

Phil Norrey  
Chief Executive

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

County Hall  
Topsham Road  
Exeter  
Devon  
EX2 4QD

(See below)

Your ref :  
Our ref :

Date : 21 November 2019  
Please ask for : Fiona Rutley 01392 382305

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

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

Friday, 29th November, 2019

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

P NORREY  
Chief Executive

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

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

- 1 Apologies for Absence
1. Election of Chair  
(NB: In accordance with the County Council's Constitution, the Chair must be County Councillors. County and District Councillors may vote)
2. Election of Vice-Chair  
(NB: In accordance with the County Council's Constitution, the Vice-Chair must be County Councillors. County and District Councillors may vote)
3. Minutes (Pages 1 - 8)  
Minutes of the meeting held on 5 April 2019 attached.
4. Items Requiring Urgent Attention  
Items which in the opinion of the Chairman should be considered at the meeting as matters of urgency.

5. Highway Asset Management/Doing What Matters  
Presentation by the Chief Officer for Highways, Infrastructure Development and Waste.  
*Electoral Divisions: All in South Hams*
6. Permits for Works  
Presentation by the Chief Officer for Highways, Infrastructure Development and Waste.  
*Electoral Divisions: All in South Hams*

### **MATTERS FOR DECISION**

7. Annual Local Waiting Restriction Programme (Pages 9 - 48)  
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/104) attached.  
*Electoral Divisions: Dartmouth & Marldon, Ivybridge, Kingsbridge, Salcombe, South Brent & Yealmpton and Totnes & Dartington*
8. Lane past Stanton Cottage, Loddiswell - Stopping up of public highway (Pages 49 - 52)  
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/105) attached.  
*Electoral Divisions: Salcombe*
9. Item under SO23(2) Satnavs and issues arising on the Highway  
In accordance with Standing Order 23(2) Councillors Hawkins and Reeve have requested that the Committee consider this matter due to difficulties experienced at Dittisham and Moreleigh.
10. Item under SO23(2) Littlehempston cycle and foot path (Minute \*72, 5 April 2019)  
In accordance with Standing Order 23(2) Councillor Hodgson has requested that the Committee consider this matter.

### **STANDING ITEMS**

### **MATTERS FOR INFORMATION**

11. Actions Taken Under Delegated Powers (Pages 53 - 54)  
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/106) on actions taken under delegated powers on Traffic Regulation Orders since the last meeting, attached.  
*Electoral Divisions: Ivybridge and Bickleigh & Wembury*
12. Dates for Future HATOC Meetings  
Meetings to be held at S Hams District Council offices, Follaton House, Totnes at 10.30am:  
  
Friday 3 April 2020  
Friday 3 July 2020  
Friday 6 November 2020  
Friday 19 February 2021.

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

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

***Part II Reports***

*Members are reminded that Part II reports contain exempt information and should therefore be treated accordingly. They should not be disclosed or passed on to any other person(s).*

*Members are also reminded of the need to dispose of such reports carefully and are therefore invited to return them to the Democratic Services Officer at the conclusion of the meeting for disposal.*

***Agenda Items and Attendance of District & Town/Parish Councillors***

*Under the provisions of Standing Order 23, any member of the HATOC (including the District Council representatives) may put an item on the Agenda for the HATOC relevant to the functions of the Committee, subject to them giving notice in writing to the Chief Executive of the matter to be discussed by 9.00am on the eighth working day before the meeting.*

*Any member of the District Council for the area covered by the HATOC who is not a member of the Committee, or a Town or Parish Councillor within the area covered by the HATOC, may, after giving 24 hours' notice in writing to the Chief Executive, attend and speak to any item on the Agenda with the consent of the Committee.*

*For further information please contact Fiona Rutley 01392 382305.*

## **Membership**

### County Councillors

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

### South Hams District Council

Councillors H Reeve and P Smerdon

## **Declaration of Interests**

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

## **Access to Information**

Any person wishing to inspect any minutes, reports or lists of background papers relating to any item on this agenda should contact Fiona Rutley 01392 382305. Agenda and minutes of the Committee are published on the Council's Website and can also be accessed via the Modern.Gov app, available from the usual stores.

## **Webcasting, Recording or Reporting of Meetings and Proceedings**

The proceedings of this meeting may be recorded for broadcasting live on the internet via the 'Democracy Centre' on the County Council's website. The whole of the meeting may be broadcast apart from any confidential items which may need to be considered in the absence of the press and public. For more information go to: <http://www.devoncc.public-i.tv/core/>

In addition, anyone wishing to film part or all of the proceedings may do so unless the press and public are excluded for that part of the meeting or there is good reason not to do so, as directed by the Chair. Any filming must be done as unobtrusively as possible from a single fixed position without the use of any additional lighting; focusing only on those actively participating in the meeting and having regard also to the wishes of any member of the public present who may not wish to be filmed. As a matter of courtesy, anyone wishing to film proceedings is asked to advise the Chair or the Democratic Services Officer in attendance so that all those present may be made aware that is happening.

Members of the public may also use Facebook and Twitter or other forms of social media to report on proceedings at this meeting. An open, publicly available Wi-Fi network (i.e. DCC) is normally available for meetings held in the Committee Suite at County Hall. For information on Wi-Fi availability at other locations, please contact the Officer identified above.

## **Public Participation**

Any member of the public resident in the administrative area of the County of Devon may make a presentation on any proposed traffic order being considered by the Committee. Any request to make a presentation must be given to the Chief Executive's Directorate, County Hall, Exeter by 12 noon on the fourth working day before the relevant meeting. The name of the person making the presentation will be recorded in the minutes

For further information please contact Fiona Rutley on 01392 382305.

## **Emergencies**

In the event of the fire alarm sounding leave the building immediately by the nearest available exit, following the fire exit signs. If doors fail to unlock press the Green break glass next to the door. Do not stop to collect personal belongings, do not use the lifts, do not re-enter the building until told to do so.

## **Mobile Phones**

Please switch off all mobile phones before entering the Committee Room or Council Chamber

If you need a copy of this Agenda and/or a Report in another format (e.g. large print, audio tape, Braille or other languages), please contact the Information Centre on 01392 380101 or email to: [centre@devon.gov.uk](mailto:centre@devon.gov.uk) or write to the Democratic and Scrutiny Secretariat at County Hall, Exeter, EX2 4QD.



Induction loop system available

## SOUTH HAMS HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

5 April 2019

Present:-

Devon County Council:-

Councillors J Brazil, R Croad, R Gilbert, J Hawkins, J Hodgson and R Hosking

Other Representatives

Councillor Trevor Pennington, South Hams District Council  
Councillor Peter Smerdon, South Hams District Council

Apologies:-

Councillors J Hart

\* **61** **Minutes**

**RESOLVED:** that the minutes of the meeting held on 23 November 2018 be signed as a correct record.

\* **62** **Standards Monitoring**

Mrs A Mayes MBE who was attending in her capacity as a Co-opted Member of the County Council's Standards Committee to observe and monitor compliance with the Council's ethical governance framework was welcomed to the meeting.

\* **63** **Items Requiring Urgent Attention - Dartington Parish Council Correspondence**

(An item taken under Section 100B(4) of the Local Government Act 1972).

The Chairman had decided that the Committee should consider this item as a matter of urgency, as the local County Councillor reported on recent further representations made to her by Dartington Parish Council seeking clarification regarding their requested traffic calming and pedestrian crossing and following this Committee's site visit on 23 November 2018.

The Chief Officer for Highways, Infrastructure Development and Waste reported that following the site visit some remarking had been ordered and the date for the works would be checked. Whilst Dartington's location and problems associated with the village straddling an arterial A road were recognised, pedestrian and vehicular numbers currently did not meet the usual criteria for a pedestrian crossing however any further development was likely to. Section 106 developer contributions for this would therefore be expected for any future applications and Officers would also investigate the conditions of any already existing Section 106 agreements.

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

**RESOLVED:** that Officers investigate Section 106 developer contributions and also formally respond to the Parish Council's correspondence.

\* **64** **Petitions/Parking Policy Reviews**

There was no petition from a member of the public or the Council relating to the South Hams.

# Agenda Item 4

\* 65

## Road Safety Report

The Head of Planning, Transportation and Environment presented an overview for both Devon and the South Hams and detailed analysis of police collision data (2017 validated) for fatal and serious injury incidents, together with trends, contributory factors, schemes, initiatives and strategies to mitigate against and reduce risk and promote safety.

Data collection and analysis was considered separately for Devon network junctions and Highways England network.

Across Devon:-

- the overall casualty trend for Devon in the last five years was decreasing (2285 in 2017), even though the collision trend was rising;
- numbers of the most severe injuries were, however, rising (31 fatalities and 384 serious injuries in 2017);
- the highest number for each in over five years. KSI (Killed and Seriously Injured) numbers principally affect car occupants, 55% of the total;
- collision rates (per mile travelled) for motorcyclists, cyclists and pedestrians were high; and
- whilst casualties in the 16-25-year age group were most prevalent, the casualty rate per mile travelled for older drivers was similar to younger drivers and needed to be seen in the context of an aging population.

In the S Hams:-

- the overall casualty trend was falling over time;
- as with other districts, the trend for both serious injuries and fatalities was rising. Slight injuries were falling;
- the pattern of serious and fatally injured casualties was similar to that of Devon as a whole, with car occupants making up most of the numbers;
- however, motorcyclist KSIs were 35% of the total, compared with 24% for the county as a whole;
- KSI collisions peaked in the pm commuter period as was typical for Devon. However, unlike the county profile South Hams did not have a smaller, morning commuter peak but rather showed a steady increase throughout the day. July the peak month for KSIs, and Summer was the peak season mainly involving local drivers, not visitors to the area;
- there were no observed clusters of fatal incidents at single locations on the Devon network in the South Hams and 50% of fatalities occurred on the Highways England network;
- KSIs by electoral division level reflected the population areas and busiest routes, including Highways England (South Brent & Yealmpton had the highest and Ivybridge had the lowest KSIs); and
- A380 Marldon Way between the Torbay boundaries was ranked 10 worst /144 across Devon and the B3213 Ivybridge Urban Area was ranked 7 worst /124 across Devon.

Principal targeting arising were:

- Young and novice drivers, Older drivers, Motorcyclists, Business drivers, Cyclists; and
- initiatives to support and positively change driver attitude and behaviour, including high risk groups and repeat offenders.

Devon Dashboard training was also being arranged for Members.

Road safety data was available at <https://new.devon.gov.uk/roadsandtransport/safetravel/road-safety/>

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

**RESOLVED:** that Members welcome the road safety report, initiatives and development of the Devon Dashboard.

\* **66**      **Annual Local Waiting Restriction Programme (minute \*51)**

The Committee received the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/33). The Report updated on progress with the 4th year of this project, which was a countywide initiative to rationalise existing parking arrangements, intended to deliver only non-contentious proposals unlikely to attract substantial objection. Early consultation was being held with local Councils and local County Councillors prior to advertising with the aim of streamlining the administrative process and to enable works to be carried out during the better weather months.

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

**RESOLVED:** that work on the annual waiting restrictions programme process for 2019/2020 be noted.

\* **67**      **Yealmpton Pedestrian Crossing Proposal (minute \*49(a))**

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/33) on proposals to help pedestrians to cross the A379 Fore Street and provide a safe school crossing for a new development of some 100 houses.

Members approved a previous crossing proposal on 23 November 2018 but following a meeting with local residents and concerns expressed, it was considered that the crossing should be moved further east, as now presented.

This proposal had been developed following representations from Yealmpton Parish Council and Yealmpton Primary School and was supported by both the Parish Council, school and the local County Councillor. However the local County Councillor asked Officers to check that the Parish Council had been consulted on the proposed location of the bus stop.

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

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

\* **68**      **Stopping up of public highway at land adjacent to the A379, Slapton**

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/37). Following the realignment of the A379 and agreement to construct the new road resulting from storm damage, it was proposed that the original length of road (as shown in Appendix I of this Report) was stopped up to no longer form part of the public highway.

An application could be made to the magistrates' court for a stopping up order on the land adjacent to the A379, Slapton, as the land was not needed for public use and was unnecessary as public highway, thus removing an unnecessary burden on the authority.

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

**RESOLVED:**

(a) that the extent of highway land adjacent to the A379, Slapton, as detailed in Appendix I of Report HIW/19/37 was not needed for public use; and

(b) that subject to the outstanding consultation responses from the Parish and District Councils referred to in section 4 of Report HIW/19/37, Devon County Council makes an

# Agenda Item 4

application to the magistrates' court for an Order under Section 116 of the Highways Act 1980 that the said highway land be stopped up.

\* **69      Western Bypass Crossing, Plymouth Road, Totnes - Appraisal (minute \*49(b))**

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/35) following a letter and 64 signature petition presented to this Committee's last meeting following a collision when a pedestrian was hit by a vehicle. This requested an additional light-controlled crossing on the north arm of the junction between the Western Bypass and Plymouth Road in Totnes.

There had been no other pedestrian collisions recorded at or near this junction in the past five years. An injury collision was recorded in 2014 involving a car hitting the back of a motorcyclist in queueing traffic on the west side of the junction.

Options to improve provision for pedestrian crossing movements at this signal controlled junction were detailed in Section 3 of Report HIW/19/35. The implications on safety and traffic flows would need to be carefully assessed as part of a feasibility study. Although the requested crossing would benefit pedestrians crossing the junction on the northern side, there was a negative impact for vehicles causing additional delays for traffic movements and traffic congestion at the junction. There did not appear to be sufficient existing road width to add a staggered crossing and any scheme had to comply with equality considerations.

Any feasibility assessment would need to be commissioned and funded through Section 106 contributions from local development and delivery dependent upon costs and identifying funding.

The local County Councillor commented on South Hams District Council's Air Quality Management Action Plan for Totnes and an improved pedestrian crossing facility would help to encourage more school children and people to walk.

Members had reservations about any option which could significantly impact on traffic flows through the junction, given current pressures including peak times and the summer tourist season. However this was to be balanced against pedestrian safety and other environmental considerations for Totnes.

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

**RESOLVED:** that Option C be investigated (ie:- the addition of a straight through crossing on both sides of the junction, enabling pedestrians to cross in one movement, but impacting on traffic flows through the junction).

\* **70      Residents Parking Scheme at Shinnars Bridge and Spedding Cottages, Cott Road, Dartington (Petition)(minute \*50)**

The Chief Officer for Highways, Infrastructure Development and Waste reported that the request for six parking places for residents experiencing difficulties with parking within a reasonable proximity to their properties. The 2019/20 programme was already committed and whilst recognising parking in this part of Dartington, this request did not meet current policy. Although this could be considered in a future year's programme it was not likely to find priority in isolation.

The local County Councillor considered this was a component part of a village centred focus, it was supported by the Parish Council and could support village hall users. There were examples of vehicles being left for unreasonably extended periods. There could be S106 money to fund this small scheme.

Members exercised caution in considering any request for resident's parking as it often displaced vehicles elsewhere. Any request should be considered within the same policy criteria. However if there was funding available other than from the County Council,



Members would support the local County Councillor and Parish Council, but would not support further action if any displacement issues arose from this.

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

**RESOLVED:** that this residents' parking scheme request be approved on the basis that S106 funding was available and no further funding was likely for the County Council to address any potential displacement.

\* 71

## **A384 Huxham's Cross Estate, Dartington (minute \*55)**

(The Chairman, having exercised his discretion and in the spirit of the County Council's Public Participation rules and with the consent of the Committee, invited Ms Korda to speak on this issue, in favour of traffic calming and speed reduction measures).

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/36), arising from the Committee's highways site visit to Dartington, Member comments regarding traffic issues on A384 at Huxham's Cross, including alleged excessive speeding and discussions at the last meeting.

Subsequent to the last meeting a petition had been received, signed by 14 Huxham's Cross estate residents expressing concern that the road was very dangerous to people, the young, school children, older and animals, requesting traffic calming and speed reduction measures. It did not feel safe for the public trying to access the footpath, cycleway and bus stop. Visibility, lack of pavement and a safe place to cross were also a factor.

The local County Councillor supported local residents (some 47 households at Huxham's Cross) and a village centre approach to traffic calming and speed reduction.

The Report stated:-

-it was not current policy to introduce 20mph on roads serving a strategic function although a task group was reviewing Policy on local speed limits;

-traffic calming such as road humps or speed tables were not appropriate on principal roads such as the A384; and

-due to the regular receipt of this type of request the County Council and Police had a joint Speed Compliance Action Review Forum (SCARF) procedure. The Huxham's Cross site and the associated speed related concerns had therefore been assessed in a consistent manner with other sites across the county highway network in accordance with the agreed SCARF procedure but not deemed appropriate for any action.

Members recognised the difficulties for the residents and organisations at Huxham's Cross and noted that if some locally raised funding could be identified, appropriate gateway treatment on entering the area could be considered.

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

**RESOLVED:**

(a) that concerns regarding vehicle speeds on the A384 at Huxham's Cross Estate, Dartington and associated requests for enforcement and speed reduction measures had been considered through the Speed Compliance Action Review Forum procedure and the SCARF outcome to take no further action be noted;

(b) notwithstanding SCARF's consideration in (a) above, a gateway treatment in advance of Huxham's Cross estate access entering towards Dartington village be investigated.

# Agenda Item 4

\* 72      **Item under SO23(2) Traffic Management of Large Vehicles at A385 Station Road (Builders' Merchants), Totnes**

The Committee noted that, in accordance with Standing Order 23, Councillor Hodgson had asked that the Committee consider the ongoing traffic congestion and access problems resulting from deliveries by very large vehicles to the builders' merchants.

Members considered that this was a difficult location for this type of organisation, which had grown over time since planning permissions and conditions were granted some years ago.

The local County Councillor also asked whether any possible alternative access around the back of the site could be explored.

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

**RESOLVED:** that Officers investigate and hold discussions with the organisation concerned if appropriate to see if deliveries and traffic using the site could be better managed.

\* 73      **Item under SO23(2) Littlehempston Cycle Path (minute \*53\*)**

The Committee noted that, in accordance with Standing Order 23, Councillor Hodgson had asked that the Committee consider this to ascertain the latest position, following the Member meeting with the Head of Planning Transportation and Environment held in February 2019 (referred to minute 53 of the last meeting).

Officers reported that the Head of Planning Transportation and Environment had subsequently requested a meeting with South Devon Railway but had received no response. A further formal approach would be made.

Members advised that 50% of Devon County Council funding had been made for the building of the pedestrian bridge and considered the pedestrian bridge could be a key link for a public right of way linking all Parishes north of the river Dart with Totnes. The County Council wished to work with local interested parties to help promote locally sustainable travel for the public and tourism for the area and South Devon Railway and to support South Hams District Council's Clear Air Strategy.

The local District Councillor reported further that public access had been long outstanding and requested prompt action for this amenity for local residents and the public. He requested an invitation to any further meeting involving Members.

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

**RESOLVED:** that Officers make further enquiries regarding ownership of the bridge and press for a meeting with South Devon Railway at the earliest opportunity.

\* 74      **Item under SO23(2) Air Quality Management Action Plan (minute \*54)**

The Committee noted that, in accordance with Standing Order 23, Councillor Hodgson had asked that the Committee note the current position.

Following public consultation last year on the Clean Air Strategy extensive comments were received from Totnes and Dartington and surrounding parishes. These were considered and a final draft revised plan sent to Devon County Council prior to its consideration and adoption by the District Council after May 2019.

\* 75      **Dates for Future HATOC Meetings**

Members noted the dates of future meetings, in line with the Councils calendar;  
<http://democracy.devon.gov.uk/mgCalendarMonthView.aspx?GL=1&bcr=1>

# Agenda Item 4

7  
SOUTH HAMS HIGHWAYS AND TRAFFIC ORDERS COMMITTEE  
5/04/19

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

Friday 5 July 2019

Friday 29 November 2019

Friday 3 April 2020.

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

The Meeting started at 10.00 am and finished at 12.20 pm

## Agenda Item 4

HIW/19/104

South Hams Highways and Traffic Orders Committee  
29 November 2019

## **Annual Local Waiting Restriction Programme**

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

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

**Recommendation: It is recommended that:**

- (a) work on the annual waiting restrictions programme process for 2019/2020 is noted;**
- (b) the recommendations contained in Appendix II to this report are agreed.**

### **1. Background**

A list of proposals for consideration for the South Hams HATOC Annual Waiting Restriction Review for 2019 was presented to this Committee on 5 April 2019. The specific details have been agreed with the appropriate local members and HATOC Chair and the traffic order has now been advertised.

### **2. Proposal**

The agreed proposals have now been advertised and a summary can be found in Appendix I. The council has received responses to a number of the proposals.

Details of the objections received, and the County Council's response are shown in Appendix II to this report.

### **3. Consultations**

Following advertisement:

- Proposals which did not attract objections will be implemented without the need to report back to Committee.
- Proposals attracting objections and comments are detailed in Appendix II to this report. Plans of these proposals are included in Appendix III.

### **4. Financial Considerations**

The total costs of the scheme will be funded from the Minor Traffic Management Improvements budget, funded by the Local Transport Plan grant.

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

# Agenda Item 8

## **5. Environmental Impact Considerations (Including Climate Change)**

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

- Enable enforcement to be undertaken efficiently.
- Encourage commuters to make more sustainable travel choices e.g. Car Share, Public Transport, Walking and Cycling.
- Assist pedestrians and other vulnerable road users in crossing the highway.

The Environmental effects of the scheme are therefore positive.

## **6. Equality Considerations**

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

## **7. Legal Considerations**

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

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

## **8. Risk Management Considerations**

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

## **9. Public Health Impact**

There is not considered to be any public health impact.

## **10. Reasons for Recommendations**

The proposals rationalise existing parking arrangements within South Hams by:

- Enabling enforcement to be undertaken efficiently.
- Encouraging those working in the town make more sustainable travel choices e.g. Car Share, Public Transport, Walking and Cycling.
- Assist pedestrians and other vulnerable road users in crossing the highway

The proposals contribute to the safe and expeditious movement of traffic in South Hams and therefore comply with S 122 of the Road Traffic Regulation Act 1984.

Meg Booth  
Chief Officer for Highways, Infrastructure Development and Waste

**Electoral Divisions: Dartmouth & Marldon, Ivybridge, Kingsbridge, Salcombe, South Brent & Yealmpton and Totnes & Dartington**

# Agenda Item 8

## Local Government Act 1972: List of Background Papers

Contact for enquiries: Amy Garwood

Room No: ABG Lucombe House

Tel No: 0345 155 1004

Background Paper	Date	File Ref.
None		

ag191119shh  
sc/cr/Annual Local Waiting Restriction Programme  
02 201119

### Details of Proposals Advertised

Plan Reference	Electoral Division	Location	Town	County Councillor	Proposals	Statement of Reasons
ENV5714/001	Totnes & Dartington	Lownard Cross to Shinnars Bridge	Dartington	Jacqi Hodgson	Introduce No Waiting At Any Time	To prevent obstructive parking of the playing field vehicular access.
ENV5714/002	Dartmouth & Marldon	Anzac Street	Dartmouth	Jonathan Hawkins	Introduce No Waiting At Any Time	Replace the yellow boxes with the correct road marking to prevent inappropriate and obstructive parking.
ENV5714/003	Dartmouth & Marldon	North and South Embankment	Dartmouth	Jonathan Hawkins	Introduce No overnight Camper Van parking	To preserve the amenities of the area by preventing long term parking/storage of camper vans.
ENV5714/004	Ivybridge	Blachford Road	Ivybridge	Roger Croad	Introduce No Waiting At Any Time	To prevent inappropriate and obstructive parking.
ENV5714/005	Ivybridge	Bridge Cottages, Exeter Road	Ivybridge	Roger Croad	To include Bridge Cottages into Residents Parking Zone B	To correct omission error when original scheme was implemented.
ENV5714/006	Ivybridge	Crescent Road	Ivybridge	Roger Croad	Introduce No Waiting At Any Time	To prevent obstructive parking at pinch point.
ENV5714/007	Ivybridge	Leland Grove/ Marshall Drive/ Greenfield Drive	Ivybridge	Roger Croad	Introduce No Waiting At Any Time	To prevent inappropriate and obstructive parking.
ENV5714/008	Ivybridge	MacAndrew Walk/ Brunel Way	Ivybridge	Roger Croad	Introduce No Waiting At Any Time	To prevent inappropriate and obstructive parking.
ENV5714/009	Ivybridge	St Johns Road	Ivybridge	Roger Croad	Introduce No Waiting At Any Time	To ease congestion and assist with flow of traffic by preventing parked cars affecting the function of the traffic lights.
ENV5714/010	Ivybridge	St Peters Way	Ivybridge	Roger Croad	Introduce No Waiting At Any Time	To prevent inappropriate and obstructive parking.



Plan Reference	Electoral Division	Location	Town	County Councillor	Proposals	Statement of Reasons
ENV5714/011	Kingsbridge	Ashleigh Road/Balkwill Road	Kingsbridge	Julian Brazil	Introduce No Loading at Any Time	To ease congestion by preventing obstructive parking on junction at school drop off/pick up times.
ENV5714/012	Kingsbridge	Belle Cross Road	Kingsbridge	Julian Brazil	Introduce No Waiting	Introduce No Waiting at a pinch point to allow passage of the town bus.
ENV5714/013	Kingsbridge	Embankment Road & Highfield Drive	Kingsbridge	Julian Brazil	Change times to limited parking. Introduce extension of existing No Waiting At Any Time	Increase maximum stay times to provide more time for use of the leisure facilities or for shoppers to walk to the town centre. To improve visibility on the bend.
ENV5714/014	Kingsbridge	Estuary Edge, Embankment Road	Kingsbridge	Julian Brazil	Introduce No Waiting At Any Time	To prevent inappropriate parking obscuring visibility exiting private shared car park.
ENV5714/015	Kingsbridge	Henacre Road	Kingsbridge	Julian Brazil	Introduce No Waiting	Introduce No Waiting to allow passage of town bus.
ENV5714/016	Kingsbridge	Saffron Park	Kingsbridge	Julian Brazil	Introduce No Waiting At Any Time	To prevent inappropriate parking on bend and provide passing place.
ENV5714/017	Kingsbridge	Hurrell Road/ Higher Union Road	Kingsbridge	Julian Brazil	Introduce No Waiting At Any Time	To prevent inappropriate parking on inside of bend.
ENV5714/018	Dartmouth & Marldon	Higher Contour Road	Kingswear	Jonathan Hawkins	Introduce No Waiting At Any Time	To prevent obstructive parking at junction.
ENV5714/019	Salcombe	Brownston Street	Modbury	Rufus Gilbert	Remove section of No Waiting At Any Time	Amend Traffic Regulation Order to reflect the restrictions on the highway.
ENV5714/020	Salcombe	Galpin Street/ New Road	Modbury	Rufus Gilbert	Remove section of No Waiting At Any Time and introduce No Loading	To provide additional parking in this area and prevent obstructive parking.
ENV5714/021	Salcombe	Scalders Lane	Modbury	Rufus Gilbert	Introduce No Waiting At Any Time	To prevent inappropriate and obstructive parking.
ENV5714/022	South Brent & Yealmpton	Station Approach/ Vicarage Road	South Brent	Richard Hosking	Introduce No Waiting At Any Time	To prevent obstructive parking on bend and junction.

Plan Reference	Electoral Division	Location	Town	County Councillor	Proposals	Statement of Reasons
ENV5714/023	Totnes & Dartington	Between Staverton Bridge and Staverton level crossing	Staverton	Jacqi Hodgson	Introduce No Waiting At Any Time	To ease congestion on the road after level crossing gates open.
ENV5714/024	Salcombe	Various	Thurlestone	Rufus Gilbert	Convert all existing No Waiting 9am-6pm 01 Apr - 30 Sep to No Waiting At Any Time	To prevent inappropriate parking.
ENV5714/025	South Brent & Yealmpton	Fore Street	Yealmpton	Richard Hosking	Revoke No Waiting At Any Time	To increase parking by increasing length of limited waiting bay.
ENV5714/026	South Brent & Yealmpton	New Road/ Torr Hill	Yealmpton	Richard Hosking	Introduce No Waiting At Any Time	To prevent obstructive parking on bend.

Devon County Council  
(Various Roads, South Hams)  
(Waiting Restrictions) Amendment Order

Summary of Representations

Comment	Devon County Council (DCC) Response
<b>ENV5714/003(A) – North &amp; South Embankment, Dartmouth</b> <b>4 respondents (2 residents of the West Midlands, 1 resident of South Town and 1 resident of Coombe Road)</b>	
<p><b>Objections</b></p> <ul style="list-style-type: none"> <li>1 Respondent strongly disagrees with recommendations. Totally unfair on the motor-homers that are good upstanding citizens.</li> </ul> <p><b>Support</b></p> <ul style="list-style-type: none"> <li>1 Respondent supports the proposals provided it is applied for all year round.</li> </ul> <p><b>Comments</b></p> <ul style="list-style-type: none"> <li>1 Respondent states this is only a partial solution to a problem of people parking these vehicles along stretches of road in Dartmouth throughout Winter without moving them.</li> <li>1 Respondent states the stretches of road identified in the order include lengths of road which are unrestricted in Winter.</li> <li>1 Respondent asks will the order prevent long term parking during the Winter months? If it applies all year round that is ok.</li> <li>1 Respondent states if the ban only applies to designated stretches of road the result is likely that these vehicles will just be left elsewhere in Dartmouth where they can be parked on the road.</li> <li>1 Respondent states the blue badge holder uses the letter of the law to take summer motor caravan holidays in Dartmouth – whilst this may be the letter of the blue badge regulations it is not the spirit of the regulations.</li> <li>1 Respondent states often a blue badge equipped motor caravan is parked for days at a time while the occupant gets a free holiday – the regulations need to ensure that this is legislated against.</li> <li>1 Respondent states enforcement will always be an issue – there is no point in regulating against overnight parking of this class of vehicle unless it is enforced.</li> <li>1 Respondent now visits several times a year in camper van with family member as unable to stay in rented flat due to stairs and states if proposals implemented this would put a stop to current activities i.e. family member's 6.30am run followed</li> </ul>	<p><b>Reason for proposal</b></p> <p>To preserve the amenities of the area by preventing long term parking/storage of camper vans.</p> <p><b>Officer comments</b></p> <p>The proposed restrictions will be all year and in all limited waiting parking bays along North and South Embankment.</p> <p>Blue badge regulations are not within the remit of the proposals and we cannot change these as they are decided by Department for Transport. However, blue badge holders will be permitted to park here for 3 hours as they would on any other yellow line.</p> <p>Vehicles parked in contravention may receive a Penalty Charge Notice (PCN). The times of operation allow enforcement activity to be conducted.</p> <p>The nearest campsite facilities are 2.2 miles from the South Embankment.</p> <p>There are a number of other limited waiting bays in close proximity to North and South Embankment, within the town that campervans may use as an alternative to park.</p> <p>Vans as described in the comments would not be considered a motorhome and would therefore not be subject to the proposed restrictions.</p>

# Agenda Item 8

Comment	Devon County Council (DCC) Response
<p>by breakfast in town and meeting friends for dinner in the evening. If campsite used would not be allowed back into town before 9.00am.</p> <ul style="list-style-type: none"> <li>• 1 Respondent appreciates that there is a need to legislate to prevent abuse of hospitality but could a time restriction of 7 days no return for 28 days be implemented to allow genuine tourists into town but banning those that would abuse it.</li> <li>• 1 Respondent comments a plain white van (same size as motorhome) arrived overnight. Driver bedded down on a mattress. At 5am ran engine for an hour to warm up adding to pollution. This van would be allowed to park under the new rules whereas a fully equipped motorhome would be banned.</li> <li>• 1 Respondent comments two vans definitely stay too long and are abusing the town's generous hospitality (although now left the area and nowhere to be seen) – understand order is to stop this happening again but to totally ban everyone for the selfish attitude of two people is very unfair.</li> <li>• 1 Respondent comments motor-homers have money to spend. By putting the ban so early in the evening you are making anyone who wants an evening meal go elsewhere and when businesses are struggling in this climate is this wise?</li> <li>• 1 Respondent comments do not take the easy option and ban everyone as in this day and age tourists have a lot to offer.</li> </ul> <p><b>Suggestions</b></p> <ul style="list-style-type: none"> <li>• 1 Respondent suggests the ban needs to cover all areas of on road parking</li> <li>• 1 Respondent suggests a 2 or 3 night maximum limit – this is done successfully in Council run car parks in Appledore, Torrington, Bideford and Westward Ho!</li> <li>• 1 Respondent suggests limit the parking to the top of North Embankment by the higher ferry. There are no properties overlooking there and Coronation Park acts as a great buffer – hardly noticeable to the locals.</li> <li>• 1 Respondent suggests as most people would be happy to pay for parking another option is to sell a 2/3 day pass at the Tourist Information Centre. £5/day would definitely discourage anyone who is after a long-term stay giving genuine Dartmouth lovers a chance to stay and not feel punished for the selfish actions of others.</li> </ul>	
<p><b>Recommendation: Further investigation on impact to the community required and the matter should be delegated to the Chief Officer for Highways, Infrastructure, Development &amp; Waste in consultation with the Local County Councillor and Chair.</b></p>	

Comment	Devon County Council (DCC) Response
<b>ENV5714/004(A) – Blachford Road, Ivybridge</b> <b>1 Respondent (Resident of Bittaford Terrace)</b>	
<b>Objections</b> <ul style="list-style-type: none"> <li>Objects to proposals</li> </ul> <b>Comments</b> <ul style="list-style-type: none"> <li>Feels this will force people who work in the town to park in other places putting pressure on residential areas.</li> <li>Do not understand how introducing this restriction will help reduce traffic in this road as the road is not wide enough for two cars to pass at all points.</li> <li>Parking in Ivybridge is already limited for people who cannot afford to park in the car parks and this will limit people even further.</li> </ul>	<b>Reason for proposal.</b> To prevent inappropriate and obstructive parking.  <b>Officer comments</b> The proposed restriction in this location is to prevent parking on a section of highway that should not be parked on, as it is in front of dropped kerbs for access to properties.
<b>Recommendation: Proceed as advertised.</b>	

Comment	Devon County Council (DCC) Response
<b>ENV5714-006(A) Crescent Road, Ivybridge</b> <b>7 Respondents (1 Resident of Bittaford Terrace, 4 Residents of Crescent Road &amp; 2 Residents of Park Street)</b>	
<b>Objections</b> <ul style="list-style-type: none"> <li>1 Respondent objects to proposals.</li> <li>1 Respondent strongly objects to proposals – the necessity, citing a “pinch point” is not borne out by measurement and is illusory.</li> <li>1 Respondent very concerned and surprised at proposals.</li> <li>2 Respondents concerned about proposals</li> </ul> <b>Comments</b> <ul style="list-style-type: none"> <li>1 Respondent feels this will force people who work in the town to park in other places putting pressure on residential areas.</li> <li>1 Respondent states parking in Ivybridge is already limited for people who cannot afford to park in the car parks and this will limit people even further</li> <li>3 Respondents have lived in Crescent Road for a very long time and have never seen or experienced traffic hold-ups in this section of Crescent Road.</li> <li>1 Respondent comments traffic problems arise at east end of Beacon Road at its junction with Station Road where unrestricted parking on both sides of this junction regularly create a dangerous chicane with single lane traffic and poor visibility.</li> <li>1 Respondent comments that as it stands the proposal will deprive 2 houses of on-street parking, one of which has no off-road parking at all but will contribute nothing to traffic flow, there is no congestion at the south-west end of this road by the Beacon Road junction.</li> <li>1 Respondent states the width of the carriageway varies between 4.8m and 5.0m.</li> </ul>	<b>Reason for proposal.</b> To prevent obstructive parking at pinch point.  <b>Officer comments</b> Devon County Council have received complaints from the farmers, have photographic evidence and when undertaking a site visit in April we noted obstruction of the carriageway due to a parked vehicle.  Devon County Council were only requested to consider restrictions on this section of Beacon Road. Additional locations can be requested via the Town Council or County Councillor.  The current width and alignment of Station Road together with vehicles parking to access the Public Right of Way and foundation stones in the wall on the opposite side make this route inappropriate for large vehicles. Station Road is not a designated route for agricultural vehicles or HGVs. Beacon Road is the most appropriate

# Agenda Item 8

<ul style="list-style-type: none"><li>• 1 Respondent comments currently one small hatchback is parked with any regularity outside Moat House as others are tradesmen and occasional visitors. Traffic including heavy farm vehicles, if slowed, are never obstructed and no car has ever been asked to be moved even for large hay lorries with trailers.</li><li>• 1 Respondent comments the current arrangement should be welcome in deterring inappropriate and excess speed often seen on this downhill stretch of Crescent Road. This is to the benefit not only to the houses with direct access on to the road but also to the Beacon Road junction traffic.</li><li>• 1 Respondent comments the slowing of this traffic increases the safety of pedestrians and dog walkers, regularly crossing this wide junction to access Long Timber Woods.</li><li>• 1 Respondent comments they are unaware of any traffic incidents at the Crescent/Beacon Road junction as opposed to a recent accident at the junction of Beacon Road/Station Road.</li><li>• 1 Respondent comments these proposals will cause great inconvenience to Moat House and to property opposite which has no formal alternative parking.</li><li>• 1 Respondent comments small number of residential parked cars act as traffic calming reducing traffic speeds significantly.</li><li>• 1 Respondent comments the only time there are problems is when farm traffic try and use this section (harvesting contractors run through here in convoy and at speed). Their designated route through this area is via "Station" and "Beacon" road deliberately designed to alleviate the safety conflict and damage between this narrow residential road and the increasingly oversized farm vehicles being used. There has always been farm traffic here, but problem has only occurred in last few years.</li><li>• 1 Respondent comments the proposals will have no effect on traffic flow as road is narrow over its entire length.</li><li>• 1 Respondent comments this is not the route designated for HGV and oversized farm vehicles and nothing should be done to encourage this.</li><li>• 2 Respondents comments there is no pinch point; normal traffic flows very well and safely as it stands.</li><li>• 1 Respondent comments the proposals will cause displacement in adjacent areas.</li><li>• 1 Respondent comments the proposals have an unreasonable and disproportionate affect on the two properties adjacent to the restrictions causing a substantial devaluation of their properties – especially relevant to 'Cresta' which has no off-street parking. It is grossly unfair to expect these owners to be victimised for this scheme.</li></ul>	<p>route to take due to the number of parked vehicles and the subsequent width of the road.</p> <p>Subject to not causing obstruction of the highway, motorists are permitted to load and unload on double yellow lines.</p> <p>It is not the responsibility of the authority to provide parking spaces on the public highway, it is to ensure the free flow of traffic.</p> <p>Vehicles are able to park where it is safe and legal and does not cause an obstruction.</p>
--	---

- 2 Respondents concerned that the proposed double yellow lines would prevent elderly relative being picked up/dropped home.
- 1 Respondent concerned that proposals would mean parking further away from elderly relative's property when assisting with recyclable garden waste. Proposals would mean carrying the waste along the road (logical place to park would be on opposite side of Beacon Road junction) and would likely mean that I would be forced to cross a wide junction to dispose of waste in a responsible manner.
- 1 Respondent confused as to why restrictions proposed on Crescent Road – it is a minor road which just gives access to the properties along it.
- 1 Respondent comments in the 35 years they have been parking outside "Cresta" they have not had an issue with vehicles not being able to get by and have never been asked to move.
- 1 Respondent concerned that if elderly relative requires carers in the future where would they park?
- 1 Respondent can see no reason for proposals on Beacon Road. Road is excessively wide here and has minimal traffic so could never be considered a pinch point.
- 1 Respondent comments they have no off-road parking and proposals will take away the option for parking without providing any alternative.
- 1 Respondent states their property will be virtually unsaleable.
- 1 Respondent feels they are being treated unfairly as restrictions will only be outside their property. The proposals will follow their boundary and the road opposite, the entire remainder of the road being unaffected – what will this achieve?
- 1 Respondent thinks access and convenience issues this will cause them are unreasonable especially as there are no major problems, but it will significantly affect quality of life and have a large financial impact.

## Suggestions

- 1 Respondent suggests if traffic order were amended to simply replace "Crescent Road" with "Station Road" it would make complete sense and is wondering if there has been a drafting error.
- 1 Respondent suggests traffic flow would be better served with parking restrictions at its north-east end at the junction with Station Road where walkers frequently park cars that obstruct this junction requiring a 3-point turn from Crescent Road into Station Road and vice versa.
- 1 Respondent respectfully suggests that the imposition of double yellow lines to the part of Crescent Road outside the Moat House is

# Agenda Item 8

unnecessary and that priority should be given to congested local roads.	
<b>Recommendation: Proceed as advertised and monitor.</b>	

Comment	Devon County Council (DCC) Response
<b>ENV5714/007(A) – Leland Grove/Marshall Drive/Greenfield Drive, Ivybridge</b> <b>4 respondents (1 resident of Marshall Drive, 1 resident of Leland Grove, 1 resident of Greenfield Drive and 1 resident of Bittaford Terrace)</b>	
<p><b>Objections</b></p> <ul style="list-style-type: none"> <li>1 Respondent objects to the proposals</li> </ul> <p><b>Comments</b></p> <ul style="list-style-type: none"> <li>1 Respondent feels this will force people who work in the town to park in other places putting pressure on residential areas.</li> <li>1 Respondent feels parking in Ivybridge is already limited for people who cannot afford to park in the car parks and this will limit people even further.</li> <li>1 Respondent comments they find it difficult to understand that the Council is considering resident parking permits to resolve minor local issues or possible danger to persons.</li> <li>1 Respondent concerned that proposals for Leland Grove/Marshall Drive (easterly) will displace cars to park next to their property. It makes sense to place lines on both sides of the junction i.e. easterly and westerly to prevent junction parking.</li> <li>1 Respondent asks why these parking restrictions are being put in place at end of Greenfield Drive and Leland Grove. They appear to have no practical benefit to the walking public for safety or drivers exiting/entering the named roads?</li> <li>1 Respondent comments about more serious traffic problems along Ermington Road outside the industrial estate and David Mays Motors – vehicles parked along this road are dangerous to other road users and should not be parked on the road. Vehicles along this road that are either untaxed or no MoT. Do Not Park sign is never enforced. This road should be no waiting with either single or double yellow lines with a restriction enforced.</li> </ul> <p><b>Suggestions</b></p> <ul style="list-style-type: none"> <li>1 Respondent suggests if restrictions should be implemented to gain a safer free flowing traffic situation Permit Parking on the estate of The Paddocks, Greenfield Drive, Marshall Drive and Leland Grove could be introduced.</li> </ul>	<p><b>Reason for proposal</b></p> <p>To prevent inappropriate and obstructive parking.</p> <p><b>Officer comments</b></p> <p>Presence of dropped kerbs can be enforced by CEO or police</p> <p>The purpose of the restrictions at the end of Greenfield Drive and Leland Grove is to protect the pedestrian dropped kerb.</p> <p>Initial request was to consider restrictions in the areas identified. Additional locations can be requested via the Town Council or County Councillor.</p>
<b>Recommendation: Proceed as advertised and monitor.</b>	



Comment	Devon County Council (DCC) Response
<b>ENV5714/008(A) – MacAndrew Walk/Brunel Way, Ivybridge</b> <b>1 respondent (1 resident of Bittaford Terrace)</b>	
<b>Objections</b> <ul style="list-style-type: none"> <li>Objects to the proposals.</li> </ul> <b>Comments</b> <ul style="list-style-type: none"> <li>Feels this will force people who work in the town to park in other places putting pressure on residential areas.</li> <li>Parking in Ivybridge is already limited for people who cannot afford to park in the car parks and this will limit people even further.</li> </ul>	<b>Reason for proposal</b>  To prevent inappropriate and obstructive parking.  <b>Officer comments</b> This is a residential street and the restrictions will prevent parking on a junction that causes issues for those turning. The comments are not relevant to the proposal.
<b>Recommendation: Proceed as advertised.</b>	

Comment	Devon County Council (DCC) Response
<b>ENV5714/009(A) – St Johns Road, Ivybridge</b> <b>1 respondent (1 resident of Bittaford Terrace)</b>	
<b>Objections</b> <ul style="list-style-type: none"> <li>Objects to the proposals.</li> </ul> <b>Comments</b> <ul style="list-style-type: none"> <li>Feels this will force people who work in the town to park in other places putting pressure on residential areas.</li> <li>Parking in Ivybridge is already limited for people who cannot afford to park in the car parks and this will limit people even further.</li> </ul>	<b>Reason for proposal</b>  To ease congestion and assist with flow of traffic by preventing parked cars affecting the function of the traffic lights.  <b>Officer comments</b> The proposed restrictions are to ease congestion associated with parked vehicles on the approach to the signalised junction. The existing advanced loops which detect vehicles on the approach to the traffic lights are currently parked on creating false demand for St Johns Road and therefore delays on Western Road, the proposals will address this false demand.
<b>Recommendation: Proceed as advertised.</b>	

# Agenda Item 8

Comment	Devon County Council (DCC) Response
<b>ENV5714/010(A) – St Peters Way, Ivybridge</b> <b>1 respondent (1 resident of Bittaford Terrace)</b>	
<b>Objections</b> <ul style="list-style-type: none"> <li>Objects to the proposals.</li> </ul> <b>Comments</b> <ul style="list-style-type: none"> <li>Feels this will force people who work in the town to park in other places putting pressure on residential areas.</li> <li>Parking in Ivybridge is already limited for people who cannot afford to park in the car parks and this will limit people even further.</li> </ul>	<b>Reason for proposal</b>  To prevent inappropriate and obstructive parking.  <b>Officer comments</b> This is a residential street and the restrictions will prevent parking at a pinch point and improves visibility for vehicles coming up to the pinch point and coming out of the junctions. The comments are not relevant to the proposal.
<b>Recommendation: Proceed as advertised.</b>	

Comment	Devon County Council (DCC) Response
<b>ENV5714/011(A) – Ashleigh Road/Balkwill Road, Kingsbridge</b> <b>1 respondent (Kingsbridge Town Council)</b>	
<b>Support</b> <ul style="list-style-type: none"> <li>Supports the proposals.</li> </ul>	<b>Reason for proposal</b>  To ease congestion by preventing obstructive parking on junction at school drop off/pick up times.  <b>Officer comments</b> Noted.
<b>Recommendation: Proceed as advertised.</b>	

Comment	Devon County Council (DCC) Response
<b>ENV5714/012(A) – Belle Cross Road, Kingsbridge</b> <b>5 respondents (3 residents of Belle Cross Road, 1 resident of Church Street and Kingsbridge Town Council)</b>	
<b>Objections</b> <ul style="list-style-type: none"> <li>1 Respondent objects to the proposals. If implemented, then ability to maintain operation of holiday let will cease.</li> </ul> <b>Support</b> <ul style="list-style-type: none"> <li>2 Respondents support the proposals.</li> </ul> <b>Comments</b> <ul style="list-style-type: none"> <li>2 Respondents comment proposals will force the end of the ability to offer the property for let. During this time it has contributed positively to the local community by being operated as a holiday let it has supported many business interests in the area both directly and indirectly.</li> </ul>	<b>Reason for proposal</b>  Introduce No Waiting at a pinch point to allow passage of the town bus.  <b>Officer comments</b> The hedge and bank at this location when inspected were not impeding or over growing into the road, there was no evidence of 2 sets of double yellow lines.  However, it is agreed that there is sufficient width for the bus to get through as long as vehicles park

Comment	Devon County Council (DCC) Response
<ul style="list-style-type: none"> <li>• 1 Respondent accepts that parking and access to this particular area is an issue.</li> <li>• 1 Respondent states in their opinion the current and present restrictions are perfectly adequate and the lack of enforcement and flagrant disregard by road users is the direct cause. Addressing the direct cause as opposed to introducing additional rules and signage that will almost certainly be ignored will not address the direct cause and issue and furthermore remove a valuable contributor to the local area.</li> <li>• 1 Respondent comments in the last 2 years the Council has renewed the present double yellow line restrictions opposite this location running parallel to the school boundary. The boundary has been allowed to significantly overgrow and cause narrowing of the road. The double yellow lines have been covered by undergrowth and the Council has just repainted another set alongside the originals. If the boundary was restored it would uncover the original lines and we would have 4 yellow line markings.</li> <li>• 1 Respondent comments the proposals, exacerbated by the fact there are few additional on road parking options in immediate locality will impact directly on the appeal of the venue as a holiday destination, making it uneconomic to run as a holiday home as a result of the reduced bookings that will be a consequence of this decision.</li> <li>• 2 Respondents comment it is accepted proposals are close to a primary school with the inevitable traffic congestion at school times but cannot see how such an alteration to parking restrictions will be of benefit as it will cause displacement/bottlenecks further up the lane.</li> <li>• 1 Respondent comments any existing congestion is of a relatively short duration, but the proposals would not appear to resolve the short-term congestion caused by the school and further limits parking in a residential lane with few available parking areas.</li> <li>• 1 Respondent comments this will cause displacement.</li> <li>• 1 Respondent comments property is mainly rented out during school holidays and weekends so has little impact on this time frame, so the proposals seem to be of no use.</li> </ul> <p><b>Suggestions</b></p> <ul style="list-style-type: none"> <li>• 1 Respondent suggests the Council consider enforcement of the existing rules and simply restore the correct road width boundary.</li> </ul>	<p>sensibly. It would be prudent for the Town Council to liaise with residents and the school with parents that park here, to ensure they park considerately to prevent issues for the bus.</p> <p>Liaison with the school is required to ensure they keep the hedge cut back to allow maximum width of the road.</p>

# Agenda Item 8

Comment	Devon County Council (DCC) Response
<ul style="list-style-type: none"> <li>1 Respondent suggests if parking restrictions have to be introduced as a compromise, they are confined to school times.</li> </ul>	
<b>Recommendation: Drop proposals and monitor situation to ensure school maintains the hedge to provide maximum width for bus to get through.</b>	

Comment	Devon County Council (DCC) Response
<b>ENV5714/013(A) – Embankment Road &amp; Highfield Drive, Kingsbridge</b>	
<b>1 respondent (Kingsbridge Town Council)</b>	
<b>Support</b> <ul style="list-style-type: none"> <li>Supports the proposals.</li> </ul>	<b>Reason for proposal</b>  Increase maximum stay times to provide more time for use of the leisure facilities or for shoppers to walk to the town centre. To improve visibility on the bend.  <b>Officer comments</b> Noted.
<b>Recommendation: Proceed as advertised.</b>	

Comment	Devon County Council (DCC) Response
<b>ENV5714/014(A) – Embankment Road, Kingsbridge</b>	
<b>3 respondents (Kingsbridge Town Council)</b>	
<b>Support</b> <ul style="list-style-type: none"> <li>Support the proposals.</li> </ul>	<b>Reason for proposal</b>  To prevent inappropriate parking obscuring visibility exiting private shared car park.  <b>Officer comments</b> Noted.
<b>Recommendation: Proceed as advertised.</b>	

Comment	Devon County Council (DCC) Response
<b>ENV5714/015(A) – Henacre Road, Kingsbridge</b> <b>3 respondents (1 resident of Henacre Road, 1 resident of Belle Cross Road and Kingsbridge Town Council)</b>	
<p><b>Objections</b></p> <ul style="list-style-type: none"> <li>2 Respondents object to proposals.</li> </ul> <p><b>Support</b></p> <ul style="list-style-type: none"> <li>1 Respondent supports the proposals.</li> </ul> <p><b>Comments</b></p> <ul style="list-style-type: none"> <li>1 Respondent asks why should we all be penalised for the odd inconsiderate person's parking.</li> <li>1 Respondent comments this will cause displacement.</li> <li>1 Respondent comments the road above (also Henacre Road) is far worse for passing as majority of vehicles are parked on both sides of the road with no room for the lower part of Henacre Road to park so where are we supposed to park?</li> <li>1 Respondent comments South Hams HATOC on 5 April 2019 had considered and approved progression of the introduction of no waiting at various pinch points to allow passage of the town bus. However, these proposals report restrictions for an uninterrupted length of Henacre Road. Members recommended single yellow lines at 2 or 3 locations only at 9.30am-3pm along Henacre Road to replace the current order to provide passing places.</li> </ul> <p><b>Suggestions</b></p> <ul style="list-style-type: none"> <li>1 Respondent suggests making the pavements smaller which will make the road wider and safer for bigger vehicles to pass through safely. Most people park on the pavement to allow bigger vehicles to pass through and to protect their cars from losing wing mirrors as people drive this road at speed.</li> <li>1 Respondent suggests sleeping policemen for traffic calming.</li> </ul>	<p><b>Reason for proposal</b></p> <p>Introduce No Waiting to allow passage of town bus.</p> <p><b>Officer comments</b></p> <p>There are no pinch points along Henacre Road, this was an error in wording in the original report. There are no comments in the HATOC minutes suggesting lines at a few locations.</p> <p>According to DfT's Manual for Streets, the typical width of a car and its wing mirrors is 2.0m, the width of a minibus and wing mirrors is 2.4m, it is therefore not feasible to allow parking on both sides of Henacre Road and the width of the remaining highway to be sufficient for the bus to get through.</p> <p>Devon County Council promotes green and healthier travel, we would not seek to make the footways narrower and therefore a less desirable option for pedestrians.</p> <p>It is not the responsibility of the authority to provide parking spaces on the public highway, it is to ensure the free flow of traffic.</p>
<b>Recommendation: Proceed as advertised.</b>	

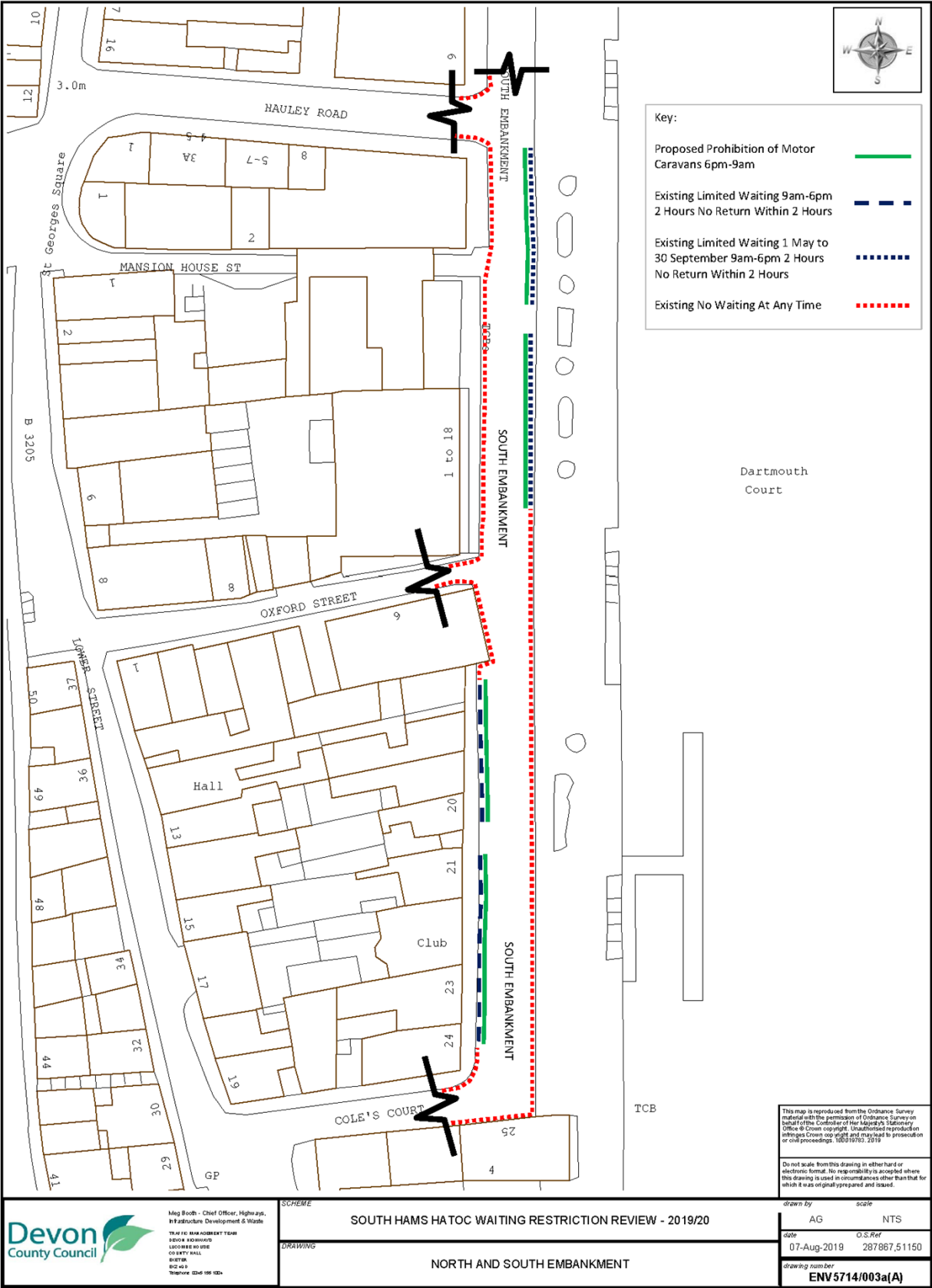
Comment	Devon County Council (DCC) Response
<b>ENV5714/016(A) – Saffron Park, Kingsbridge</b> <b>1 respondent (Kingsbridge Town Council)</b>	
<p><b>Support</b></p> <ul style="list-style-type: none"> <li>Support the proposals.</li> </ul>	<p><b>Reason for proposal</b></p> <p>To prevent inappropriate parking on bend and provide passing place.</p> <p><b>Officer comments</b></p> <p>Noted.</p>
<b>Recommendation: Proceed as advertised.</b>	

# Agenda Item 8

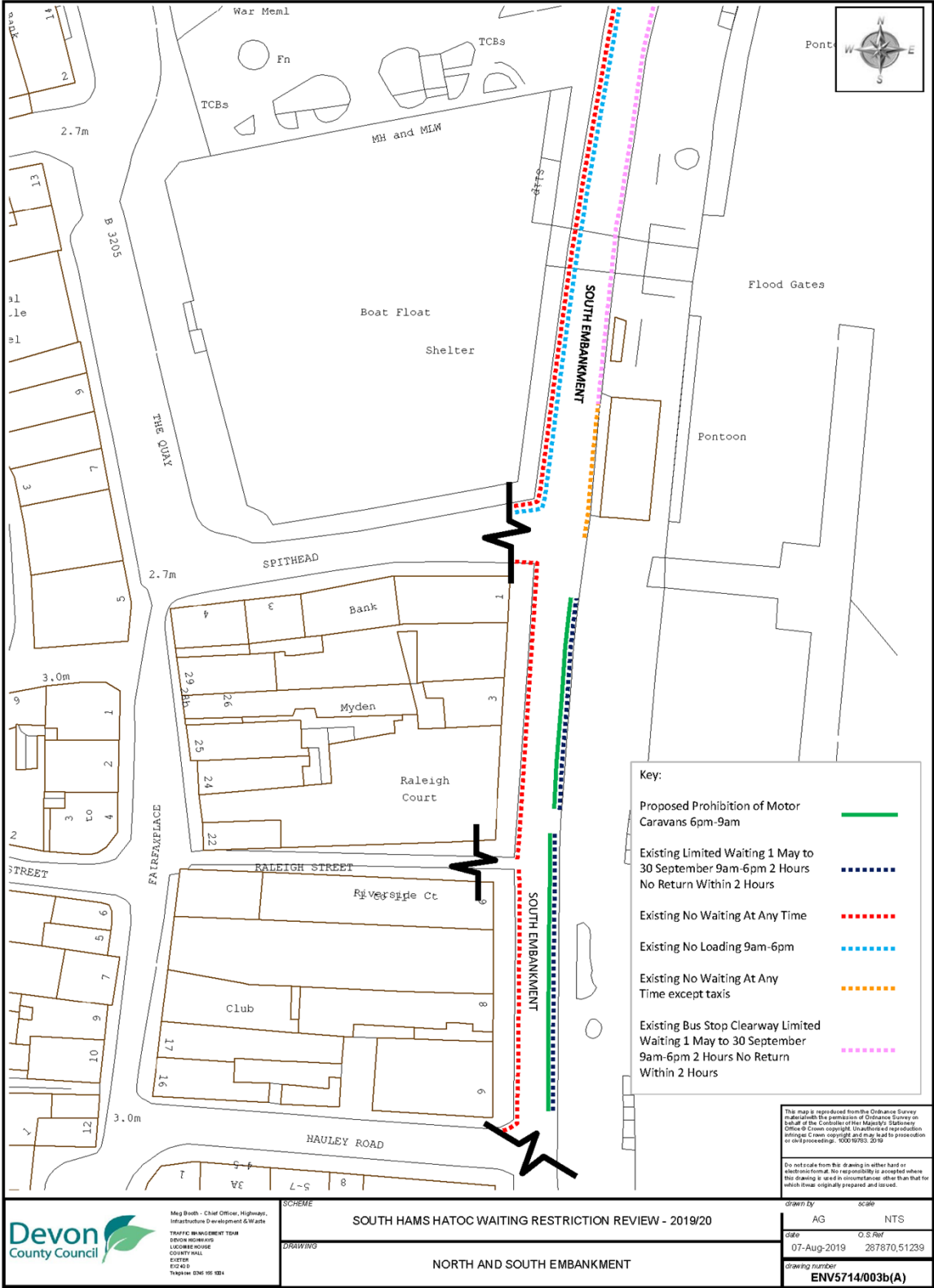
Comment	Devon County Council (DCC) Response
<b>ENV5714/017(A) – Hurrell Road/Higher Union Road, Kingsbridge</b> <b>1 respondent (Kingsbridge Town Council)</b>	
<b>Support</b> <ul style="list-style-type: none"> <li>Supports the proposals.</li> </ul>	<b>Reason for proposal</b>  To prevent inappropriate parking on inside of bend.  <b>Officer comments</b> Noted.
<b>Recommendation: Proceed as advertised.</b>	

Comment	Devon County Council (DCC) Response
<b>ENV5714/023(A) – Huxhams Cross to Staverton Bridge, Staverton</b> <b>1 respondent (1 resident of Dartington)</b>	
<b>Objections</b> Objects to proposals on east side of Staverton Bridge between the bridge and railway station.  <b>Comments</b> <ul style="list-style-type: none"> <li>East side of Staverton Bridge between the bridge and railway station is popular area for people to park and enable access to the riverside path provided by Staverton Parish Council. There is no alternative parking available for access to this path – restricting parking would be of a great disadvantage to those wishing to use the path.</li> <li>The area is naturally slow because of the railway level crossing and one-way bridge. Slow means safe. Why restrict parking here? To speed up traffic flow as this could be hazardous to pedestrians?</li> <li>As this is an AONB painting yellow lines would mean urbanisation and an eye sore.</li> <li>There is no alternative parking provided for access to this important local beauty spot. Please leave well alone.</li> </ul>	<b>Reason for proposal</b>  To ease congestion on the road after level crossing gates open.  <b>Officer comments</b> Space for approximately 2 to 3 vehicles has been left to allow people access to the path. The restrictions are only proposed where necessary to prevent vehicles being parked where they block access to the bridge especially when traffic is released after the level crossing barriers are raised. This is a narrow section of road and drivers must approach the bridge with care to ensure they do not hit the posts, making it difficult to have increased speeds on this short section. The lines will be marked as sympathetically as possible to preserve the sensitive nature of the area. Lines are deep cream and only 50mm wide each.
<b>Recommendation: Proceed as advertised.</b>	

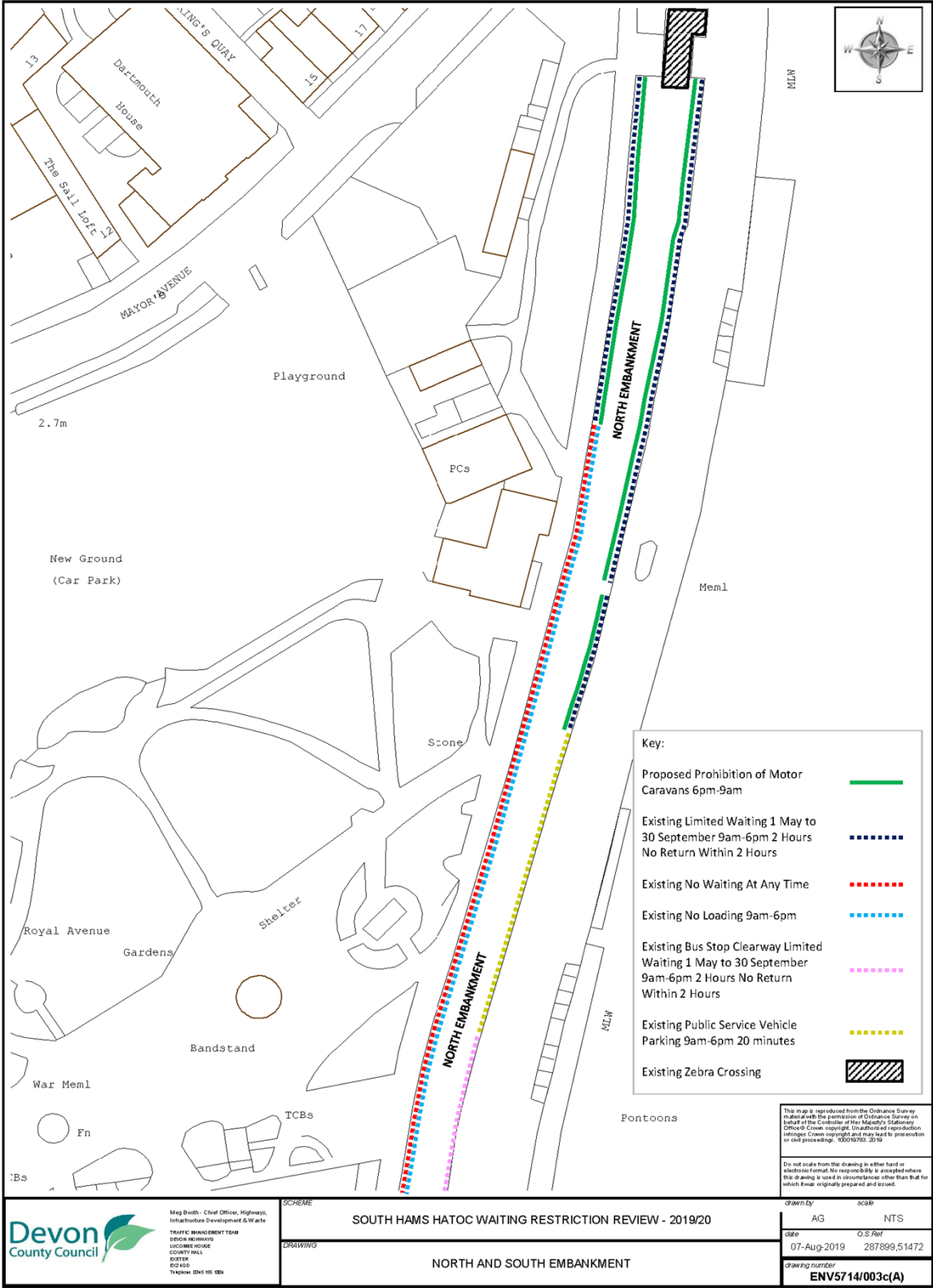
Comment	Devon County Council (DCC) Response
ENV5714/024(A) – Various, Thurlestone 3 respondents (2 residents of South Milton and South Hams District Council)	
<p><b>Support</b></p> <ul style="list-style-type: none"> <li>2 Respondents fully support the proposals.</li> </ul> <p><b>Comments</b></p> <ul style="list-style-type: none"> <li>1 Respondent comments short term parking at least out of season and after hours should be permitted outside the public toilets across the road from the golf club and next door to and immediately north west of the pumping station. There is a small pull in here and the road is wide enough not to be obstructed by a parked vehicle.</li> </ul>	<p><b>Reason for proposal</b></p> <p>To prevent inappropriate parking.</p> <p><b>Officer comments</b></p> <p>The “pull in” is directly opposite the junction, it would not be appropriate to allow parking in this location. There is potential for vehicles to block the access to the public toilets or pumping station and there is on street unrestricted parking available opposite.</p>
<b>Recommendation: Proceed as advertised.</b>	

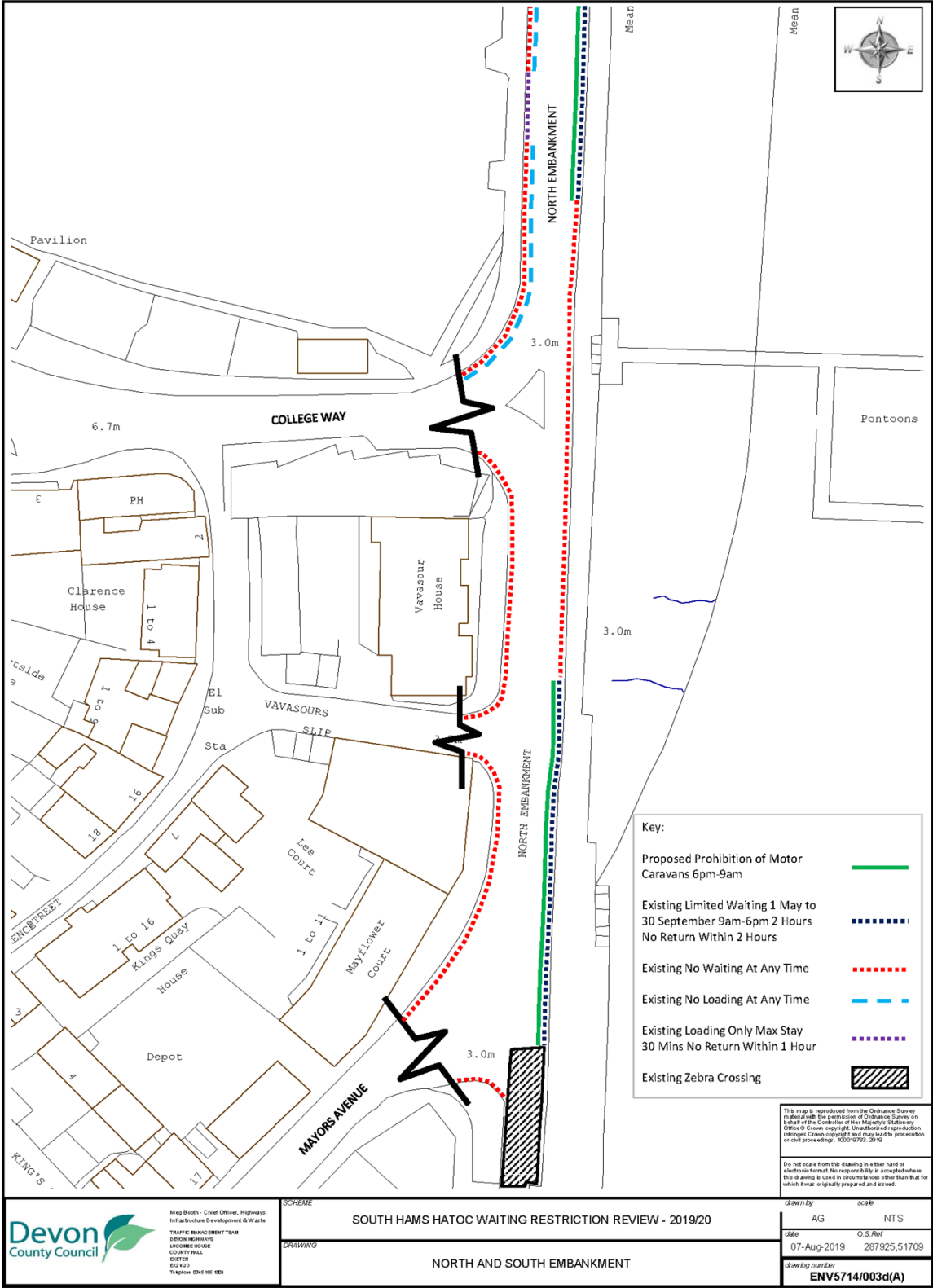




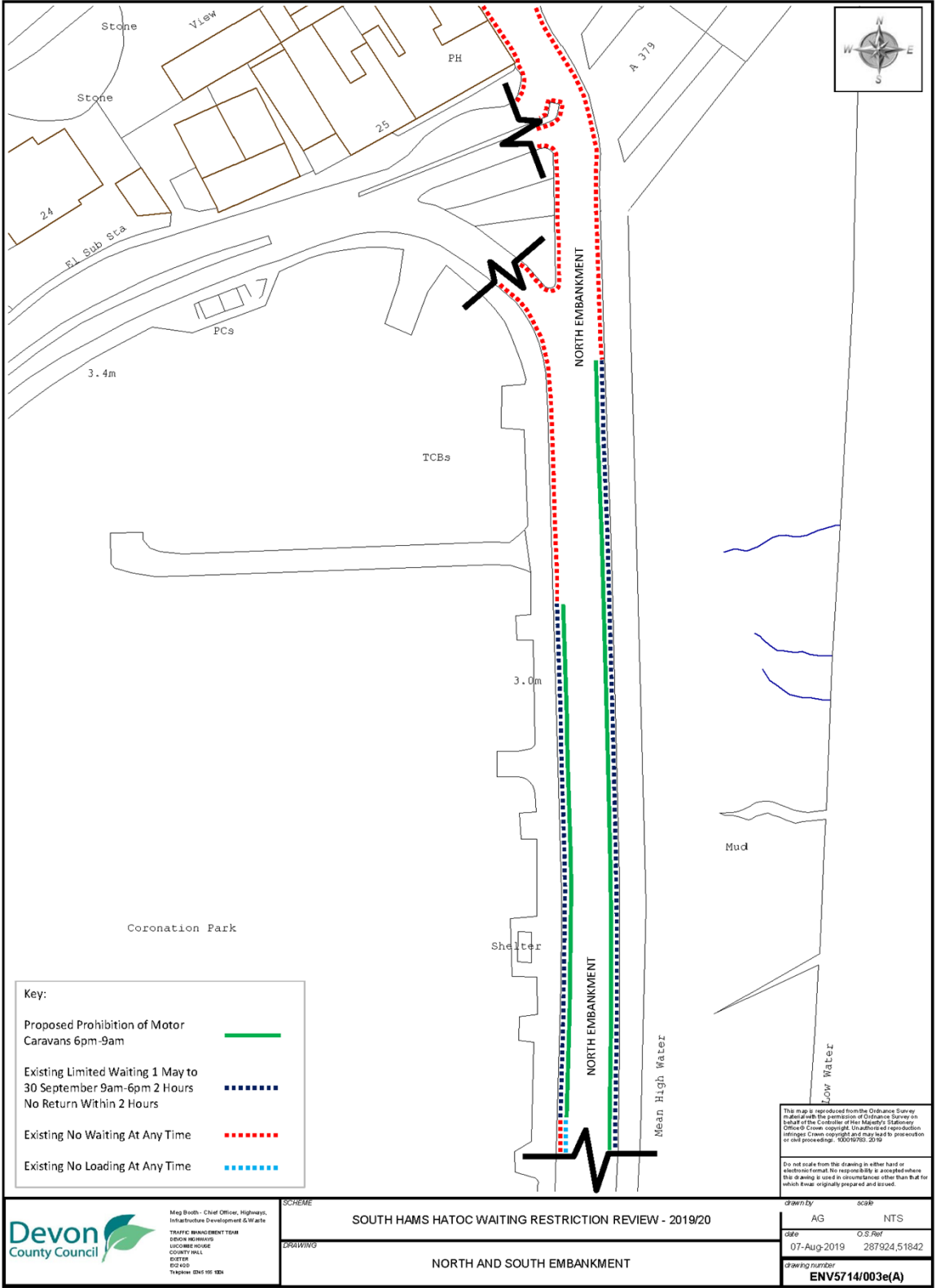


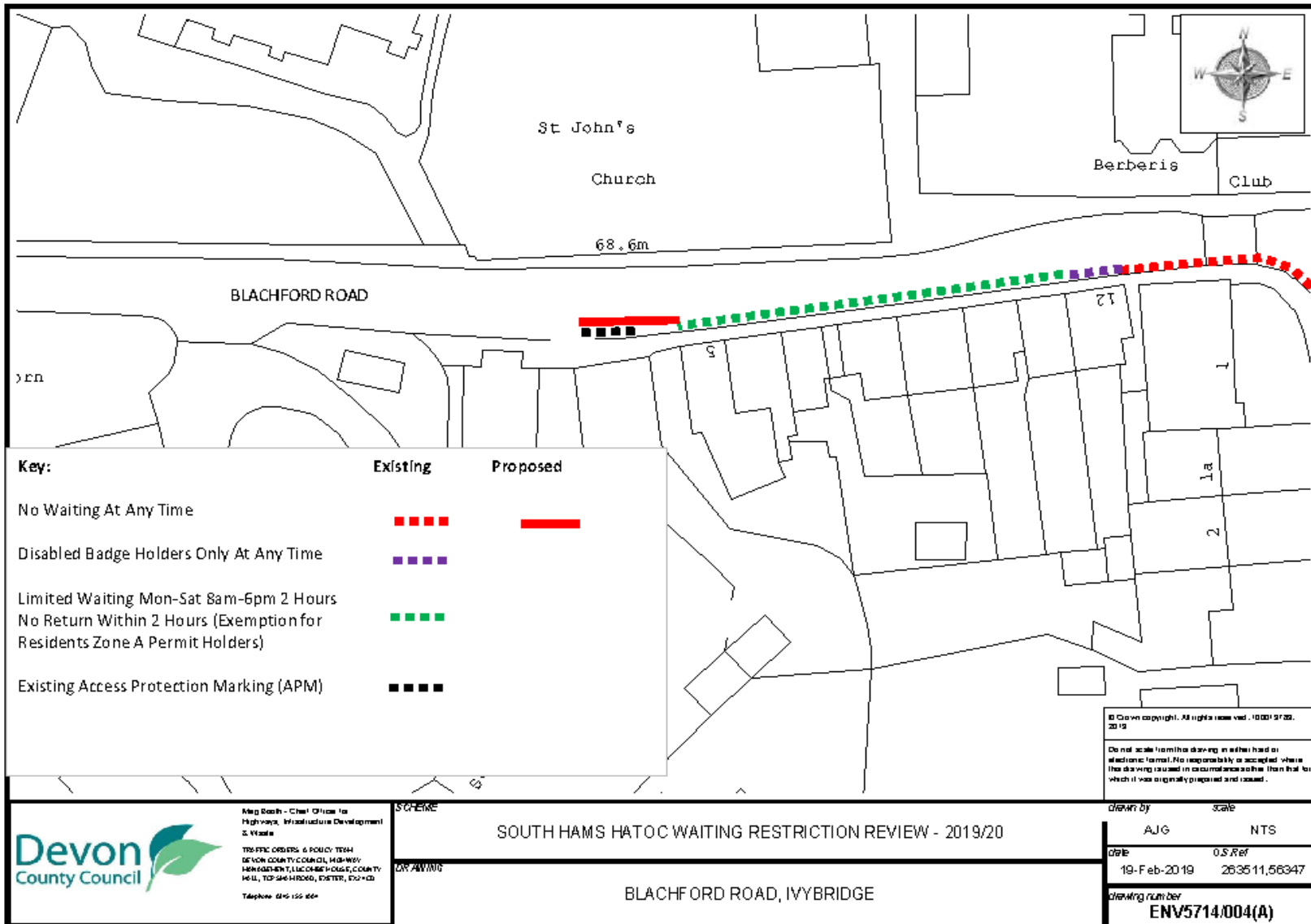
Agenda Item 8

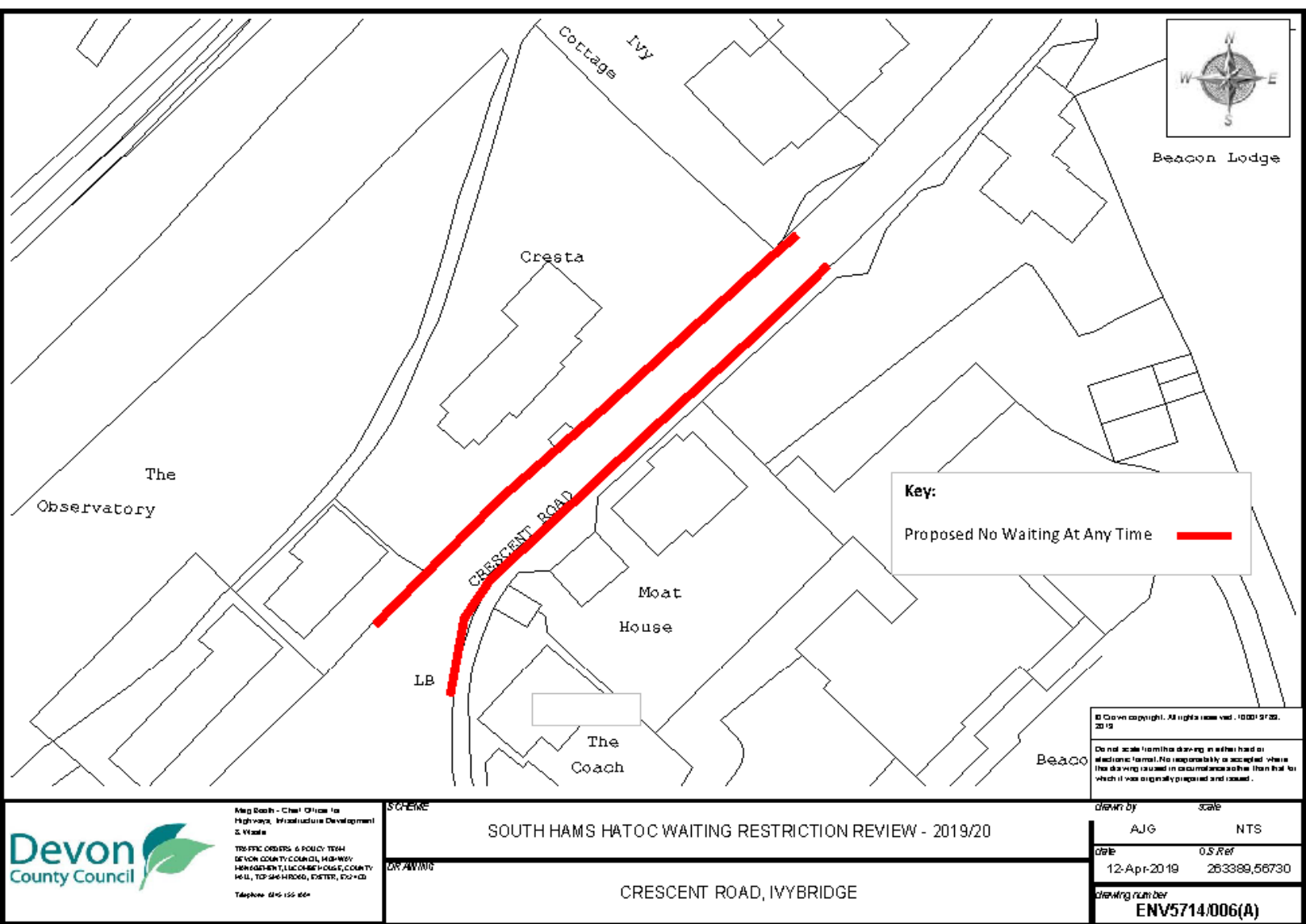


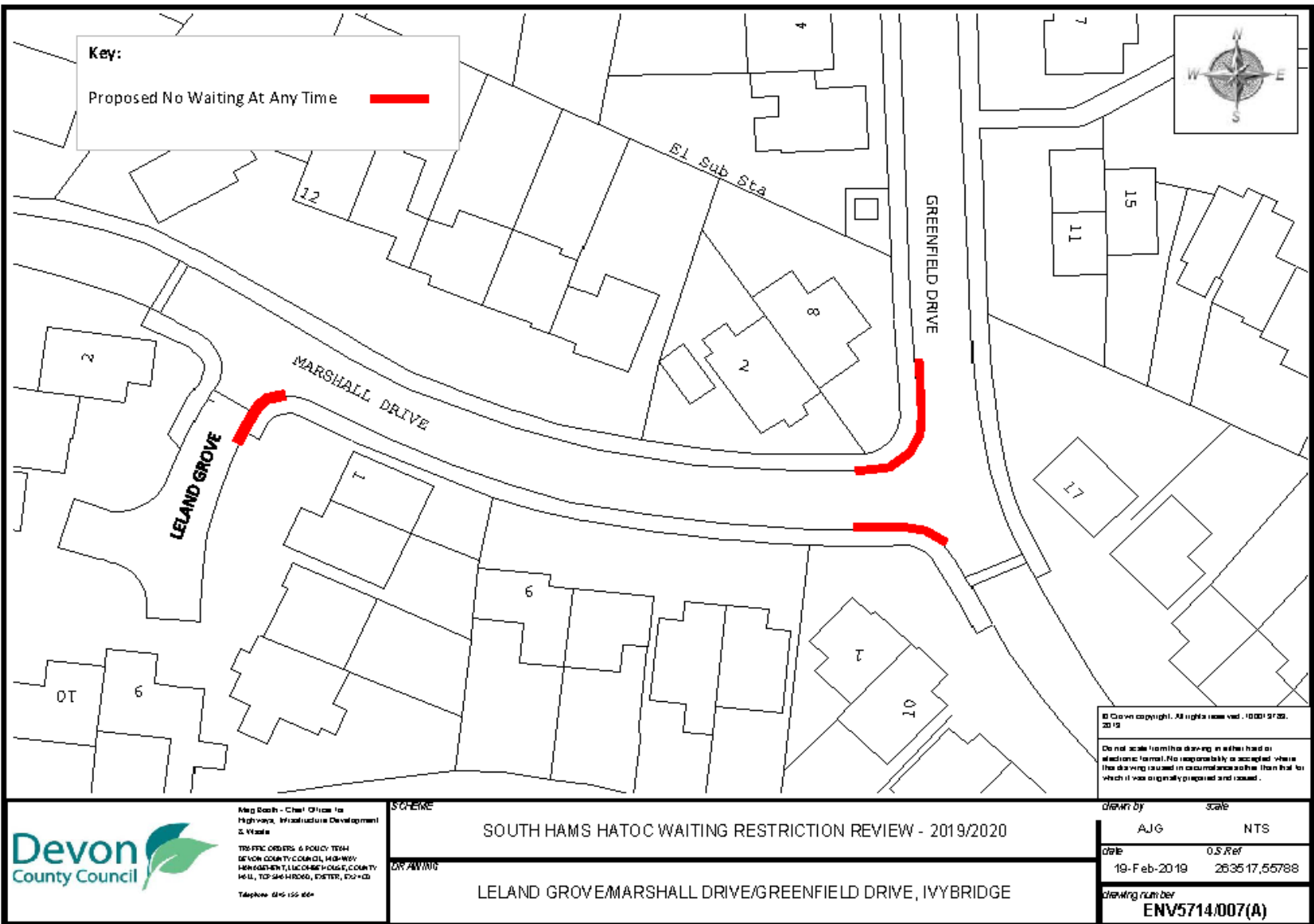


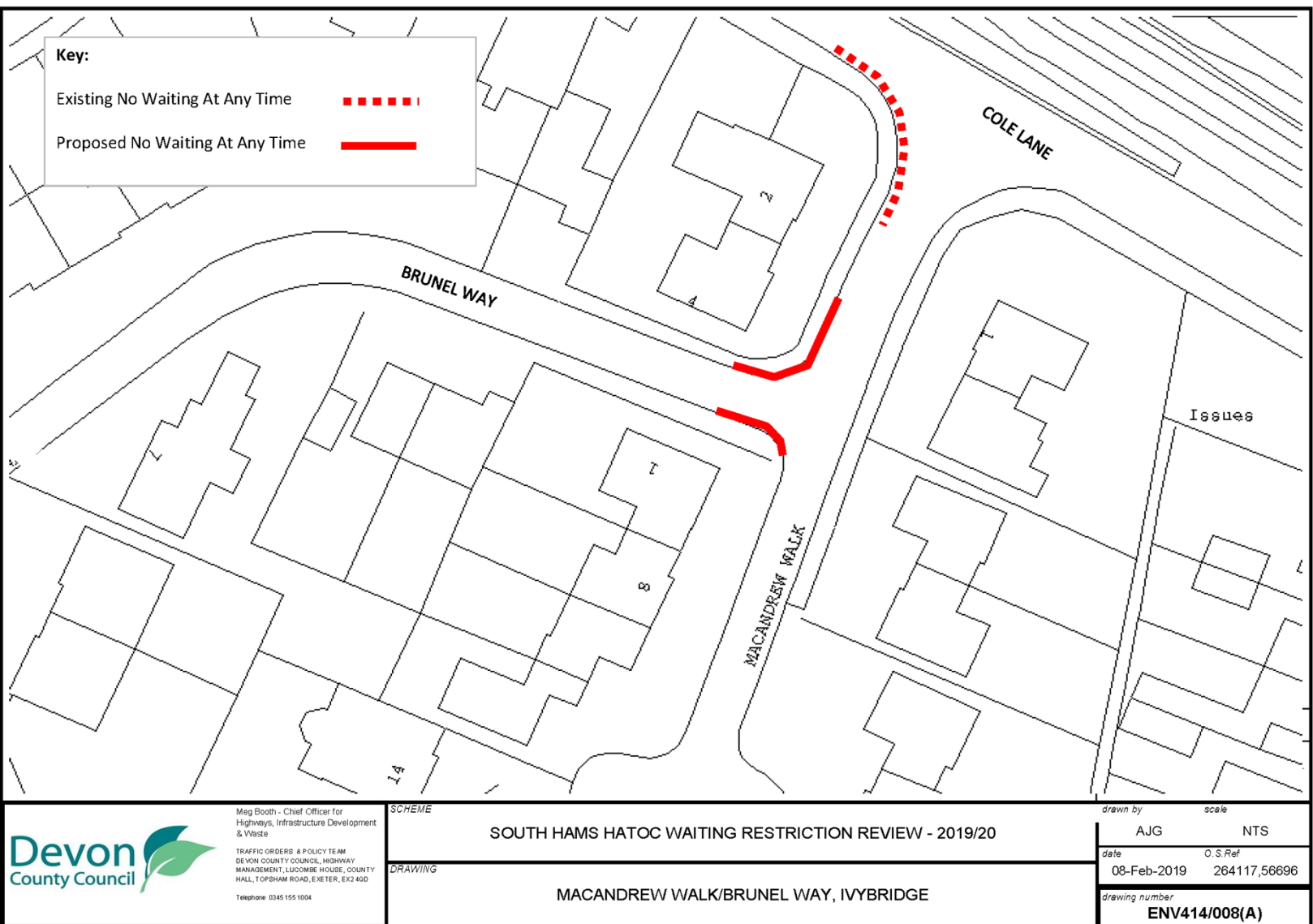
Agenda Item 8



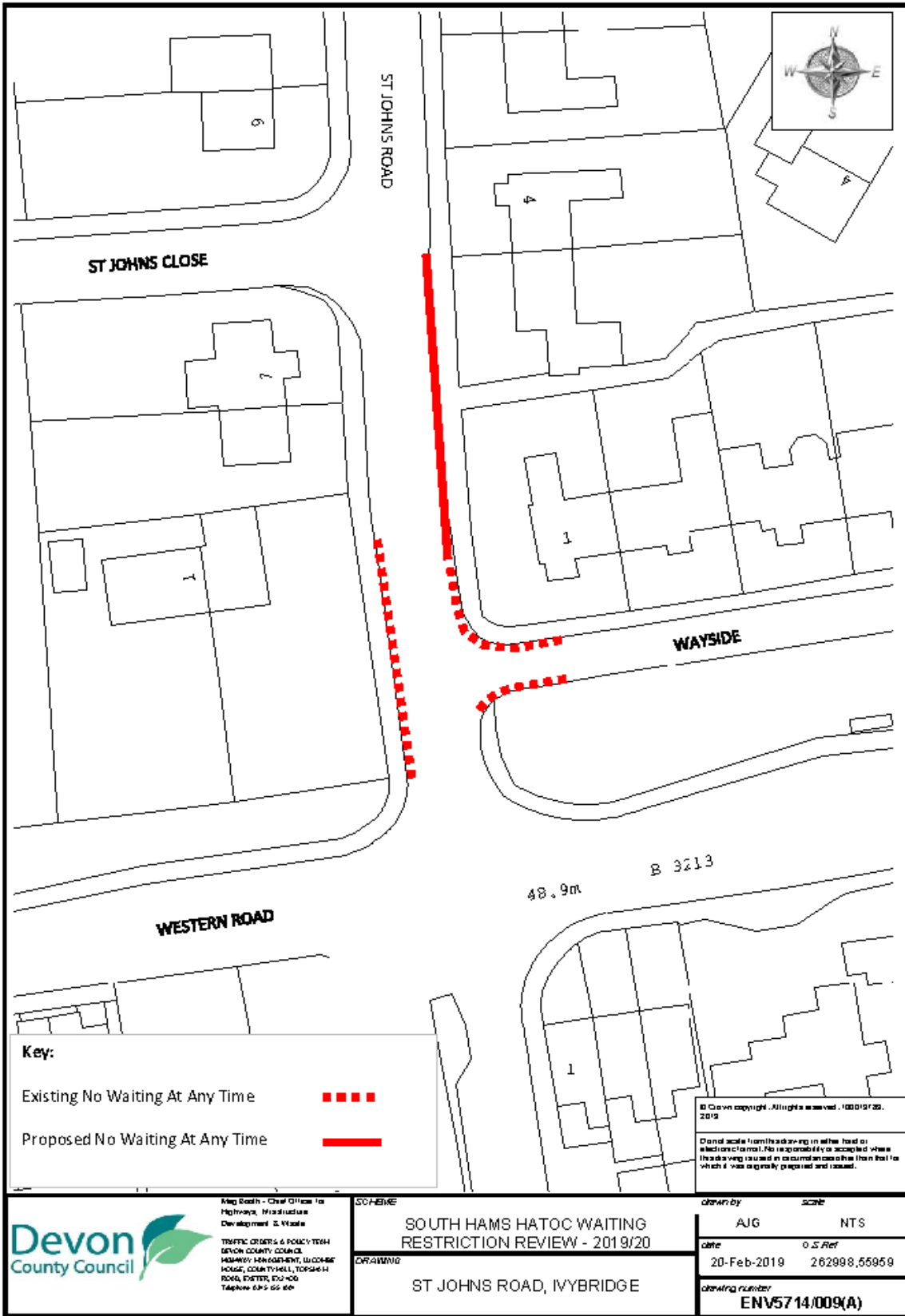




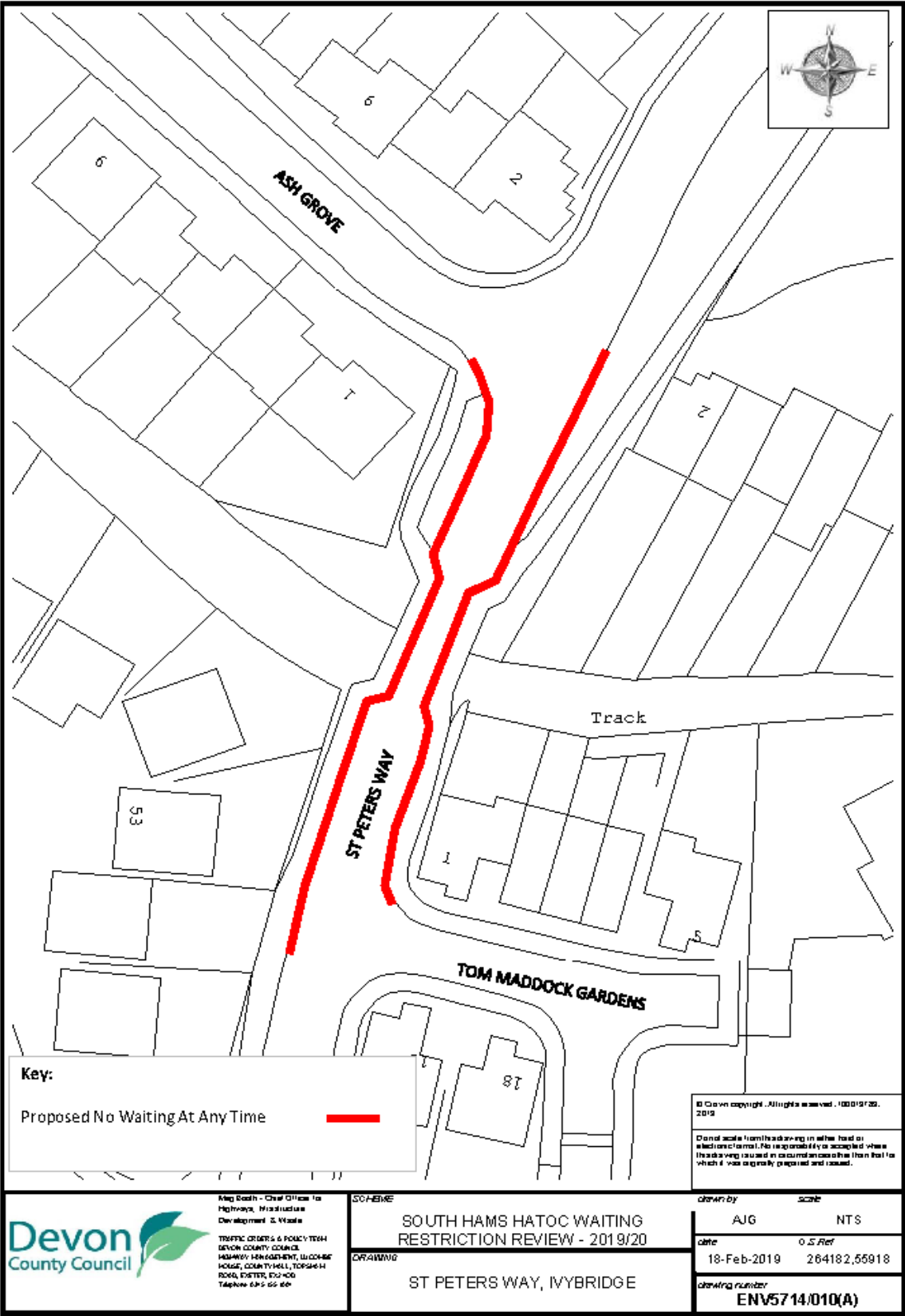


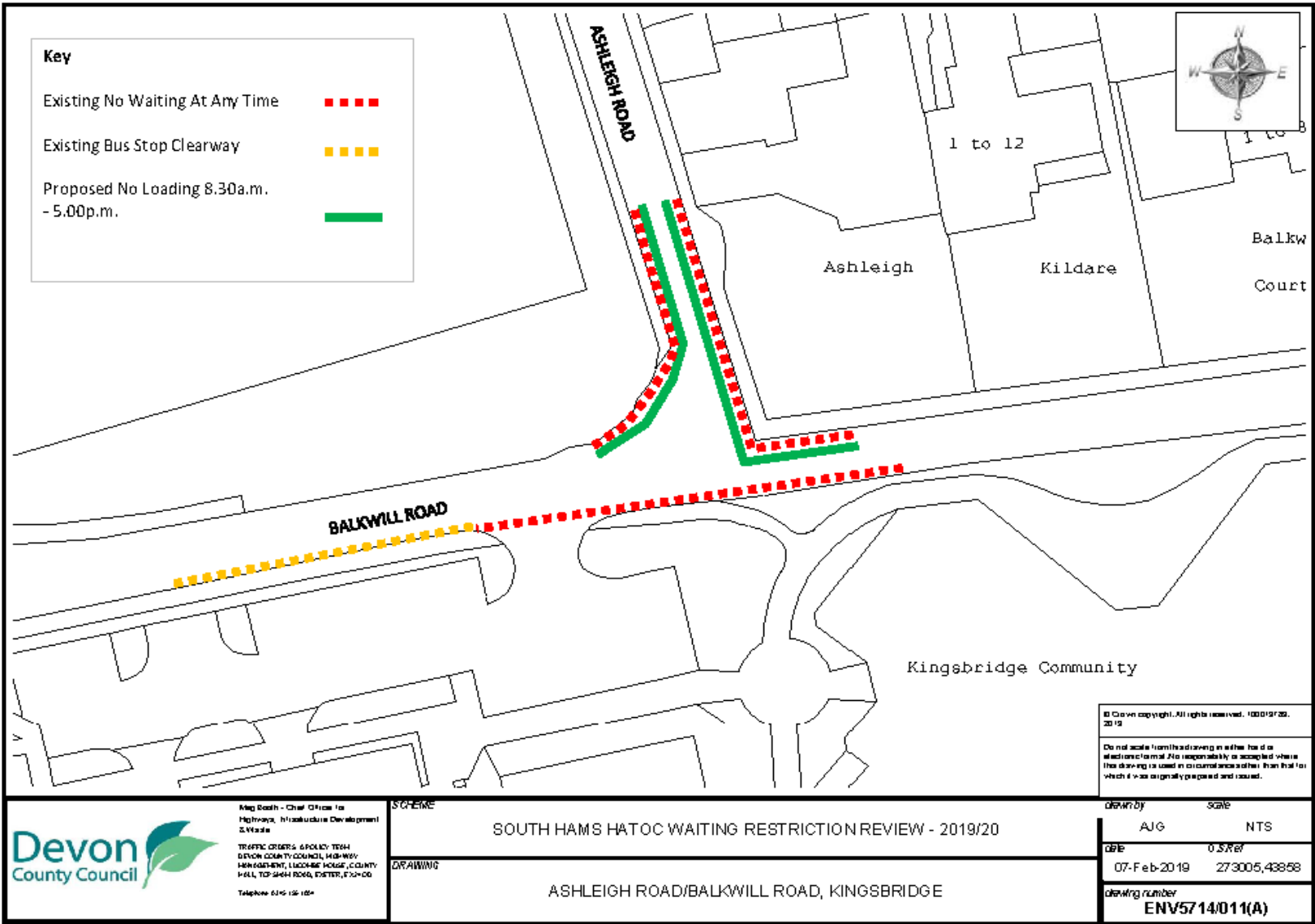


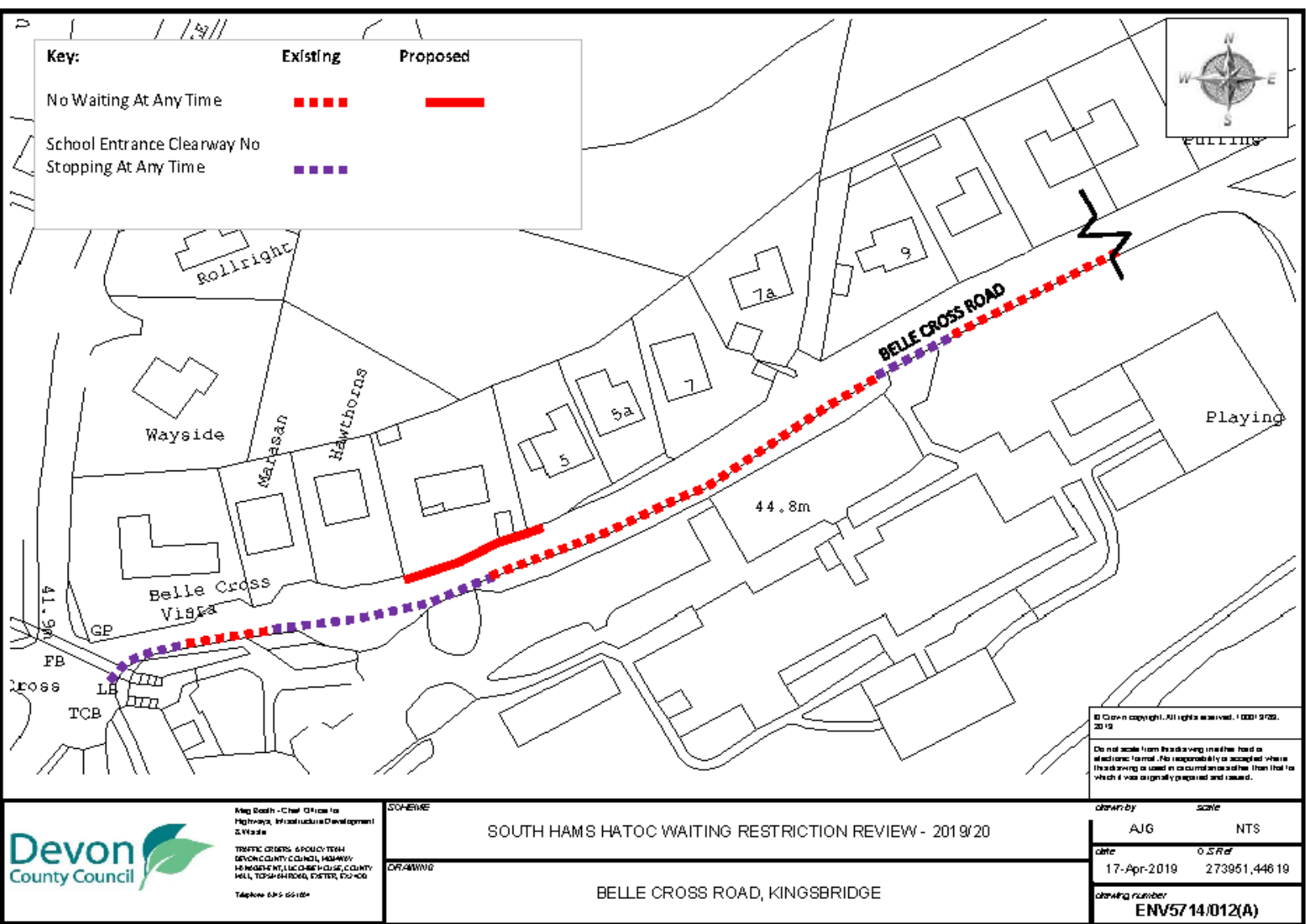


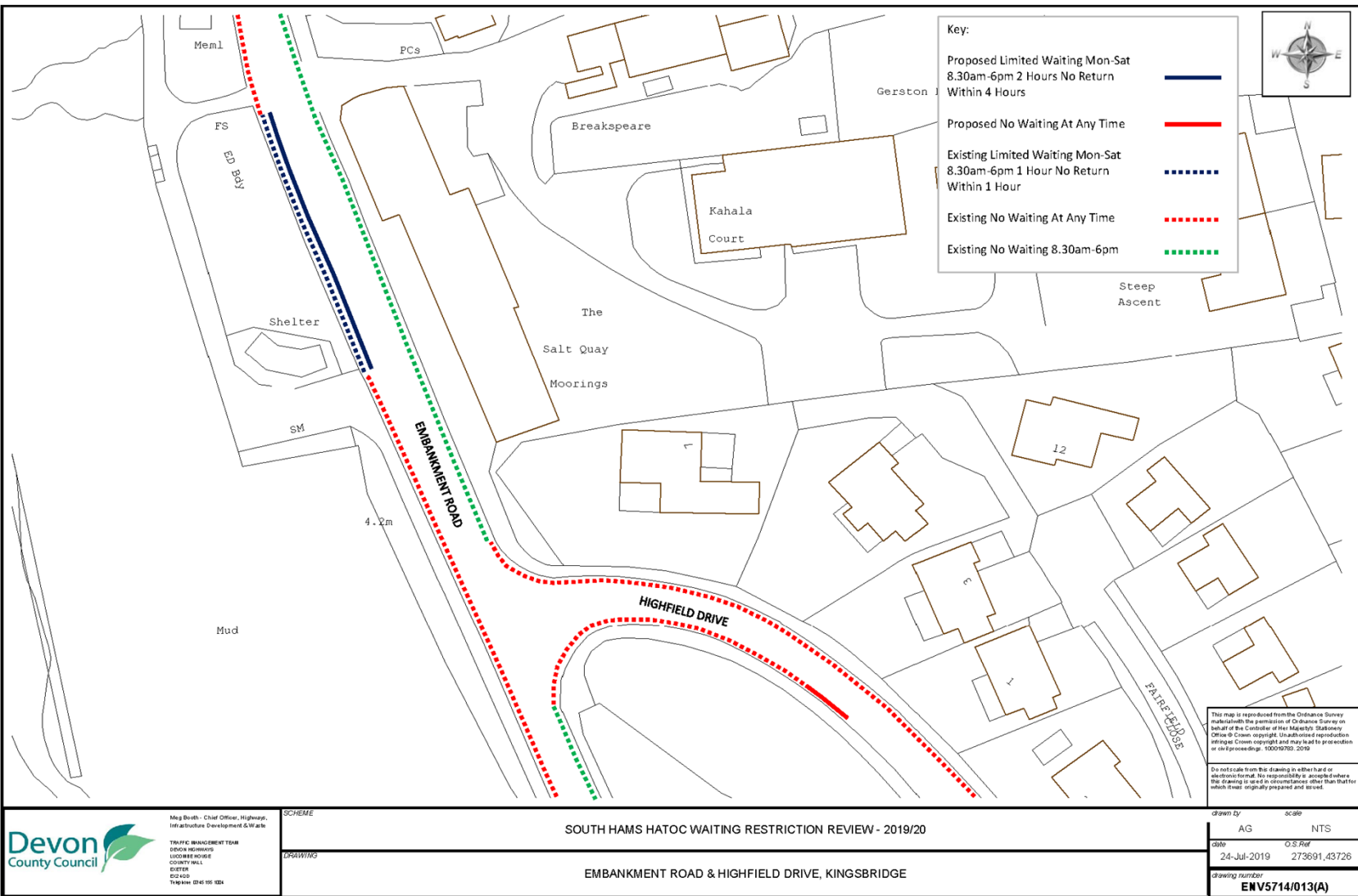


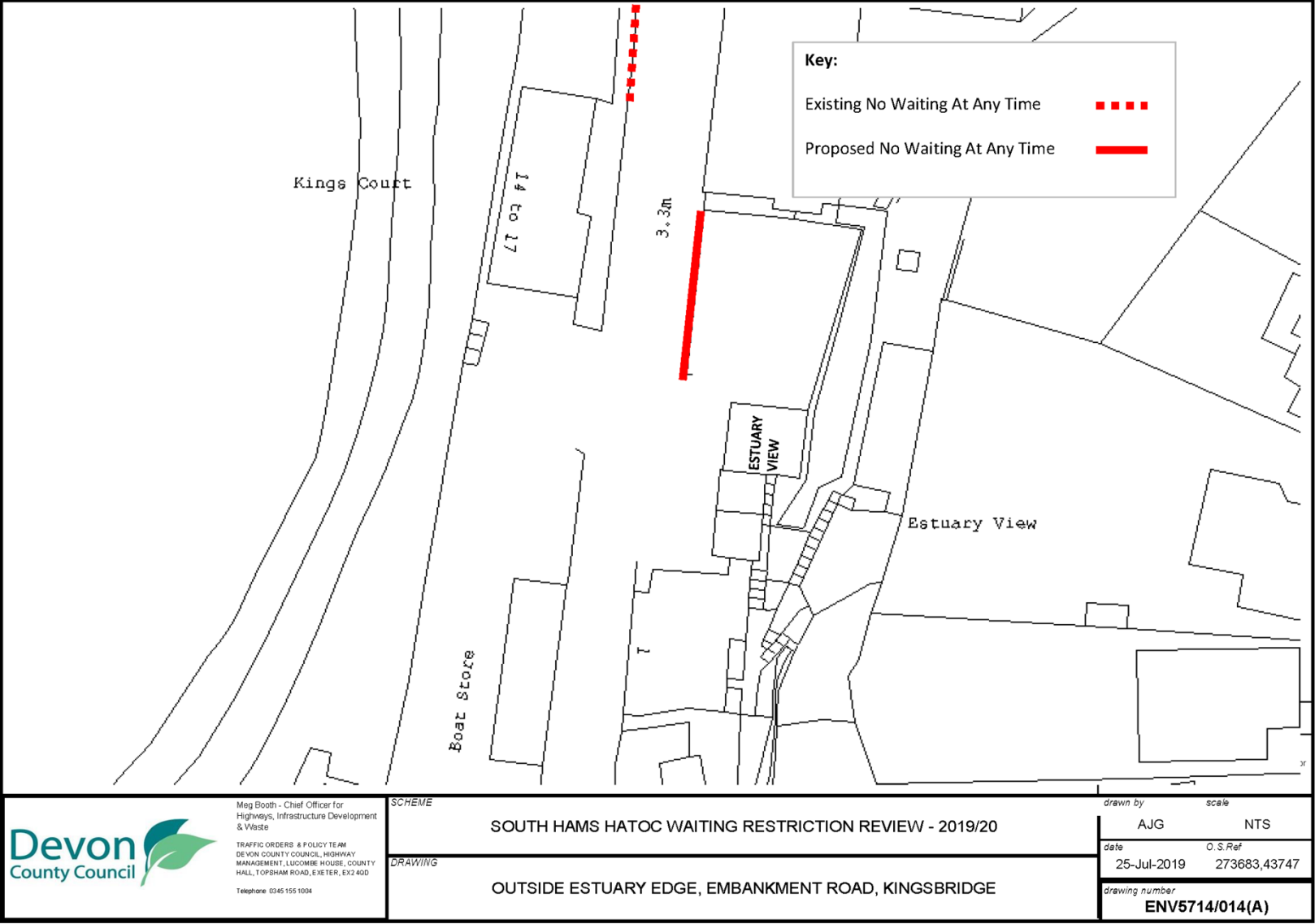
Agenda Item 8




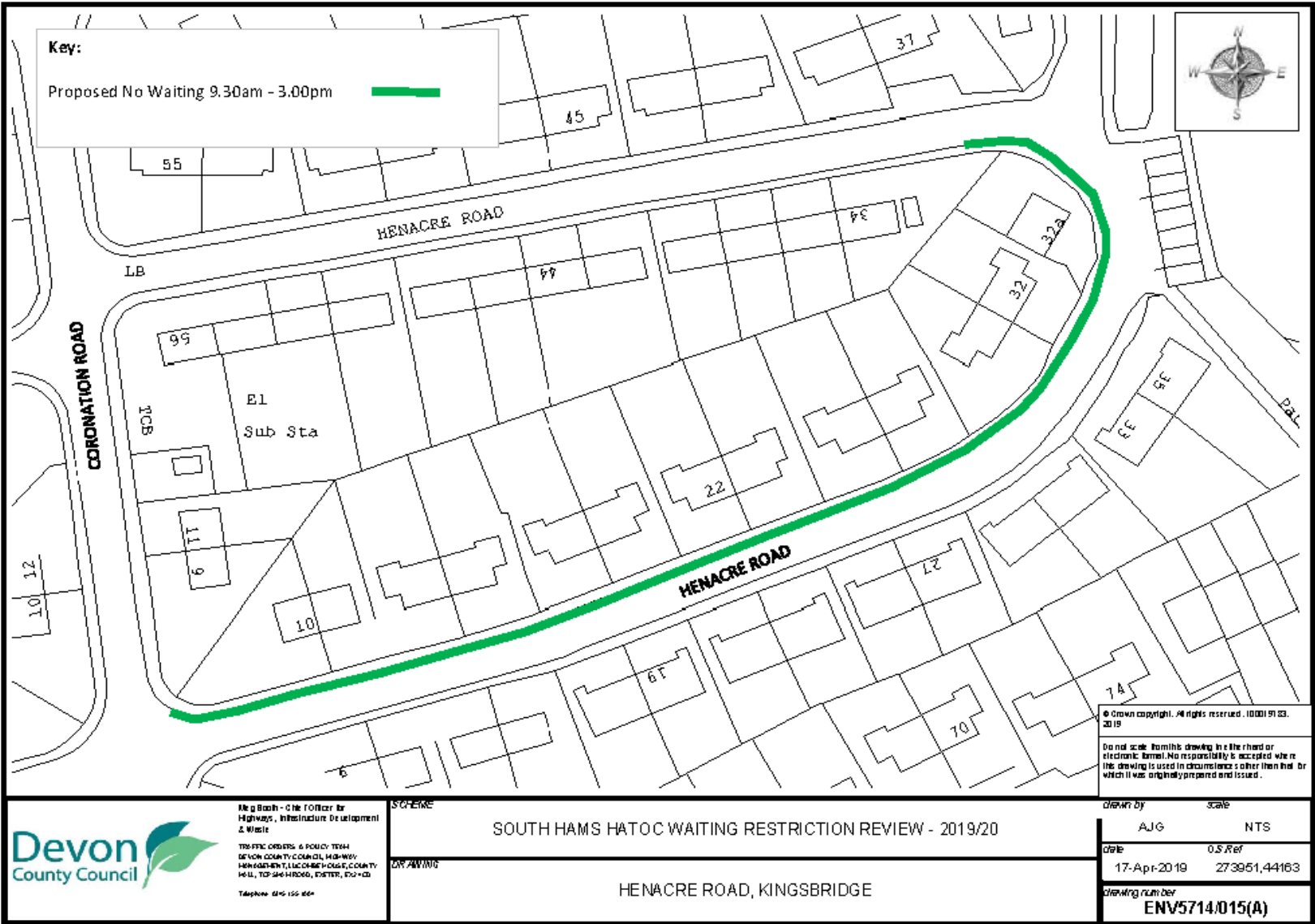






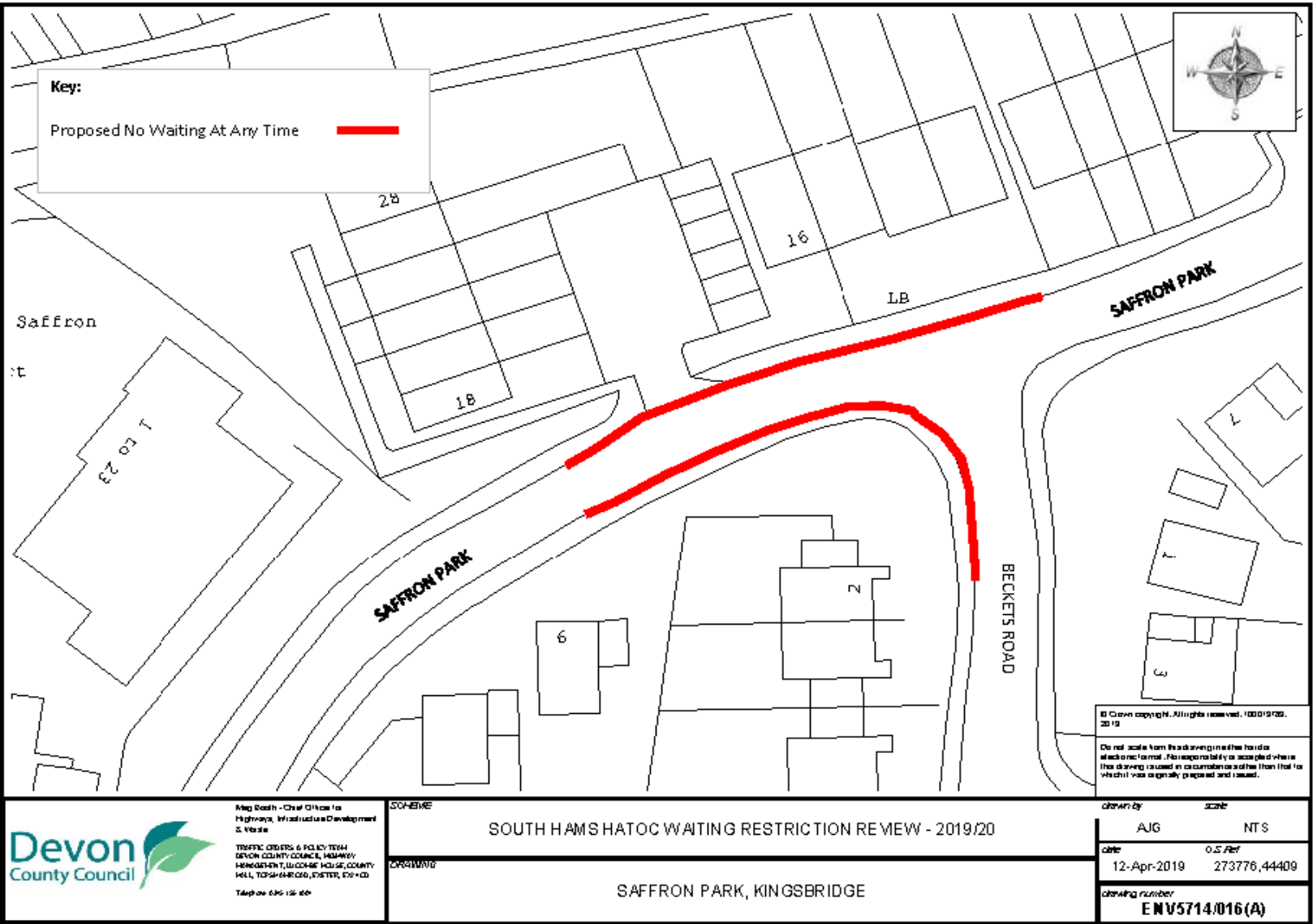


 <p>Meg Booth - Chief Officer for Highways, Infrastructure Development &amp; Waste</p> <p>TRAFFIC ORDERS &amp; POLICY TEAM DEVON COUNTY COUNCIL, HIGHWAY MANAGEMENT, LUDCOMBE HOUSE, COUNTY HALL, TOPSHAM ROAD, EXETER, EX2 4DD</p> <p>Telephone 0345 155 1004</p>	<b>SCHEME</b>	SOUTH HAMS HATOC WAITING RESTRICTION REVIEW - 2019/20		<b>drawn by</b>	<b>scale</b>
	<b>DRAWING</b>	OUTSIDE ESTUARY EDGE, EMBANKMENT ROAD, KINGSBRIDGE		AJG	NTS
				<b>date</b>	<b>O.S. Ref</b>
				25-Jul-2019	273683,43747
				<b>drawing number</b>	ENV5714/014(A)

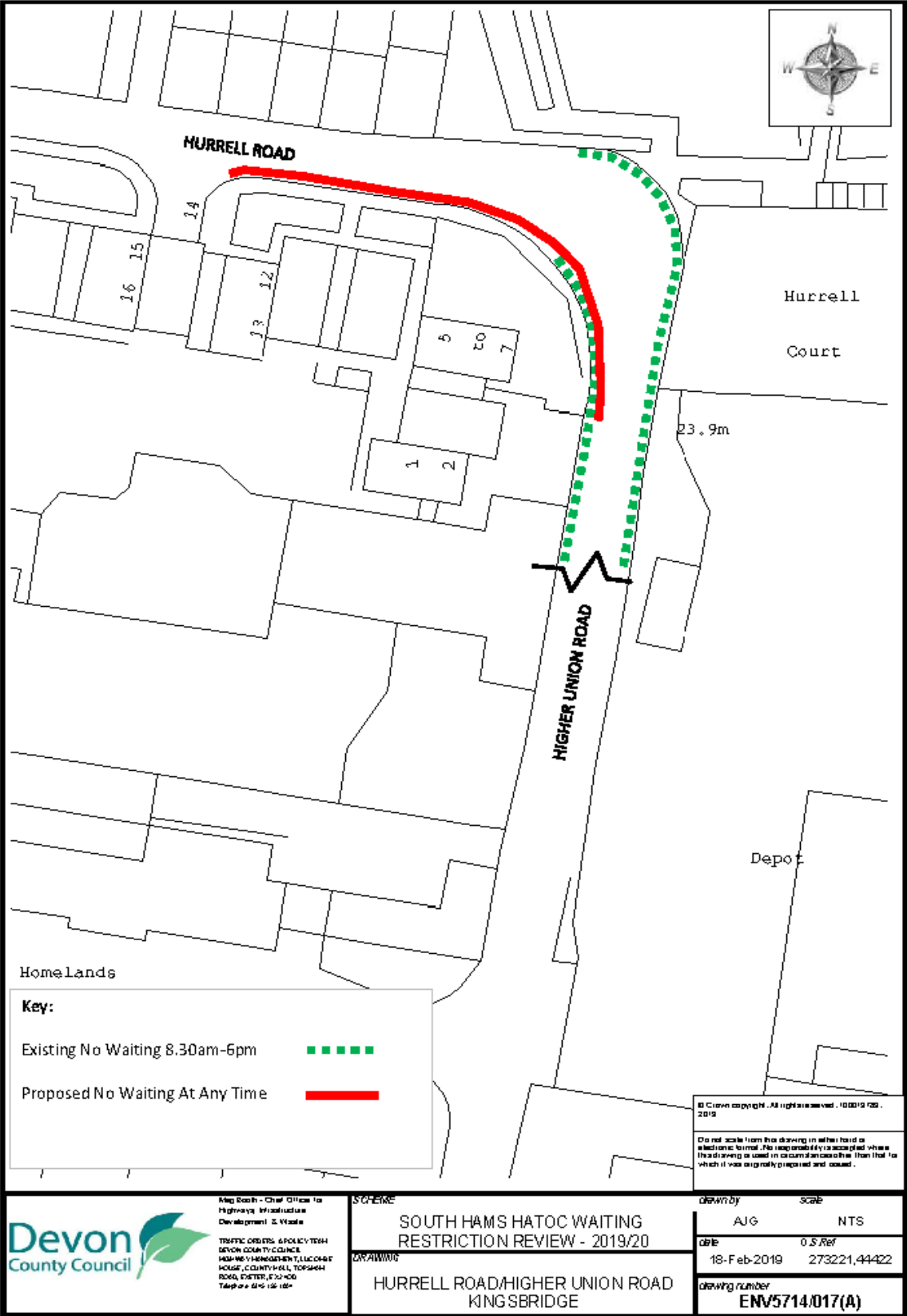


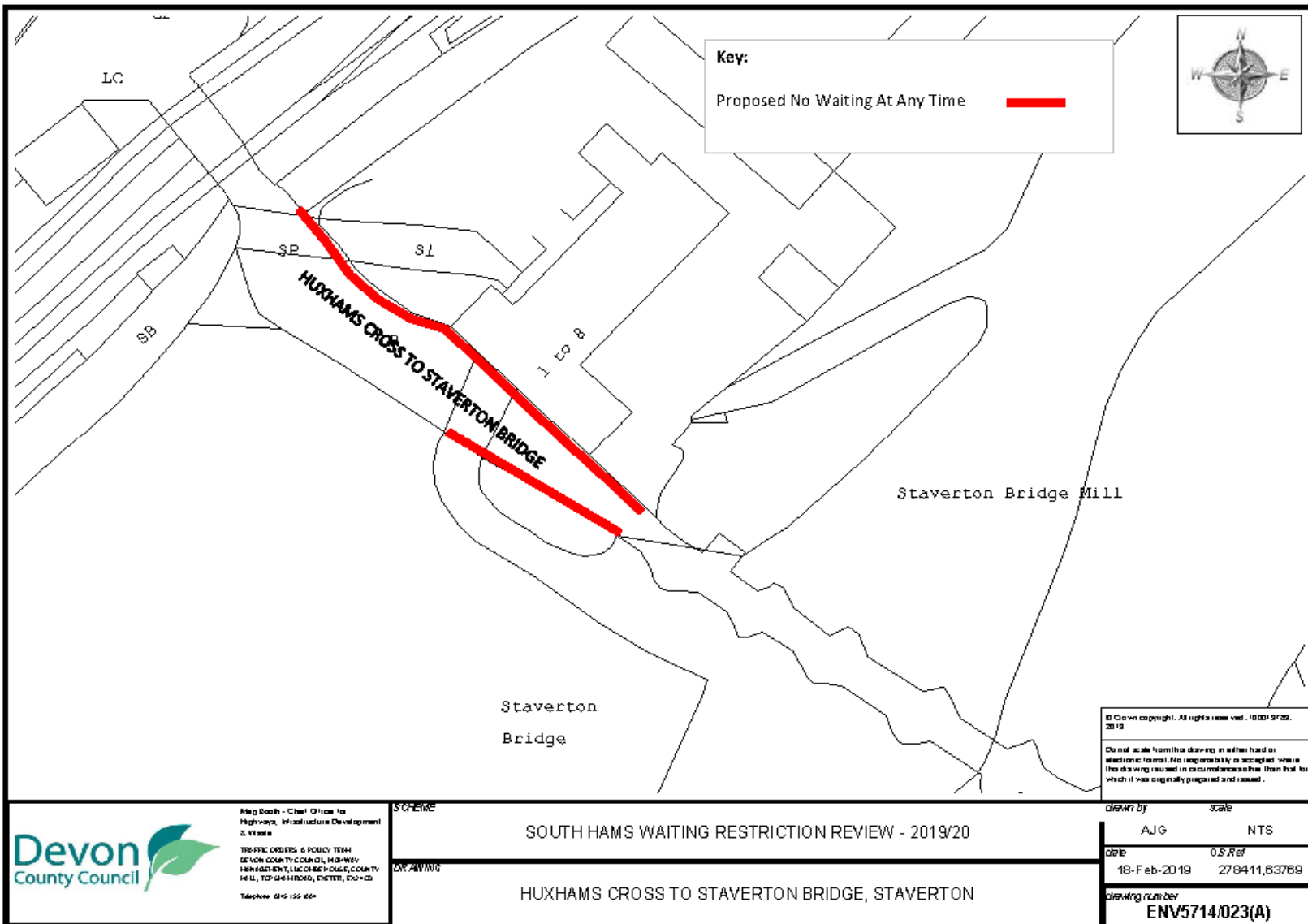
## Agenda Item 8

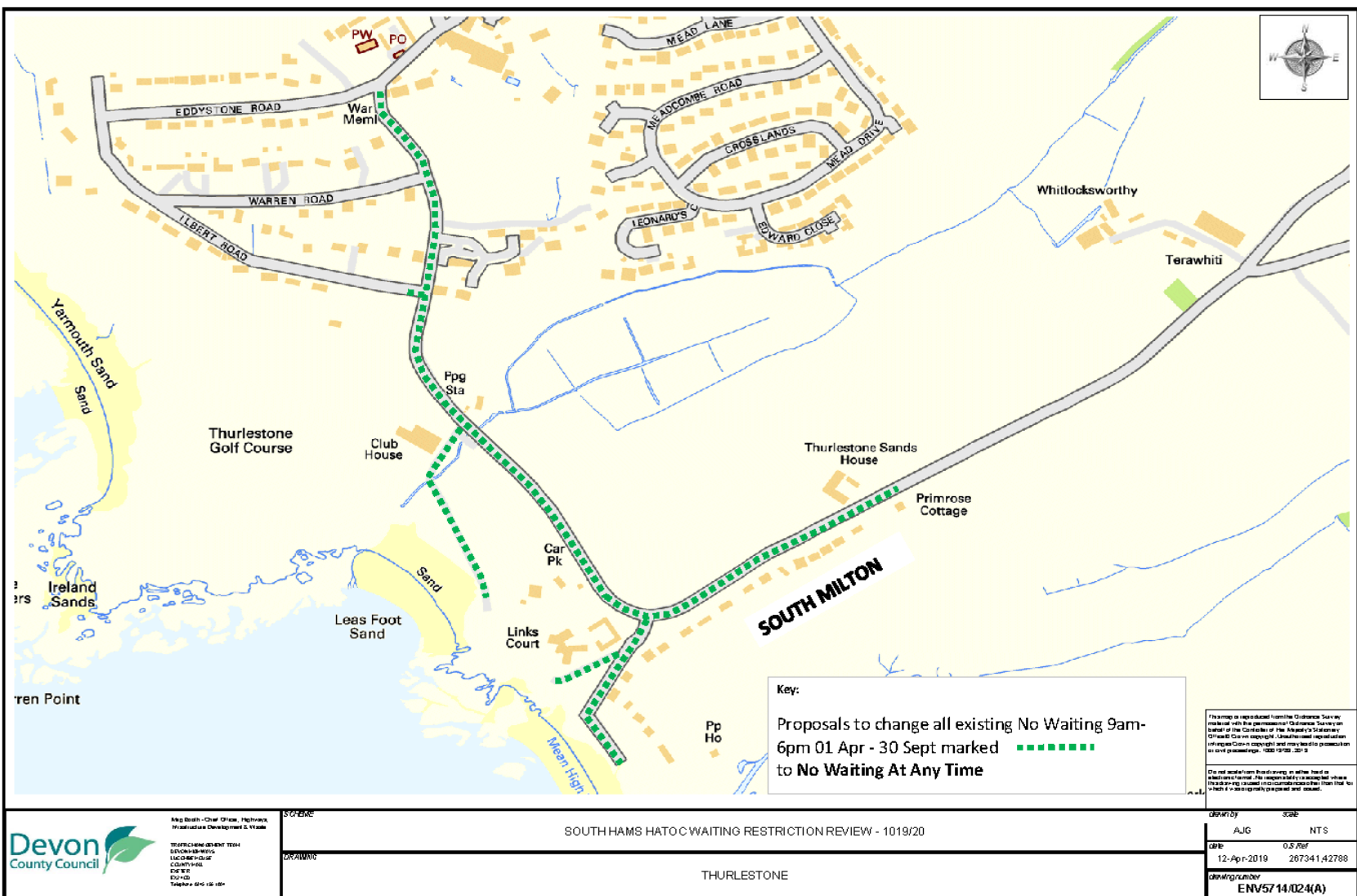




Agenda Item 8







HIW/19/105

South Hams Highways and Traffic Orders Committee  
29 November 2019

## **Stopping up of public highway: Lane past Stanton Cottage, Loddiswell**

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

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

### **Recommendation: It is recommended that:**

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

### **1. Introduction**

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

We have received representation from Miss Winter and Mr Hurt who wish to apply for a stopping up order so that the land in question (as shown in Appendix I) no longer forms part of the public highway. The land in question is actually registered with the Land Registry as belonging to Miss Winter and Mr Hurt.

### **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 Lane past Stanton Cottage, Loddiswell 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**

A number of organisations have been contacted. A list of organisations and their response can be found in Appendix II.

### **5. Financial Considerations**

There are no financial implications to this proposal as all costs will be met by the applicant.

# Agenda Item 9

## **6. Environmental Impact Considerations**

There are no environmental impacts in relation to this proposal.

## **7. Equality Considerations**

There are no equality considerations in relation to this proposal.

## **8. Legal Considerations**

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

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

## **9. Risk Management Considerations**

No risks have been identified.

## **10. Public Health Impact**

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

## **11. Reasons for Recommendations**

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

Meg Booth  
Chief Officer for Highways, Infrastructure Development and Waste

## **Electoral Division: Salcombe**

Local Government Act 1972: List of Background Papers

Contact for enquiries: Amy Garwood

Room No: ABG Lucombe House

Tel No: 0345 155 1004

Background Paper

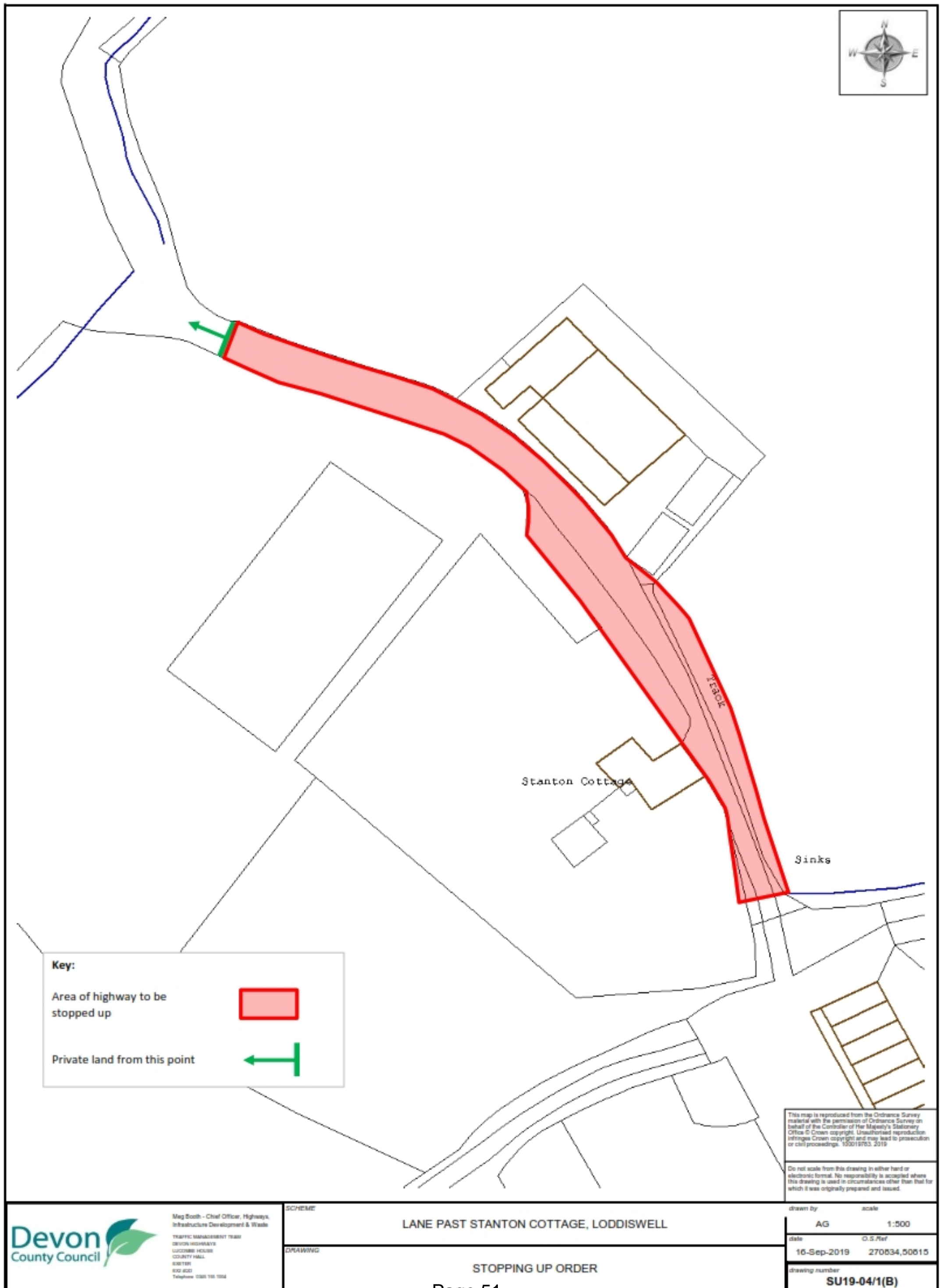
Date

File Ref.

None

ag081119shh

sc/cr/Stopping up of public highway Lane past Stanton Cottage, Loddiswell  
03 201191



# Agenda Item 9

**Appendix II  
To HIW/19/105**

## **Organisations Contacted & Response**

<b>Organisation Contacted</b>	<b>Response</b>
South Hams District Council	No reply received
Loddiswell Parish Council	No objection to proposal
1 adjacent landowner	No reply received
Auto Cycle Union	No reply received
British Driving Society	No reply received
British Horse Society	No objection to proposal
Byways and Bridleways Trust	No reply received
Country Land and Business Association	No reply received
Cyclists Touring Club	No reply received
National Farmers Union	No reply received
Natural England Consultation Service	No reply received
Open Spaces Society	No reply received
Devon Green Lanes Group	No reply received
Ramblers	No objection to proposal
Trail Riders Fellowship	No reply received
4 Wheel Vehicle Users	No reply received



HIW/19/106

South Hams Highways and Traffic Orders Committee  
29 November 2019

## **Actions Taken Under Delegated Powers**

Report of Chief Officer for Highways, Infrastructure Development and Waste

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

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

### **1. Summary**

In accordance with Minute \*3 of the Meeting of this Committee on 24 July 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 Chair and local County Councillors. Details of these matters are listed below.

<b>Location</b>	<b>Proposal</b>	<b>Action</b>
Erme Road, Ivybridge	Removal of a mandatory disabled parking bay and return to limited waiting with an exemption for residents.	Traffic regulation order advertised and implemented after consultation with Local County Councillors and HATOC Chair as no objections were received to the removal.
Roads leading to and beside Langage Power Station, Sparkwell	Introduce No Waiting At Any Time	Traffic regulation order advertised and implemented after consultation with Local County Councillors and HATOC Chair as no objections were received to the removal.
Down Thomas	Extend 20mph speed limit in Down Thomas	Traffic regulation order advertised and implemented after consultation with Local County Councillors and HATOC Chair as no objections were received to the removal.

Meg Booth  
Chief Officer for Highways, Infrastructure Development & Waste

**Electoral Divisions: Ivybridge, Bickleigh & Wembury**

# Agenda Item 12

Local Government Act 1972: List of Background Papers

Contact for enquiries: Amy Garwood

Room No: ABG Lucombe House, County Hall, Exeter

Tel No: 0345 155 1004

Background Paper	Date	File Ref.
None		

ag081119shh  
sc/hq/action under delegated powers  
1 hq 201119