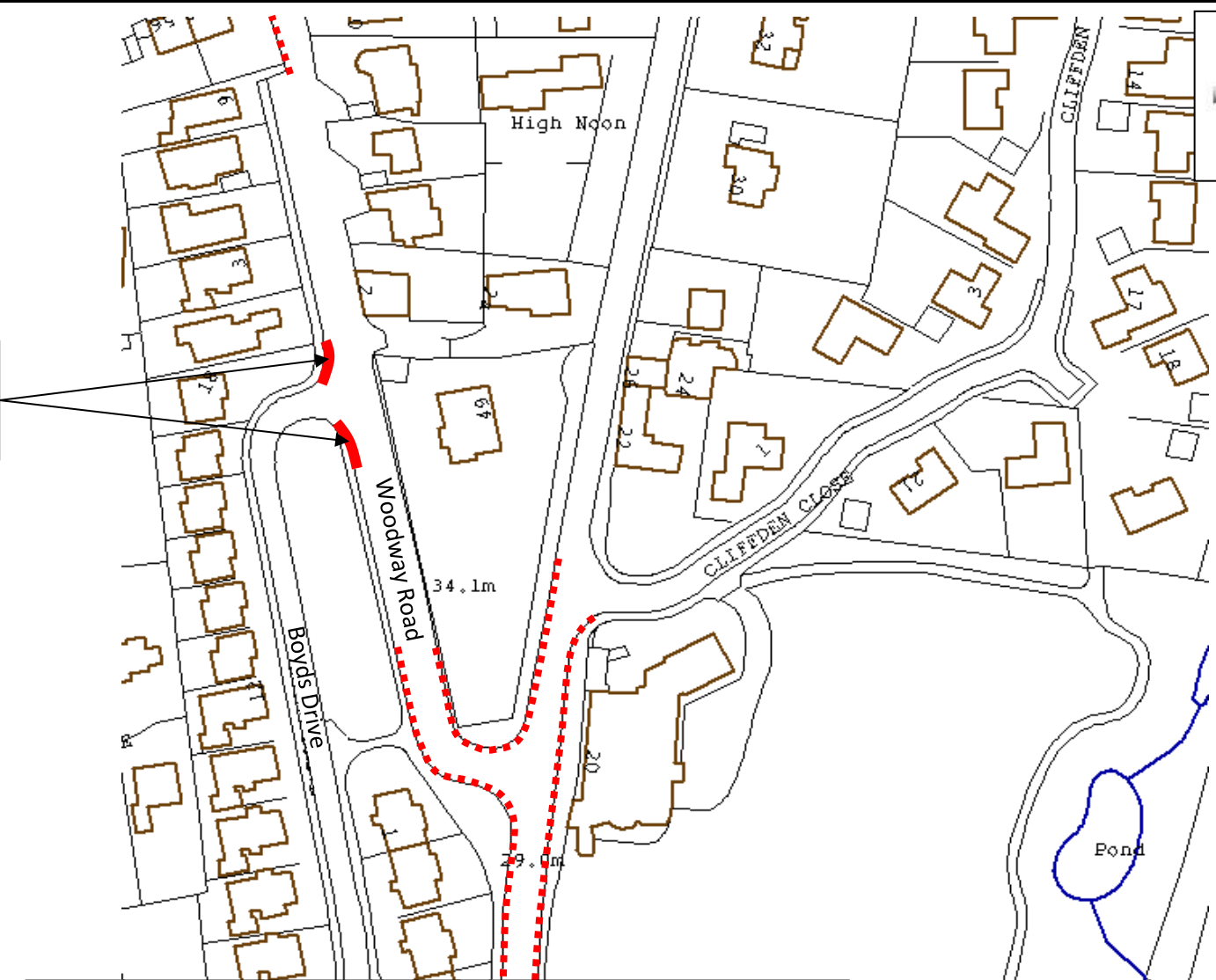
SCHEME
TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW

DRAWING
LOWER BRIMLEY ROAD

<i>drawn by</i>	<i>scale</i>
ARH	NTS
<i>date</i>	<i>O.S.Ref</i>
23-Jun-2015	294330, 73484
<i>drawing number</i>	
ENV5498-013	



Proposed No Waiting At Any Time Restriction to remove parking near junction



Key		
Existing	Proposed	Restrictions
		No Waiting At Any Time

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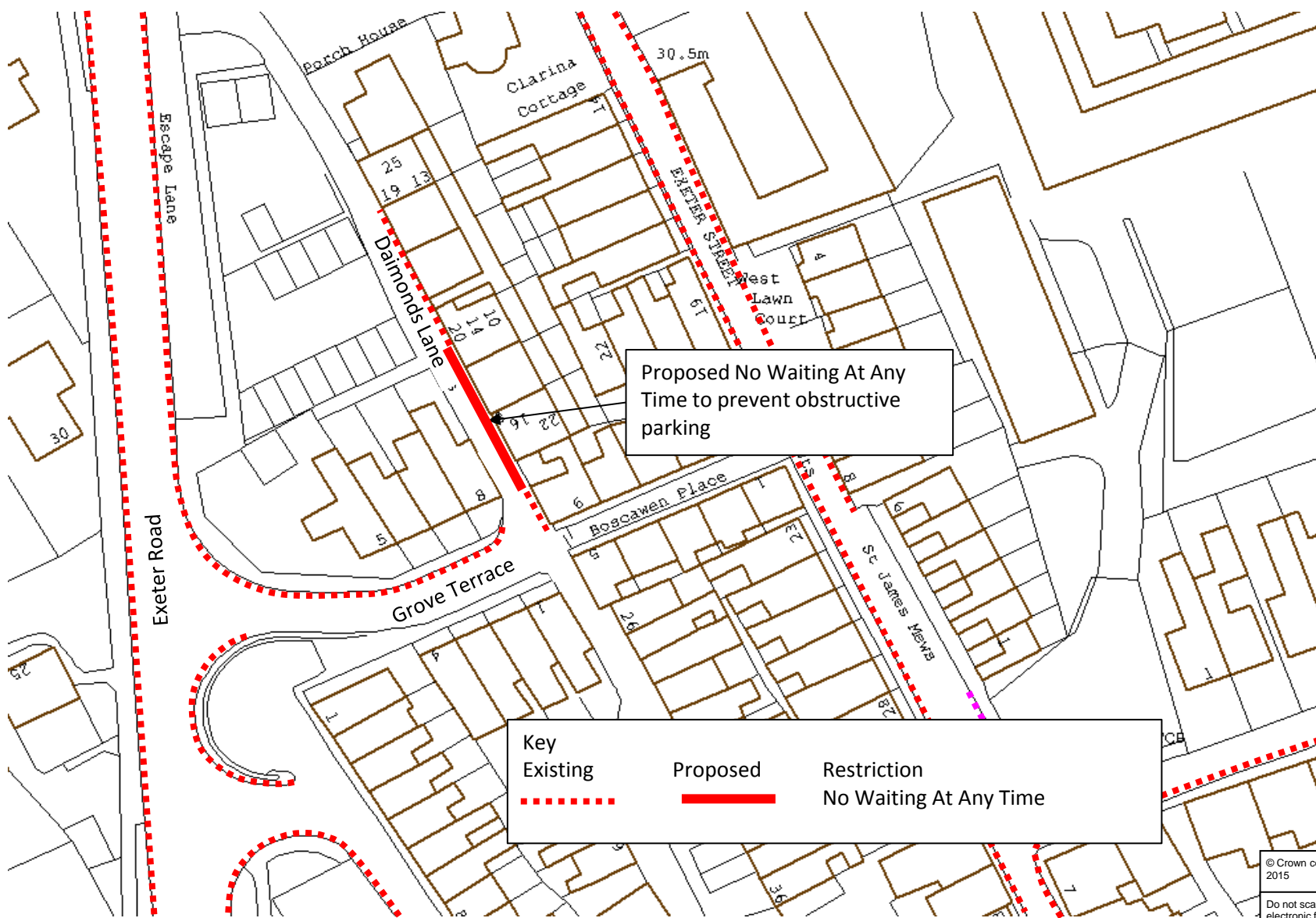


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<i>SCHEME</i>	TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW	
<i>DRAWING</i>	WOODWAY ROAD	

<i>drawn by</i>	<i>scale</i>
ARH	NTS
<i>date</i>	<i>O.S.Ref</i>
23-Jun-2015	294330, 73484
<i>drawing number</i>	ENV5498-014



Proposed No Waiting At Any Time to prevent obstructive parking

Key		
Existing	Proposed	Restriction
		No Waiting At Any Time

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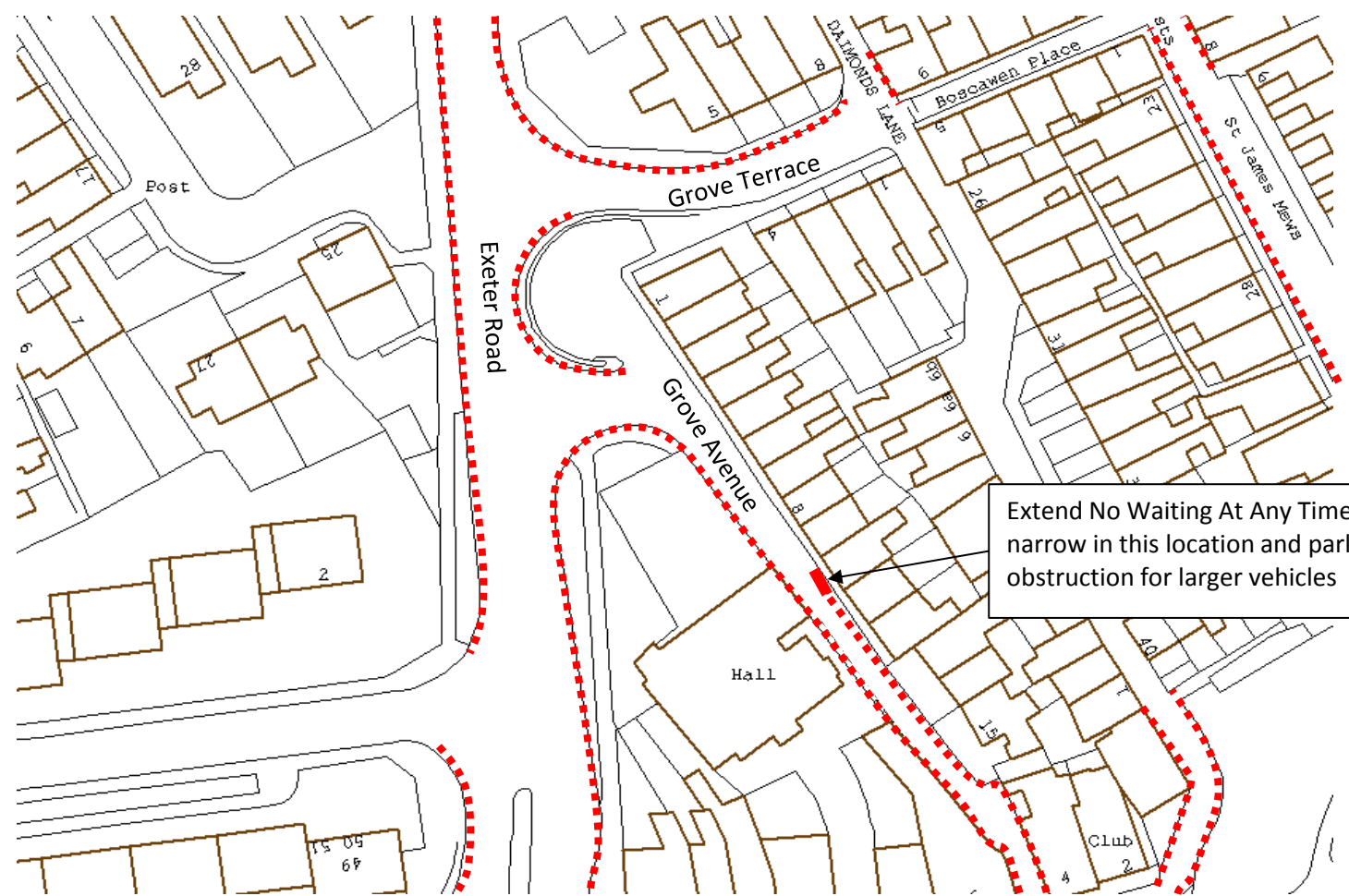
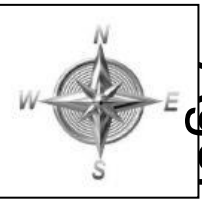
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SCHEME
DRAWING

TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW

DAIMONDS LANE

drawn by	scale
ARH	NTS
date	O.S.Ref
23-Jun-2015	293855, 73215
drawing number	
ENV5498-015	



Extend No Waiting At Any Time as road still narrow in this location and parking causes obstruction for larger vehicles

Key		
Existing	Proposed	Restriction
		No Waiting At Any Time

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SCHEME TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW




DRAWING GROVE AVENUE

<i>drawn by</i>	<i>scale</i>
ARH	NTS
<i>date</i>	<i>O.S.Ref</i>
23-Jun-2015	294330, 73484
<i>drawing number</i>	
ENV5498-016	



Removal of No waiting At Any Time restrictions to allow additional parking. This is in conjunction with the proposed order to make this section of Higher Brimley Road One-Way

Advisory School Keep Clear to to be upgraded to Mandatory

Key		Restriction
Existing	Proposed	No Waiting At Any Time
		School Entrance Clearway No Stopping Mon-Fri 8am-8pm
		Removal

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Agenda Item 9

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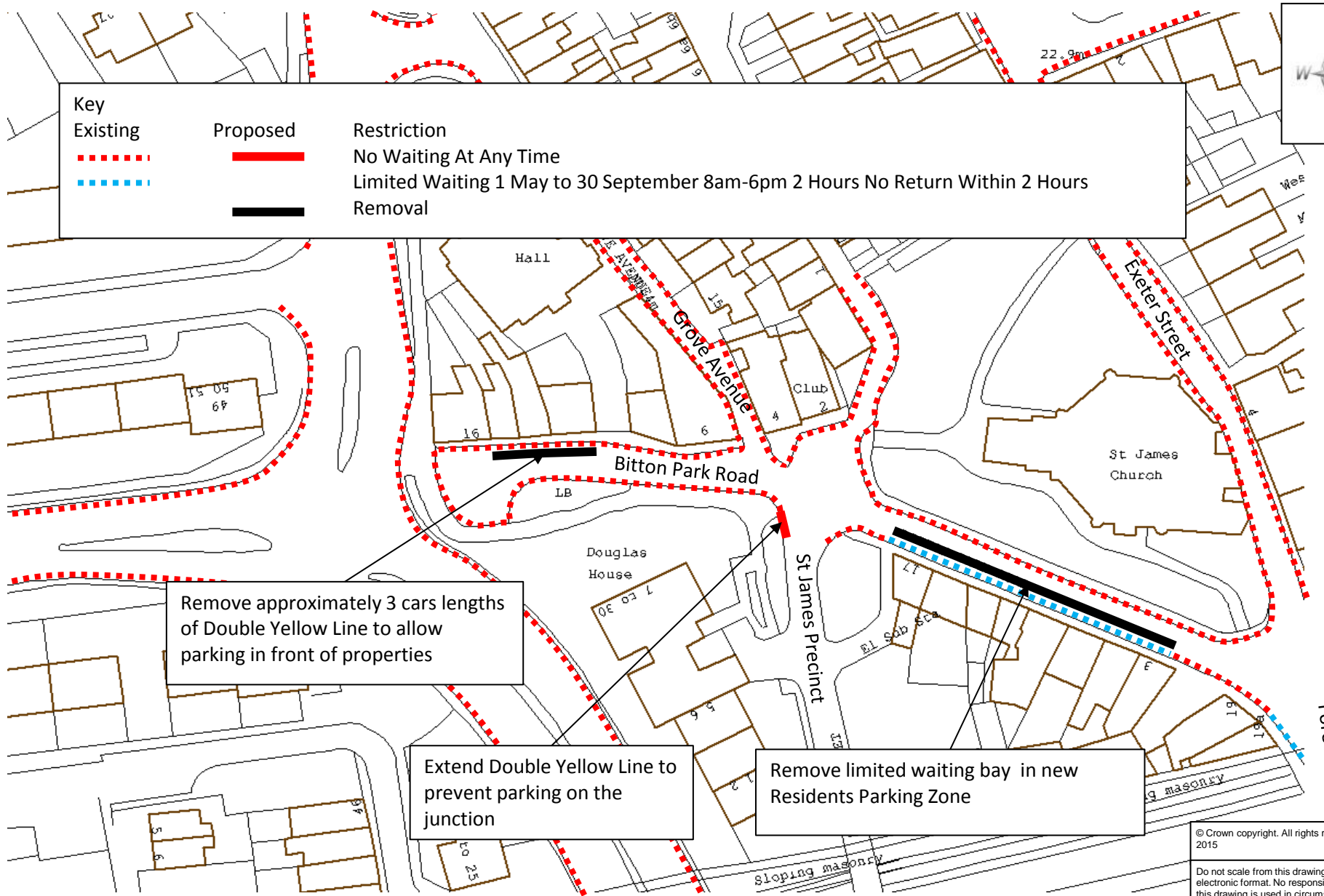
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SCHEME	TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW	
DRAWING	HIGHER BRIMLEY ROAD	

drawn by	scale
ARH	NTS
date	O.S.Ref
15-Feb-2016	294330, 73484
drawing number	
ENV5498-017 rev B	



Key	Proposed	Restriction
Existing - - - - -	Proposed —————	No Waiting At Any Time
—————	—————	Limited Waiting 1 May to 30 September 8am-6pm 2 Hours No Return Within 2 Hours
· · · · ·	—————	Removal



Remove approximately 3 cars lengths of Double Yellow Line to allow parking in front of properties

Extend Double Yellow Line to prevent parking on the junction

Remove limited waiting bay in new Residents Parking Zone

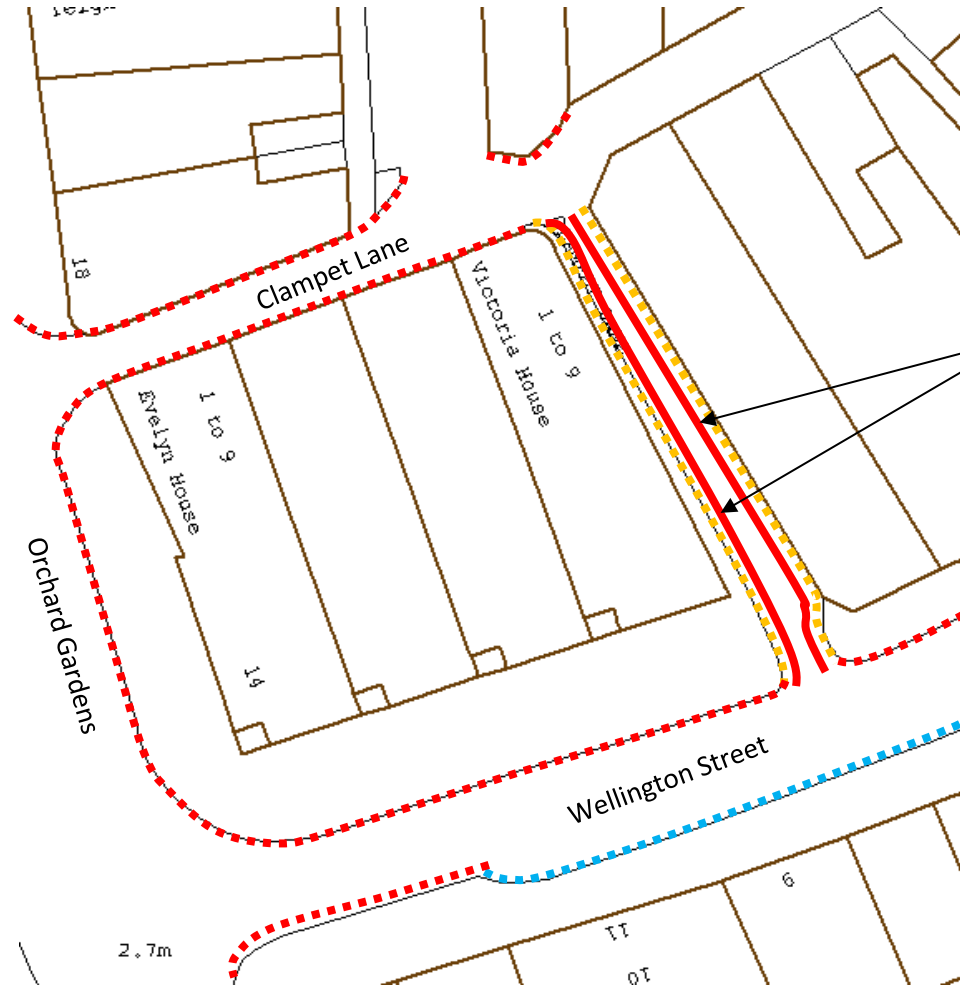
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SCHEME	TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW
DRAWING	BITTON PARK ROAD AND ST JAMES PRECINCT

drawn by	scale
ARH	NTS
date	O.S.Ref
23-Jun-2015	294330, 73484
drawing number	ENV5498-018



Propose replacing No Waiting 8am-6pm with No Waiting At Any Time

Key		Restriction
	Existing	No Waiting At Any Time
	Proposed	No Waiting 8am-6pm
		Limited Waiting 8am-6pm 1 Hour No Return Within 1 Hour

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SCHEME

TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW

DRAWING

CLAMPET LANE

drawn by

ARH

scale

NTS

date

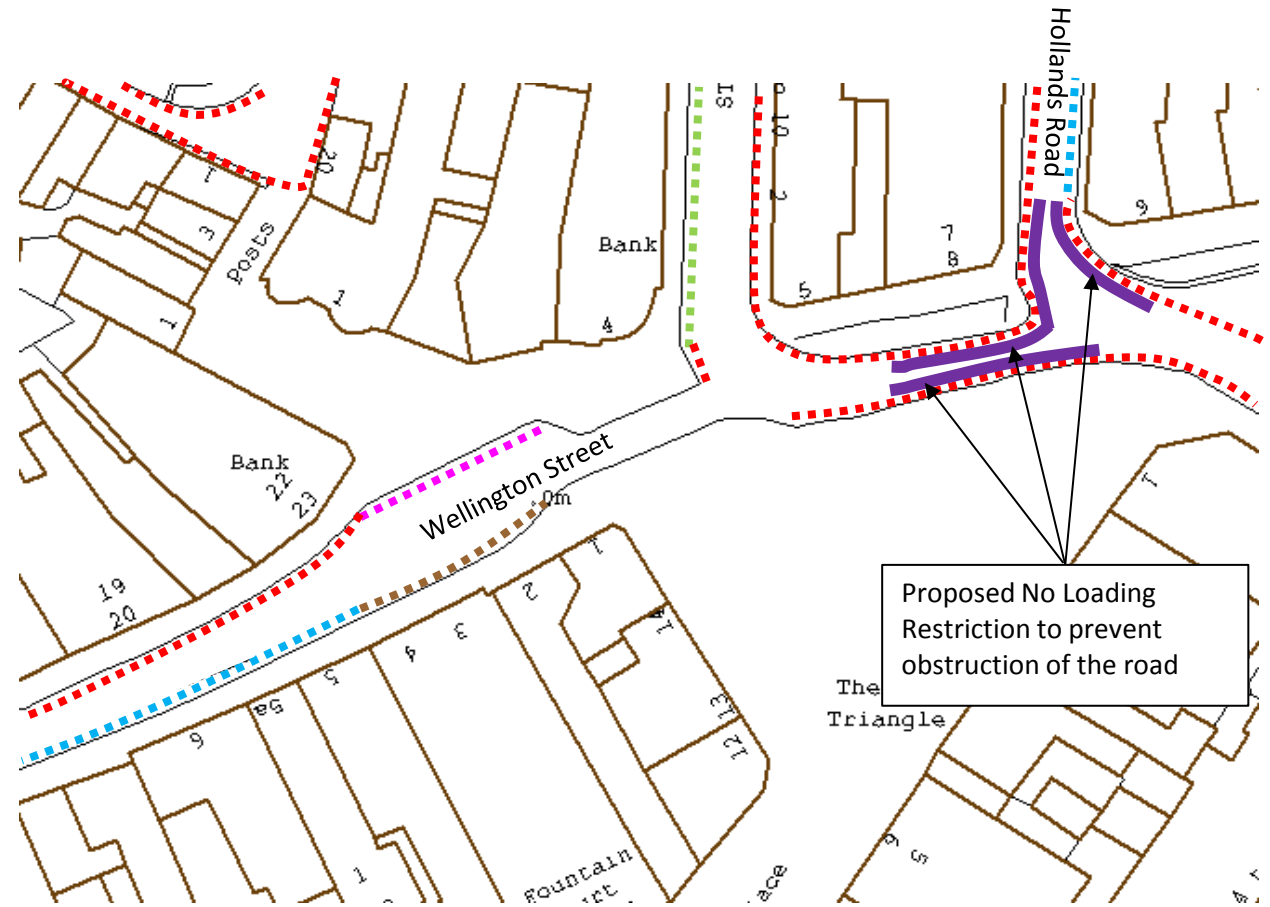
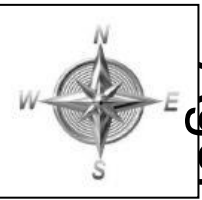
23-Jun-2015

O.S.Ref

294330, 73484

drawing number

ENV5498/019



Key		Restriction
Existing	Proposed	
		No Waiting At Any Time
		Limited Waiting 8am-6pm 1 Hour No Return Within 1 Hour
		Goods Vehicle Loading Only 8am-6pm
		Bus Stop Clearway
		Taxi Rank
		No Loading At Any Time

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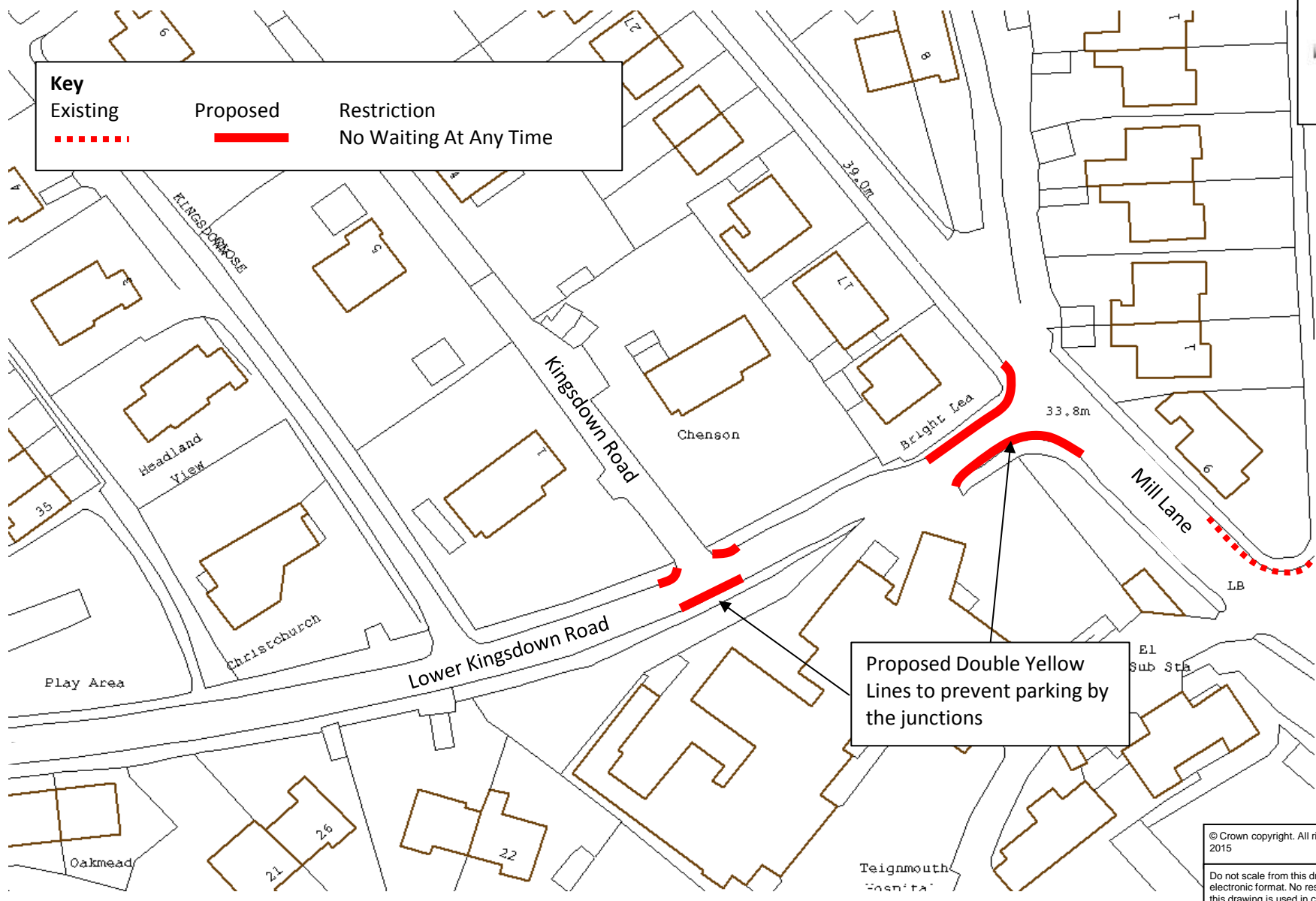
SCHEME
TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW

DRAWING
WELLINGTON STREET AND HOLLANDS ROAD

<i>drawn by</i> ARH	<i>scale</i> NTS
<i>date</i> 23-Jun-2015	<i>O.S.Ref</i> 294330, 73484
<i>drawing number</i> ENV5498/020	



Key		
Existing	Proposed	Restriction
		No Waiting At Any Time



Page 87

Proposed Double Yellow Lines to prevent parking by the junctions

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SCHEME

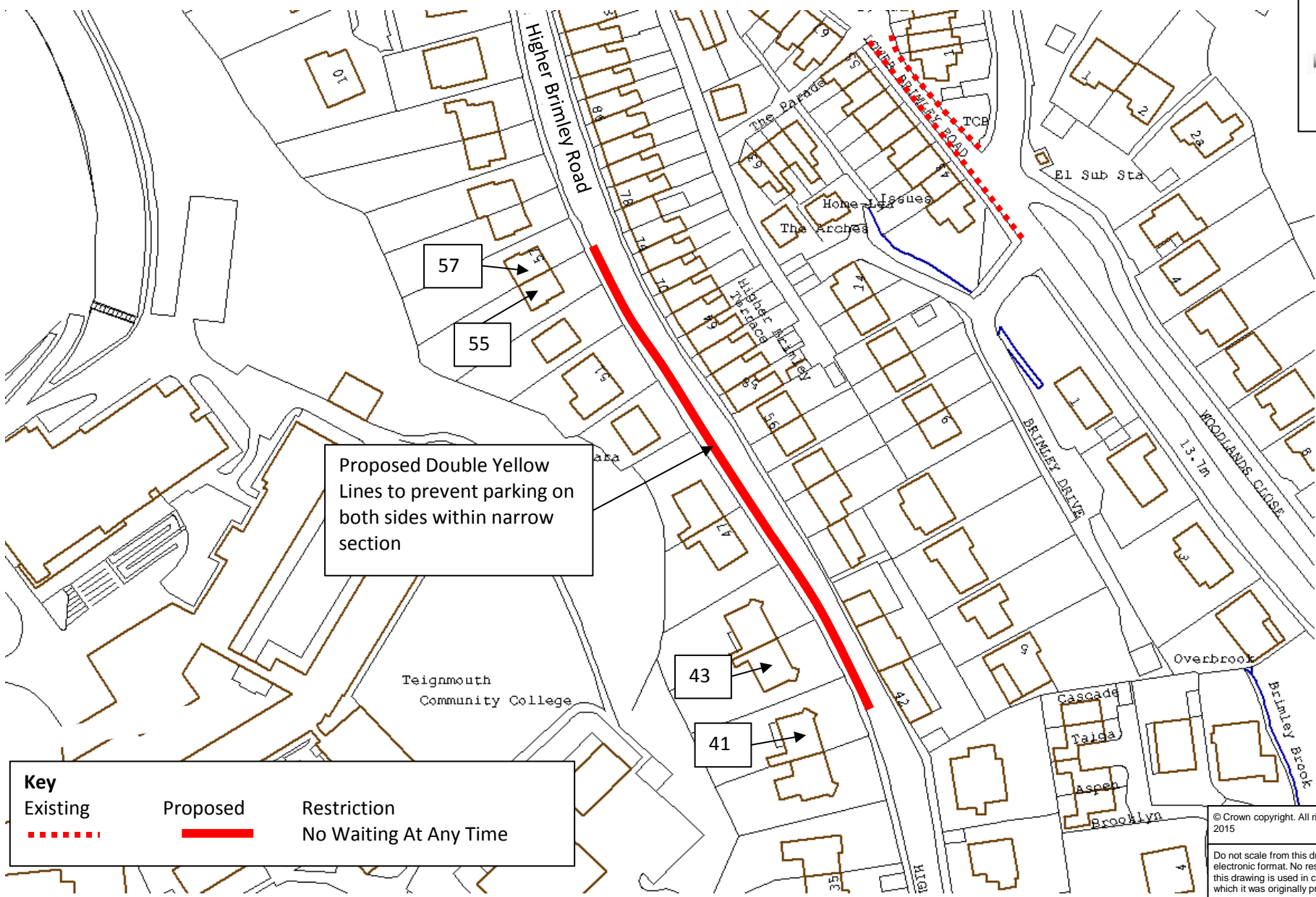
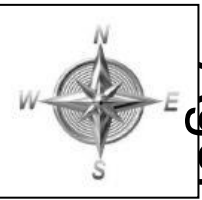
TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW

DRAWING

LOWER KINGSDOWN ROAD AND MILL LANE

drawn by	scale
ARH	NTS
date	O.S.Ref
23-Jun-2015	293019, 73187
drawing number	
ENV5498/021	

Agenda Item 9



Key		
Existing	Proposed	Restriction
		No Waiting At Any Time

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SCHEME

TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW

DRAWING

HIGHER BRIMLEY ROAD

drawn by	scale
ARH	NTS
date	O.S.Ref
23-Jun-2015	293019, 73187
drawing number	
ENV5498/022-REVB	



Key		
Existing	Proposed	Restriction
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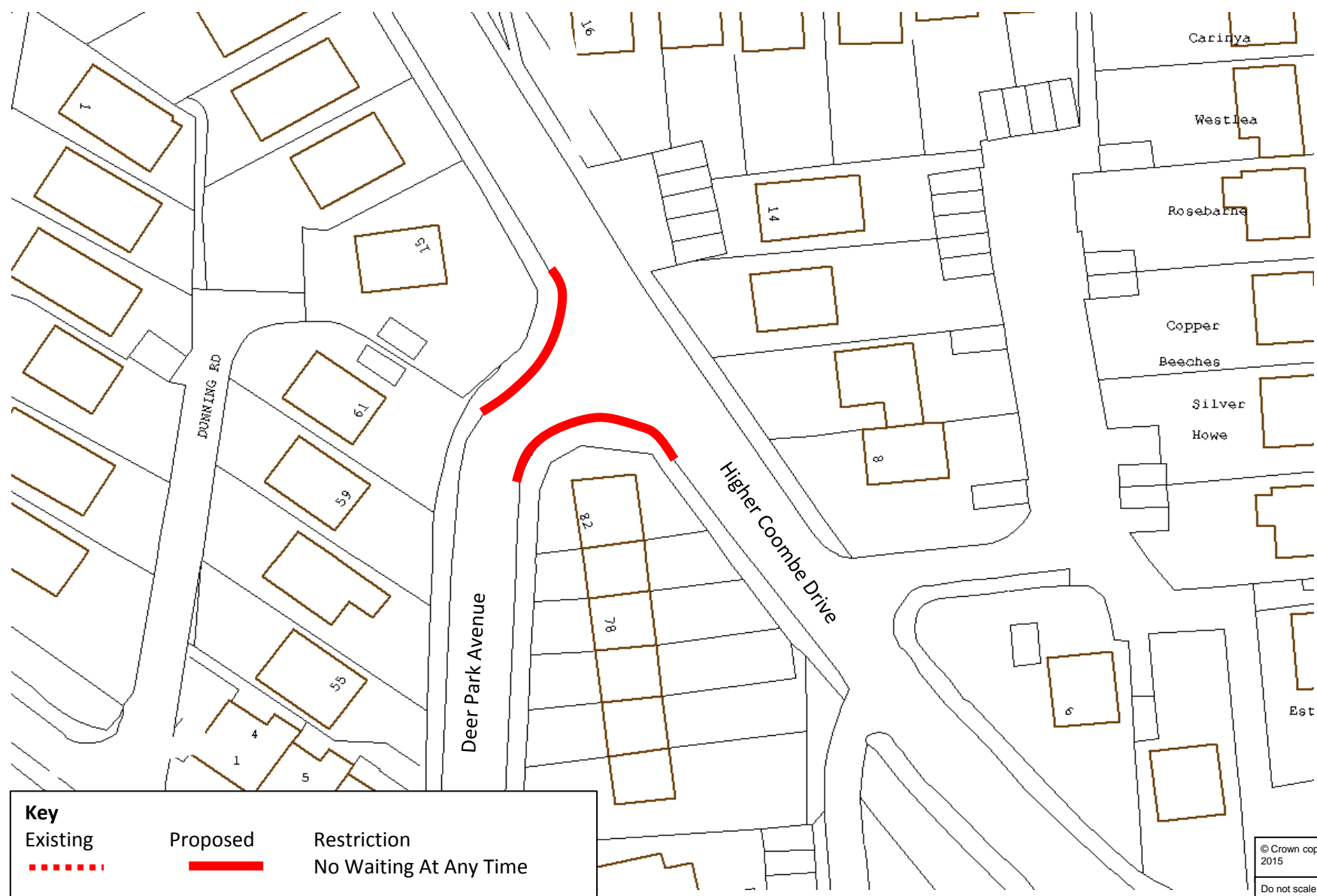
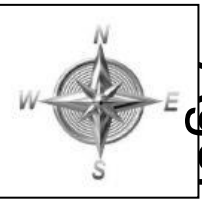


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SCHEME	TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW	
DRAWING	LOWER BRIMLEY ROAD, HIGHER BRIMLEY ROAD AND HALDON AVENUE	

drawn by	scale
ARH	NTS
date	O.S.Ref
25-Jun-2015	293966,73593
drawing number	
ENV5498/023	



Key		
Existing	Proposed	Restriction
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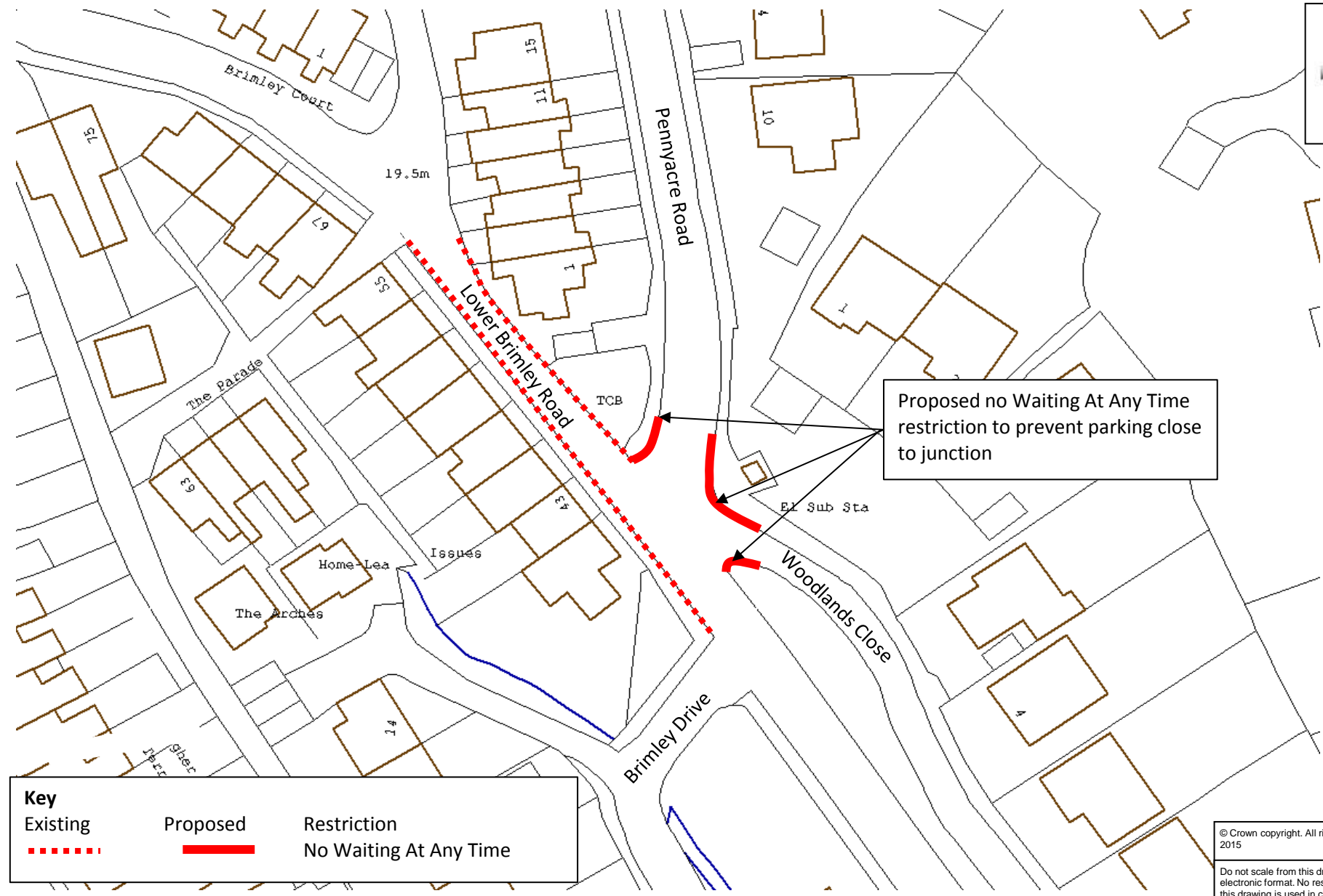


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<i>SCHEME</i>	TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW	
<i>DRAWING</i>	DEER PARK AVENUE AND HIGHER COOMBE DRIVE	

<i>drawn by</i>	<i>scale</i>
ARH	NTS
<i>date</i>	<i>O.S.Ref</i>
25-Jun-2015	293373,74021
<i>drawing number</i>	
ENV5498/024	



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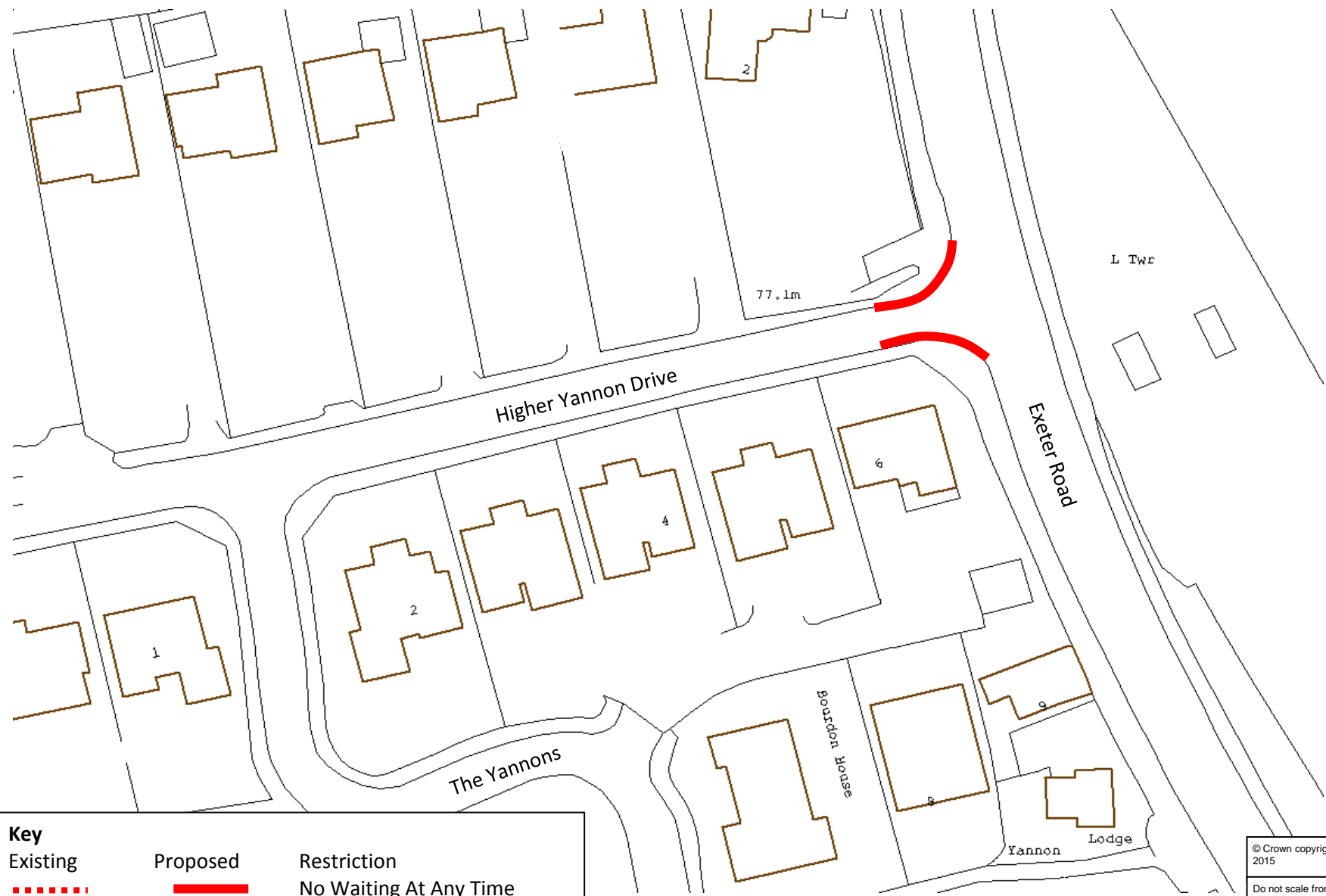
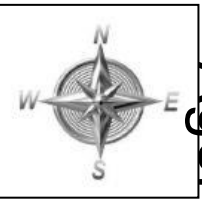
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SCHEME
TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW

DRAWING
PENNYACRE ROAD AND WOODLANDS CLOSE

drawn by	scale
ARH	NTS
date	O.S.Ref
25-Jun-2015	294071,73511
drawing number	
ENV5498/025	



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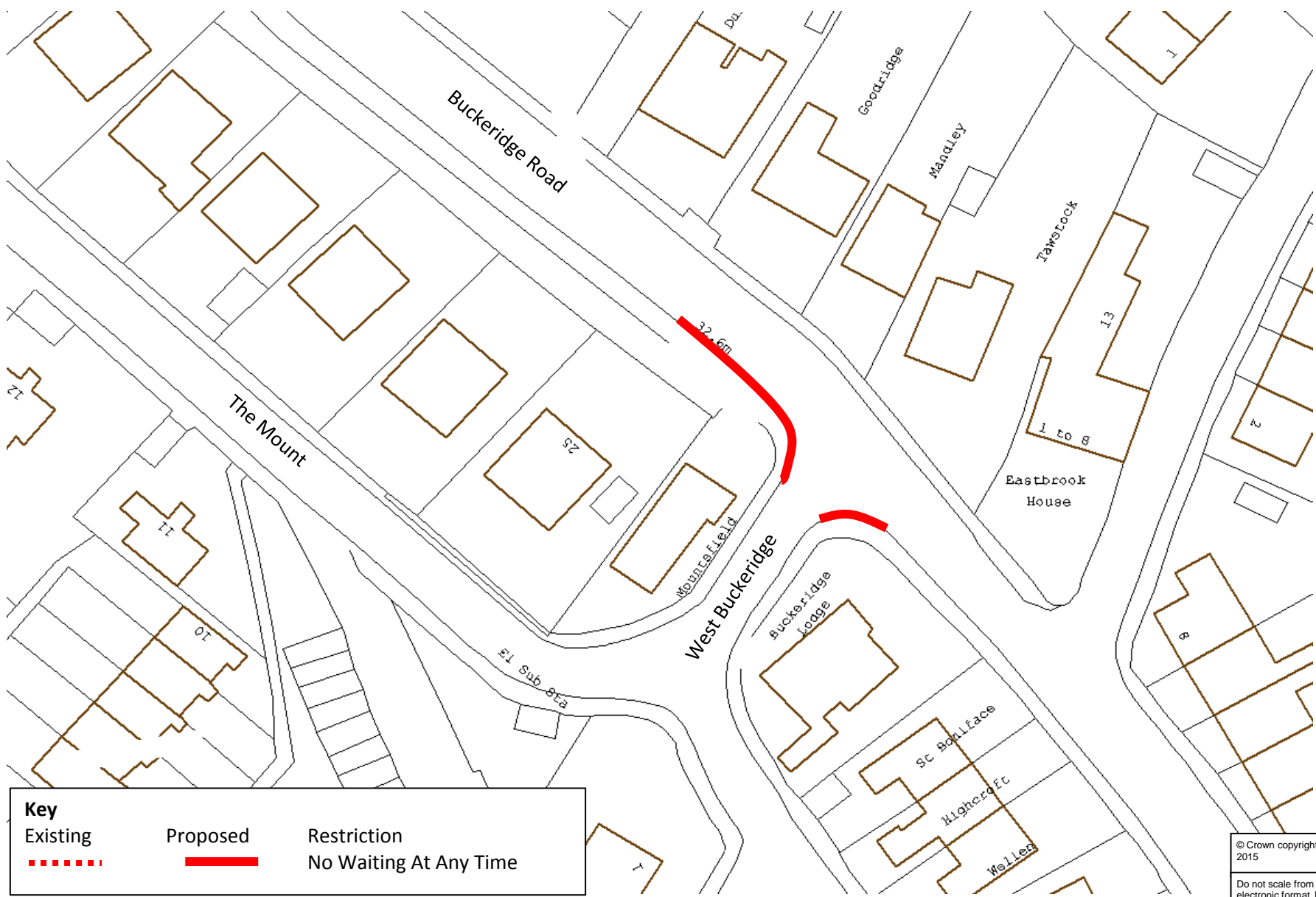
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SCHEME
TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW

DRAWING
HIGHER YANNON DRIVE

drawn by	scale
ARH	NTS
date	O.S.Ref
25-Jun-2015	293618,73603
drawing number	
ENV5498/026	



Key		
Existing	Proposed	Restriction
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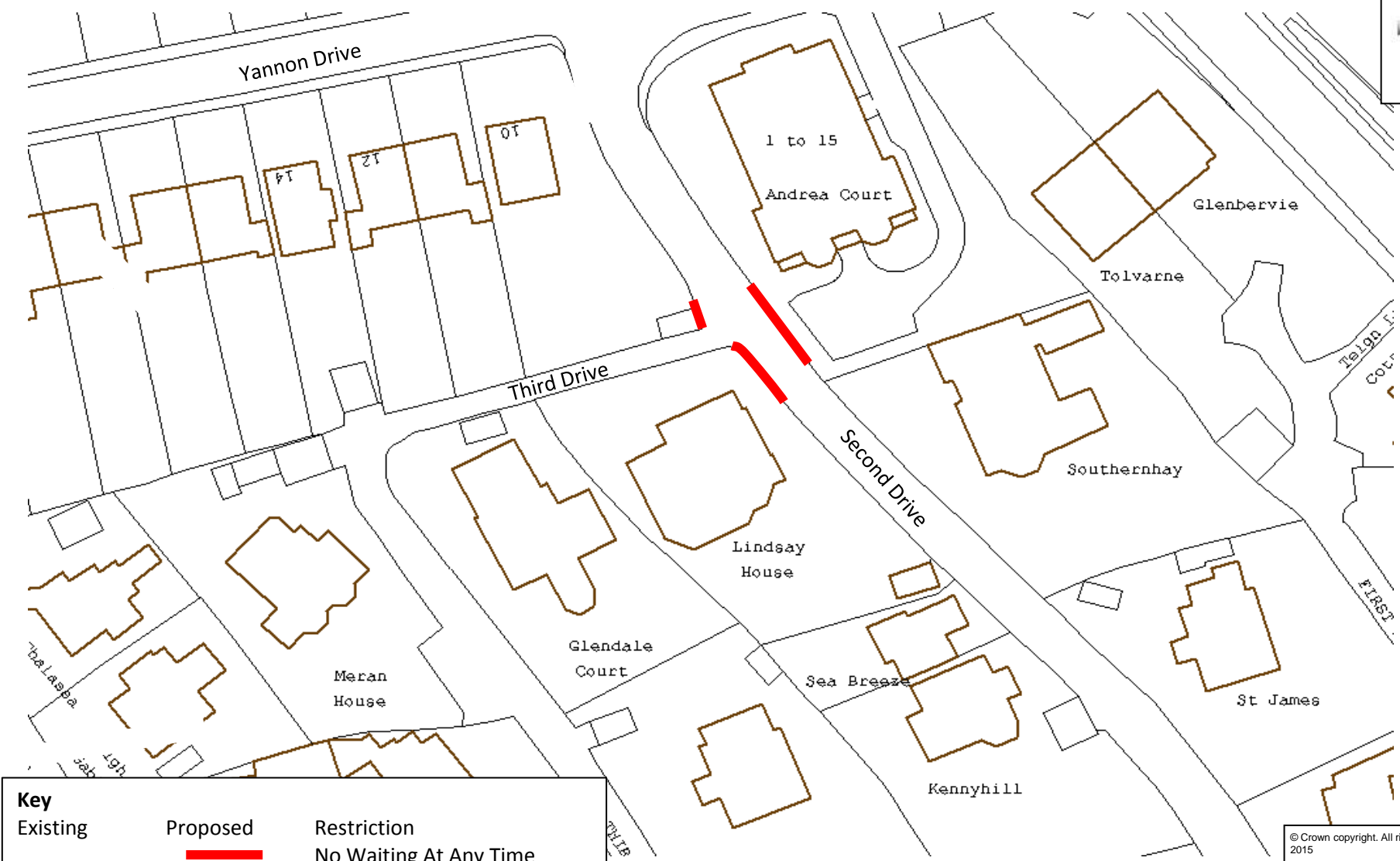


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SCHEME	TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW	
DRAWING	BUCKERIDGE ROAD AND WEST BUCKERIDGE ROAD	

drawn by	scale
ARH	NTS
date	O.S.Ref
25-Jun-2015	293891,73690
drawing number	ENV5498/027



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SCHEME
DRAWING

TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW

SECOND DRIVE

drawn by	scale
ARH	NTS
date	O.S.Ref
10-Jul-2015	293664,73412
drawing number	
ENV5498/028	



Key		
Existing	Proposed	Restriction
		School Entrance Clearway No Stopping Mon-Fri 8am-8pm

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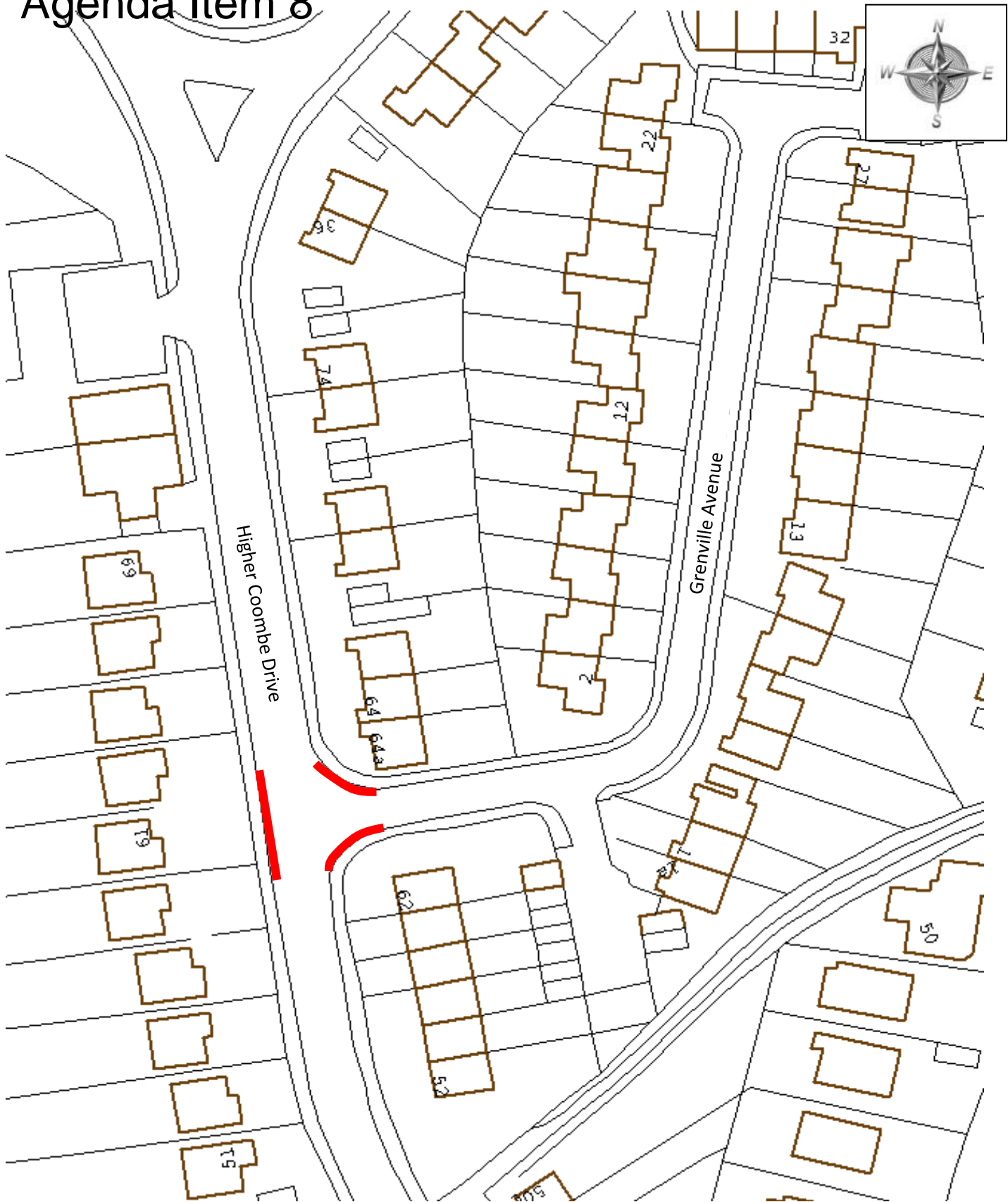
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SCHEME	TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW	
DRAWING	EXETER ROAD	

drawn by	scale
ARH	NTS
date	O.S.Ref
15-Feb-2016	293677,73508
drawing number	
ENV5498/029 rev B	

Agenda Item 8



Key		
Existing	Proposed	Restriction
		No Waiting At Any Time

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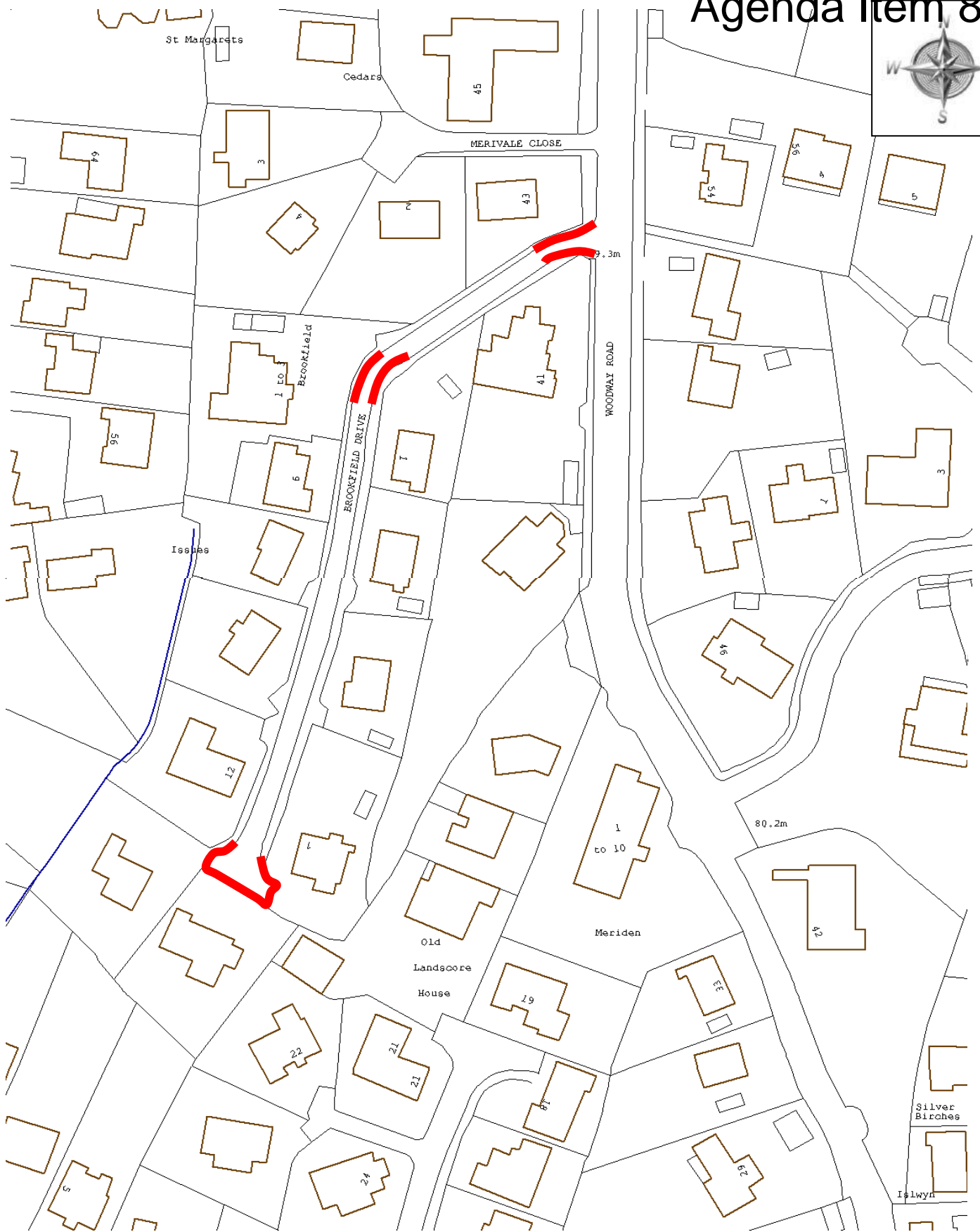
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SCHEME
TEIGNMOUTH TRAFFIC MANAGEMENT
REVIEW

DRAWING
Page 96
GRENVILLE AVENUE
HIGHER COOMBE DRIVE

drawn by	scale
ARH	NTS
date	O.S.Ref
08-Sep-2015	294181,74147
drawing number	
ENV5498/030	



Key		
Existing	Proposed	Restriction
		No Waiting At Any Time

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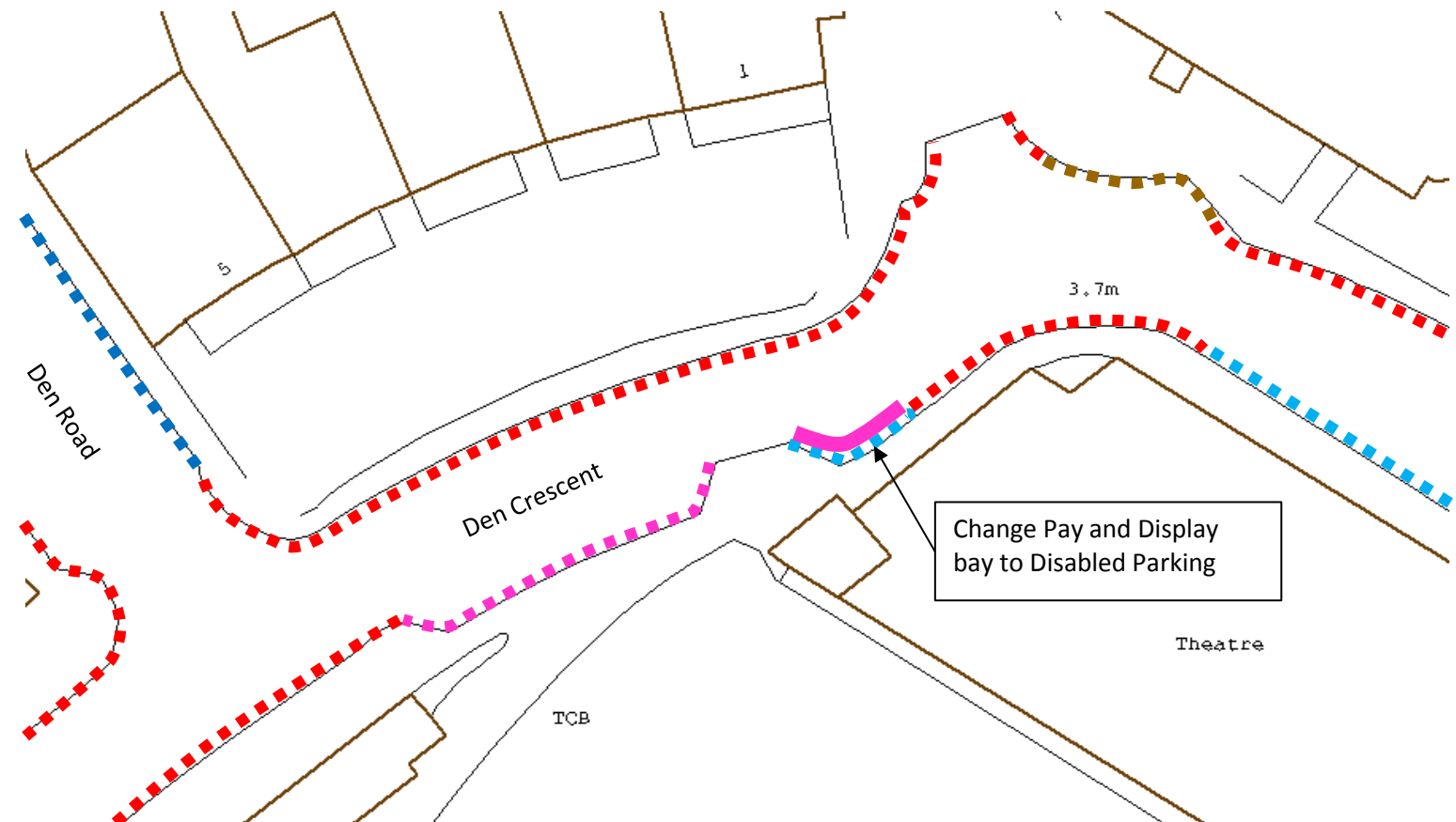
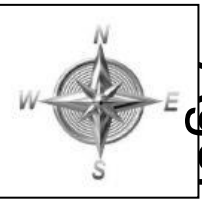


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SCHEME
TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW

DRAWING
Page 97
BROOKFIELD DRIVE

drawn by	scale
ARH	NTS
date	O.S.Ref
08-Sep-2015	294181,74147
drawing number	
ENV5498/031	



Key		
Existing	Proposed	Restriction
		Disabled Parking 8am-6pm Maximum Stay 3 Hours
		No Waiting At Any Time
		Pay & Display (Tariff Teignmouth A) 9am-6pm
		Limited Waiting 8am-6pm 1 Hour No Return Within 1 Hour
		Loading Only 8am-6pm

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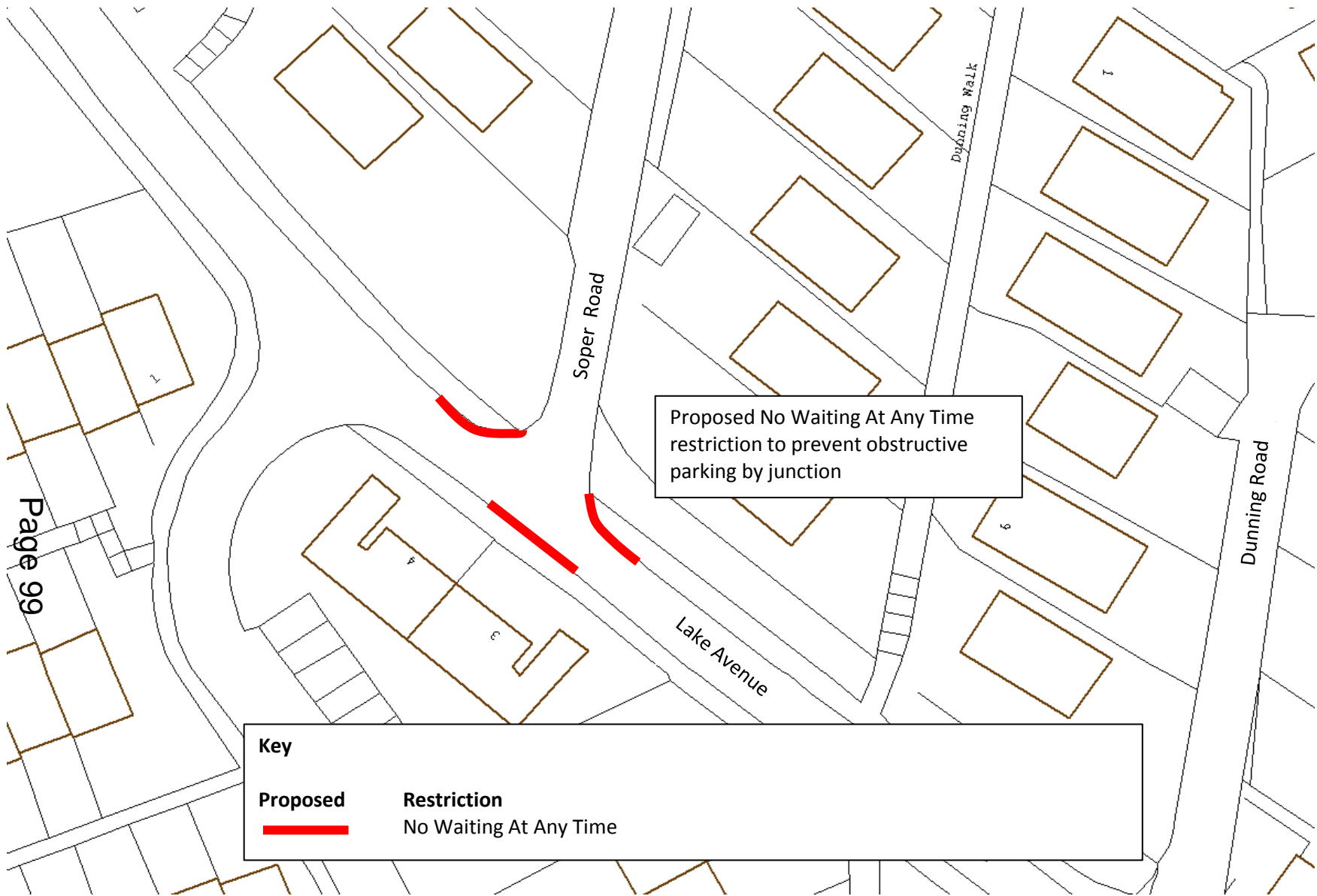
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<i>SCHEME</i>	TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW	
<i>DRAWING</i>	DEN CRESCENT	

<i>drawn by</i>	<i>scale</i>
ARH	NTS
<i>date</i>	<i>O.S.Ref</i>
22-Jan-2016	294170,72816
<i>drawing number</i>	
ENV5498/032	



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Key	
	Proposed Restriction No Waiting At Any Time

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SCHEME

TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW

DRAWING

LAKE AVENUE

drawn by

ARH

scale

NTS

date

22-Jan-2016

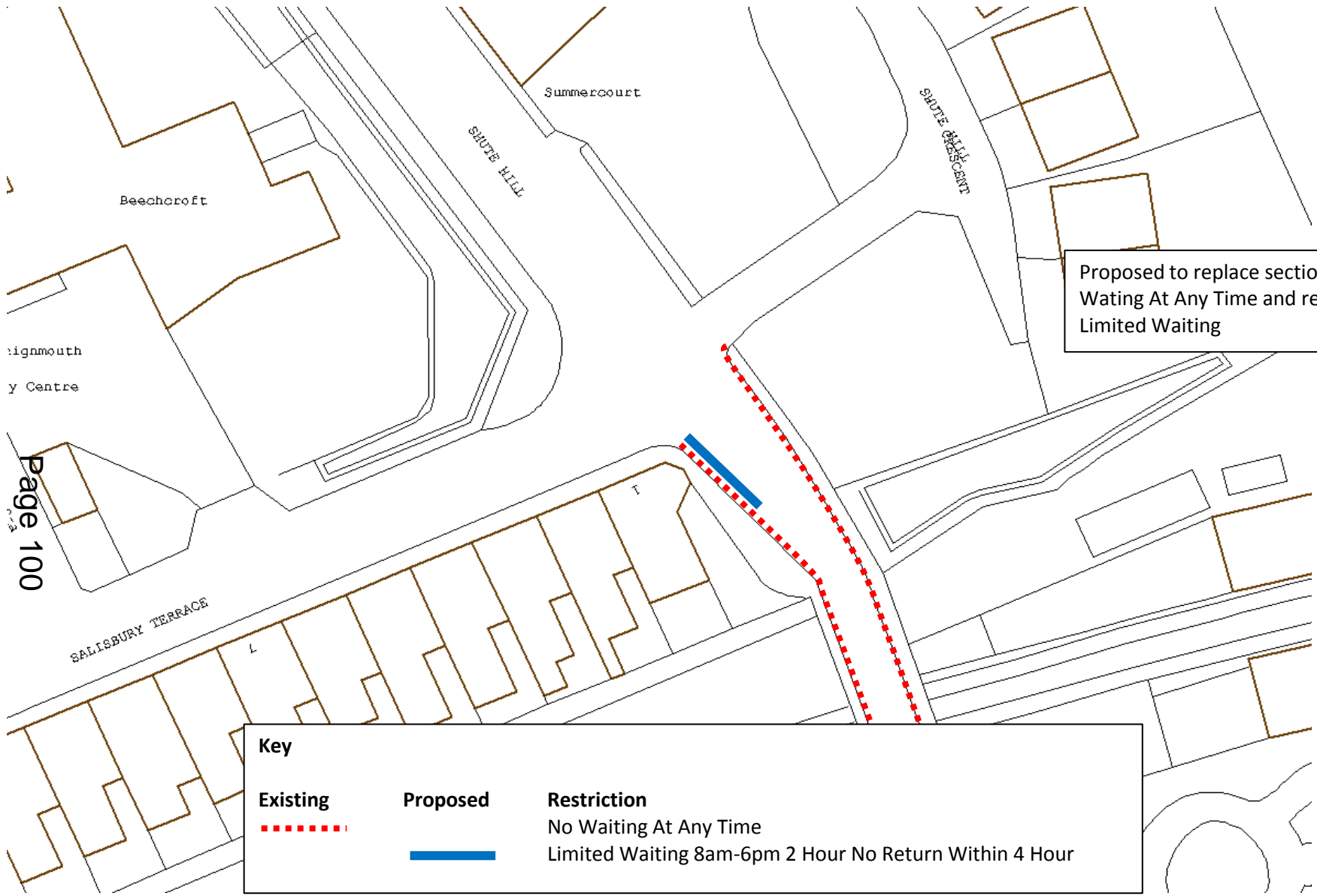
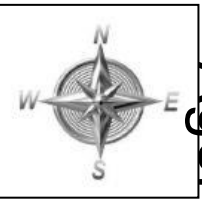
O.S.Ref

293270,74017

drawing number

ENV5498/033

Agenda Item 9



Proposed to replace section of No Waiting At Any Time and replace with Limited Waiting

Key		
Existing	Proposed	Restriction
- - - - -	—————	No Waiting At Any Time
		Limited Waiting 8am-6pm 2 Hour No Return Within 4 Hour

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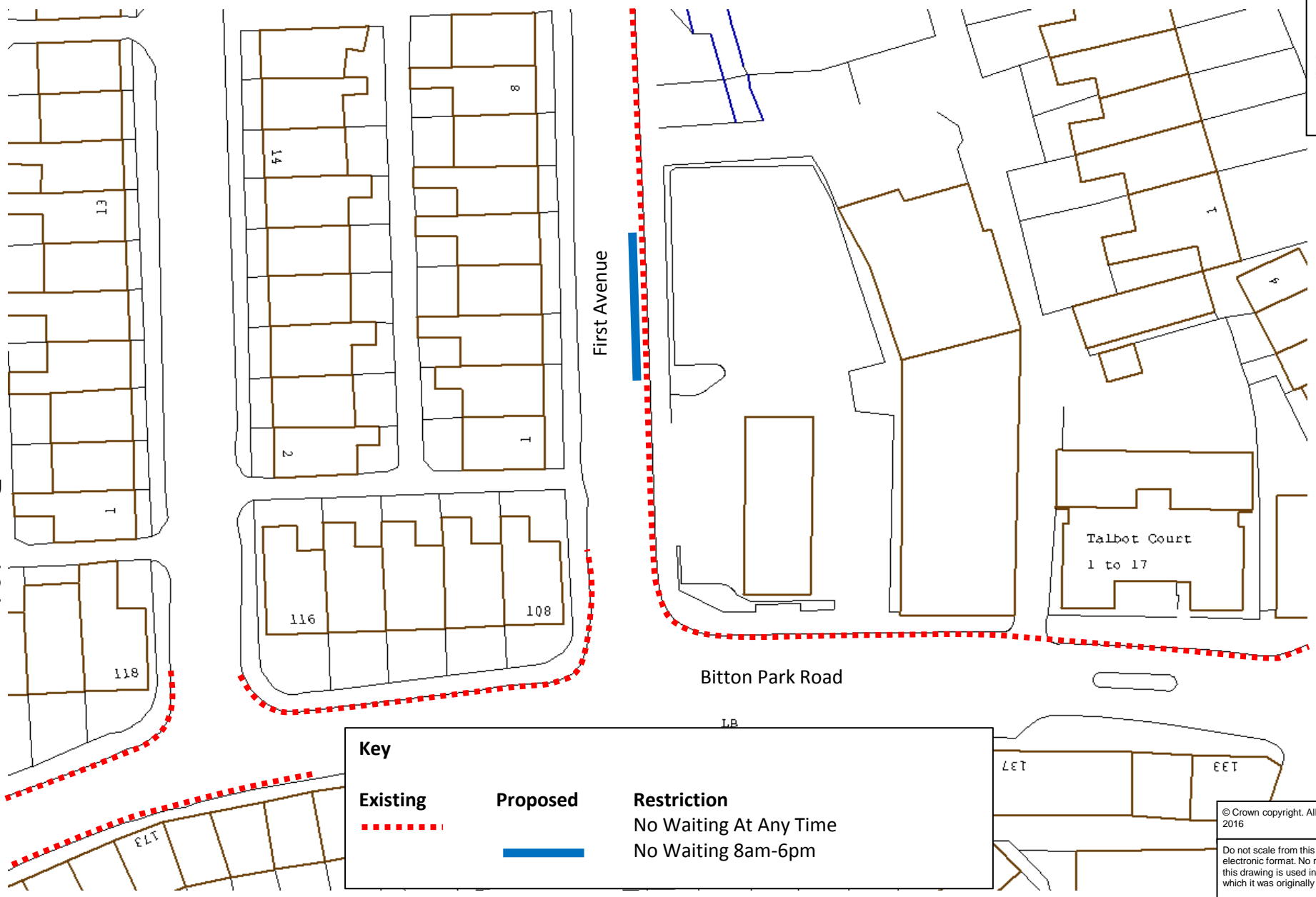
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Head of Capital Development,
Highways & Waste



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<i>SCHEME</i>	TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW
<i>DRAWING</i>	SHUTE HILL

<i>drawn by</i>	<i>scale</i>
ARH	NTS
<i>date</i>	<i>O.S.Ref</i>
15-Feb-2016	293270,74017
<i>drawing number</i>	
ENV5498/034	



Key

Existing	Proposed	Restriction
		No Waiting At Any Time
		No Waiting 8am-6pm

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SCHEME	TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW	
DRAWING	FIRST AVENUE	

drawn by	scale
ARH	NTS
date	O.S.Ref
15-Feb-2016	293281,73143
drawing number	
ENV5498/035	



Key	
Restriction	
No Waiting At Any Time	
No Waiting Mon-Fri 7am-6.30pm	
Limited Waiting 8am-6pm 1 Hour No Return Within 1 Hour	
Loading Only 8am-6pm	

Descriptions in Traffic Regulation Order to be amended to match existing restrictions on the ground and correct road names

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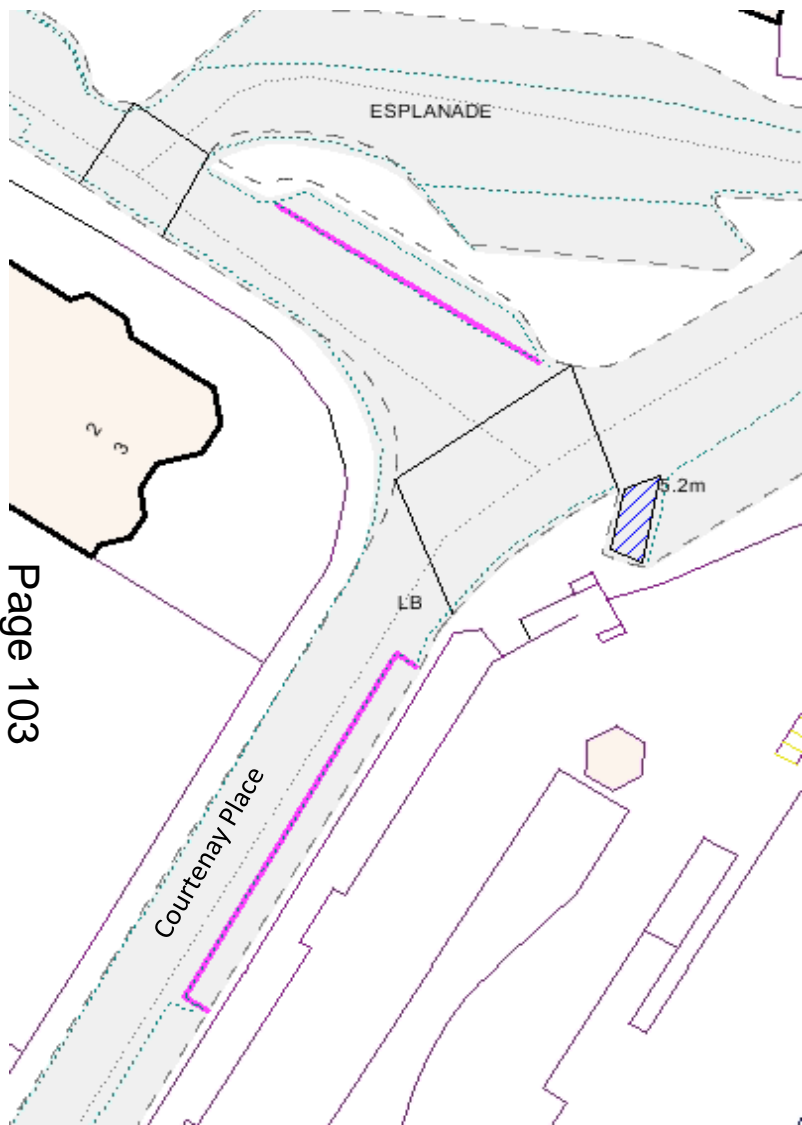
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<i>SCHEME</i>	TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW	
<i>DRAWING</i>	IVY LANE	

<i>drawn by</i>	<i>scale</i>
ARH	NTS
<i>date</i>	<i>O.S.Ref</i>
24-Feb-2016	294000,72642
<i>drawing number</i>	
ENV5498/036	



Key

Restriction

Public Service Vehicle Parking 8am-10pm Maximum Stay 15 minutes



Descriptions in Traffic Regulation Order to be amended to match existing restrictions on the ground and correct road names

Page 103

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<i>date</i>	<i>O.S.Ref</i>
24-Feb-2016	294300,72921

drawing number
ENV5498/037



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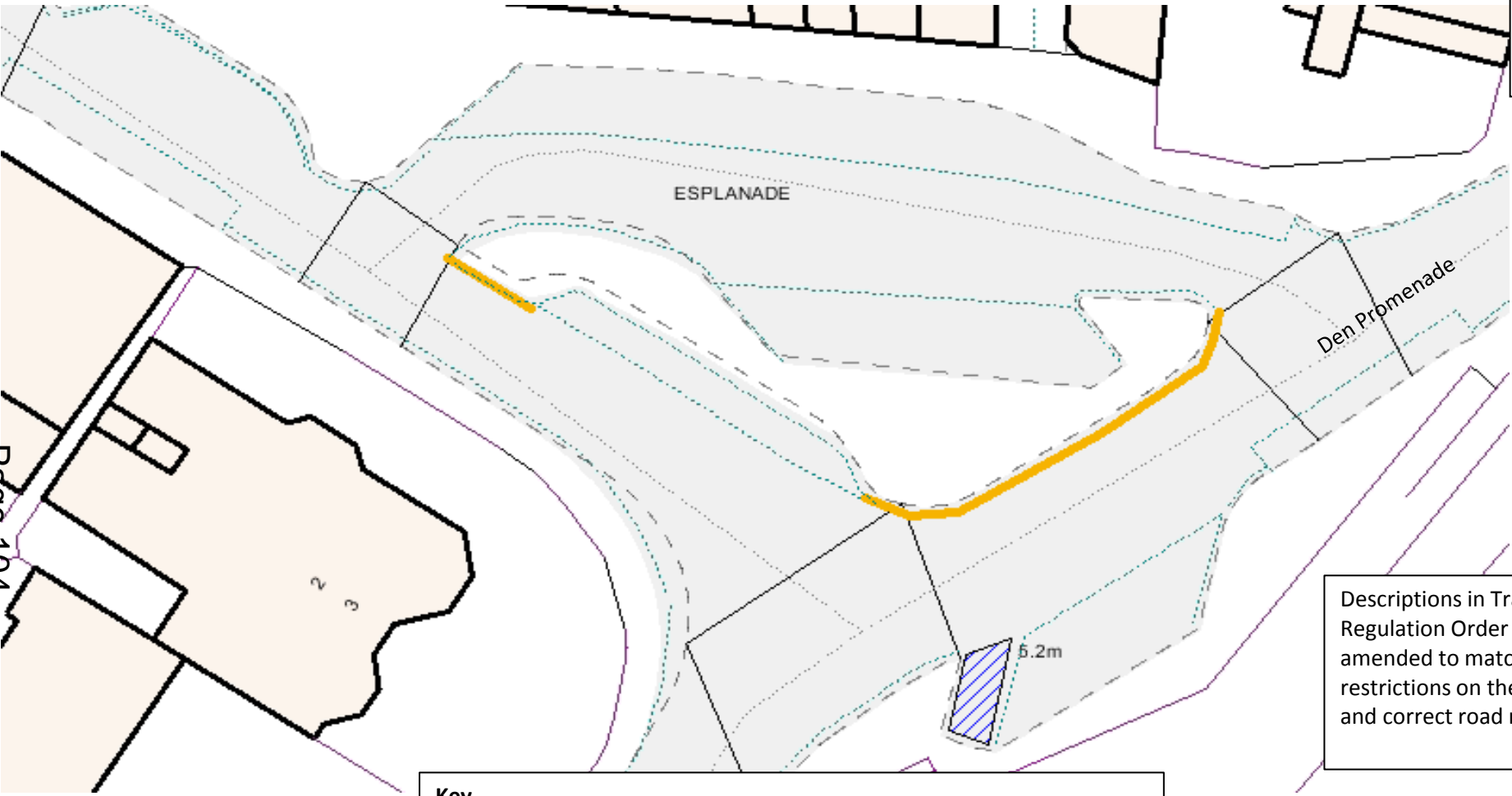
SCHEME

TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW

DRAWING

ESPLANADE

Agenda Item 8



Page 104

Descriptions in Traffic Regulation Order to be amended to match existing restrictions on the ground and correct road names

Key

Restriction

No Waiting At Any Time

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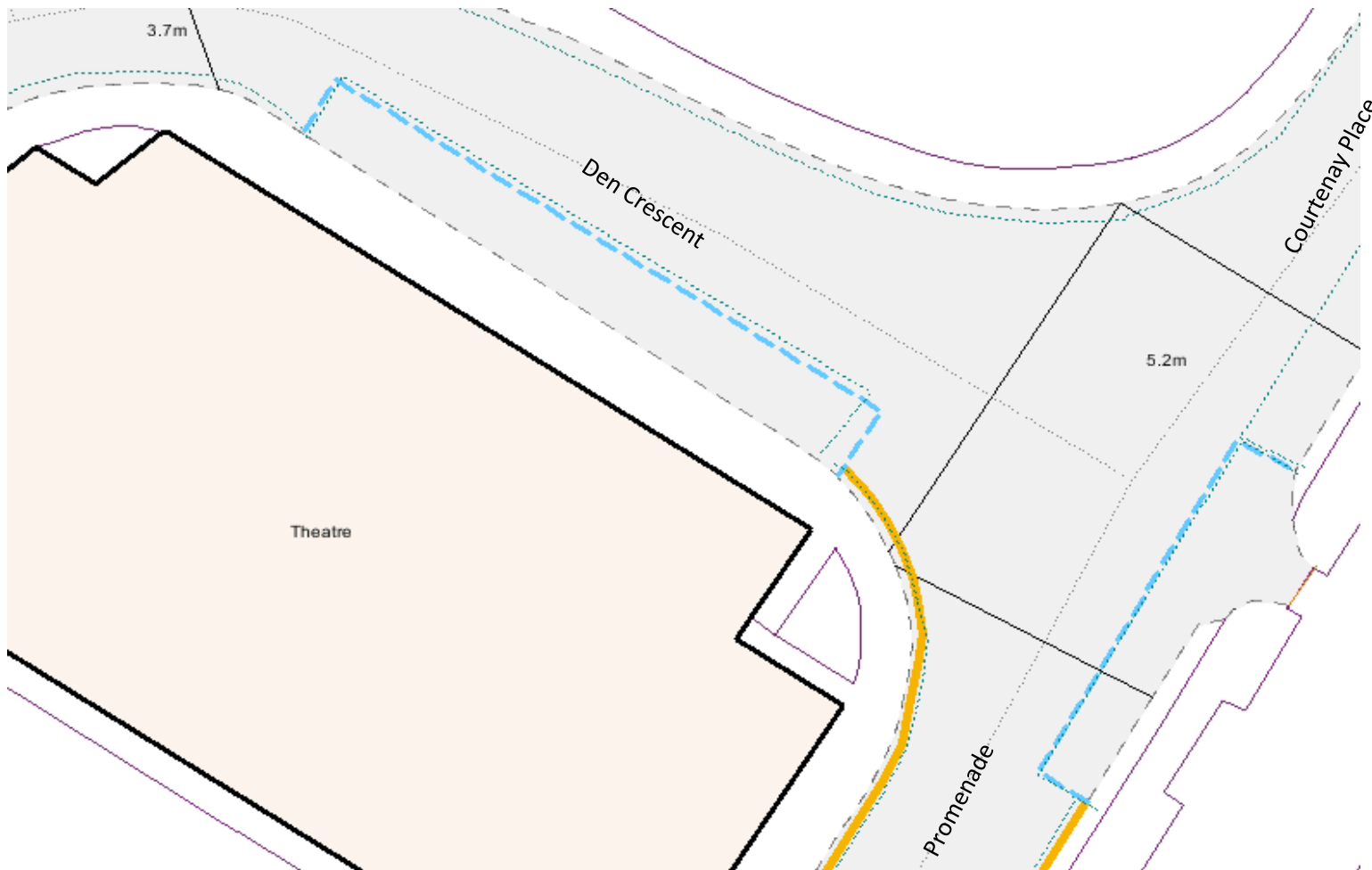
SCHEME

TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW

DRAWING

DEN PROMENADE AND ESPLANADE

<i>drawn by</i>	<i>scale</i>
ARH	NTS
<i>date</i>	<i>O.S.Ref</i>
24-Feb-2016	294301,72922
<i>drawing number</i>	
ENV5498/038	



Descriptions in Traffic Regulation Order to be amended to match existing restrictions on the ground and correct road names

Key

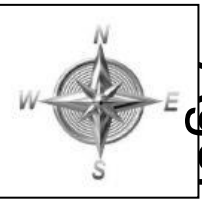
Restriction

No Waiting At Any Time

Pay & Display (Tariff Teignmouth A) 9am-6pm

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Descriptions in Traffic Regulation Order to be amended to match existing restrictions on the ground and correct road names

Extend No Waiting At Any Time between 01 May and 30 Sep across access

Key

Restriction

- No Waiting At Any Time
- No Waiting At Any Time between 01 May and 30 Sep
- Pay & Display (Tariff Teignmouth A) 9am-6pm

No Waiting At Any Time Restrictions proposed to define dropped kerbs within parking bays

Page 106

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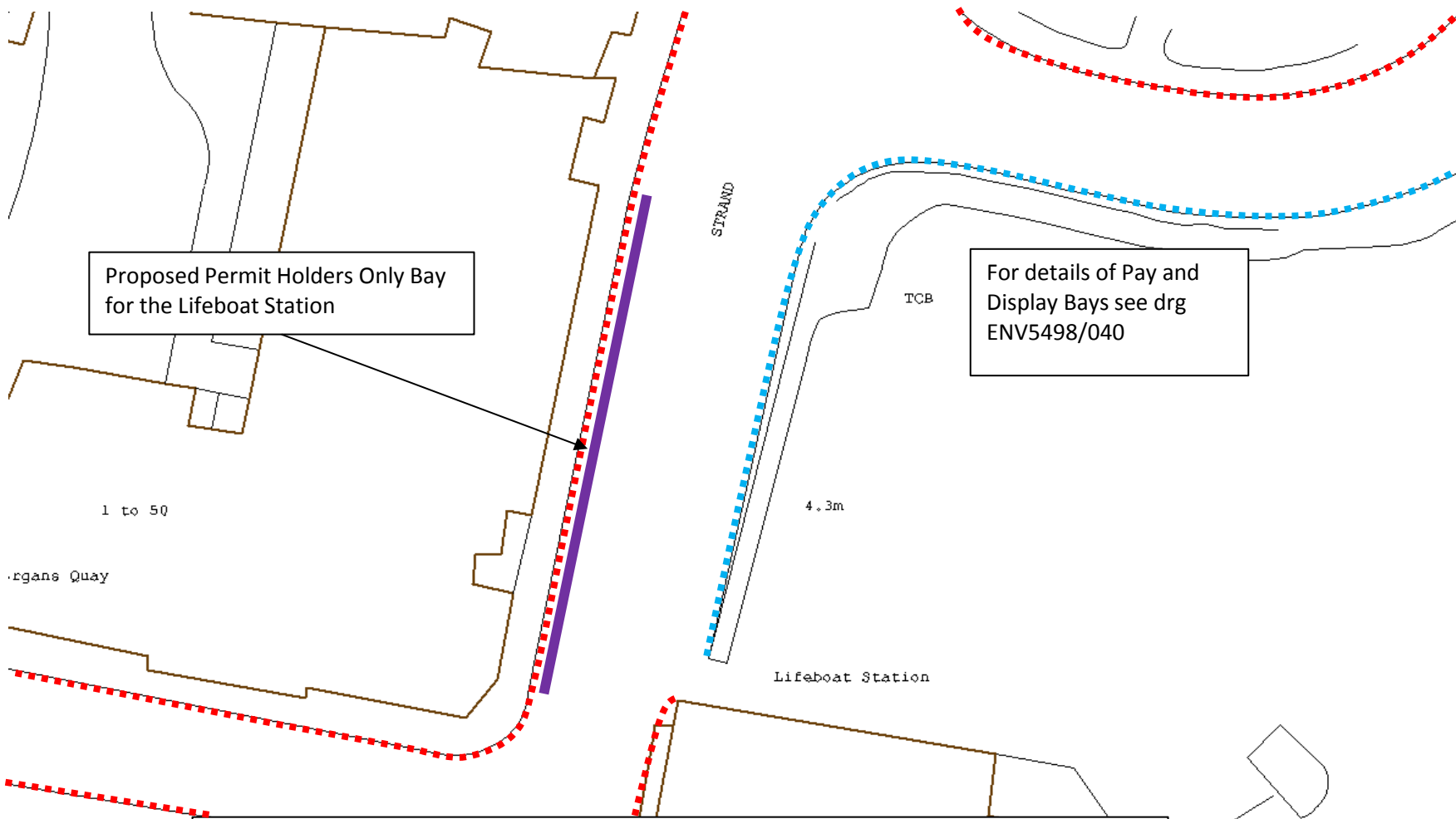


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SCHEME	TEIGNMOUT TRAFFIC MANAGEMENT REVIEW	
DRAWING	POWDERHAM TERRACE AND STRAND	

<i>drawn by</i>	<i>scale</i>
ARH	NTS
<i>date</i>	<i>O.S.Ref</i>
24-Feb-2016	294021,72561
<i>drawing number</i>	
ENV5498/040	



Proposed Permit Holders Only Bay
for the Lifeboat Station

For details of Pay and
Display Bays see drg
ENV5498/040

1 to 50

rgans Quay

STRAND

TCB

4.3m

Lifeboat Station

Key

Existing



Proposed



Restriction

- No Waiting At Any Time
- Permit Holders Only for the Lifeboat Station
- Pay & Display (Tariff Teignmouth A) 9am-6pm



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SCHEME

TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW

DRAWING

STRAND

drawn by

ARH

scale

NTS

date

24-Feb-2016

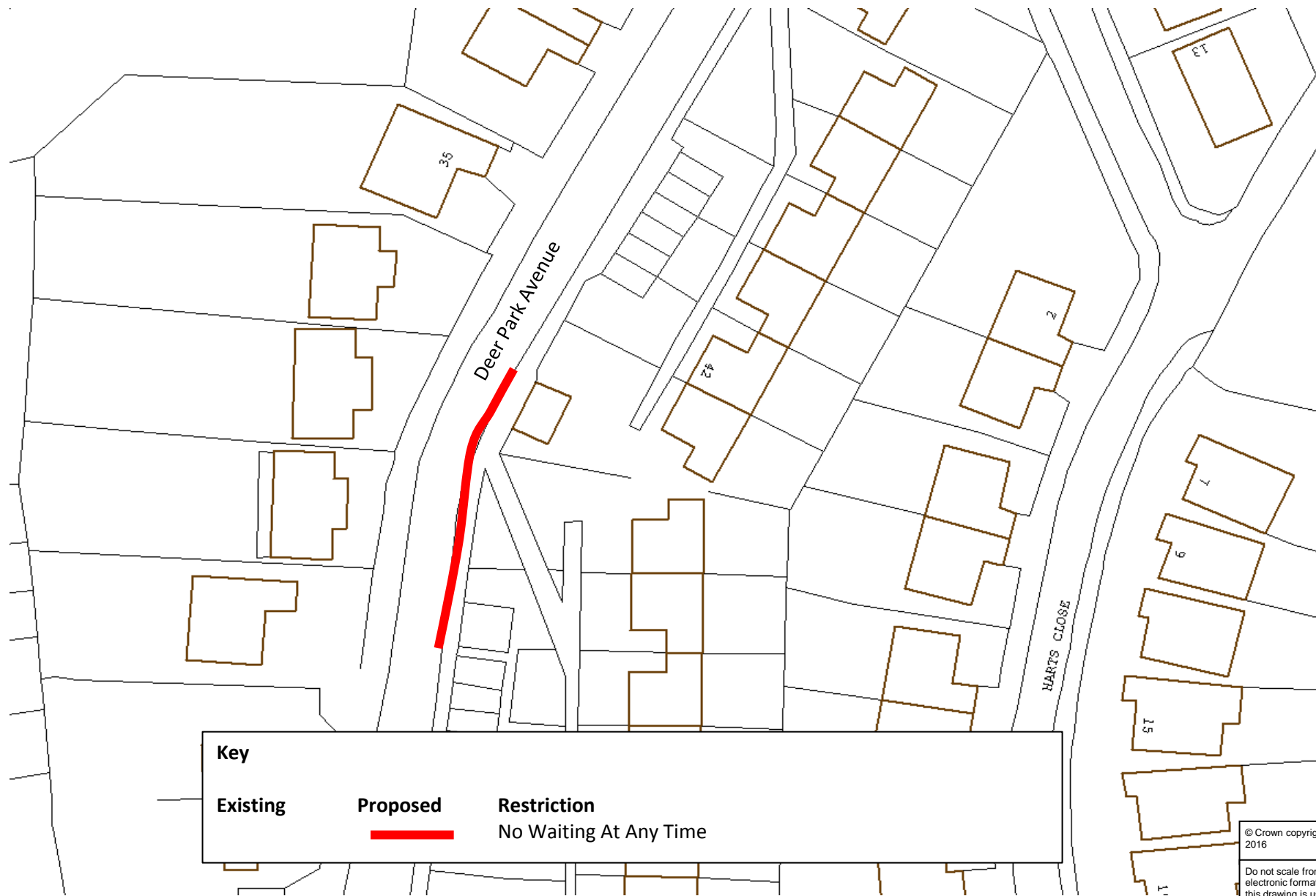
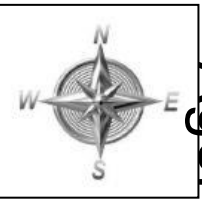
O.S.Ref

293955,72471

drawing number

ENV5498/041

Agenda Item 8



Key		
Existing	Proposed	Restriction
		No Waiting At Any Time

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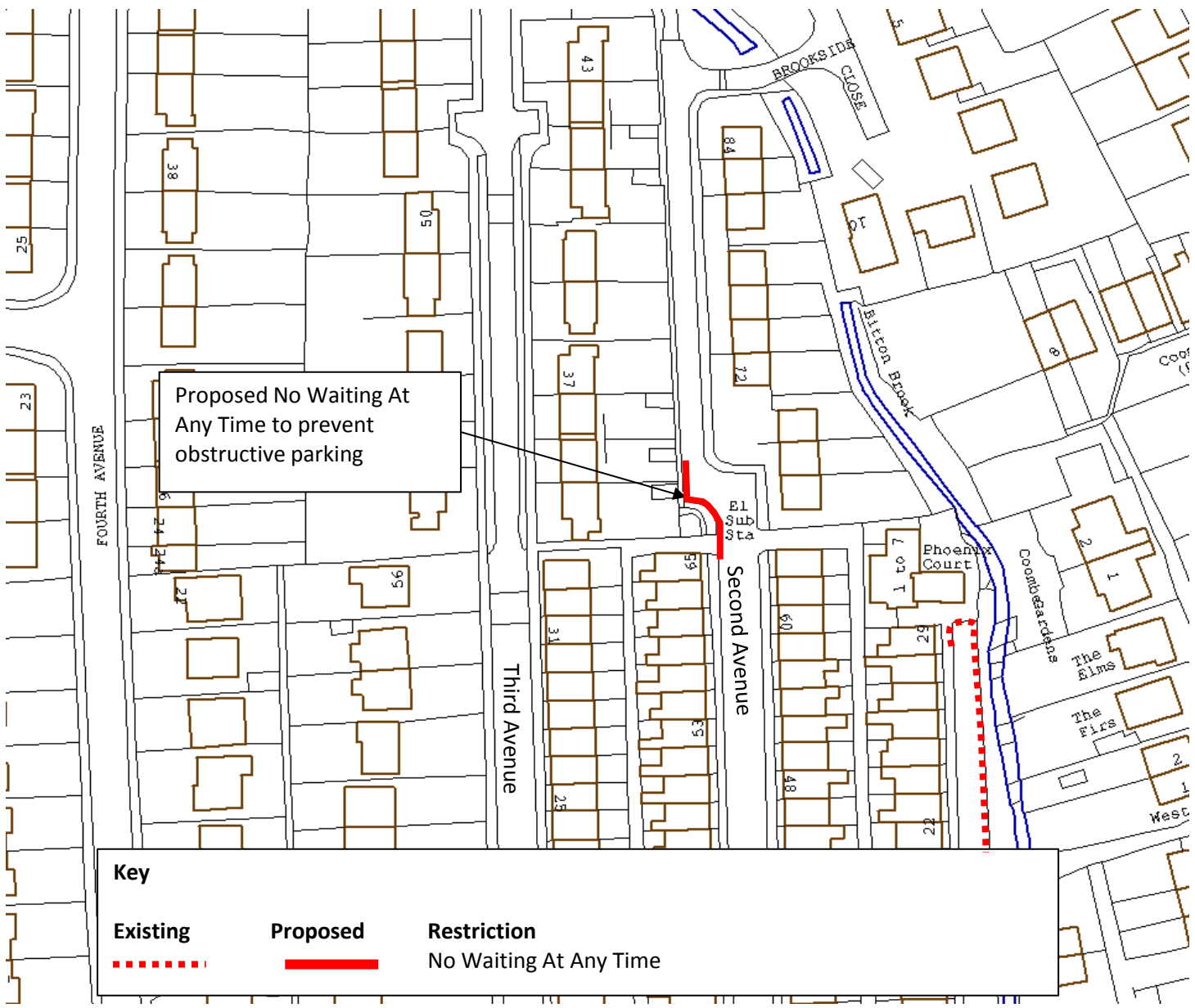


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<i>SCHEME</i>	TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW
<i>DRAWING</i>	DEER PARK AVENUE

<i>drawn by</i>	<i>scale</i>
ARH	NTS
<i>date</i>	<i>O.S.Ref</i>
24-Feb-2016	293295,73792
<i>drawing number</i>	
ENV5498/042	



Key		
Existing	Proposed	Restriction
		No Waiting At Any Time

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SCHEME
DRAWING

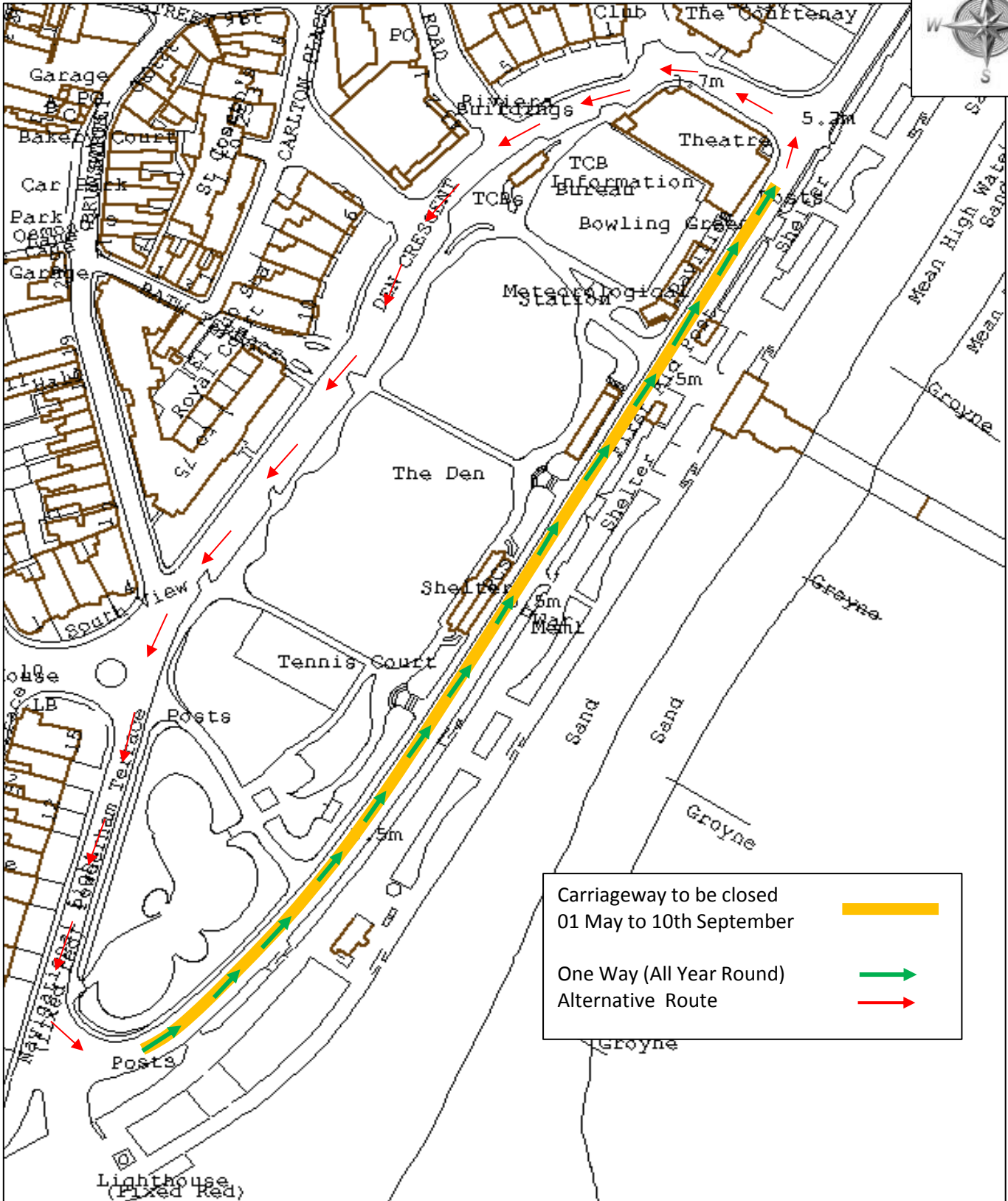
TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW

SECOND AVENUE

drawn by	scale
ARH	NTS
date	O.S.Ref
24-Feb-2016	293227,73320

drawing number
ENV5498/043

Agenda Item 8



Carriageway to be closed 01 May to 10th September	
One Way (All Year Round)	
Alternative Route	

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SCHEME

TEIGNMOUTH TRAFFIC MANAGEMENT
REVIEW

DRAWING

Page 110
PROMENADE KNOWN AS UPPER DEN

drawn by

ARH

scale

NTS

date

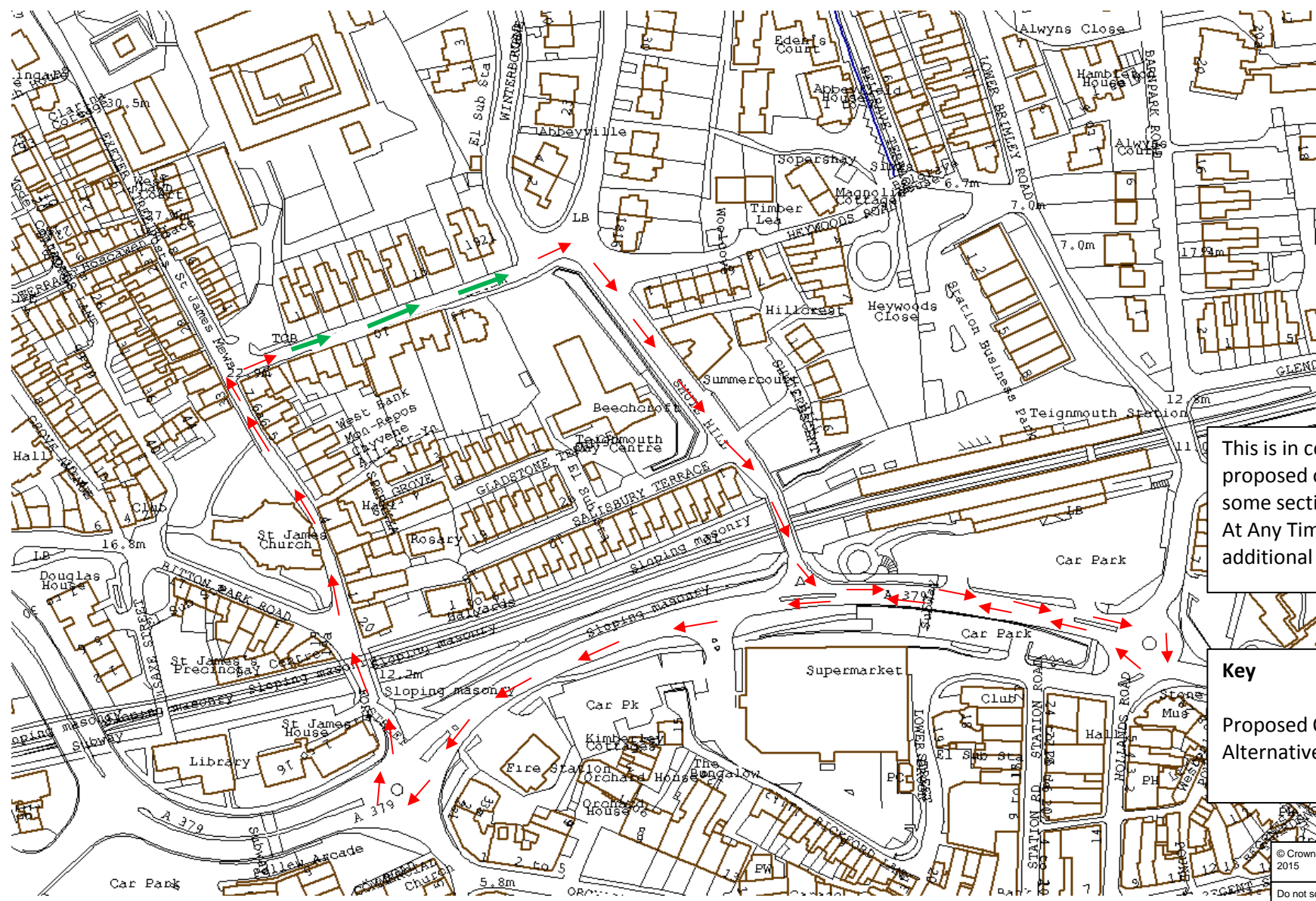
09-Feb-2016

O.S.Ref

294166,72687

drawing number

ENV5514/001 rev B



This is in conjunction with the proposed order to remove some sections of No Waiting At Any Time to allow additional parking

Key

Proposed One Way

Alternative Route

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SCHEME
DRAWING

TEIGNMOUTH TRAFFIC MANAGEMENT REVIEW

HIGHER BRIMLEY ROAD - PROPOSED ONE WAY

drawn by	scale
ARH	NTS
date	O.S.Ref
15-Jul-2015	29069, 72791
drawing number	
ENV5515/001	

HCW/16/60

Teignbridge Highways and Traffic Orders Committee
14 July 2016

Proposed Prohibition of HGVs over 7.5t, School Lane, Heathfield, Bovey Tracey

Report of the Head of Highways, Capital Development and Waste

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

Recommendation: It is recommended that:

- (a) the responses to the advertised Traffic Regulation Order be noted; and**
- (b) approval is given to make and seal the Traffic Regulation Order as advertised.**

1. Summary

This report is to consider the representations received during the statutory consultation for a prohibition of Heavy Goods Vehicles (HGVs) over 7.5t Traffic Regulation Order (TRO) on School Lane, Heathfield. The proposal is linked to the Stover Trail multiuse trail between Bovey Tracey and Newton Abbot. This report seeks approval to implement this TRO.

2. Background

Devon County Council was awarded funding from the Department for Transport to improve cycling access to Dartmoor in 2014 following the successful Granite and Gears bid. The Stover Trail route between Bovey Tracey and Newton Abbot, including the new A38 crossing, formed a significant part of this bid.

The route north of the A38 linking the new bridge to an existing bridleway makes use of a quiet rural road (road past South West Water). Early in the design of the Stover Trail traffic surveys were undertaken. These surveys confirmed the road to be suitable for inclusion in the route of the trail. School Lane does not form part of the Stover Trail route, however, it links the road on the Stover Trail route with Old Newton Road and Heathfield Industrial Estate.

In discussions with local residents and the Local Member a concern was expressed regarding occasional use of the road past South West Water by HGVs travelling to/from the A38/Heathfield Industrial Estate via School Lane. Options were explored to prevent these trips, as a more appropriate route to/from the A38 via Drumbridges roundabout is available. All the options considered the limited legitimate HGV traffic on the road past South West Water.

2. Proposal

The proposed prohibition of HGVs over 7.5t has been selected and located so as to improve safety for pedestrians, cyclists and equestrians using the Stover Trail, improve the environment for residents of Haytor View and to do so without affecting access for the businesses located on the lane past South West Water. The proposed prohibition will prevent HGVs from travelling to/from Heathfield Industrial Estate and the A38 via School Lane and the road past South West Water. The extent of the prohibition is shown on drawing number B12001-104A in Appendix I.

Agenda Item 9

3. Options/Alternatives

A number of options were considered prior to selecting the proposal:

Maintain existing arrangement/No Change – This option was considered unacceptable by local residents who considered HGVs traveling to/from Heathfield Industrial Estate and the A38 via School Lane to be a risk to residents and users of the Stover Trail as well as a causing exaggerated wear/damage to the highway.

Extend limits of prohibition from School Lane to beyond entrance to Haytor View on road past South West Water – The option would require an “except for access” exemption. It was felt that the addition of “except for access” to the signage and to the regulation order added un-needed complication and would also erode the effectiveness of the prohibition as drivers may continue to use the route knowing that if challenged “except for access” could be used as a defence. Further to this, if a HGV was to reach the prohibition at Haytor View the only option would be to reverse the length of the road towards the A38 and turn on the road immediately off the A38 slip road. This presents significant risk and likelihood of delays. With the prohibition located as proposed, if a vehicle was to reach the prohibition it would be possible to turn a vehicle entirely within the highway at the T junction between School Road and the road past South West Water.

4. Consultations/Representations

A statutory consultation was undertaken in February 2016 and three representations were received to the proposed prohibition of HGVs over 7.5t order. A summary of the representations is shown in Appendix II of this report.

After consideration of the comments received it is recommended that the TRO is made and sealed as advertised.

5. Financial Considerations

The proposal is estimated to cost £2500 and will be funded from the Local Transport Plan budget allocated to the Stover Trail scheme.

6. Environmental Impact Considerations

The proposal will prevent unnecessary use of School Lane and the road past South West Water by HGV's travelling to/from Heathfield industrial estate. This will improve safety and enjoyment for pedestrians, cyclists and equestrians on the Stover Trail route as well as improve the environment for residents of Haytor View.

7. Equality Considerations

There are no equality issues relevant to the proposal.

8. Legal Considerations

When making a Traffic Regulation Order it is the County Council responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, secures the expeditious, convenient and safe movement of traffic and provision of parking facilities. It is considered that the proposal complies with Section 122 of the Act as it improves safe and convenient movement along the lane past South West Water and also maintains reasonable access to the homes and businesses.

9. Risk Management Considerations

No risks have been identified.

10. Public Health Impact

It is considered that there is no public health impact as a result of the recommendation.

11. Reasons for Recommendations

The proposal effectively addresses concerns raised by local residents and offers improved safety for users of the Stover Trail without adversely impacting on access for residents and businesses. On balance, it is considered that the objections are either based on incorrect information or overstate the potential negative consequences of the proposal. The proposal complies with Section 122 of the Act as it improves safe and convenient movement along the road past South West Water and also maintains reasonable access to the homes and businesses

David Whitton
Head of Highways, Capital Development and Waste

Electoral Division: Bovey Tracey Rural

Local Government Act 1972: List of Background Papers

Contact for enquiries: Peter Burge

Room No: Matford Offices

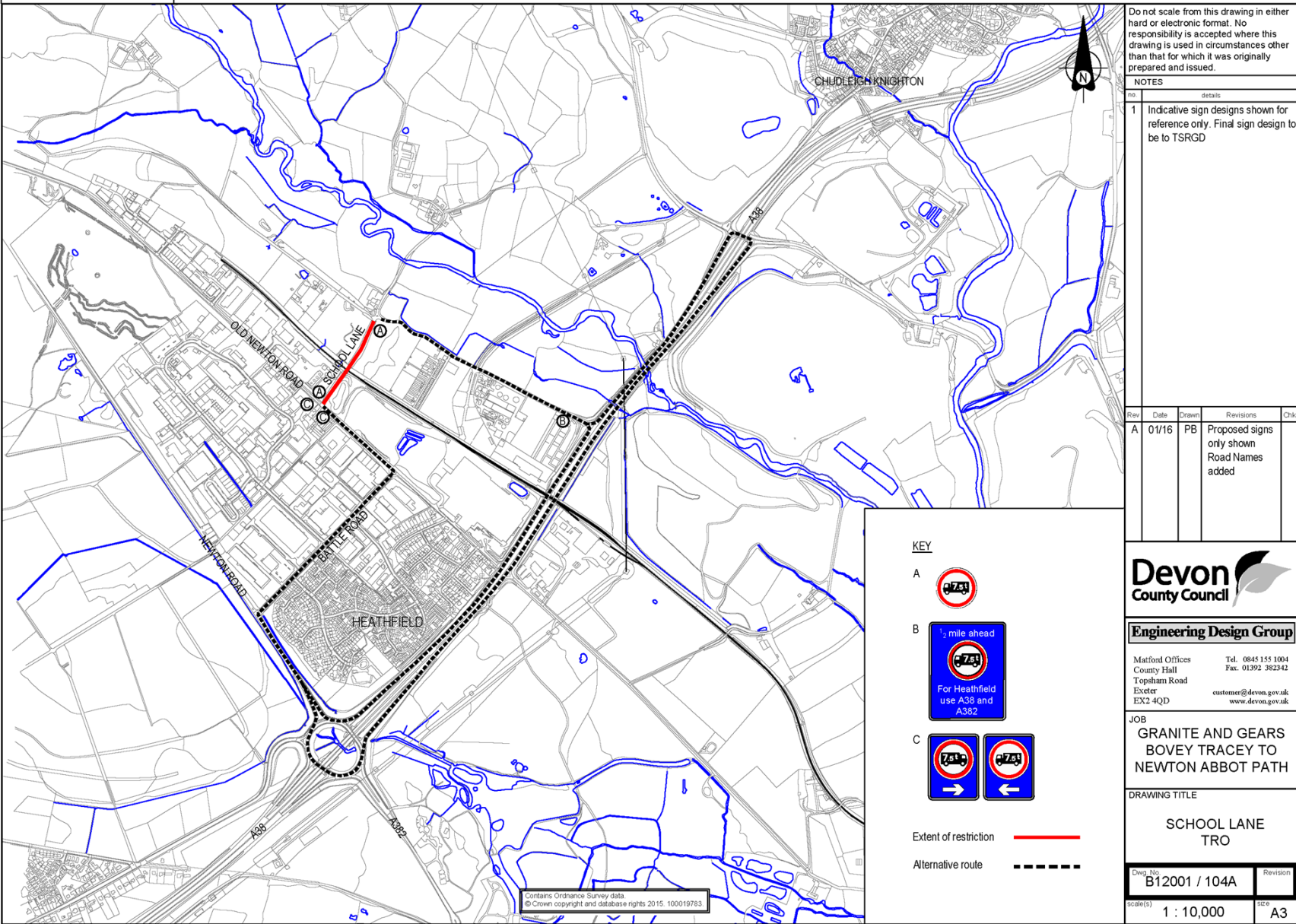
Tel No: (01392) 382475

Background Paper	Date	File Ref.
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Nil

pb290616teih
sc/cr/proposed prohibition of HGVs school lane heathfield bovey tracey
03 050716

Appendix I
To HCW/16/60



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NOTES

no	details
1	Indicative sign designs shown for reference only. Final sign design to be to TSRGD

Rev	Date	Drawn	Revisions	Chk
A	01/16	PB	Proposed signs only shown Road Names added	



Engineering Design Group

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Exeter customer@devon.gov.uk
EX2 4QD www.devon.gov.uk

JOB
GRANITE AND GEARS
BOVEY TRACEY TO
NEWTON ABBOT PATH

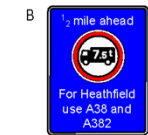
DRAWING TITLE

SCHOOL LANE
TRO

Dwg No. B12001 / 104A	Revision
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scale(s) 1 : 10,000	size A3
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KEY



Extent of restriction

Alternative route

Contains Ordnance Survey data
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Agenda Item 9

Appendix II To HCW/16/60

5537 – Devon County Council (School Lane, Heathfield, Bovey Tracey) (Prohibition of HGVs over 7.5t) Order

Summary of Representations

Comment	Devon County Council (DCC) Response
First Respondent: Town Council	
<p>The proposed prohibition should be extended along School Lane towards the entrance of Station Park. Understand that HGV's access this lane from the dual carriageway slipway (by the new cycle bridge) to access Dainton Storage, SWW and Station Park, but should not go beyond Station Park and therefore exit the same way, back on to the dual carriageway.</p>	<p>The extents of the proposed order has been located in order to provide a simple and effective severance of HGV traffic between the Heathfield Industrial Estate and the A38 without affecting the legitimate traffic between the businesses accessed directly from School Lane and the A38.</p> <p>Discussions with local residents during the design and provision of the Stover Trail multi use trail highlighted concerns regarding unsuitable vehicles using the lane to access/exit the Heathfield Industrial area. It was therefore proposed (with the support of the local member) to impose a prohibition to prevent this and also to remove the route from HGV Satellite Navigation systems. Advanced signs will be placed at the A38 to discourage vehicles that are not accessing the businesses on the lane.</p> <p>To locate the extents of the prohibition as suggested would require the addition of "except for access" to the signage and the regulation order (in order to accommodate HGVs visiting properties and nearby farms) It was felt that this added un-needed complication and also would erode the effectiveness of the prohibition as drivers may continue to use the route knowing that if challenged "except for access" could be used as a defence. A further consideration, with the prohibition located as suggested in your plan, is the nearest viable space to turn a large vehicle if one should make its way past the advanced signs to the prohibition itself, would be into Haytor View a small residential road. With the prohibition as proposed, if a driver was to ignore the advanced signs and reach the prohibition it would be possible to turn a vehicle entirely within the highway at the T junction.</p>
Second Respondent: Resident of Haytor View	
<p>The prohibition of HGVs should be right up to the blind summit adjacent to Station Park because if HGV vehicles coming from the A38 get past the hump there is nowhere to turn around when confronted with prohibition on School Lane</p>	<p>With the prohibition located as suggested, the only option for a large vehicle if one should make its way past the advanced signs to the prohibition itself, would be to reverse the length of the road (road past South West Water) towards the A38 and turn on the road immediately off the A38 slip road. With the prohibition located as proposed, if a driver was to ignore the advanced signs and reach the prohibition it would be possible to turn a vehicle entirely within the highway at the T junction between School Road and the road past SWW.</p>
Third Respondent: Resident of Bovey Tracey	
<p>Is a HGV driver with 49 years experience driving all classes and most types of goods vehicle from vans to the largest low-loader (at the time) based in South Devon. Also a keen cyclist and walker.</p>	<p>Comment noted.</p>

Agenda Item 9

Comment	Devon County Council (DCC) Response
<p>Can see what DCC is trying to achieve and completely agree with the aims. But, by placing a weight restriction on School Lane, the traffic order would have the opposite effect (by increasing heavy vehicle numbers on the road past SWW) to that intended.</p>	<p>HGV's accessing Little Bovey farm are legitimate users and the number and frequency is not significant. As a result it is not the intention of the prohibition to exclude these vehicles.</p>
<p>If the TRO goes ahead as proposed then all HGVs (milk tanker, bulk feed, hay and straw, machinery deliveries, etc) going to and from Little Bovey Farm will be forced to use the road past SWW because HGV access from B3344 to the farm is impossible. Also articulated vehicles risk grounding their trailer landing legs on the old level crossing (as evidenced by scars in the existing road surface). Low-loaders (possibly a combine harvester delivery) stand no chance of negotiating the crossing.</p>	<p>Articulated vehicles will also struggle to negotiate the junction with Old Newton Road and School Lane.</p>
<p>The exit and access slip roads at the junction of the road past SWW and A38 are very short. Although a number of HGVs use this junction daily for obvious reasons (most with no choice), from the road safety point of view, to access Little Bovey Farm it is far preferable to use the Drum Bridges, Bovey Straight, Battle Road, Old Newton Road route.</p>	<p>The prohibition intends to prevent unnecessary use by HGVs of the road past South West Water and the short A38 entry/exit slips by vehicles travelling to from Heathfield Industrial Estate, the Drumbridges route is more appropriate for these vehicles. HGV's accessing Little Bovey farm are legitimate users and the number and frequency is not significant. As a result it is not the intention of the prohibition to exclude these vehicles.</p>
<p>To achieve the aim of reducing HGVs on the road past SWW it would be better to place a weight restriction (except for access to Haytor View and adjacent agricultural land) on the length of road from the entrance to Gilpin Demolition, past Haytor View, to the junction with School Lane. This would minimise conflict between farm traffic and Stover Way users also improve the quality of life of Haytor View residents.</p>	<p>With the prohibition located as suggested, the only option for a large vehicle if one should make its way past the advanced signs to the prohibition itself, would be to reverse the length of the road (road past South West Water) towards the A38 and turn on the road immediately off the A38 slip road. With the prohibition located as proposed, if a driver was to ignore the advanced signs and reach the prohibition it would be possible to turn a vehicle entirely within the highway at the T junction between School Road and the road past SWW.</p> <p>It was felt that the addition of "except for access" to the signage and the regulation order added un-needed complication and would also erode the effectiveness of the prohibition as drivers may continue to use the route knowing that if challenged "except for access" could be used as a defence.</p>
<p>Why make the cut off at 7.5 tonnes? A high cube 7.5 tonner can be longer, higher and the same width as, say, an 18 tonne tipper. It is the physical size of a vehicle, rather than the weight, that users of Stover Way will find intimidating. A 3.5 tonne (Ford Transit size) restriction would be more appropriate.</p>	<p>It is not possible to apply an environmental restriction on vehicles less than 7.5t.</p>
<p>Fourth Respondent: Resident of Haytor View</p>	
<p>Objects to the proposal on safety grounds. Not only does the proposal fail to meet its objectives but the consequences of implementing it is likely to increase the dangers to the very people that it is intended to protect.</p>	<p>Comment noted.</p>

Agenda Item 9

Comment	Devon County Council (DCC) Response
<p>This proposal seeks to ban HGV's from a short section of comparatively straight road with relatively good visibility which in turn would force all HGVs destined for Accommodation Lane/Little Bovey/Moor View School areas directly on to the Stover Way multi-user trail from the A38. As they would be unable to access School Lane their return journey would again take them along the Stover Way (named on SWW sign as School Road) to the A38.</p>	<p>HGV's accessing Accommodation Lane/Little Bovey/Moor View School are legitimate users and the number and frequency is not significant. As a result it is not the intention of the prohibition to exclude these vehicles.</p>
<p>In addition to local residents' and Stover Way users vehicles, tractors and trailers and twice daily convoys of 'rat-run' traffic along the Stover Way/School Road, the ban would result in the 'double journey' inclusion of milk tanker, animal feedstuffs, cattle lorries, 'white goods'/other vehicles plus the needs of the change of use of Moor View School and various out of area 'lost HGV's with nowhere to turn.</p>	<p>The prohibition intends to prevent unnecessary use by HGVs of the road past South West Water by vehicles travelling to from Heathfield Industrial Estate, the route via Drumbridges is more appropriate for these vehicles.</p> <p>HGV's accessing Little Bovey farm are legitimate users and the number and frequency is not significant. As a result it is not the intention of the prohibition to exclude these vehicles.</p> <p>With regards to the change of use at Moor View School, a restrictive covenant exists that effectively prevents a change and the recent proposals have been put on hold, therefore no change/increase in number or composition of trips to the site is expected.</p>
<p>The long Stover Way/School Road section of road from Accommodation Lane to the A38 is single track, narrow and winding with blind corners and little visibility. In addition to the substantial 'hump' near Station Park (which acts as the only 'traffic calming' measure) there are often parked vehicles in several places on both sides of the road which further reduces the already narrow road width. Many of these vehicles belong to users of the Stover Way who park up then take their children, dogs and/or bicycles over the A38 bridge.</p>	<p>The route of the Stover Way was identified and determined to be appropriate for non-motorised users.</p> <p>Devon County Council has not received any reports in the past 11 months of vehicles parked inappropriately on the road past South West Water.</p>
<p>The road and verges along the Stover Way/School Road have already been severely damaged by HGV's and the road edges have collapsed in several places. Alongside the collapsed edges are deep ditches from which more than one vehicle has had to be rescued. Due to the verges being pushed into the ditches by HGV's the ditches no longer drain efficiently which contributes to the flooding of the road in wet weather.</p>	<p>The prohibition intends to prevent unnecessary use by HGVs of the road past South West Water by vehicles travelling to/from Heathfield Industrial Estate, the route via Drumbridges is more appropriate for these vehicles.</p>
<p>The upgrading of Accommodation Lane and opening of the A38 bridge last year encouraged, in addition to local residents and their children, a huge increase in pedestrians, cyclists and equestrians, also the partially sighted with Guide dogs and the disabled with power chairs to use the Stover Way.</p>	<p>Agreed.</p>
<p>At the same time DCC erected 'Quiet Lane@ signs at each end of the School Road section of the Stover Way which could have been followed by measures to slow the traffic (including the fast moving 'rat-run' convoys) and afford protection to the multi-users who DCC encouraged to use the route. BUT this did not happen. Instead and within a short space of time DCC removed the 'Quiet Lane' signs and less effective ones took their place. Perhaps DCC could explain WHY as there is now NO protection for the many multi-users of Stover Way from the daily volume of traffic, including HGV's.</p>	<p>A procedural error in the Quiet Lane designation process resulted in the obligation for DCC to remove the Quiet Lane signage. These signs were replaced by conventional highway warning signs to achieve the same result as the Quiet Lane signage although with a more urban feel.</p> <p>The route of the Stover Way was identified and determined to be appropriate for non-motorised users and therefore no further measures are required.</p>

Agenda Item 9

Comment	Devon County Council (DCC) Response
<p>It therefore appears totally illogical to propose an HGV ban on a short and 'reasonably good' section of road (School Lane) when the 'statement of reasons' (which includes Stover Way/School Road) states: 'Specifically the order will avoid danger to the persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road and preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot'.</p> <p>An HGV prohibition on School Lane will not prevent large vehicles or HGV's using the Stover Way/School Road and therefore will not 'avoid danger' to persons or other traffic and will not preserve the character of the road.</p>	<p>The proposed prohibition is not intended to remove all HGV traffic from the road past South West Water. HGV's accessing Accommodation Lane/Little Bovey/Moor View School are legitimate users and the number and frequency is not significant. As a result it is not the intention of the prohibition to exclude these vehicles.</p> <p>The prohibition seeks to address HGV's entering the road past south west water from Heathfield Industrial Estate, an issue highlighted as needing a solution by Haytor View residents.</p>
<p>If DCC truly wish to 'avoid danger' to persons/other traffic using Stover Way/School Road and preserve (or even prevent further damage) then surely the only realistic solution is to place the HGV prohibition on the road itself? This could easily be accomplished without causing any difficulties for Station Park on just the most treacherous section of road from the 'hump' to its junction with School Lane with appropriate signage including the necessary exemptions for the Haytor View residential area and agricultural accesses.</p>	<p>With the prohibition located as suggested, the only option for a large vehicle if one should make its way past the advanced signs to the prohibition itself, would be to reverse the length of the road (road past South West Water) towards the A38 and turn on the road immediately off the A38 slip road. With the prohibition located as proposed, if a driver was to ignore the advanced signs and reach the prohibition it would be possible to turn a vehicle entirely within the highway at the T junction between School Road and the road past SWW.</p> <p>It is not possible to apply an exemption specifically for agricultural access. It was felt that the addition of "except for access" to the signage and the regulation order added un-needed complication and would also erode the effectiveness of the prohibition as drivers may continue to use the route knowing that if challenged "except for access" could be used as a defence.</p>

HCW/16/61

Teignbridge Highways and Traffic Orders Committee
14 July 2016

Brunel Road, Newton Abbot: Stopping-up of Highway

Report of the Head of Highways, Capital 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 Committee confirms and resolves that it has no objection to an application be made to the Magistrates Court under Section 116 of the Highways Act 1980 for the stopping-up part of the public highway in Brunel Road, Newton Abbot as shown on the accompanying Drawing attached as Appendix I; and**
- (b) authority be delegated to the local member and chair to resolve any issues following the necessary consultations specified in section 4 of this report.**

1. Background

Following an Ofsted Report, officers from the authority were tasked to improve parking for those staff working from Estuary House. A section of land in Brunel Road was identified as parking for those staff and after investigation it was identified as public highway.

Initially, in 2015 an experimental traffic order was made to restrict parking in this area to permit holders from Estuary House.

After review with the estates and legal teams, it was deemed appropriate to stop up the section of highway as it was considered that the land is no longer required to be public highway.

The section of highway is deemed unnecessary. It has no network function, existing as a stub road adjacent to Brunel Road access and egress achieved from its northern junction. Vehicular traffic is not reliant on this section to navigate the Brunel Road area, and pedestrian access through the section will be maintained on the South West side.

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 in Brunel Road, Newton Abbot as shown on the Drawing attached as Appendix I.

3. Options

The option of retaining the land as public highway is not considered appropriate as the land serves no purpose as part of the operational road network.

4. Consultations

Consultations will be carried out with Newton Abbot Town Council and Teignbridge District Councils and those statutory undertakers with utilities affected. The results of these consultations 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.

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5. Financial Considerations

The land will remain within the jurisdiction of Devon County Council however it will not be bound by highway safety rules and can be maintained to a different standard saving the authority money.

6. Environmental Impact Considerations

It is not proposed to change the use of the land and therefore it is considered that this proposal does not have any impact on the environment.

7. Equality Considerations

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

8. Legal Considerations

Under Section 116 of the Highways Act 1980 a highway authority can apply to a magistrates' court to stop up this type of Road 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.

9. Risk Management Considerations

No risks have been identified.

10. Public Health Impact

It is not proposed to change the use of the land and therefore it is considered that this proposal does not have any public health impacts.

11. Reasons for Recommendations

The area in question serves no purpose as public highway and stopping up removes the requirement for the authority to maintain it.

David Whitton
Head of Highways, Capital Development and Waste

Electoral Division: Newton Abbot North

Local Government Act 1972: List of Background Papers

Contact for enquiries: James Bench


Room No: ABG, Lucombe House

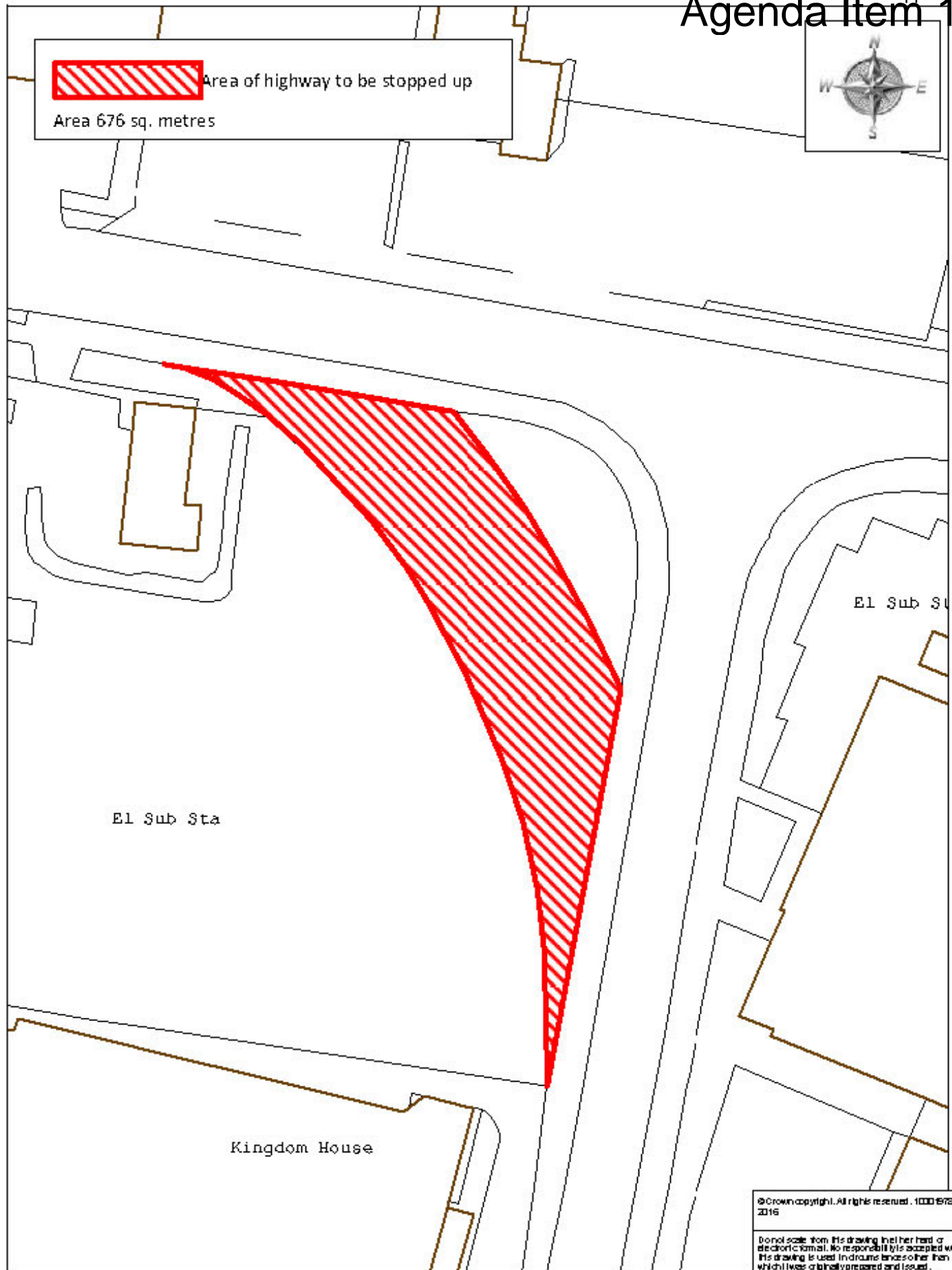
Tel No: 0345 155 1004

Background Paper	Date	File Ref.
None		

jb050716teih
sc/cr/brunel road rewtton abbot stopping up of highway
04 060716



 Area of highway to be stopped up
 Area 676 sq. metres



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SCHEME
 Brunel Road, Newton Abbot

DRAWING
 Page 123 Order

drawn by PG	scale 1:500
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date 04-Jul-2016	O.S. Ref 287050,71344
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drawing number
SU16-002/1 (A)

HCW/16/62

Teignbridge Highways and Traffic Orders Committee
14 July 2016

Actions Taken Under Delegated Powers

Report of Head of Highways, Capital 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 in respect of traffic regulation orders under Delegated Powers since the last meeting.

2. Actions on Advertised Traffic Orders

Since the last meeting of this Committee, a number of Traffic Orders have been progressed and where objections have been received, these have been dealt with by a consultation with the Chairman and Local Members. Details of these matters are listed below.

Location	Proposal	Action
Various Roads, Dawlish	Various waiting restrictions and zebra crossing associated with NCN2 and various waiting restriction associated with The Strand enhancement.	Traffic regulation order advertised after consultation with Local Member and HATOC Chair and then sealed due to no objections being received.
Prospect Terrace, Newton Abbot	Mandatory Disabled Parking Bay.	Traffic regulation order advertised, objections resolved and order sealed after consultation with Local Member and HATOC Chair.
Tudor Road, Newton Abbot	Mandatory Disabled Parking Bay.	Traffic regulation order advertised, objections resolved and order sealed after consultation with Local Member and HATOC Chair.

David Whitton
Head of Highways, Capital Development and Waste

Electoral Divisions: Newton Abbot South, Newton Abbot North, Dawlish

Agenda Item 11

Local Government Act 1972

List of Background Papers

Contact for enquiries: Lee Cranmer

Tel No: 0345 155 1004

Background Paper	Date	File Ref.
None		

lc140616teih
sc/hq/action under delegated powers
3 050716