TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Thursday, 3rd November, 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.

NB: This meeting will be followed immediately by the Teignbridge Locality Committee.

P NORREY
Chief Executive

AGENDA

PART I - OPEN COMMITTEE

1 Apologies for absence
2 Minutes (Pages 1 - 4)
   Minutes of the meeting held on 14 July 2016 attached
3 Items Requiring Urgent Attention
   Items which in the opinion of the Chairman should be considered at the meeting as matters of urgency.

STANDING ITEMS

4 Petitions/Parking Policy Reviews
   [An item to be taken under s18 of the Traffic Management Act 2004 relating to any reviews of parking policy sought in line with the Council’s Petition Scheme]
Devon Highway Update
10.02am
Presentation by the Chief Officer for Highways, Infrastructure Development and Waste.

Community Road Warden Scheme (Pages 5 - 10)
10.15am
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HCW/16/70) attached.

Electoral Divisions: All in Teignbridge

MATTERS FOR DECISION

A380 South Devon Highway: Review of Traffic Enforcement Options (minute *6 14/7/16) (Pages 11 - 14)
10.30am
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/16/1) attached.

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

Southey Lane, Kingskerswell - Removal of Turing Restrictions (Pages 15 - 22)
10.50am
Report of the Head of Planning, Transportation and Environment (PTE/16/53) attached.

Electoral Division: Teignbridge South

Request for extension of 30mph speed limit on St Marychurch Road, Newton Abbot (Pages 23 - 26)
11.10am
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HCW/16/2) attached.

Electoral Divisions: Newton Abbot South, Teignbridge South

Item raised by Councillor Gribble SO23(2) - B3344 New Bridge, Clay Lane, Kingsteignton
11.30am
In accordance with Standing Order 23(2) Councillor Gribble has requested that the Committee consider this matter.

Chief Officer for Highways, Infrastructure Development and Waste to report.

Electoral Divisions: Kingsteignton, Chudleigh Rural

Transport Capital Programme 2016/17 (Cabinet minute *70) (Pages 27 - 40)
11.40am
Report of the Head of Planning, Transportation and Environment (PTE/16/43) to Cabinet, 14/9/16 - attached for information.

Electoral Divisions: All in Teignbridge
## MATTERS FOR INFORMATION

### Calendar of Meetings
Please use link below for County Council Calendar of Meetings;  
http://democracy.devon.gov.uk/mgCalendarMonthView.aspx?GL=1&bcr=1

11.50am  Close.

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

**MEMBERS ARE REQUESTED TO SIGN THE ATTENDANCE REGISTER**

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<table>
<thead>
<tr>
<th><strong>Part II Reports</strong></th>
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<tr>
<td>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).</td>
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| **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.** |

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<th><strong>Agenda Items and Attendance of District &amp; Town/Parish Councillors</strong></th>
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<tr>
<td>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.</td>
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| **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.** |

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<th><strong>Membership</strong></th>
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<tr>
<td><strong>County Councillors</strong></td>
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<tr>
<td>Councillors J Brook (Chairman), E Barisic, S Barker, C Clarance (Vice-Chair), J Clatworthy, A Connett, T Dempster, A Dewhirst, G Gribble, G Hook and R Younger-Ross</td>
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| **Teignbridge District Council** |
| Councillors S Cook, M Haines, R Prowse |

| **Devon Association of Local Councils** |
| Councillor R Winsor (Observer) |

| **Declaration of Interests** |
| Members are reminded that they must declare any interest they may have in any item to be considered at this meeting, prior to any discussion taking place on that item. |

| **Access to Information** |
| Any person wishing to inspect any minutes, reports or lists of background papers relating to any item on this agenda should contact Fiona Rutley on 01392 382305. |

| **Agenda and minutes of the Committee are published on the Council’s Website** |

| **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

14 July 2016

Present:-

Devon County Council:-
Councillors J Brook (Chairman), S Barker, C Clarance, J Clatworthy, A Connett, A Dewhirst and G Gribble

Teignbridge District Council:-
Councillor S Cook, M Haines and R Prowse

Attending in accordance with Standing Order 25:-
Councillor S Russell (Teignbridge District Council)

Apologies:-
Councillors E Barisic, T Dempster, G Hook and R Younger-Ross (Devon County Council)

* 1 Election of Chairman and Vice/Chairman

RESOLVED that Councillor Brook be elected Chairman and Councillor Clarance be elected Vice-Chairman for the ensuing year.

* 2 Minutes

RESOLVED that the minutes of the meeting held on 3 March 2016 be signed as a correct record.

* 3 Items Requiring Urgent Attention

There were no items requiring urgent attention.

* 4 Petitions/Parking Policy Reviews

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

* 5 Updated Road Warden Scheme

The Head of Highways, Capital Development and Waste reported on the appointment of a member of staff, Mr V Gough for a 12 month period to review and update the guidance notes on the updated road warden scheme which was gaining momentum with some 66 wardens now trained and more wardens coming on.

The roll out of the scheme would be presented to the next meeting of the HATOC.

* 6 A380 South Devon Highway: Review of Traffic Speeds

The Committee considered the report of the Head of Highways, Capital Development and Waste (HCW/16/58) in summary regarding:-
-early traffic speed data - traffic was generally performing as anticipated with occasional enforcement proposed to help maintain compliance with the speed limits. Within the 50mph limit data indicated speeds ranging from 53mph - 65.9mph (85th percentile), 46.1mph - 58.5mph (mean);

-road noise - data was not yet available but emissions expected to be in line with predictions produced for the Public Inquiry 2009. Whilst the new road offered a net reduction in overall traffic noise experienced by residents, there were several notable increases predicted. Detailed noise surveys were to be carried out following the summer in anticipation of residents’ claims under Part I of the Land Compensation Act;

-air quality - early data indicated a 50% drop in nitrogen dioxide pollution along A380 through Kingskerswell with a moderate increase at locations adjacent to the new road;

-Devon and Cornwall Safety Camera Partnership comments on recorded speeds and had recommended occasional enforcement. Discussions were being held on potential locations for enforcement;

-representations from Devon and Cornwall Police that the public were likely to view the dual carriageway as 70mph and recorded speeds indicated occasional enforcement would be beneficial.

The local County Councillor referred to road noise caused by excessive speeds and the impact on parts of Kingskerswell and Aller. Other members considered there were a significant number of vehicles exceeding 66mph and the importance of ongoing monitoring to assess the problem and impact.

Whilst Members were minded to support the lobbying of the Devon and Cornwall Safety Camera Partnership and Police for enforcement and the introduction of an average speed camera at the Aller interchange - Yon Street overbridge, they wished to know the financial implications prior to making a decision.

RESOLVED that data regarding vehicle speeds on the A380 South Devon Highway be noted and the consideration of enforcement of traffic speed be deferred to the next meeting for a report on the financial implications.

* 7 Teignmouth Traffic Management Review

(Dr Maun and Cllr Russell attended under the Council’s Public Participation Scheme and spoke for and against the proposals respectively)

The Committee received a presentation and considered the report of the Head of Highways, Capital Development and Waste (HCW/16/59) on work with Teignmouth Town Council and other stakeholders developing proposals to rationalise existing parking arrangements within the town and results of the statutory consultation in June 2016. A commitment to review the operation after 1 year had been made with particular consideration to any displacement issues. The proposal which provided a comprehensive solution would secure safe and expeditious movement of traffic around Teignmouth and to its associated parking facilities and therefore complied with S122 Road Traffic Regulation Act 1984.

Following consultation - and although many of the issues proved non-controversial or could be accommodated - the issues of Residents Parking within the town and the future use of the Promenade (Upper Den Carriageway) had proved difficult to resolve.

Some Members raised concerns regarding the environmental impact and particularly bathing water quality, of camper vans along Upper Den Carriageway (the Promenade) ie the illegal dumping of waste into the surface water drainage system. Some members favoured extended closure until 30 September each year (instead of 10 September as advertised) in response to the Environment Agency’s testing regime which ran until 30 September. The bathing water quality was of significant importance to the local economy and environment.
Members noted however that the camper vans issue was one of a number of variables affecting the water quality testing and ongoing concerns of camper vans should be referred to and addressed by the District Environment team. Pay & Display should also discourage longer stays by camper vans reducing potential for pollution.

Officers advised that it was not possible to extend the length of the restriction along Upper Den Carriageway (the Promenade) without readvertising (but this could be considered as part of a future review) and a lack of support for Upper Den Carriageway (the Promenade) would mean reverting to the status quo which closed the road for a much shorter period and therefore would not address the potential for pollution from the highway drainage system.

A Member referred to the contentious nature of residents parking within the town and was concerned how carers for the elderly, shiftworkers and visitors to properties would be able to access. Officers advised of permit options for essential visitors (Doctors and nurses had their own), day visitors and general permits. The Town Council had rejected the town centre residents parking zone but requested a smaller zone in the Salisbury Terrace, Higher Brimley Road area to be re-examined. The current reduced proposal for north of the railway line close to the town centre was therefore based where a clear majority of responses were in favour and where up to 50% on street parking during the day was associated with non residents (as opposed to 33% in the larger area).

RESOLVED

(a) that the Devon County Council (Various Streets, Teignmouth) (Waiting Restrictions) Amendment Order be implemented as advertised;

(b) that the Devon County Council (Promenade, Teignmouth) (Prohibition of Vehicles and One Way) Order be implemented as advertised;

(c) that the Devon County Council (Higher Brimley Road, Teignmouth) (One Way) Order be implemented as advertised;

(d) that in recognition of the contentious nature of some of the proposals, the provisions of the above Orders be reviewed after one year of implementation.

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

The Committee considered the report of the Head of Highways, Capital Development and Waste (HCW/16/60) on representations received during the statutory consultation for a prohibition of HGVs over 7.5t. The proposal was linked to the Stover Trail multiuse trail between Bovey Tracey and Newton Abbot and addressed concerns raised by local residents, offering improved safety for users of the Stover Trail without adversely impacting on access for residents and businesses. The local County Councillor supported the proposals.

RESOLVED

(a) that the responses to the advertised Traffic Regulation Order be noted;

(b) that approval be given to make and seal the Traffic Regulation Order as advertised.

* 9 Brunel Road, Newton Abbot: Stopping-up of Highway

The Committee considered the report of the Head of Highways, Capital Development and Waste (HCW/16/61) on following an Ofsted report, officers were tasked to improve parking for staff at Estuary House, with a section of land in Brunel Road identified as parking and as public highway. The section of highway was deemed unnecessary and stopping up removed the requirement for the authority to maintain it.
Consultations would be carried out with Newton Abbot Town Council and Teignbridge District Councils and statutory undertakers with utilities affected.

RESOLVED

(a) that the Committee has no objection to an application being 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 to report HCW/16/61;

(b) that the Head of Service be authorised, in consultation with the Chairman and local County Councillor to resolve any issues following the necessary consultations specified in section 4 of this report.

* 10 Actions Taken Under Delegated Powers

The Committee received the report of the Head of Highways, Capital Development and Waste (HCW/16/62) on actions taken in respect of Traffic Regulation Orders under delegated powers, following consultation with the Chairman and local County Councillors.

* 11 Retirement of Mr Peter Brunt, Neighbourhood Highway Manager

RESOLVED that the Committee’s thanks be placed on record for Mr Brunt’s service to this HATOC and the County Council on his retirement.

* 12 Calendar of Meetings

Thursday 3 November 2016 at 10am
Thursday 30 March 2017 at 10am

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

Please use link below for County Council Calendar of meetings

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

*DENOTES DELEGATED MATTER WITH POWER TO ACT

The Meeting started at 10.00 am and finished at 11.35 am
Community Road Warden Scheme

Report of the Head of Highways, Capital Development and Waste

Recommendation: It is recommended that the changes to the Community Road Warden Scheme described in this report are supported and welcomed.

1. Introduction

This report informs the Committee of changes to the Community Road Warden Scheme in light of feedback since the scheme’s introduction 2 years ago. The scheme guidance is being simplified and updated, the scope of the scheme widened to include the option to undertake minor carriageway surfacing repairs, and a process to apply for financial grants towards materials, labour and equipment introduced. The intention is to relaunch the scheme through a number of local parish and town council events to be held during November.

The approach of Devon Highways to self-help is compatible with the County Council Operating Model. It is about a flexible and innovative approach by the service to enable communities and volunteers to deliver their priority needs where, due to year on year budget reductions, the service is no longer able to deliver some types of work as its core offer.

Various ad hoc self-help schemes informed the development of the Road Warden Scheme. The ad-hoc schemes demonstrated that with a positive approach to community self-help, and a measured approach to managing the risks of working on or adjacent to the highway, groups of volunteers can work with highway officers to do some useful work.

The Road Warden scheme came from local Councils’ requests to be allowed to do more, and from the vision of developing community highway champions who could carry out a wide ranging role, from administration and signposting to information, to routine works, and to fixing minor defects in road surfaces.

Devon’s Road Warden scheme has attracted a lot of attention from other highway authorities who are keen to learn from our experience and launch their own similar schemes.

The Department for Transport has shown an interest in Devon’s work on the Road Warden scheme. It is expected to help Devon achieve the top banding in the Department for Transport assessment for the Incentive Fund, which should enable Devon to attract more funding for highway maintenance in the future.

2. Scheme guidance

Feedback has been received that the current guidance is confusing and overly bureaucratic.
The guidance has been reviewed and is being rewritten, making it simpler and easier to understand. The Community Road Warden Scheme, in the context of the range of initiatives available for mobilising community support in the Highways Service, is shown in Appendix I.

The revised guidance will be available on the DCC website at:


3. Pothole filling

Several parish councils have requested that the scope of the scheme be expanded to allow the filling of potholes that are of concern to the local communities, but do not meet the County Council’s criteria as safety defects. A successful trial has been undertaken with 5 parish and town councils, following identification of a suitable repair product. As a result guidance is being produced to enable any community that is part of the scheme to undertake such works if they wish.

4. Financial support for communities

Over £100,000 has been allocated this financial year to enable communities to become involved in routine highway maintenance and undertake specific highway related projects, and funding bids will be made to enable this support to continue in future years.

Local councils are to be invited to apply for grants towards the costs of materials, labour and equipment to enable them to undertake works that contribute to the maintenance of the highway or to specific highway related projects. If the number of applications received exceeds the budget available, it is proposed that a panel including representatives of Devon Association of Local Councils will determine the allocation of the funds between the applicants.

5. Relaunch of the scheme

Following feedback from last year’s highway conferences for parish and town councils a modified conference format is proposed this year. There will be more local events, with a less structured agenda, allowing representatives from the local councils to discuss the issues they want with the appropriate highway officers.

The events are due to be held during November.

The opportunity will be taken to relaunch the Community Road Warden Scheme at these events.

6. Options/Alternatives

The Community Road Warden Scheme could remain as at present, but the County Council would not be learning from experiences and feedback received over the first two years.

Consideration could be given to removing the scheme, and the opportunity for local communities who want to contribute to an improved and safer local environment would be lost.
7. Consultations

Feedback on the scheme since its introduction has been received ad hoc from local councils and County Members, and through presentations at the highway conferences for parish and town councils, DALC events and HATOC meetings.

8. Financial Considerations

£102,000 has been allocated in the revenue budget for 2016/17 to support highway community self help.

9. Legal Considerations

The lawful implications/consequences of the Community Road Warden Scheme have been considered and taken into account in the preparation of the guidance and associated agreement.

10. Risk Management Considerations

The required training for Community Road Wardens includes the risk assessment process to be undertaken for all work on the highways.

11. Reasons for Recommendation

The Community Road Warden Scheme has been reviewed and updated in light of feedback over the early years of its operation.

David Whitton
Head of Highways, Capital Development and Waste

Electoral Divisions: All

Local Government Act 1972: List of Background Papers

Contact for enquiries: Tony Matthews

Room No: AB1

Tel No: 01392 383000

Background Paper Date File Ref.

None

tm210916h
sc/cr/community road warden scheme
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## Mobilising Community Support in the Highways Service

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<th>Snow Warden Scheme</th>
<th>Parish Paths Partnership</th>
<th>Highway Self-Help Scheme</th>
<th>Community Road Warden Scheme</th>
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<tbody>
<tr>
<td>Brief Description of scheme</td>
<td>Snow Wardens volunteers organise and deliver winter maintenance priorities of communities on routes not gritted by Devon Highways. For example: • Ordering grit supplies, • Organising and deploying volunteers to clear snow, • Organising and deploying volunteers to spread grit when icy conditions are forecast.</td>
<td>Parish Partnership volunteers can organise and carry out work on the Public Rights of Way network in the Parish. For example: • Cut back vegetation, • Repair fencing, • Improve stiles.</td>
<td>Highway Self-Help can allow a group of volunteers to carry out a highway maintenance or improvement projects on the local road network. For example: • Repair a figure post signs, • Improve drainage systems, • Repair decorative fencing.</td>
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<td>The Community Road Warden can be the highways “Champion” providing support in a community to: • accessing highway information, • Carry out administrative work, • Survey highway features, • organise minor works programmes, • carry out minor work, • Interface with the local Neighbourhood Highways Officer</td>
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*Table: Mobilising Community Support in the Highways Service*
A380 South Devon Highway: Review of Traffic Enforcement Options

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

Recommendation: It is recommended that:

(a) data regarding vehicle speeds and collisions on the South Devon Highway is collected and considered in accordance with the County Council’s Speed Compliance Action Review Forum (SCARF) procedure; and

(b) the County Council work with the Police to improve compliance with the turning restrictions at the junction of Aller Brake Road and St Marychurch Road.

1. Background/Introduction

In response to the discussions at this Committee in July, 2016, this report considers the options for enforcement of traffic violations associated with vehicles using the recently opened A380 South Devon Highway.

The report in July noted the permanent automatic traffic counter located between Yon Street and Maddacombe Road recorded poor compliance with the 50mph speed limit on the northbound carriageway, and that the temporary camera placed adjacent to the bottom of Aller Brake Road indicated the mean speeds were generally compliant with the 50mph speed limit. A recent review of speed data shows that average and mean speeds between Maddacombe Road and Yon Street have remained constant since June 2016.

In addition the report considers the operation of the junction between Aller Brake Road and St Marychurch Road.

Due to the limited history there is no validated collision data to indicate the performance of the road. Collisions recorded by Devon and Cornwall Police are validated by the DfT before being released to the County Council. This is typically in May of the following year.

2. Enforcement Options

Options to improve compliance with the speed limit range from relatively low cost interventions with minimal maintenance costs to high cost sophisticated solutions with ongoing maintenance costs. Generally the level of compliance increases as the sophistication of the equipment increases.

2.1 Signing Changes

In accordance with traffic signing regulations, the 50mph speed limit requires regular repeater signs in addition to the terminal signs indicating the start of the zone. The current signs are 450mm diameter, in line with Chapter 3 of the Traffic Signs Manual. These signs could be replaced with larger 600mm signs to make them more conspicuous.
The estimated cost to replace the current signs with larger ones is £7,500.

Annual maintenance costs are likely to be unchanged. Repair of collision related damage would be slightly increased.

If any of the formal enforcement options discussed below were to be implemented the speed limit signs could be supplemented with camera warning signs.

There is no evidence to suggest that increasing the size of signs would improve compliance with the speed limit. Experience suggests that improved compliance is recorded when speed camera signs are first erected but this declines if regular users of the route do not see an enforcement presence.

There would be a likely beneficial speed compliance effect on drivers that are not regular users.

2.2 Mobile Cameras

Devon and Cornwall Police were consulted on the recorded speed data to inform the July report. Their view was that occasional enforcement by mobile cameras would improve speed limit compliance.

Enforcement would be carried out through the Safety Camera Partnership.

Enforcement is generally limited to daylight hours due to the limitations of the speed monitoring equipment. Further investigation with the Safety Camera Partnership would be required to identify suitable locations from which to carry out enforcement.

Unless the site meets criteria for a casualty reduction site, it would be classed as site for discretionary enforcement and as such enforcement activity would need to be funded. Given the finite enforcement resources in the Safety Camera Partnership, deploying mobile cameras on the SDH would remove resources from other sites.

2.3 Fixed Speed Cameras

The nationally recognised procedure for recommending a fixed camera is based on a collision history that can be linked to excessive speed.

An initial review suggests that 4 cameras might be necessary to cover the site. Further work would be required to identify suitable locations that are safely accessible and minimise the risk of the zoning effect.

The likely installation cost for the 4 cameras is approximately £80,000. The operational running costs are in the order of £4,000 per annum.

Fixed speed cameras would likely be effective in improving speed limit compliance.

2.4 Average Speed Cameras

An initial review by a supplier has indicated that 8 cameras would be required between Edginswell and Penn Inn.

The installation cost is in the order of £200,000. There may be an option to reduce these costs through shared backroom equipment with neighbouring highway authorities.
The expected life of the cameras is 10 to 15 years after which replacement of the camera units is likely to be required.

The management and maintenance cost of average speed cameras is also significantly higher than other options.

To date Devon County Council do not operate average speed cameras on its network. Average speed cameras are the highest cost option and require the most ongoing management.

3. Financial Considerations

The scheme approved for construction by Cabinet in July 2011 did not include any measures for enforcement or funding provision within the project budget.

4. Representations

The boundary between Devon and Torbay lies close to the change in speed limit from 40mph to 50mph, approximately 250m from the Edginswell junction. No consultation has been held with Torbay Council regarding the recorded speeds of traffic or enforcement options.

5. Environmental Impact Considerations

The environmental issues associated with excessive speed is increased road noise and a reduction in air quality. Improving compliance with the speed limit will help to reduce the noise experienced by residents and the community and to reduce air quality impacts.

The installation of any additional street furniture leads to visual clutter that is detrimental to the landscape character. In addition the installation of columns to support speed cameras will further impact the landscape and has the potential to blight the view of residents. Where possible, cameras would be mounted to existing street furniture, such as the new gantry at Aller.

6. Junction of Aller Brake Road and St Marychurch Road

Prior to the construction of the South Devon Highway, road users were able to turn towards Newton Abbot at the bottom of Aller Brake Road.

This manoeuvre was removed by the new scheme due to the inability to turn across the dual carriageway. Following consultation with the community the ability to turn towards Newton Abbot was reinstated via a new restricted junction at the top of Aller Brake Road.

This junction has been designed to allow road users to turn right into Aller Brake Road and left out, on to St Marychurch Road towards Newton Abbot. The movements at the junction were restricted to limit the use of Aller Brake Road as a cut through, which would have resulted in additional vehicles using this residential street. In addition, an all movements junction would have required the removal of a mature oak tree at the top of Aller Brake Road.

The geometry and layout of the junction has been restricted as much as possible to reduce the ability of vehicles to turn right onto St Marychurch Road or left into Aller Brake Road whilst maintaining an adequate swept path for buses and large vehicles, such as refuse lorries.
Some drivers ignoring the turning restriction and make illegal manoeuvres at the junction.

It is proposed that the illegal manoeuvres and collision records at the junction will continue to be monitored. The data will be discussed with the Police. The enforcement of illegal manoeuvres is a Police matter.

7. Equality Considerations

There are no negative equality impacts recognised.

8. Legal Considerations

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

9. Conclusions

The Teignbridge HATOC committee requested a review of enforcement options in response to the traffic speed data presented at the July 2016 meeting. There are a number of options that display a range of effectiveness and associated costs.

The County Council and the Police have developed a joint procedure to allow concerns regarding the speed of vehicles to be assessed in a consistent manner (SCARF). It is suggested that speed and collision data is recorded and when available the scheme is considered through the normal process.

The Police have been contacted regarding the enforcement of the prohibited turning manoeuvres at the junction of Aller Brake Road and St Marychurch Road. While the junction is not a policing priority further discussions will take place to look at what steps can be taken to improve compliance.

David Whitton
Chief Officer for Highways, Infrastructure Development and Waste

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

Local Government Act 1972: List of Background Papers
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Tel No: 01392 382656

Background Paper Date File Ref.

rr241016teigh
sc/cr/A380 South Devon Highway review of traffic enforcement options
04 261016
Southey Lane, Kingskerswell, Removal of Turning Restrictions

Report of the Head of Planning, Transportation and Environment

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

Recommendation: It is recommended that:

(a) the responses to the advertised Traffic Regulation Order be noted; and
(b) approval is given to make and seal an order to revoke the banned turns at Southey Lane/Torquay Road.

1. Background/Introduction

Turning restrictions were introduced to the Southey Lane/Torquay Road Junction, Kingskerswell in 1977 to remove the risk posed by vehicles exiting Southey Lane and turning right and by those entering Southey Lane by turning left. It is not clear if this was a reaction to a number of collisions at the junction or in response to concerns expressed at the time.

When the restrictions were introduced, vehicles wanting to legally enter or exit Southey Lane if traveling from, or towards the Newton Abbot end of Torquay Road could use the Kerswell Gardens Roundabout to make a U-turn. Since the construction of the South Devon Highway, and the alteration to the Kerswell Gardens junction, the opportunity to make a U-turn has been removed, meaning vehicles wanting to gain access to Southey Lane from the southern end must now travel through the village.

An order has been advertised to remove the turning restrictions and one objection has been received to the proposed order, most notably objecting to the removal of the left turn in restriction.

2. Proposal

The South Devon Highway was opened to traffic on 15 December 2015 which has resulted in a significant reduction in the number of vehicles travelling through the village of Kingskerwell on what was previously the A380. The number of vehicles has reduced from around 30,000 vehicles per day to less than 5,000 vehicles per day. Whilst this has been welcomed by the community and has significantly improved the environment, concerns were raised that vehicle speeds would increase and hence traffic calming measures are currently being implemented along this length of road.

In addition to the speed of vehicles, one other issue was identified which related to the turning restriction introduced some time ago on the Southey Lane/Torquay Road Junction. The removal of the Kerswell Gardens Roundabout meant that alternative routes to legally enter Southey Lane have now been restricted and this report considers the implications of removing the existing restrictions. There are currently two restrictions relating to the junction:
Right Turn Restriction – Exiting the Junction

There is currently a no right-turn restriction for vehicles exiting Southey Lane (Appendix I). The exact reasoning is unknown, but it is thought that this had been introduced due to the restricted visibility and the volume of traffic on the old A380. Vehicles exiting Southey Lane may not have been able to make this manoeuvre safely with enough visibility of oncoming vehicles or for vehicles traveling on the main road to react if a vehicle exited in front of them. The alternative would have been for vehicles wanting to turn right, to turn left and then U-turn around the Kerswell Gardens Roundabout. Since the opening of the South Devon Highway, vehicles would now either have to travel through the village (See Appendix III) or travel south via the South Devon Highway. Alterations have recently been made to the junction, which provide improved visibility, and a reduction in speed limits means that visibility is now in accordance with Manual for Streets, the design guide considered appropriate for this type of road, (See Appendix II); therefore, it is believed that this risk has now been mitigated.

Left Turn Restriction – Entering Southey Lane

There is currently a no left-turn restriction for vehicles entering Southey Lane (Appendix I), which was potentially introduced due to the restricted visibility for vehicles turning into Southey Lane and being unable to react to oncoming vehicles. The risk is that vehicles would either brake suddenly whilst turning into Southey Lane, being at risk of a rear end collision, or could collide with a vehicle exiting Southey Lane. The alternative would have been for vehicles wanting to turn left, to continue on the old A380 then U-turn around the Kerswell Gardens Roundabout and turn in from the South. Since the opening of the South Devon Highway, vehicles now have to travel through the centre of the village (See Appendix III). Alterations have recently been made to the junction which provide marginally improved visibility, and allows space for a vehicle to turn off the main road. Forward visibility turning into Southey Lane is still sub-standard, however, the volume of traffic on the old A380 has reduced significantly.

3. Options/Alternatives

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

Maintain existing arrangement/No Change – This option was considered unacceptable as the risk of additional vehicles travelling through the village was considered on balance higher than the risk of a collision at the Southey Lane junction, now that the South Devon Highway is open. Also a number of vehicles are currently using an alternative route, either through the car park of the local public house, or through Fairfield Road which is a private road.

Remove the Right Turn Restriction only – As the alterations have improved visibility to current standards and no objections have been received to this element of the proposals, Members may want to consider this option as an alternative and maintain the left turn restriction.

4. Consultations/Representations

The improvements to the old A380 have been subject to two rounds of consultation including a public exhibition.

A statutory consultation was undertaken in August 2016 to advertise the traffic regulation orders associated with the enhancement of the road. Two representations were received, one of which has since been resolved under delegated powers, the other relates to the
proposed removal of the turning restrictions at Southey Lane. A summary of this representation is shown in Appendix IV of this report and specifically relates to the lack of visibility for vehicles turning into Southey Lane.

After consideration of the comments received it is recommended that an order to revoke the banned turns is made and sealed as advertised.

5. **Financial Considerations**

The proposal is estimated to cost £1,500 and will be funded from the Local Transport Plan budget allocated to the Kingskerswell Improvement scheme.

6. **Environmental Impact Considerations**

The proposal will prevent unnecessary use of Barnhill Road, Water Lane and Fore Street. This will improve safety and enjoyment for pedestrians, cyclists and residents on this route, especially as many sections are narrow and have no pavements (See Appendix III).

7. **Equality Considerations**

There are no equality issues relevant to the proposal.

8. **Legal Considerations**

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

When making a Traffic Regulation Order it is the County Council’s responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, to secure 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 provides convenient access to Southey Lane and also maintains reasonable access to the homes and businesses. It is also, on balance, safer to the public than routing vehicles through the centre of Kingskerswell.

9. **Risk Management Considerations**

A Stage 2 Road Safety Audit has been undertaken which has raised a concern regarding the proposal to remove the left turn ban as follows:

“Drivers turning left will need to turn almost back on themselves in order to make the turn safely, and the road becomes very narrow very quickly. In the absence of swept paths, it was unknown whether the left turn would be possible, and drivers who are unable to appreciate the road layout in advance may turn too quickly. The potential for head-on collisions is therefore increased.”

Swept path analysis has confirmed that the turning manoeuvre is possible but the risk highlighted in relation to the forward visibility still remains. Some warning signs can be erected to advise drivers.

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, especially those of Fairfield Road. On balance, it is considered that the option to allow vehicles to access Southey Lane via the Southey Lane/Torquay Road junction rather than via Barnhill Road, Water Lane and Fore Street offers the lower risk to all road users, however, the risk highlighted within the Road Safety Audit still remains.

Dave Black
Head of Planning, Transportation and Environment

Electoral Division: Teignbridge South

Local Government Act 1972: List of Background Papers

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Background Paper Date File Ref.

Nil

aa241016teigh
sc/cr/Southey lane kingskerswell removal of turning restrictions
03 251016
Notes:
- A left turn ban off Torquay Rd onto Southey Lane, and right turn ban out of Southey Lane onto Torquay Rd currently exist.
- The restrictions now have more of an effect following the removal of the roundabout to the south of the junction; there are no formal turning points to the south of this junction to turn around before joining the South Devon Highway.
Viewport 1 (Previous layout)

Viewport 2 (Improved layout)

Notes:

Viewports 1 and 2 show the previous and existing, improved visibility splays respectively, for the Southey Lane junction to the kerb line and centreline.

The visibility to the north is not restricted, so has not been displayed.

Manual for Streets (Table 7.1, page 91) describes that 43m of visibility is required for a 30mph zone, 45m for 31mph and 59m for 37mph.
Notes:
- The existing left turn ban off Torquay Rd, onto Southey Lane, has become more problematic as the roundabout to the south of the junction has been removed.
- The alternative route navigates various junctions and pinch points.
- To avoid this route, some vehicles are known to use The Hare and Hounds car park to cut through, or Fairfield Road which is a private road.
- There is no formal turning point to the south of this junction to turn around if the alternative routes are missed before joining the South Devon Link Road.

Key:
- ●●●●● Existing left turn ban
- ●●●● Alternative routes
- ●●● Informal alternative routes

Satellite image of The Hare and Hounds car park which is often used, informally, to bypass left turn ban.
### 5564 Devon County Council (Various Streets, Kingskerswell) (Traffic Regulation) (Revocation) Order

#### Summary of Representations

<table>
<thead>
<tr>
<th>Comment</th>
<th>Devon County Council Response</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>First Respondent: Resident of Southey Crescent</strong>&lt;br&gt;The end of Southey Lane close to the old A380 can only accommodate single lane traffic.</td>
<td>This is correct, however, the volume of traffic is relatively low and has reduced since the introduction of the South Devon Highways meaning that potential conflict between vehicles has reduced.</td>
</tr>
<tr>
<td>If the changes are made, traffic turning into Southey Lane from the Newton Abbot direction will not see traffic coming from Southey Lane until it's too late. Drivers may have to make emergency stops or the rear of their vehicles could be stopped on the old A380.</td>
<td>This is correct, drivers turning into Southey Lane will have limited visibility of vehicles exiting the road on approach to the junction. However, since the removal of the roundabout at Kerswell Gardens, the only viable alternative for drivers wanting to enter Southey Lane when approaching from the north is to go via Water Lane and Fore Street which also has a number of narrow sections and the potential for conflict with oncoming vehicles. Also, the speed of vehicles turning into Southey Lane and exiting Southey Lane will be relatively slow, expected to be less than 20mph, meaning that stopping distances will be short. Therefore, on balance the risk to drivers will be less in taking the route turning left off Torquay Road on to Southey Lane. However, this objection will be presented to the Highways and Traffic Order Committee for consideration before a decision is made.</td>
</tr>
<tr>
<td>Objection is that until Southey Lane is widened at this point the turning will be dangerous.</td>
<td>It is unlikely that widening of Southey Lane will take place for some years, if at all, if this change is not implemented then drivers will continue to have to drive through the village of Kingskerswell to enter Southey Lane from the north.</td>
</tr>
</tbody>
</table>
Request for extension of 30mph speed limit on St Marychurch Road, Newton Abbot

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

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

Recommendation: It is recommended that:

(a) the County Council’s policies on speed limits be noted; and
(b) the historic data on collisions on St Marychurch Road be noted, and this Committee be updated at its meeting in July 2017 when a full one year data is available following opening of the South Devon Highway.

1. Background/Introduction

Councillor Gordon Hook has asked this Committee to consider extending the 30mph speed limit on St Marychurch Road, from its current extent, just to the south east of the junction with Newtake Rise, to a position south east of the junction with Twickenham Road, a distance of approximately 425 metres.

St Marychurch Road has historically been used as an alternative route by drivers trying to avoid congestion on the old A380 through Kingskerswell. The opening of the South Devon Highway (SDH) in December 2015, and the alteration of a number of junctions in the area, has meant that the main route between Newton Abbot and Torbay has much reduced congestion levels and traffic flow along this alternative route has reduced as a result.

2. Main Text/Proposal

Devon County Council’s agreed speed limit policy is based on Department for Transport guidance on setting local speed limits. The speed limit of 40mph in the area under consideration is consistent with the approved speed limit policy.

A 30mph speed limit is appropriate on a section of road in a community where at least 20 properties front a road at a density of at least 3 properties every 100 metres. Gateways to communities are usually the best location for a lower speed limit to start as drivers then associate the lower speed limit with the visible development fronting the road and adjust their speed accordingly. Where the 30mph criteria is not met, higher speed limits such as 40mph and 50mph can be considered on strategic urban roads and more rural roads if there is a significant history of speed related injury collisions.

Introducing speed limits where there is little or no development visible to the driver will usually lead to the speed limit being disregarded, which in turn could place an unrealistic demand for enforcement on the Police. Introduction of inappropriately low speed limits can also introduce a false expectation of low vehicle speeds to pedestrians and other vulnerable road users, who may then take less care when crossing the road.

Analysis of collision data from the junction with Newtake Rise to the junction with Twickenham Road shows that there were 7 collisions, all resulting in slight injury, in the five
years 2011 to 2015. Of these only one, where a driver failed to negotiate a bend, could be considered to be speed related. This is well below the threshold at which any action would normally be considered. A full one year’s collision data following the opening of the SDH will not be available and validated until June 2017.

Modifications to speed limits can be considered when changes to the road environment indicate that a different limit is appropriate; this could be as a result of development fronting the road or the introduction of traffic calming. The legal process of changing the speed limit involves a formal consultation. The views of the Police, as the enforcing authority, are important as part of the consultation.

In the particular case of the section of St Marychurch Road with its junction at Twickenham Road and the new Aller Brook Road junction, the changes to the road layout do not change the assessment against agreed Speed Limit Policy taking account of collision data that a lower speed limit is not appropriate. However, as with all schemes that change the layout of the highway, the performance of the new layout will be reviewed periodically so that any necessary actions can be identified.

3. Options/Alternatives

The use of gateway or nameplate signing has been considered, but the nature of this section of road, tree lined with no verges, means that this option is not practical.

Given the low number of collisions where speed is a factor it is considered appropriate, and in line with the County Council’s policies, that the speed limit remains at 40mph on this section of road.

4. Consultations/Representations/Technical Data

No consultation has been undertaken. If the speed limit was to be altered a Traffic Regulation Order will be needed, and this would be advertised for public comment.

5. Financial Considerations

The process to extend the Traffic Regulation Order for a speed limit is a formal procedure, which includes advertisement and consultation. If significant objections are received the matter may need to be considered once again by this Committee. The process can cost at least £3,000, which does not include the additional cost of any signing and lighting which may be required, and a budget for this cost has not been identified.

6. Environmental Impact Considerations

If a lower speed limit was to be successful in reducing vehicle speeds it may lead to a small reduction in total emissions as vehicles use less fuel at lower speeds.

If a lower speed limit was to be successful in reducing vehicle speeds it may allow pedestrians to cross the road more easily, but if it isn’t it may make the road more dangerous by giving an expectation of lower vehicle speeds.

7. Equality Considerations

There are not considered to be any equality issues in regards to this scheme.
8. Legal Considerations

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

9. Risk Management Considerations

There is a risk that if a 30mph speed limit is introduced, and is not adhered to, there may be a false expectation of lower vehicle speeds for users of this road, including for any pedestrians who may seek to cross the road.

10. Public Health Impact

There are not considered to be any public health impacts in regards to this scheme.

11. Summary/Conclusions/Reasons for Recommendations

Until a minimum of one years collision data is available following the opening of the SDH it is not possible to achieve an adequate assessment of the impact on vehicle collisions on this section of road. Currently available collision records, for the five year period up to the end of 2015, would not be sufficient to trigger an investigation into a change in the speed limit on this section of road.

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Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: Newton Abbot South, Teignbridge South

Local Government Act 1972: List of Background Papers
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Tel No: 01392 380193
Background Paper Date File Ref.
None

jf061016teigh
sc/cr/request for extension of 30mph speed limit st marychurch road newton abbot
06 261016
Transport Capital Programme 2016/17

Report of Head of Planning, Transportation and Environment

Recommendation:
(a) approval is given to enhance the Place 2016/17 capital programme by £0.837 million with £0.718 million from developer and £0.119 million external contributions;
(b) of the enhancements above, £0.275 million is forward funded to enable schemes to proceed in advance of the funding being received;
(c) revised budgets are allocated to the Local Transport Plan (LTP) schemes set out in Appendix I;
(b) that amendments to the Integrated Block allocations are delegated to the Head of Planning, Transportation and Environment in consultation with the Cabinet Member for Highway Management and Flood Prevention or Cabinet Member for Economy, Growth and Cabinet Liaison for Exeter.

1. Summary

This report seeks approval to a revised transport capital programme for 2016/17 (excluding maintenance).

2. Background

Cabinet previously approved a two year programme in September 2015 for capital transport schemes in 2015/16 and 2016/17. Since then various factors have required an update to the 2016/17 programme reflecting changes in some scheme costs, funding sources and timing.

Funding pressures remain tight with the Local Transport Plan Integrated Block settlement from Government at an annual level of around £3.6m compared to over £6m a few years ago and over £10m in 2009/10. Other local contributions such as Section 106 (S106) or Community Infrastructure Levy (CIL) are also under significant pressure. External funding sources continue to support a major part of the capital programme.

3. Proposal

The focus of the 2016/17 programme remains substantially unchanged from that in the September 2015 report, supporting economic growth alongside Local Plans. A significant proportion of the programme is helping to deliver major schemes, many of which are either under construction or are in advanced design stages. DCC’s funding in these cases is used for design work, land purchase and the remainder of the local contribution where this is required to meet external funding commitments. This is particularly the case for the current Growth Deal1 and Coastal Communities Fund awards which make up a substantial proportion of the capital programme in 2016/17. The County Council plays an important part
in negotiating other local contributions including CIL and S106. Appendix I details the revised 2016/17 programmes.

Walking and Cycling

The prioritisation of the old A380 through Kingkerswell for use by pedestrians and cyclists, the completion of the Exe Estuary route into Dawlish town centre, and the A39 pedestrian and cycle bridge to the proposed new employment area at Roundswell (Barnstaple) along with a further section of the Wray Valley Trail between Moretonhampstead and Lustleigh are the four main schemes planned for completion or substantial starts in this financial year. The Kingskerswell and Dawlish scheme allocations reflect the revised scheme costs following detailed design and consultation.

These are supported by the first phase of the Sidford – Sidbury cycle route, a further section of the Stop Line Way, further stages of the Pegasus Way, NCN2 Western Road Ivybridge and a continued programme of cycle parking and associated facility improvements at employer, school and other key locations across the county. There is an allocation as match funding for external funding sources to support the further expansion of the electric bike network within Exeter, connecting rail stations to employment sites including County Hall and Great Moor House.

Land purchase and scheme design continue to be an important part of the programme, ensuring that there is a continual pipeline of schemes available to bid for external funding opportunities as they arise. These include:

- Exeter Strategic Cycle Routes
- Exmouth North to Exe Estuary Link
- Wray Valley Trail (Moretonhampstead to Lustleigh)
- Tarka Trail (Meeth to Hatherleigh)
- Newton Abbot East – West and Central Cycle Routes
- Larkbear Pedestrian / Cycle Bridge (Barnstaple)
- Exe Estuary Powderham to Turf Lock
- Teign Estuary
- Ruby Way
- Torrington to Tarka Trail
- Drakes Trail to Princetown (Yelverton to Dousland).

Funding bids have currently been submitted for:

- Exeter and Rural Strategic Cycle Routes (Growth Deal via Local Enterprise Partnership [LEP])
- Newton Abbot East – West Cycle Route as part of Houghton Barton package (Growth Deal via LEP)
- Teign Estuary Dawlish to Teignmouth (Coastal Communities Fund).

The County Council has also been successful in securing £500,000 of revenue funding in 2016/17 from the Department for Transport (DfT) through the Sustainable Transport Transition Year funding. This will support a range of activities with schools, employers and communities in a number of locations to get the most out of investment in capital infrastructure.
Rail

The development of the Devon Metro strategy follows on from the opening of Cranbrook and Newcourt stations with works on Marsh Barton station. The start of works on the latter has been delayed by technical approvals from Network Rail and is now expected to be in early 2017. The programme also includes final signalling works to complete the Newcourt station scheme.

Design, land acquisition and preparation work continues on Cranbrook second station feasibility, St David’s station forecourt masterplan (funded by Great Western Railway), Bere Alston – Tavistock, Newton Abbot station bridge extension, and Pinhoe station car park. Mid-Devon District Council and Cullompton Town Council are funding initial investigation work into a new station at Cullompton. The option for a second station at Okehampton is being investigated but is dependent on a regular weekday rail service being included in one of the new franchises.

A funding bid has been submitted to the DfT for the next stage of design work for rail infrastructure to double the frequency of services between Exeter and Honiton including the second station at Cranbrook. This is part of a wider project to also improve the punctuality and journey times of Exeter – Waterloo services and the diversionary capability for Paddington – Exeter – Plymouth services when there is disruption between Castle Cary and Exeter.

Roads

Several major schemes are on site in 2016/17 including:

- A39 Hospital Junction, Barnstaple
- A361 Portmore Roundabout, Barnstaple
- Bridge Road, Exeter (completion 17/18)
- Tithebarn Lane Phase 2, Exeter
- A379 Newcourt Junction, Exeter
- A38 Deep Lane Junction Phase 1, Sherford.

Design, land acquisition and preparation work either continues or is anticipated to start on a number of other schemes including:

- A382 – A383 Houghton Barton Link, Newton Abbot
- A380 – A381 Wolborough Link, Newton Abbot
- A382 Widening, Newton Abbot (construction work on southern section due to start in 2017/18)
- Dinan Way Extension, Exmouth
- Axminster Relief Road
- A30 Honiton to Devonshire Inn
- A361 North Devon Link Road (design funded by DfT Large Local Majors programme with full bid to be submitted spring 2017 – not all funding shown in Appendix I as mainly DfT revenue funded in 2016/17)
- A38 Deep Lane Phase 2
- Tiverton EUE access (construction could start 2017/18 if sufficient Growth Deal funds are available).
4. **Consultations/Representations**

The programme approved by Cabinet in September 2015 reflected the consultations through the 2011-2026 Local Transport Plan and subsequent work with partners. The programme in this report similarly reflects updates from delivery and funding partners including the LEP and district councils alongside progress on Local Plan infrastructure requirements.

5. **Financial Considerations**

The package of schemes for 2016/17 in this report totals £29.777 million. This includes significant S106 contributions from developers and other external sources. The majority of these contributions have already been incorporated into the capital programme but it is recommended that it is further enhanced with the following as set out in Appendix I:

<table>
<thead>
<tr>
<th>2016/17 Funding Source</th>
<th>£,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>External and developer contributions</td>
<td>837</td>
</tr>
</tbody>
</table>

The development of schemes is increasingly reliant on using external funding for design and land purchase as well as construction. Whilst included in legal agreements, the actual receipt of funds may be some time in the future. It is therefore recommended that expected external funds are forward funded where it is necessary, to enable successful funding packages. The use of forward funding will assist the earliest delivery of schemes in advance of the receipt of external contributions. The risk of delays or not receiving these receipts will be monitored to ensure there is no impact upon the delivery of the Medium Term Capital Programme in future years and contingency plans are in place.

6. **Environmental Impact Considerations**

An Environmental Impact Assessment was carried out for the overall strategy contained in the Devon and Torbay Local Transport plan 2011-2026. The environmental impacts of individual schemes are detailed in Cabinet or Highways and Traffic Orders Committee (HATOC) reports where relevant.

7. **Equality Considerations**

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

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

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

This may be achieved, for example, through completing a full Equality Impact Needs Assessment/Impact Assessment or other form of options/project management appraisal that achieves the same objective.
An Impact Assessment was completed for the Transport Capital Programme in 2014. Detailed individual Impact Assessments are carried out on larger schemes where required and included with Cabinet and HATOC reports.

8. Legal Considerations

There are no specific legal considerations. Where relevant these are considered in reports on individual schemes.

9. Risk Management Considerations

This programme has been assessed and all necessary safeguards or actions have been taken to safeguard the Council's position. The overall programme includes a degree of over programming to allow for slippage. Contingency allowances are built into scheme cost estimates and bid proposals to minimise the risk of scheme costs increasing over the available budget. These are increased for complex projects. Contingency levels are constantly being reviewed in the light of experience gained locally and nationally.

10. Public Health Impact

The considerable investment in walking, cycling and public transport identified within the programme will continue to support sustainable travel and an increase in the levels of physical activity. This is particularly focussed on encouraging regular trips such as journeys to school and work.

Many of the schemes in the programme contribute to Air Quality Management Plans developed in partnership with district councils.

Specific public health impacts associated with individual schemes are considered in relevant HATOC and Cabinet reports.

The County Council is also submitting a bid of around £1.5m to the DfT to the revenue element of the Access Fund for the promotion of sustainable transport. This will cover the three year period between 2017/18 and 2019/20 and build on the successful awards from the Local Sustainable Transport Fund and Sustainable Transport Transition Year funding up to and including 2016/17. The bid will include working with partners on the Healthy New Town project at Cranbrook.

11. Options/Alternatives

The 2016/17 programme has been designed taking into account committed schemes, the availability of funding sources, the 2011-2026 Devon and Torbay Local Transport Plan and the Cycling and Multi-use Trail Network Strategy. Detailed timings of schemes are linked to the cost, availability of match funding and deliverability as well as the growth strategies in Local Plans.

12. Reason for Recommendation/Conclusion

The programme in this report takes advantage of match funding from external sources wherever possible to make effective use of the limited direct funding available to the County Council. It meets the Council’s priorities in the Strategic Plan 2014-2020 by focussing on economic growth and physical health and supporting a prosperous healthy and safe community.

Dave Black
Head of Planning, Transportation and Environment
Electoral Divisions: All

Cabinet Member for Economy, Growth and Cabinet Liaison for Exeter: Councillor Andrew Leadbetter

Cabinet Member for Highway Management and Flood Prevention: Councillor Stuart Hughes

Strategic Director, Place: Heather Barnes

Local Government Act 1972: List of Background Papers

Contact for enquiries: James Anstee

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

Tel No: (01392) 383000

Background Paper Date File Reference

Nil

jja010916cab Transport Capital Programme 201617
hk 06 020916
### Revised Local Transport Plan Programmes 2016/17

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<thead>
<tr>
<th>Schemes</th>
<th>2016/17 £,000</th>
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<tbody>
<tr>
<td>Countywide Bus Real Time Information</td>
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<tr>
<td>Devon Metro Station Programme - Newton Abbot bridge access - Jacobs</td>
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<tr>
<td>Devon Metro - Exmouth Public Transport Interchange</td>
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<td>Devon Metro Station Programme - Pinhoe Rail Station Car Park</td>
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<td>Minor scheme costs and commitments</td>
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### Exeter Targeted Capital Investment & Foundation Programmes 2016/17

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<td>Alphington Road (Ide) Park and Ride - Jacobs</td>
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<td>Chudleigh Road, Alphington Realignment</td>
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<td>H/W Man - HGV Routing - Exeter Lorry Ban</td>
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<td>St David’s Forecourt Enhancement - Jacobs</td>
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<tr>
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<td>Exeter Strategic Cycle Network E3 &amp; E4</td>
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<td>Co-Cars: Exeter Traffic Regulation Order 2016</td>
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<tr>
<td>Topsham Road (South) CW Toucan Crossing upgrade</td>
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<td>Devon Metro - Electric Bikes, East of Exeter Area</td>
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### Agenda Item 11

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<thead>
<tr>
<th>Scheme Description</th>
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<tr>
<td>Marsh Barton Grace Road South Cycle Link</td>
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<td>Zebra Crossing New North Road Clock Tower</td>
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<td>Minor scheme costs and commitments</td>
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### Market and Coastal Town and Rural Devon Foundation Programme 2016/17

<table>
<thead>
<tr>
<th>Scheme Description</th>
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<tbody>
<tr>
<td>Strategic Cycle Network - Tarka Trail - Willingcott to Knowle</td>
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<td>Meeth Quarry to River Torridge (new route) - Tarka Trail</td>
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<td>Dart Cycle Network</td>
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<tr>
<td>Strategic Cycle Network - Tavistock to Tamar Trails</td>
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<td>Local Walking &amp; Cycling - Sidbury to Sidford - footpath/cycle route</td>
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<td>Pegasus Way, Beaworthy - Phase 2</td>
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<tr>
<td>Barnstaple Long Bridge / Seven Brethren improvements</td>
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<td>Town Centre Improvements - Queen Street, Newton Abbot - Street Scene</td>
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<td>Dart Cyc Net - Newton Abbot To Bovey Walking and Cycling Route (including Accomodation Lane)</td>
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<td>Local Schemes - NCN2 Missing Link Western Road, Ivybridge</td>
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<tr>
<td>Strategic Cycle Network - NCN28 Newton Abbot to Torbay Border</td>
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<td>Local Walking &amp; Cycling - Cycle Parking In Market and Coastal Towns</td>
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<td>Kingskerswell Village Traffic Calming, Pedestrian and Cycle Scheme</td>
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<td>Dinan Way Extension - design and cost reappraisal</td>
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<td>Bere Alston to Tavistock Railway</td>
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<tr>
<td>A382 - A383 Link Road design</td>
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<td>Larkbear - Seven Brethren pedestrian and cycle bridge</td>
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<td>Anchorwood/Strand Town Centre pedestrianisation and cycle bridge (Taw Bridge)</td>
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<td>Cullompton Eastern Relief Road detailed design</td>
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<td>Marsh Lane, Crediton - widening</td>
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<td>Dart Cyc Net - A38 Crossing at Heathfield (foot/cycle bridge)</td>
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<td>Urban Extension Infrastructure Design</td>
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<td>Kingskerswell Bypass (South Devon Link Road - SDLR) - EDG</td>
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<td>Barnstaple Western Bypass</td>
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<td>Tithebarn Link Road Phase 2 Blackhorse Lane Link - Northern section</td>
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<td>Tithebarn Link Road Phase 2 Blackhorse Lane Link - Southern section</td>
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<td>A379 Newcourt Junction (Sandy Park Junction)</td>
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<td>A39/A361 Corridor - A39 Heywood Road junction</td>
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<td>A39/A361 Corridor - Portmore Roundabout - EDG</td>
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<td>Tiverton EUE Access Routes</td>
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<td>Tiverton EUE Blundells Road Ph 1- Heathcote Way to Tidcombe Lane</td>
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<td>A30 Honiton to Devonshire Inn</td>
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<td>Roundswell A39 Pedestrian and Cycle Bridge</td>
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<td>The Stop Line Way</td>
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<td>Devon Metro Station Programme - Newcourt (Jacobs)</td>
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<tr>
<td>Devon Metro Station Programme - Marsh Barton Project Management/Other Costs</td>
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<tr>
<td>A39 - Westaway Plain Junction Improvements (hospital junction/A39 North Road roundabout scheme)</td>
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<td>Dawlish Town Centre Link Phases 1-3 &amp; Heritage Trail</td>
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<td>Dawlish Warren - Exeter Road Cycle Improvements</td>
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<td>Newton Abbot East/West Cycle Route Phases 2-3</td>
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<td>(New) Heath Way / The Lamb, Totnes - zebra crossing</td>
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## Programme Summary

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<td>Countywide Foundation</td>
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<td>Exeter Targeted Capital Investment &amp; Foundation</td>
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<td>Market and Coastal Town and Rural Devon Foundation</td>
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<td>Other Schemes and Externally Funded</td>
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## Funded by

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## Enhancements to the Capital Programme

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<tr>
<th>Developer and External Contributions</th>
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<tr>
<td>Devon Metro - Exmouth Public Transport Interchange</td>
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<tr>
<td>St David’s Forecourt Enhancement - Jacobs</td>
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<td>Zebra Crossing New North Road Clock Tower</td>
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<td><strong>Totals</strong></td>
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<td>Project Description</td>
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<td>Barnstaple Long Bridge / Seven Brethren improvements</td>
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<td>Dart Cyc Net - Newton Abbot To Bovey Walking and Cycling Route (including Accomodation Lane)</td>
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<td>A379 Corridor Exminster Village Improvements - traffic management/pedestrian improvements</td>
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<td>Churchill Way Northam Controlled Pedestrian Crossing</td>
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<td>Drumbridges and Battle Road Junction</td>
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<td>TRO and associated works - Old County Ground development (Chieften Way), Exeter</td>
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<td><strong>Crannaford Level Crossing</strong></td>
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**Forward funded**

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