

TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

5 November 2020

Present:-

Devon County Council

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

Teignbridge District Council

Councillors P Bullivant and C Nuttall

Devon Association of Local Councils

Councillor M Hocking

Apologies:-

Councillors S Cook (Teignbridge District Council)

* **102** **Minutes**

It was MOVED by Councillor Brook and SECONDED by Councillor Russell and

RESOLVED: that the minutes of the 14 November 2019 and 22 September 2020 be signed as a correct record.

103 **Monks Way, Bovey Tracey - 40mph speed limit**

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/20/3939), recommending a 40mph speed limit to reduce traffic speeds around the new junction and signal controlled pedestrian crossing as part of the new Challabrook housing development. A temporary 40mph speed limit had been implemented on the northern part of the route as the pedestrian crossing had now been installed. The proposal was to increase pedestrian and vehicle safety accessing the development.

The Report advised that the road alignment was straight with grass verges and visibility good for both pedestrians and drivers. The road layout to the south of the development was wide with no property frontages which encouraged higher speeds and a 30mph could be disregarded. Based on Department for Transport guidance on setting local speed limits, the 40mph

limit in this location was consistent with the approved speed limit policy. Any departure from this policy would need Cabinet approval.

One objection had been received from Bovey Tracey Town Council, who wanted a 30mph limit.

The local County Councillor whilst recognising the Officer's view, supported 30mph for the whole length.

Another member view discussed was that 40mph could be suitable for the rural section of the route, with 30mph for the new development section, but would be guided by the local County Councillor. The wider impacts of health, sustainable travel and whole environment should be considered alongside existing policy.

It was MOVED by Councillor Connett and SECONDED by Councillor Gribble and

RESOLVED:

(a) that the County Council's policies on speed limits and wider impacts of health, sustainable travel and whole environment be noted; and

(b) that this Committee supports a 30mph speed limit on Monks Way, Bovey Tracey and refers this matter to the Cabinet as a departure from policy.

(In accordance with Standing Order 32(4) Councillors Connett and Dewhurst requested their votes in favour of the resolution be recorded).

* 104

Shaldon Road, Newton Abbot - Request for extension of 30mph speed limit

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/20/40), together with a revised plan as circulated indicating existing speed limits. Further representations against the proposal but supporting a 30mph had been received from Councillor Parker, a local town and district councillor and Councillor Jenks, Mayor of Newton Abbot Town Council. The Report followed a request from the local County Councillor to consider extending the 30mph speed limit on Shaldon Road from its current extent, just west of the Milber Service Station Industrial Units, to just past the junction with Haytor Drive. Currently this section had a 40mph speed limit.

The Report advised that the 30mph criteria was not met and the collision data indicated speed had not been a factor in the 5 collisions (2 slight, 2 serious injury and 1 fatality) between 2015 and 2019. Based on Department for Transport guidance on setting local speed limits, the 40mph limit in this location was consistent with the approved speed limit policy. Any departure from this policy would need Cabinet approval.

The local County Councillor could not support the Report recommendation for the 40mph speed limit to remain.

Members' comments included:-

- the road served a busy industrial estate and there were a large number of properties and increased development on both sides of the road. A number of properties had made vehicular and pedestrian access points onto Shaldon Road since the properties were built (some of which could be unauthorised) and 30mph would make this access safer;

-residents (including those with pushchairs and older people) needed to be able to safely cross the road to access the primary school and local shops/amenities.

-drivers gained speed quickly on the steep hill leading down to Penn Inn;

-it was understood the Town Council supported 30mph (no formal consultation at this stage);

-any review of this speed limit should not wait until after the 20mph Newton Abbot trial;

-the needs of the whole community and wider impacts of health, sustainable travel and whole environment should be considered alongside existing policy;

-whilst some members wanted to progress a 30mph restriction now, others firstly wanted a more detailed report to inform their decision, to include a detailed map showing accesses and traffic speed survey (to be carried out when pandemic restrictions were not significantly affecting normal traffic levels).

It was MOVED by Councillor Barker and SECONDED by Councillor Gribble and

RESOLVED: that a report be brought to the next meeting to include accesses map and traffic speed survey.

* **105** **Kingskerswell Village - Parking Scheme Traffic Regulation Order**

The Committee considered the Report of the Head of Planning, Transportation and Environment (PTE/20/37) regarding representations received in response to a Traffic Regulation Order (TRO), that had been advertised to introduce parking restrictions on the main road where the speed limit was 20mph and where parking took place on the advisory cycle lanes. The recent changes to the management of the private Sloop Inn car park at Jurys Corner had removed the option for parents of Kingkerswell Primary School pupils to park at the inn's car park thus increasing demand for on street parking for travel to and from school.

The local County Councillor did not support the proposals and did not feel this would address the wider issue for the village of excessive driver speeds (recording 50mph by Kingskerswell's speed watch group), nor provide a safer environment at school times.

It was MOVED by Councillor Dewhirst and SECONDED by Councillor Barker and

RESOLVED:

(a) that the Report recommendation to permanently implement the Traffic Regulation Order be rejected, with further investigation into options and to consider local concerns; and

(b) that in view of examples of this Committee not supporting Report recommendations today, a letter be sent to the Cabinet Member for Highway Management requesting a review of current policy to be expedited, including speed limits, parking and alignment with other policy and considering the wider impacts of health, sustainable travel and whole environment (noting current work being undertaken by the Corporate Infrastructure and Regulatory Services Scrutiny Committee Task Group).

* **106** **Item raised by Councillor Peart - Kingsteignton Preston Parking Issues**

(Mr Mallett, local resident spoke to this matter with the consent of the Committee seeking assistance to address issues caused by increased parking predominantly by dog walkers).

The local County Councillor had requested the Committee consider this matter as residents sought double yellow lines and parking bays due to parking, noise and dog fouling caused by a significant increase in recent years in the public, predominantly dog walkers accessing the area between 6am and 11pm. This included a number of commercial dog walkers. Farm access as well as local residents were regularly affected. He referred to photographs and a traffic survey from residents and requested action now due to the protracted timeframe.

Other Members were also aware there had been an issue at this location for quite some time and this had also been brought to the District Council's attention.

Officers referred to the Head of Service response to the local MP in September 2019 indicating that at that time there was no justification to support any further action, nor would the request meet policy criteria.

It was MOVED by Councillor Brook and SECONDED by Councillor Barker and

RESOLVED: that a detailed report be made to the next meeting including

evidence regarding the degree of obstruction, including emergency services and refuse collection.

107 **Calendar of Meetings**

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

Meetings to be held at 10.30am. All meetings normally held at Teignbridge District Council, Forde House, Newton Abbot – however please check venue in the current situation.

2020/21:
Thursday 4 March 2021.

2021/22:
Thursday 10 June 2021
Thursday 4 November 2021
Thursday 3 March 2222.

NOTES:

1. *Minutes should always be read in association with any Reports for a complete record.*
2. *If the meeting has been webcast, it will be available to view on the [webcasting site](#) for up to 12 months from the date of the meeting*

DENOTES DELEGATED MATTER WITH POWER TO ACT

The Meeting started at 10.30 am and finished at 12.55 pm