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

County Hall  
Topsham Road  
Exeter  
Devon  
EX2 4QD

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Date: 28 October 2020

Contact: Fiona Rutley 01392 382305

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

**TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE**

Thursday, 5th November, 2020

A meeting of the Teignbridge Highways and Traffic Orders Committee is to be held on the above date at 10.30 am to consider the following matters. This is a Virtual Meeting. For joining instructions please contact the Clerk for further details on public participation.

Phil Norrey  
Chief Executive

**A G E N D A**

**PART I - OPEN COMMITTEE**

1 Apologies for absence

2 Minutes (Pages 1 - 10)

Minutes of the ordinary meeting held on 14 November 2019 and special meeting held on 22 September 2020 attached.

3 Items Requiring Urgent Attention

Items which in the opinion of the Chairman should be considered at the meeting as matters of urgency.

## **MATTERS FOR DECISION**

4 Monks Way, Bovey Tracey - 40mph speed limit (Pages 11 - 16)

Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/20/39) attached.

(Electoral Division: Bovey Rural)

5 Shaldon Road, Newton Abbot - Request for extension of 30mph speed limit (Pages 17 - 20)

Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/20/40) attached.

(Electoral Divisions: Newton Abbot South, Teignbridge South)

6 Kingskerswell Village - Parking Scheme Traffic Regulation Order (Pages 21 - 32)

Report of the Head of Planning, Transportation and Environment (PTE/20/37) attached.

(Electoral Division: Ipplepen & The Kerswells)

7 Item raised by Councillor Peart - Kingsteignton Preston Parking Issues

In accordance with Standing Order 23(2) Councillor Peart, local County Councillor has requested that the Committee consider this matter (relating to parking issues experienced by residents and requesting yellow lines and parking bays). Further details received from Councillor Peart/resident have been circulated separately to members for information.

## **MATTERS FOR INFORMATION**

8 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. 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.

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

*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). They need to be disposed of carefully and should be returned to the Democratic Services Officer at the conclusion of the meeting for disposal.*

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### **Committee Terms of Reference**

For the terms of reference for any Committee, please [visit the Committee page](#) on the website and click on the name of the Committee. Under purpose of Committee, the terms of reference will be listed. Terms of reference for all Committees are also detailed within Section 3b of [the Council's Constitution](#).

### **Access to Information**

Any person wishing to inspect any minutes, reports or background papers relating to an item on the agenda should contact the Clerk of the Meeting. To find this, [visit the Committee page](#) on the website and find the Committee. Under contact information (at the bottom of the page) the Clerk's name and contact details will be present. All [agenda, reports and minutes of any Committee are published on the Website](#)

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

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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. Filming must be done as unobtrusively as possible without additional lighting; focusing only on those actively participating in the meeting and having regard to the wishes of others present who may not wish to be filmed. Anyone wishing to film proceedings is asked to advise the Chair or the Democratic Services Officer in attendance.

Members of the public may also use social media to report on proceedings.

### **Declarations of Interest for Members of the Council**

It is to be noted that Members of the Council 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.

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**Induction Loop available**





## TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

22 September 2020

### Present:-

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

### Apologies:-

Councillors Bullivant, Cook, Nuttall (Teignbridge DC) and Hocking (DALC)

#### \* 97 **Election of Chair**

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

RESOLVED: that Councillor Brook be elected Chair for the ensuing year.

#### \* 98 **Election of Vice-Chair**

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

RESOLVED: that Councillor Russell be elected Vice-Chair for the ensuing year.

#### \* 99 **Powderham Experimental Traffic Regulation Order**

The Committee considered the Report of the Head of Planning, Transportation and Environment (PTE/20/16), regarding representations received following an Experimental Traffic Regulation Order (ETRO) prohibiting motor vehicles except for access along the road past St Clements Church, Powderham. The ETRO followed a request from the community and parish to address concerns that the route was used as a rat run and to improve safety for pedestrians and cyclists using the Exe Estuary Trail. The ETRO required determination prior to the beginning of November to meet statutory timescales.

Formal responses to the ETRO were predominantly against the ETRO, but local responses from those most directly affected were generally supportive. There was also significant concern about parking and speeding. The police advised enforcement could be difficult. Alternative physical barriers were not supported by the community.

# Agenda Item 2

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TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE  
22/09/20

The report appendices set out responses received and traffic monitoring undertaken of nearby roads. Monitoring found no noticeable detrimental effect in the vicinity/A379.

The ETRO concluded it had a marginal impact in removing through traffic however the effect was positive with low traffic. The road was not suitable to be used as a through route, considering the use of the road as part of the Exe Estuary Trail and there was no reason for through traffic to use Estuary Road.

The local County Councillor very much supported the proposal and welcomed the comprehensive consultations etc. He felt that Access Only was the least measure needed to address the real local problems, keep pedestrians and cyclists safe and this would not preclude access to the church or the Exe Estuary Trail. Failure to support this would leave a through road, when the Trail was vastly more used with increased visitors attracted to the local area.

Additionally, full access for residents, the Estate and yacht club (used by their members with large trailers) was maintained. An alternative option for a complete closure with access only from the Red Lodge junction was not appropriate for local access needs.

Members supported the proposals and in response to some member concern expressed regarding potential conflict between cyclists and pedestrians and the speed of some cyclists, Officers acknowledged further work could be done to heighten awareness between different users in addition to the current quiet lanes designation and 20 mph speed restrictions. Although the road had width for cyclists and pedestrians there was still a potential for conflict between cars, cyclists and pedestrians.

It was MOVED by Councillor Connett and SECONDED by Councillor Brook and RESOLVED:

that the permanent implementation of the Experimental Traffic Regulation Order (ETRO) be approved.

\* 100

## **Newton Abbot East-West Strategic Active Travel Corridor, Exeter Road/Jetty Marsh Road: Toucan Crossings; and Pedestrian/Cyclist Improvements**

The Committee considered the following two reports relating to the final stage of the development (Phase 3A) of this strategic active travel corridor:-

(a) Exeter Road and Jetty Marsh Road Toucan Crossings - Report of the Head of Planning, Transportation and Environment (PTE/20/17), regarding a proposal for two new toucan crossings and associated shared use provision north of Wain Lane and south of Westgolds roundabout; and

(b) Exeter Road and Jetty Marsh Road Pedestrian and Cyclist Improvements - Report of the Head of Planning, Transportation and Environment (PTE/20/17),



regarding works (including flat top road humps) and the removal of white lining to convert segregated footways to shared use.

The Government's COVID-19 Emergency Active Travel Fund supported walking and cycling and provided a unique opportunity to accelerate delivery and address the corridor's missing gaps, tackling barriers to active travel along heavily trafficked roads. This corridor linked residential areas with the train station, schools, recreational trails and employment locations and would help to encourage a reduction in short distance car trips.

Proposals in both reports were subject to funding approval within the Fund's criteria.

The local County Councillor supported the recommendations contained in both Reports and commented that:-

- Newton Abbot was a growing town with significantly more house building in progress.
- Completing the active travel corridor was really important to help ease Newton Abbot's traffic congestion and road capacity was not planned to be increased through the town. A shift by the public was therefore required towards walking and cycling, as seen in Exeter over recent months, encouraging the increase in cyclists during and after the Covid 19 pandemic.
- In monitoring the locations on various occasions (eg school times) and meeting with Officers on site, whilst there was some desire for the crossing to be where the current Exeter Road island and bus stop was the report recommendations now proposed the best location given physical restraints. It was hoped that pedestrians would become used to crossing at the new safer location instead of waiting some time to cross at the current location.
- Proposed improvements at Jetty Marsh linking onto the Bovey Tracey-Newton Abbot cycle route would address current width issues e.g. for pushchairs and cyclists.
- Although cyclists had the right to use both the road and cycle path, the off road facility was particularly aimed at encouraging those who were less confident to walk and cycle (including families and children) without the fear of danger from the road.
- specifically in relation to the proposed pedestrian/cyclist improvements, she had been persuaded by Officer advice that to change the segregated facility to shared use was necessary due to constraints and was safe in this location.

Additionally, Councillor Hocking (DALC observer) had submitted a written comment advising that he could not support the recommendations as he felt the proposed crossings were in the wrong place and the public would not use them.

Other Member comments included:-

- That any observations of how the Ashburton Road and Balls Corner schemes were working should be taken into account in this Phase.

# Agenda Item 2

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TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE  
22/09/20

- Consideration should be given to cyclist priority over vehicles when crossing side roads.
- Queries regarding segregated/shared use facilities.

In response to Members' further questions regarding the crossing locations, Officers further advised that they had reviewed the Exeter Road toucan location, including any blocking back and that the existing bus layby could not be relocated due to width. Further south the approach to the roundabout was too close for a toucan crossing. The proposals were the best compromise taking into account all the constraints.

It was MOVED by Councillor (J) Hook and SECONDED by Councillor Dewhirst and

RESOLVED:

(i) that the proposed toucan crossings and improvements shown on the plans provided in Appendices B and C to Report (PTE/20/17) be approved for construction at an estimated cost of £215,000; and

(ii) the Head of Planning, Transportation and Environment be given delegated powers, in consultation with the Chair of HATOC and the local County Councillor, to make minor amendments to the scheme details; and

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

RESOLVED:

(iii) that the proposed improvements shown in Appendix D of Report (PTE/20/18) and the conversion of the segregated cycle path between Exeter Road and Jetty Marsh Road to provide shared use, are approved for construction at an estimated cost of £55,000;

(iv) that the proposed flat top road humps are advertised and, if no objections received, be constructed; and

(v) that the Head of Planning, Transportation and Environment be given delegated powers, in consultation with the Chair of HATOC and the local County Councillor, to make minor amendments to the scheme details.

\* 101

## **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. Please check venue in the current situation.

2020/21:

Thursday 5 November 2020 – virtual meeting.

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 2.15 pm and finished at 3.15 pm

# Agenda Item 2

## TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

14 November 2019

Present:-

Devon County Council:-

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

Other Representatives

Councillors P Bullivant and C Nuttall - Teignbridge DC  
Councillor M Hocking - DALC

Apologies:-

Councillors Connett and J Hook, A Connett, A Dewhurst and S Cook

\* **89**      **Minutes**

It was **MOVED** by Councillor Clatworthy and **SECONDED** by Councillor Russell and

**RESOLVED:** that the minutes of the meeting held on 4 July 2019 be signed as a correct record.

\* **90**      **Permits for Works**

The Committee received a presentation from the Chief Officer for Highways, Infrastructure Development and Waste on a proposed permit scheme for approving works on the highway and the introduction of statutory regulations. The presentation covered:

- the current noticing system for informing the County Council as Highways Authority of proposed road works;
- the Council's statutory duty to coordinate works and reduce disruption, with anticipated greater control to scrutinise works, set conditions and encourage greater collaboration;
- the requirement for all local authorities to consider introducing a scheme by April 2020;
- the project timeline (including a period for consultation before 'going live' in March 2020 for statutory undertakers and Devon Highways; and March 2021 for private contractors);
- the scope covering all statutory undertakers and DCC Highway works and in phase 2 all other privately licenced works;
- types of highway works included in the proposed scheme;
- anticipated environmental benefits relating to reduction in congestion/delays and materials;
- permit charging on a not for profit basis;
- the range of conditions permitted; and
- the cost benefit analysis of savings to the wider economy were £850 per day per site.

Discussion points raised at the meeting included:

- the provisions within the proposed scheme for emergency works which also allowed for the imposition of reasonable conditions by the County Council as appropriate, as well as the need for a clear procedure and notice/helpline details on site for the public;
- route management and early signing of diversions; and
- fee levels and limits were determined by the Regulations and designed for the recovery of costs (with an additional 12.4 FTE staff proposed) only. Additional costs could be recovered for any poor quality reinstatement.

N.B. presentation attached to these minutes of this meeting and additional information on the Scheme was available at: [www.devon.gov.uk/worksp permit-scheme](http://www.devon.gov.uk/worksp permit-scheme)

\* **91** **Petitions/Parking Policy Reviews**

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

\* **92** **Annual Waiting Restriction Review**

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/96) following the advertisement of the Teignbridge Annual Waiting Restriction Review 2019 Traffic Order.

Two of the advertised proposals were considered further by the Committee, i.e:

(a) ENV5715-05 Ipplepen, Fore St

Further representations had been received from the Parish Council supporting the original proposal to introduce (No Loading At Any Time) and not the recommendation outlined in the Officer's Report. The local County Councillor (not present at the meeting) had also submitted written comments explaining his support for the Parish Council's view. Officers had further reviewed the objections received to the advertised Order and confirmed the view that as objections had been received to No Loading at Any Time these would have to be considered through a public enquiry with costs identified in excess of £20,000. The Waiting Restriction programme purpose was to deliver non contentious waiting restrictions hence the Officer's Report recommendation.

(b) ENV5715-51 Denbury, East Street (etc)

The local County Councillor explained his discussions with the Parish Council who had tried various measures unsuccessfully to discourage inappropriate, obstructive parking and damage to the War memorial. Given the historic nature of the area the Parish Council only wished to have the Order implemented as a last resort. The local County Councillor therefore supported approval (to save any subsequent advertisement costs) but that the implementation only be carried out in accordance with normal delegation procedures, in case the Parish Council were still able to find an alternative appropriate solution.

In discussing other proposals for Teignbridge, Officers would also be having further discussions with local County Councillors in relation to Pottery Road Bovey Tracey and Haytor Drive Newton Abbot.

It was **MOVED** by Councillor Clatworthy and **SECONDED** by Councillor Barker and

**RESOLVED:**

(a) that the work on the annual waiting restrictions programme process for 2019/2020 be noted;

(b) that the recommendations contained in Appendix II to Report (HIW/19/96) be approved, subject to:-

ENV5715-51 Denbury, East Street (etc) – that the Proposal to Introduce No Waiting At Any Time be approved as advertised, but the implementation of the Traffic Order be delegated to the Chief Officer for Highways, Infrastructure Development and Waste in consultation with the Chair and Local County Councillor.

\* **93** **Fore Street, Bishopsteignton - Provision of Mandatory Disabled Parking Bay**

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/97) on an application meeting the County Council's criteria for a disabled parking bay.

The Parish Council had objected to the proposal. The local County Councillor had had discussions with the Parish Council explaining his reasons for supporting the application.

The Committee understood the comments of Members both for and against this proposal, including that whilst a disabled parking bay was available for use by any disabled person, the location could sometimes cause parking difficulties within local communities.

It was **MOVED** by Councillor Peart and **SECONDED** by Councillor Clatworthy and

**RESOLVED:** that

(a) the contents of this report be noted and;

(b) the proposal for the mandatory disabled parking bay at Fore Street, Bishopsteignton is implemented as advertised and the traffic regulation order in respect of the disabled parking bay is made and sealed.

\* 94

#### **Ogwell to Newton Abbot Town Centre Shared Use Path**

The Committee considered the Report of the Head of Planning, Transportation and Environment (PTE/19/43) to help provide a safe walking and cycling route between Ogwell and Newton Abbot, a new off-road shared use path was proposed.

The local County Councillors welcomed this scheme to improve sustainable transport and support healthy lifestyles within the Newton Abbot area.

It was **MOVED** by Councillor G Hook and **SECONDED** by Councillor Gribble and

**RESOLVED:**

(a) that the construction of the Beverly Way, Ogwell to Steppes Meadow, Newton Abbot, Shared Use Path be approved at an estimated cost of £208,502;

(b) that any land required for the scheme be acquired by negotiation and if necessary, by Compulsory Purchase Orders and associated statutory orders;

(c) that the scheme be constructed in stages as the legal agreements are made with the relevant landowners. The overall route (as set out in Appendix 1 of Report PTE/19/43) consists of:

(i) improvements at the junction of Steppes Meadow with the A381 be approved to construction (as set out in Appendix 2 of Report PTE/19/43);

(ii) a new shared use path between Beverley Way and the existing path in Bakers Park be approved to construction (as set out in Appendix 3 of Report PTE/19/43);

(iii) further smaller scale improvements from Beverley Way/A381 to Bunting Close be approved to design and consultation;

(d) that Steppes Meadow, Newton Abbot and the linking footway between Bunting Close, Ogwell and the A381 Totnes Road be advertised under the Highways Act 1980 to be converted to Highway Maintainable at Public Expense (HMPE) (as set out in Appendix 1 of Report PTE/19/43); and

(e) that the Head of Planning, Transportation and Environment be given delegated powers, in consultation with the Chair of HATOC and the Local County Councillor(s), to make minor amendments to the above.

\* **95**      **Actions Taken Under Delegated Powers**

The Committee received the Report (HIW/19/98) of the Chief Officer for Highways, Infrastructure Development and Waste on actions taken in respect of Traffic Regulation Orders under delegated powers following consultation with the Chair and local County Councillors, on various roads in Teignbridge.

\* **96**      **Calendar of Meetings**

5 March 2020  
11 June 2020  
5 November 2020  
4 March 2021

All meetings to be held at 10.30am 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 10.30 am and finished at 11.45 am



## **Monks Way, Bovey Tracey – 40mph speed limit**

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 contents of this report be noted and;
- (b) the proposal for the 40mph speed limit in Monks Way, Bovey Tracey is implemented as advertised and the traffic regulation order in respect of the 40mph speed limit is made and sealed.

### **1. Background**

As part of the Challabrook development adjacent to Monks Way, Bovey Tracey, it is proposed that a new speed limit of 40mph be introduced to reduce traffic speeds around the new junction and future proposed signal controlled pedestrian crossing.

### **2. Proposal**

Planning permission for a new housing development for 156 houses to the west of Monks Way was applied for in July 2017. It was approved in November 2018 by Teignbridge District Council. The speed limit on the section of Monks Way adjacent to the development is currently national speed limit. It is proposed to lower this to 40mph to increase safety for pedestrians and vehicles accessing the development.

The 40mph speed limit is proposed between the existing 30mph speed limits; a total distance of approximately 900m, as shown in Appendix I. The width of the carriageway within the proposed 40mph speed limit ranges from 5.5 metres to 8 metres. The alignment of the road is quite straight with level grass verges either side and good visibility which encourages drivers to travel faster than 30mph. At the location of the new access the road is straight and visibility good for both pedestrians and drivers.

### **3. Consultations**

Following agreement with the local member and Chair of Teignbridge Highways and Traffic Orders Committee, formal consultation on the proposed traffic regulation order for 40mph speed limit took place between 6 and 27 March 2020. During the consultation period, one submission was received from Bovey Tracey Town Council, a summary of the submission is detailed in Appendix II.

# Agenda Item 4

## **4. Financial Considerations**

The proposed speed limit and works associated with it will be funded by the development as part of the section 106 agreement.

## **5. Environmental Impact Considerations**

The proposals are intended to improve safety for pedestrians and reduce traffic speeds, therefore the environmental effects of the scheme are positive.

## **6. Equality Considerations**

The proposal should encourage safer travel in the area for vehicles and pedestrians.

## **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 proposal complies with section 122 of the Act as the order will avoid danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising and preserves/ improves the amenities of the area through which the road runs.

## **8. Risk Management Considerations**

This proposal has been assessed and all necessary safeguards or action have been taken/included to safeguard the Councils position.

## **9. Options/Alternatives**

The alternative is to not proceed with proposal and retain the national speed limit.

## **10. Reasons for Recommendations**

The road layout to the south of the development is wide and with no property frontages which encourages higher travelling speeds than 30mph, so a 30mph speed limit, as requested by the Town Council would not be appropriate. The Department for Transport and Devon County Council policy recommends that the minimum length of a speed limit is 600 metres.

Meg Booth  
Chief Officer for Highways, Infrastructure Development and Waste

**Electoral Division: Bovey Rural**

# Agenda Item 4

## Local Government Act 1972: List of Background Papers

Contact for enquiries: Pippa Gray

Room No: ABG Lucombe House

Tel No: 01392 383000

Background Paper	Date	File Ref.
None		

pg091020teighh  
sc/cr/Monks Way Bovey Tracey 40mph speed limit  
04 271020



## Monks Way, Bovey Tracey – Proposed 40mph speed limit

<b>Comment</b> <b>First Respondent:</b> <b>Bovey Tracey Town Council</b>	<b>Devon County Council Response</b>
<p>Respondent feels that the proposed speed limit is not low enough.</p>	<p>The current speed limit on the section of road specified in the proposal is national speed limit. The proposal is to reduce it to 40mph as a new pedestrian crossing is being installed and a new road junction is proposed to access the Challabrook development.</p> <p>This speed limit is considered to be appropriate for the nature and size of the road. The road is very wide and has no properties facing on to it, therefore no accesses or driveways, this results in drivers travelling at a faster speed. A 30mph speed limit for this road is not deemed appropriate as drivers are unlikely to adhere to it.</p> <p>The Department for Transport and DCC policy recommends that the minimum length of a speed limit is 600 metres. Therefore, the 40mph proposed limit could not be much shorter in length than proposed.</p> <p>A new filter lane will be installed on approach to the access to the new development which will encourage drivers to slow down. The pedestrian crossing with associated markings should also encourage lower travelling speeds near to the development.</p>
<p>Respondent understands that the current speed limit is 30mph as stated in the Devon County Council's consultation response of 2018 so this proposal would increase the speed limit.</p>	



HIW/20/40

Teignbridge Highways and Traffic Orders Committee  
5 November 2020

## **Request for extension of 30mph speed limit on Shaldon 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;
- (b) The speed limits remain as currently posted.

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

Councillor Gordon Hook has asked this Committee 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 is subject to a 40mph speed limit. The speed limits on Shaldon Road are shown in the diagram in Appendix I.

### **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. Any departure from this policy would need Cabinet approval.

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 shows that there were 5 collisions between the Haytor Drive junction and Penn Inn Roundabout, two slight injury, two serious injury, and

# Agenda Item 5

one fatal injury, in the five years 2015 to 2019. Of these, one slight injury collision occurred at the junction with St Marychurch Road and the remainder were between the end of the existing 30mph speed limit and the junction with Twickenham Road. In none of these accidents was speed given as a factor, and all appear to have occurred in low speed circumstances.

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. There have been no recent changes to the road layout on this section of Shaldon Road.

Slow road markings, reinforced with strips of coloured surfacing, have been marked on the road at intervals between the start of the 40mph speed limit, just to the east of the Haytor Drive junction, and the junction with St Marychurch Road.

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

Given the absence of speed as a factor in any of the recorded collisions 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 is 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. No source of funding has currently been identified to cover these costs.

### **6. Environmental Impact Considerations**

If a lower speed was introduced and was 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 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 regard 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 regard to this scheme.

## 11. Summary/Conclusions/Reasons for Recommendations

It is considered that the current speed limit regime on Shaldon Hill is correct for this particular environment.

Meg Booth  
Chief Officer for Highways, Infrastructure, Development and Waste

## Electoral Divisions: Newton Abbot South and Teignbridge South

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

Contact for enquiries: John Fewings

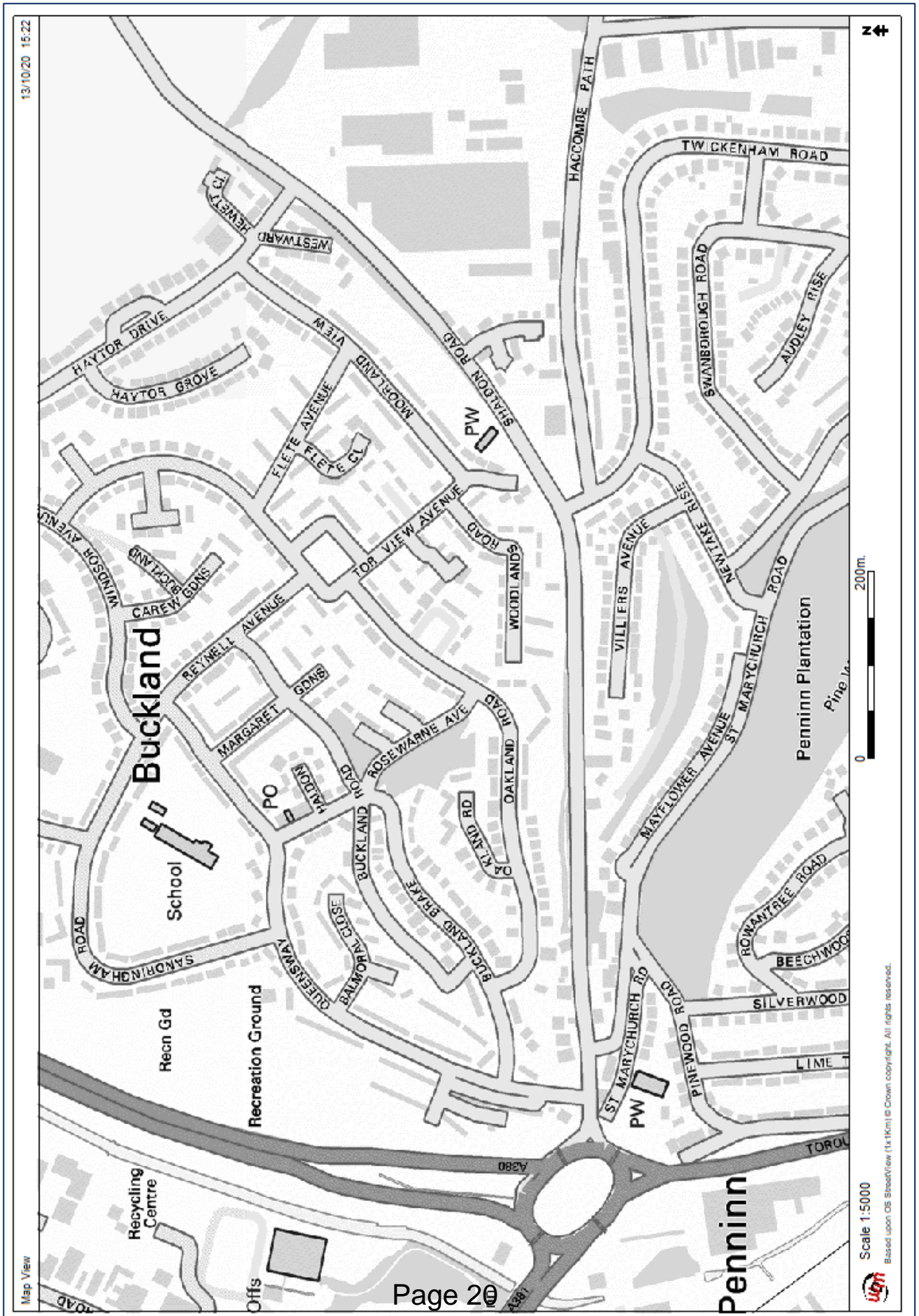
Room No: Ryefields, Avery Hill, Rydon Road, Kingsteignton, TQ12 3QG

Tel No: 01392 380193

Background Paper	Date	File Ref.
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None

jf131020teighn  
sc/cr/Request for extension of 30mph speed limit on Shaldon Road Newton Abbot  
02 271020



13/10/20 15:22

Map View

Scale 1:5000

Based upon OS StreetView (1x1Km) © Crown copyright. All rights reserved.



## **Kingskerswell Village Parking Scheme Traffic Regulation Order**

Report of the Head of Planning, Transportation and Environment

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

Recommendation: It is recommended that the Committee be asked to approve the permanent implementation of the traffic regulation order.

### **1. Summary**

The report considers representations received in response to a Traffic Regulation Order (TRO), that's was advertised to prohibit parking within the extent of the 20mph limit on Newton Road in Kingskerswell.

### **2. Introduction**

It is proposed to introduce parking restrictions on the main road where the speed limit is 20mph and where parking takes place on the advisory cycle lanes. It is being proposed to reduce the availability of parking in terms of where and when people are permitted to park without serious detriment to road safety and ensuring that the safety of vulnerable road users on and off the carriageway are not significantly compromised.

Restrictions on parking were originally considered in conjunction with traffic calming measures which were identified to support speed compliance within the 20mph area. Separate proposals had been designed for enhancing the 20mph gateways by introducing priority pinch points at these entrances into the 20mph limit. But these measures do not form part of this report and recommendation.

Allowing limited parking at certain times were included within the proposals in response to school travel needs. The Sloop Inn car park at Jurys Corner used to allow parents to park and walk their children to Kingskerswell Primary School on Coffinswell Lane. Recent changes to the management of this private car park has removed this option for parents and there is demand for on-street parking in the area for travel to school.

### **3. Proposal**

The scheme shown on Plans B23006EY-004 & B23006EY-005 in Appendix I detail the location and extent of the proposed parking restrictions. And Appendix I includes a copy of the associated Advert Notice and Draft Order.

# Agenda Item 6

The proposed restrictions include specified lengths of No Waiting At Any Time, (double yellow lines) within the extent of the current 20mph limit on Newton Road, to both the north and south of Jurys Corner. And they incorporate specified lengths of No Waiting 9:30am- 2:30pm (single yellow lines) on Newton Road to both the northeast and southeast sides of Jurys Corner.

Two submissions were received in response to the advert. Comments from these submissions are summarised in Appendix II.

Both submissions had raised objections to a single element of these proposals, which is the No Waiting 9:30am- 2:30pm restrictions (single yellow lines) being proposed to the north east of Jurys Corner. On Plan B23006EY-004 in Appendix I, these restrictions are indicated by the two green lines outside of No's 14 & 16 Newton Road. No objections or other comments were received in response to the proposed double yellow lines or to the other single yellow lines proposed to the south east of Jurys Corner.

The primary concerns raised by both objectors were that outside of the restricted times 9:30am-2:30pm, parking on Newton Road could still take place. And that if any parking occurred on Newton Road in this location, then it would be causing safety issues for vehicles exiting private driveways and for any vehicles and cyclists travelling along Newton Road itself.

It should be noted that it is not currently an offence to park at any time on the non-mandatory cycle lanes and that this proposed traffic regulation order is one that will still be restricting parking. One of the two objectors requested that No Waiting At Any Time (double yellow lines) be provided instead of single yellow lines. But both objectors were concerned about any parking taking place within the cycle lanes.

## **4. Options/Alternatives**

An alternative option can be considered to not implement the proposed traffic restrictions. And to advertise a new Traffic Regulation Order to replace the proposed single yellow lines with double yellow lines in one or more of the proposed locations.

And an alternative option can be considered to not implement the proposed restrictions. And to leave the road layout as current.

## **5. Consultations**

Local member consultation was undertaken prior to advertisement. The order was publicly advertised between the 6th October and the 10th September 2020. And due to the COVID19 situation, notices were also posted to the adjacent properties along the affected length of Newton Road.

## **6. Financial Considerations**

Local Transport Plan funding to implement the scheme has been identified under the 2020/21 Transport Capital Programme.

## **7. Legal Considerations**

When making a Traffic Regulation Order it is the County Councils 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.

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

The recommendation to confirm TRO will have a small but positive impact on preventing obstructions on the cycle lanes and for supporting sustainable travel. The measures will also support travel to school in the locality.

## **9. Equality Considerations**

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

## **10. Risk Management Considerations**

The proposal will have an ongoing revenue cost for the Council to maintain signing and lining for any permanent traffic regulation order. A permanent traffic regulation to prohibit parking order will also generate demand on civil parking enforcement resources.

## **11. Public Health Impact**

There will be a small but positive benefit to public health by supporting cycling sustainable travel.

## **12. Reasons for Recommendations**

The recommended option is to implement as advertised. The two submissions received were not objecting to restrictions on parking. But are seeking more restrictive parking measures on safety grounds. The road safety implications for this scheme has been considered as part of a road safety audit.

Dave Black  
Head of Service for Planning, Transportation and Environment

**Electoral Division: Ipplepen & The Kerswells**

# Agenda Item 6

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

Contact for Enquiries: James Anstee

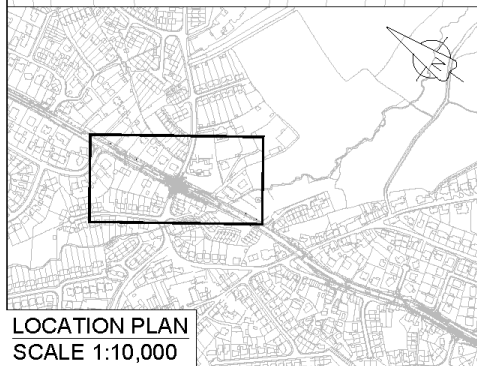
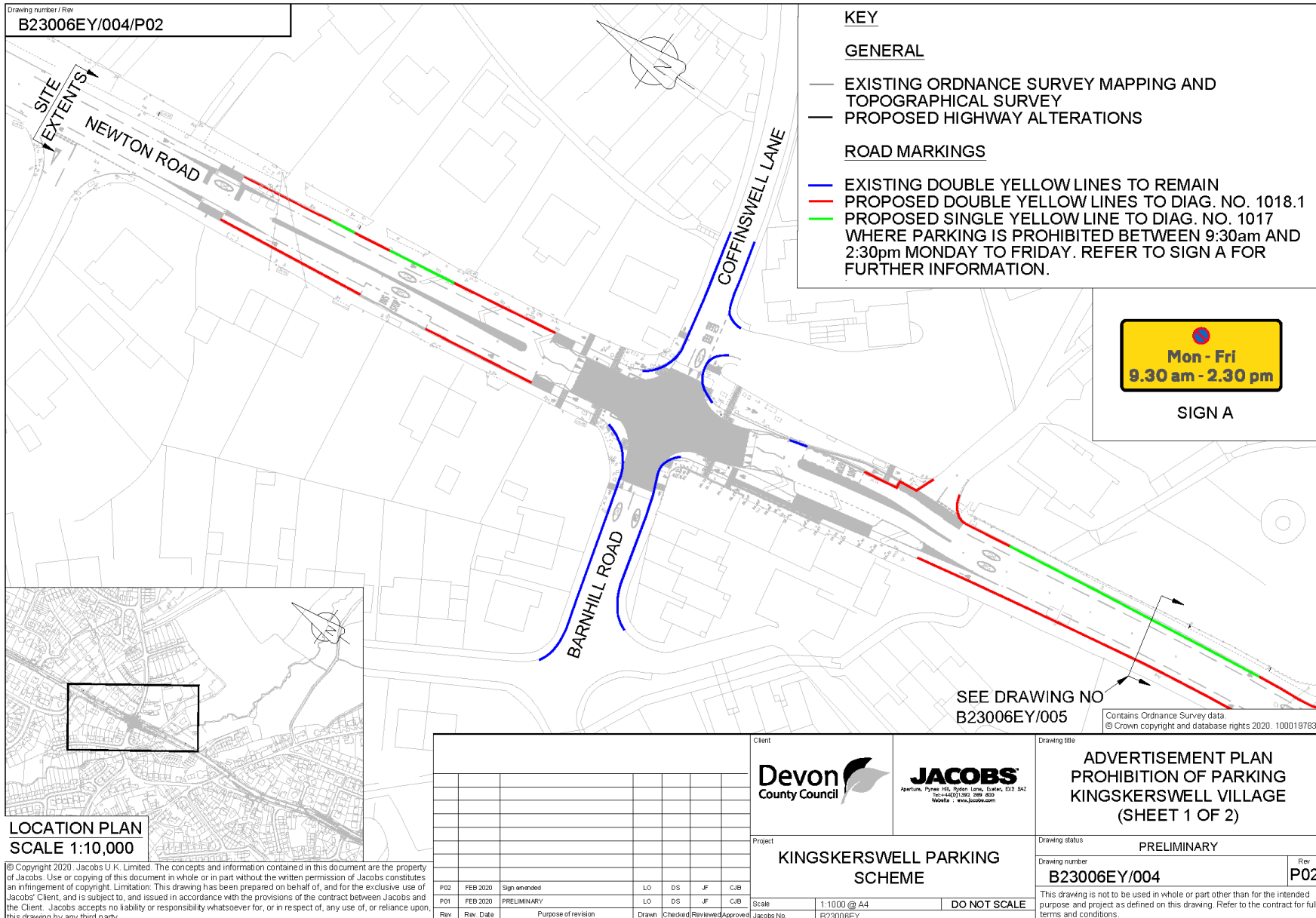
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Background Paper	Date	File Reference
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Nil

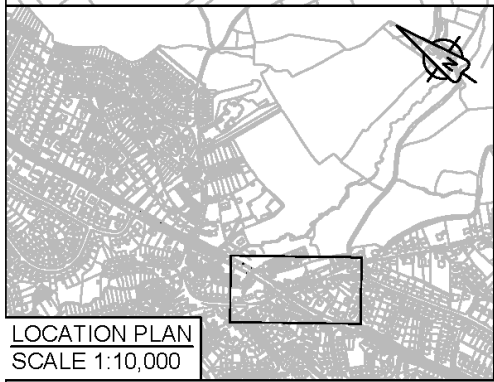
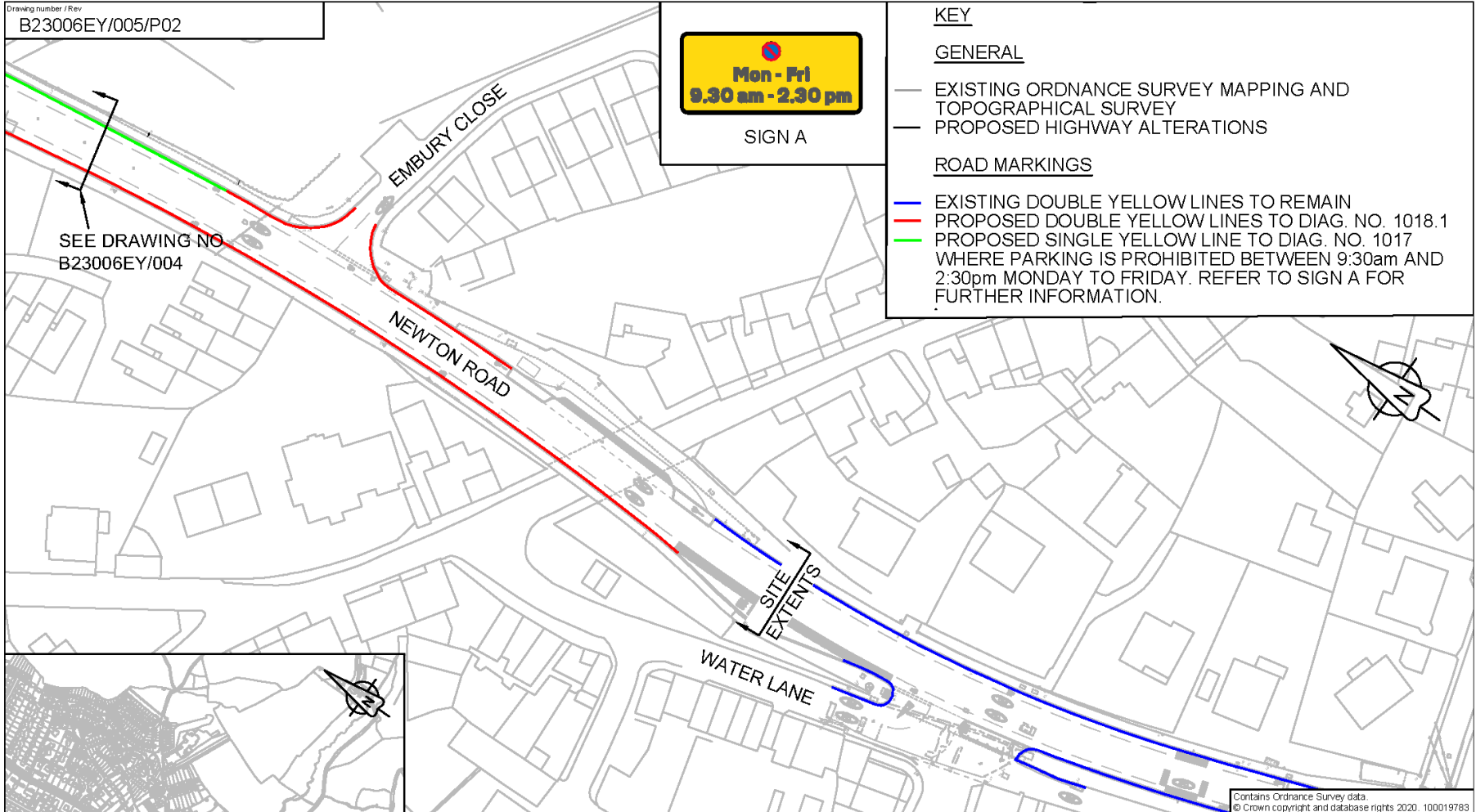
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sc/cr/kingskerswell Village Parking Scheme Traffic Regulation Order  
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# Appendix I To PTE/20/37



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				<b>ADVERTISMENT PLAN PROHIBITION OF PARKING KINGSKERSWELL VILLAGE (SHEET 1 OF 2)</b>	
<b>Client</b> Devon County Council		<b>Project</b> KINGSKERSWELL PARKING SCHEME		<b>Drawing title</b> ADVERTISMENT PLAN PROHIBITION OF PARKING KINGSKERSWELL VILLAGE (SHEET 1 OF 2)	
<b>Project</b> KINGSKERSWELL PARKING SCHEME		<b>Scale</b> 1:1000 @ A4 DO NOT SCALE		<b>Drawing status</b> PRELIMINARY	
<b>Rev</b> Rev. Date Purpose of revision Drawn Checked Reviewed Approved		<b>JACOBS No.</b> B23006EY		<b>Drawing number</b> B23006EY/004	
P02 FEB 2020 Sign amended LO DS JF CJB P01 FEB 2020 PRELIMINARY LO DS JF CJB		Jacobs No. B23006EY		Rev P02	



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				Client <b>Devon County Council</b>		Drawing title <b>ADVERTISMENT PLAN PROHIBITION OF PARKING KINGSKERSWELL VILLAGE (SHEET 2 OF 2)</b>	
				Project <b>KINGSKERSWELL PARKING SCHEME</b>		Drawing status <b>PRELIMINARY</b>	
				Scale 1:1000 @ A4		Drawing number <b>B23006EY/005</b>	
				DO NOT SCALE		Rev <b>P02</b>	
				Jacobs No. B23006EY		This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.	
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Reviewed	Approved	
P02	FEB 2020	Sign amended	LO	DS	JF	CJB	
P01	FEB 2020	PRELIMINARY	LO	DS	JF	CJB	



## **Devon County Council (Various Roads, Kingskerswell) (Control of Waiting) Amendment Order**

Devon County Council under the Road Traffic Regulation Act 1984 propose to introduce in Kingskerswell:

**No Waiting at Any Time** on specified lengths of Access Road to Kingskerswell Sawmill; Embury Close and Newton Road;

**No Waiting Mon-Fri 9.30am-2.30pm** on specified lengths of Newton Road.

Where appropriate there will be the usual exemptions including those in relation to picking up/setting down passengers, loading/unloading goods & disabled persons vehicles.

Draft order, order being amended, plans & statement of reasons at <http://devon.cc/tro> from 6<sup>th</sup> August until 10<sup>th</sup> September. Only if you **do not** have access to the internet you can phone 0345 155 1004 for more details. Please note that phone lines may be busy due to the Coronavirus pandemic.

Objections & other comments specifying the proposal & the grounds on which they are made must be in writing to the address below or via <http://devon.cc/tro> to arrive by **10<sup>th</sup> September 2020**. If you make a submission be aware that contact details & points contributed may be made publicly available in accordance with our legal obligations. Receipt of submissions may not be acknowledged but those received will be considered & may be shared within Devon County Council & our partners. Further information on personal data at <https://devon.cc/troprivacy>

6<sup>th</sup> August 2020

reference IMR/B17342-5824

County Solicitor, County Hall, Topsham Road, Exeter EX2 4QD

### **Statement of Reason:**

It is proposed to introduce parking restrictions on the main road of the village where parking takes place on the advisory cycle lanes, where the speed limit is 20mph. It is proposed to reduce the availability of this parking in terms of where people are permitted to park without serious detriment to road safety and in terms of what hours this parking is available, ensuring that the safety of vulnerable road users on and off the carriageway are not compromised.

Specifically, the proposals will avoid danger to persons or other traffic using the road or preventing the likelihood of any such danger arising and will preserve or improve the amenities of the area which the roads run through.

# Agenda Item 6

## Devon County Council (Various Roads, Kingskerswell) (Control of Waiting) Amendment Order

Devon County Council make the following order under sections 1, 2, 4, 32, 35, part IV of schedule 9 of the Road Traffic Regulation Act 1984 & of all other enabling powers

- 1 This order comes into force \_\_\_\_\_ and may be cited as “Devon County Council (Various Roads, Kingskerswell) (Control of Waiting) Amendment Order \_\_\_\_\_”
- 2 The schedules in part 1 are added to Devon County Council (Traffic Regulation & On Street Parking Places) Consolidation Order 2020 as amended and the lengths of road in part 2 are revoked from the corresponding schedules of that order

### PART 1 RESTRICTIONS

#### Schedule 1.001 No Waiting at Any Time

##### Access Road to Kingskerswell Sawmill, Kingskerswell

- (i) the north side from its junction with Newton Road for a distance of 4 metres in an easterly direction
- (ii) the south side from its junction with Newton Road for a distance of 5 metres in an easterly direction

##### Embury Close, Kingskerswell

both sides from its junction with Newton Road for a distance of 9 metres in an easterly direction

##### Newton Road, Kingskerswell

- (i) the east side from a point 19 metres north of its junction with Embury Close to a point 39 metres south of its junction with Embury Close
- (ii) the east side from a point 11 metres north of its junction with Access Road to Kingskerswell Sawmill to a point 16 metres south of its junction with the Access Road to Kingskerswell Sawmill
- (iii) the east side from a point 65 metres north of its junction with Coffinswell Lane for a distance of 8 metres in a northerly direction
- (iv) the east side from a point 78 metres north of its junction with Coffinswell Lane for a distance of 21 metres in a northerly direction
- (v) the east side from its junction with Coffinswell Lane for a distance of 26 metres in a southerly direction
- (vi) the east side from a point 26 metres north of its junction with Coffinswell Lane for a distance of 24 metres in a northerly direction
- (vii) the west side from a point 58 metres south of its junction with Barnhill Road in a southerly direction to its junction with Torquay Road
- (viii) the west side from a point 24 metres north of its junction with Barnhill Road for a distance of 26 metres in a northerly direction
- (ix) the west side from a point 66 metres north of its junction with Barnhill Road for a distance of 33 metres in a northerly direction
- (x) the west side from its junction with Barnhill Road for a distance of 27 metres in a southerly direction



# Agenda Item 6

Appendix II  
To PTE/20/37

## 5824 Devon County Council (Various Roads, Kingskerswell) (Control of Waiting) Amendment Order

### Summary of Submissions

Comment	Devon County Council Response
<p><b>First Respondent:</b> <b>Resident of Newton Road, Kingskerswell</b></p>	
<p>Objects to the proposal to allow two number restricted parking areas to the east side north of Coffinswell Lane and south of the 20MPH Gateway as highlighted in green on plan.</p> <p>Parking in this area was already rejected by the residents of Kingskerswell at the consultation stage of the original proposals for the road following the opening of the South Devon Highway.</p> <p>There would be a significant loss of a clear view when leaving property at No 16 and neighbours at No 14. I would need to drive out onto the footpath before having a clear view of oncoming traffic. With the 20MPH gateway and the bus stop opposite this would be a real additional risk for pedestrians, cyclists and drivers.</p> <p>The proposal would be detrimental to the safety of cyclists using the cycle lane having to move in and out of the cycle lane around parked vehicles.</p> <p>Residents along this stretch of road have driveways therefore there is no need for additional on road parking.</p> <p>This become an overnight parking area for large vehicles as sometimes happens now.</p> <p>This is already a very congested and confusing area with the junction at Jurys Corner, the bus stop, the 20MPH gateway and additional traffic from driveways. Proposed housing development not shown</p>	<p>Objection noted.</p> <p>Noted.</p> <p>Comments Noted. The scheme has been subjected to a full safety audit.</p> <p>Comments Noted. The scheme has been subjected to a full safety audit.</p>

# Agenda Item 6

<p>on the plan along this section of the road will add to the confusion.</p> <p>Suggests that the whole section from Coffinswell Lane North to the 20MPH gateway be NO WAITING AT ANY TIME.</p>	
<p><b>Comment</b></p>	<p><b>Devon County Council Response</b></p>
<p><b>Second Respondent: Resident of Newton Road, Kingskerswell</b></p>	
<p>Concerned where it is it is proposed to allow parking at all other times (on the east side of Newton Road from a point 50 metres north of its junction with Coffinswell Lane for a distance of 15 metres in a northerly direction) alongside 14 Newton Road - opposite the bus stop into Newton Abbot.</p> <p>There is no bus bay, so traffic has to flow around a stationary bus. If cars are parked there at the busiest times of the day i.e. prior to 9.30am and after 3pm, cyclists and cars going southerly have to go around those vehicles, yet vehicles will also be coming northwards in the centre of the road to pass any stationary buses.</p> <p>This is an extremely hazardous and dangerous proposal bearing in mind the frequency of the buses on this route and the busy times of day are exactly when school parking may take place</p> <p>More houses are due to be built between the pairs of semi-detached houses on the western side at this location, so additional construction vehicles will also be parking on either side of the road.</p>	<p>Concerns noted.</p> <p>Comments Noted. The scheme has been subjected to a full safety audit.</p> <p>Comments Noted. The scheme has been subjected to a full safety audit.</p> <p>Noted.</p>

