



You can view the agenda on the [website](#)
or use a smart phone camera and scan the code

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

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

Date: 24 February 2021

Contact: Fiona Rutley 01392 382305
Email: fiona.rutley@devon.gov.uk

TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Thursday, 4th March, 2021

A meeting of the Teignbridge Highways and Traffic Orders Committee is to be held on the above date at 10.30 am, virtual meeting (via Teams) to consider the following matters.

Phil Norrey
Chief Executive

A G E N D A

PART I - OPEN COMMITTEE

1 Apologies for absence

2 Minutes (Pages 1 - 6)

Minutes of the meeting held on 5 November 2020, attached.

3 Items Requiring Urgent Attention

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

MATTERS FOR DECISION

4 **Local Waiting Restriction Programme** (Pages 7 - 54)

Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/21/10) and supplementary information (plans), attached.

(Electoral Divisions: All in Teignbridge)

5 **Main Road, Exminster - Proposed amendments to Parking Restrictions** (Pages 55 - 62)

Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/21/11), attached.

(Electoral Division: Exminster & Haldon)

6 **East Street Newton Abbot - Casualty Severity Reduction Scheme** (Pages 63 - 68)

Report of the Head of Planning, Transportation and Environment (PTE/21/11), attached.

(Electoral Divisions: Newton Abbot South and Newton Abbot North)

7 **Shute Hill, Teignmouth - Casualty Severity Reduction Scheme** (Pages 69 - 74)

Report of the Head of Planning, Transportation and Environment (PTE/21/12), attached.

(Electoral Division: Teignmouth)

8 **Preston Village, Kingsteignton - Traffic Issues (minute 106)** (Pages 75 - 80)

Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/21/12), attached.

(Electoral Division: Kingsteignton & Teign Estuary)

9 **Bovey Tracey Traffic Management Plan - Item raised by Councillor Gribble**

In accordance with Standing Order 23(2) Councillor Gribble has requested that the Committee consider this matter.

MATTERS FOR INFORMATION

10 Cabinet 12 February 2021 minute 630 - 30mph speed limit in Monks Way, Bovey Tracey

To note for information, the decision of the Cabinet further to this Committee's consideration at the last meeting:-

(Councillors Biederman, Connett, Dewhirst, Gribble and Hannaford attended remotely in accordance with Standing Order 25(2) and the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020 and spoke to this item).

The Cabinet noted that at the meeting of the Teignbridge Highways and Traffic Orders Committee, the Committee had considered a 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.

The Committee had **RESOLVED** (minute *103 refers) that (a) the County Council's policies on speed limits and wider impacts of health, sustainable travel and whole environment be noted; and (b) that the Committee supports a 30mph speed limit on Monks Way, Bovey Tracey and refers this matter to the Cabinet as a departure from policy.

The Cabinet considered this matter on the 9th December 2020 (minute 596 refers) and **RESOLVED** that the matter be deferred pending a site visit to meet the Local Member and consider the impact of future development and that the site visit include officers from the Road Safety Team.

The Cabinet Member for Highways Management thanked those who had attended the virtual site meeting and commented it had been important to listen to the views of the local community and concerns of the Town Council.

He had taken a number of different professional opinions on board, for example, on pedestrian crossings and from police officers and research on the safety record of pedestrian crossings in 30mph limits and 40 mph limits.

It was **MOVED** by Councillor Hughes, **SECONDED** by Councillor Hart, and

RESOLVED that two departures from policy be agreed, to permit the advertising of a Traffic Regulation Order; (a) to introduce a section of 40mph speed limit from the existing 30mph terminal point to the South of Station Road Roundabout past the Challabrook development to a point approximately 120m south of the turning into the Challabrook development (a section of national speed limit will be retained from that point to the 30mph terminal at the Pottery Road roundabout); and (b) that the section of new 40mph speed limit be introduced below the normal minimum length of 600m.

11 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.

2021/22:

Thursday 10 June 2021

Thursday 4 November 2021

Thursday 3 March 2022.

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.

MEETINGS INFORMATION AND NOTES FOR VISITORS

Getting to County Hall and Notes for Visitors

For SatNav purposes, the postcode for County Hall is EX2 4QD

[Further information about how to get to County Hall](#) gives information on visitor parking at County Hall and bus routes.

Exeter has an excellent network of dedicated cycle routes. For further information see the [Travel Devon webpages](#).

The nearest mainline railway stations are Exeter Central (5 minutes from the High Street), St David's and St Thomas. All have regular bus services to the High Street.

Visitors to County Hall are asked to report to Main Reception on arrival. If visitors have any specific requirements, please contact reception on 01392 382504 beforehand.

Membership of a Committee

For full details of the Membership of a Committee, please [visit the Committee page](#) on the website and click on the name of the Committee you wish to see.

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](#)

Public Participation

The Council operates a Public Participation Scheme where members of the public can interact with various Committee meetings in a number of ways. For full details of whether or how you can participate in a meeting, please [look at the Public Participation Scheme](#) or contact the Clerk for the meeting.

In relation to Highways and Traffic Orders Committees, any member of the District Council or a Town or Parish Councillor for the area covered by the HATOC who is not a member of the Committee, may attend and speak to any item on the Agenda with the consent of the Committee, having given 24 hours' notice.

Webcasting, Recording or Reporting of Meetings and Proceedings

The proceedings of any meeting may be recorded and / or broadcasted live, apart from any confidential items which may need to be considered in the absence of the press and public. For more information [go to our webcasting pages](#)

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.

WiFi

An open, publicly available Wi-Fi network (i.e. DCC) is normally available for meetings held in the Committee Suite at County Hall.

Fire

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; and do not re-enter the building until told to do so. Assemble either on the cobbled car parking area adjacent to the administrative buildings or in the car park behind Bellair.

First Aid

Contact Main Reception (Extension 2504) for a trained first aider.

Mobile Phones

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

Alternative Formats

If anyone needs a copy of an Agenda and/or a Report in another format (e.g. large print, audio tape, Braille or other languages), please contact the Customer Service Centre on 0345 155 1015 or email: committee@devon.gov.uk or write to the Democratic and Scrutiny Secretariat in G31, County Hall, Exeter, EX2 4QD.

Induction Loop available



TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

5 November 2020

Present:-

Devon County Council

Councillors S Barker, J Brook (Chair), J Clatworthy, A Connett, A Dewhirst, 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

Agenda Item 2

2

TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

5/11/20

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.

Agenda Item 2

4

TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

5/11/20

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

Agenda Item 2

HIW/21/10

Teignbridge Highways and Traffic Orders Committee
4 March 2021

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 local waiting restriction programme is noted; and**
- (b) the recommendations contained in Appendix II to this report are agreed.**

1. Summary

This report is to consider the submissions to the statutory consultation on the restrictions proposed in the Teignbridge area, as part of the local waiting restriction programme.

2. Background

In 2019/20, a list of requests for new or amended waiting restrictions for the Teignbridge area was collated by the council. These requests have been considered by officers and proposals drafted. Officers have consulted the relevant local County Councillors and Chair/Vice Chair before they were advertised from 17 December 2020 until 21 January 2021.

A summary of the proposals advertised can be found in Appendix I and the associated plans have been attached as supplementary information to this report.

3. Consultations/Representations

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

Following advertisement:

- Proposals which did not attract objections will be implemented.
- Proposals that received objections are detailed in Appendix II to this report with recommendations for each location.

Agenda Item 4

4. Financial Considerations

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

There is 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.

5. 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.

6. 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.

7. Equality Considerations

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

8. Risk Management Considerations

No risks have been identified.

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 the HATOC area by:

- Enabling enforcement to be undertaken efficiently.
- Encouraging those working in the town 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 proposals contribute to the safe and expeditious movement of traffic in Torridge and therefore comply with Section 122 of the Road Traffic Regulation Act 1984.

Meg Booth
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: All Teignbridge

Local Government Act 1972: List of Background Papers

Contact for Enquiries: Simon Garner

Tel No: 0345 155 1004 Room: M8, Great Moor House

Background Paper	Date	File Reference
Nil		

sg110221teinh
sc/cr/Local Waiting Restriction Programme
03 240221

Agenda Item 4

Appendix I
To HIW/21/10

Details of Proposals Advertised

Councillor	Plan Reference	Location	Parish/Town	Proposals	Statement of Reasons
Stuart Barker	ENV5811/001	Mill Meadow	Ashburton	Proposed section of No Waiting At Any Time (NWAAT)	To allow the EA access to gantry and flood defence system.
Stuart Barker	ENV5811/002	Hospital Lane	Ashburton	Proposed section of NWAAT at junction	Parking restricts access for residents.
Stuart Barker	ENV5811/003	Jordan Street	Buckfastleigh	Extension of existing NWAAT	Allow Forestry access to lane.
Stuart Barker	ENV5811/004	Fore Street	Buckfastleigh	Change loading bay restrictions	Convert loading bays from 24 hours to 8am to 6pm.
Stuart Barker	ENV5811/005	Silver Street	Buckfastleigh	Proposed section of NWAAT	Residents parking and blocking lane
Stuart Barker	ENV5811/006	Abbotsridge Drive	Oggwell	Proposed section of NWAAT	To prevent parking at junction with Brownings Ridge and Margaret Road.
Stuart Barker	ENV5811/008	Station Road	Buckfastleigh	Amend NW to NWAAT	Ensure access to off street premises is maintained.
George Gribble	ENV5811/009	Pottery Road	Bovey Tracey	Extension of existing No Waiting At Any Time	Access to estate is restrictive to HGVs and obstructive parking on narrow section of Pottery Road.
Jerry Brook	ENV5811/010	Millstream Meadow	Chudleigh	No Stopping At Any Time except Local Buses	To prevent obstructive parking at the bus stop which is preventing bus from pulling up to kerb.
John Clatworthy	ENV5811/011	School Hill	Cockwood	Proposed section of No Waiting at Any Time (NWAAT)	To prevent parking on a narrow section of road that has prevented access for emergency services.
John Clatworthy	ENV5811/012	The Rowdens	Teignmouth	Proposed section of NWAAT	To prevent obstructive parking and maintain access.
Alan Connett	ENV5811/013	Jupes Close	Exminster	Proposed section of No Waiting at Any Time (NWAAT)	Vehicles parking at junction causing difficulty for vehicles exiting.
Alan Connett	ENV5811/014	Berrybrook Meadow	Exminster	Extension of existing NWAAT	To improve road safety at junction.
Alan Connett	ENV5811/015	Dawlish Road, Milestone Cottages	Exminster	Extension of existing NWAAT	To prevent parking outside cottages.
Alan Connett	ENV5811/016	Farmhouse Rise	Exminster	Proposed section of NWAAT	Vehicles parking at junction causing difficulty for vehicles exiting.
Alan Connett	ENV5811/017	Old Ide Lane	Ide	Proposed section of NWAAT	To prevent parking opposite and on exit on Old Ide Lane, which restricts access for residents to Cross View Terrace.
Alan Connett	ENV5811/019	Staplake Road	Starcross	Proposed section of NWAAT	Prevent vehicles parking on blind bend.

Agenda Item 4

Councillor	Plan Reference	Location	Parish/Town	Proposals	Statement of Reasons
Alan Connett	ENV5811/020	Sercombe Gardens, Coronation Terrace & Church Street	Starcross	Proposed sections of NWAAT	Prevent obstructive parking.
Ron Peart	ENV5811/021	Tarrs Lane	Kingsteignton	Proposed section of No Waiting At Any Time (NWAAT).	To prevent vehicles from obstructing carriageway and blocking access for private and refuge vehicles.
Ron Peart	ENV5811/022	Ferncombe Drive	Kingsteignton	Proposed section of NWAAT.	To prevent parking at junction with Brook Way and maintain visibility.
Ron Peart	ENV5811/023	Meadowcroft Drive	Kingsteignton	Proposed section of NWAAT opposite Air Ambulance entrance.	Maintain access to Devon Air Ambulance Night Landing site.
Jackie Hook	ENV5811/024	Minerva Way	Newton Abbot	Proposed section of No Waiting At Any Time (NWAAT)	To prevent vehicles obstructing HGV access to recycling centre.
Jackie Hook	ENV5811/025	Fisher Road	Newton Abbot	Replace NW with NWAAT	Insufficient road width to allow parking on both sides of carriageway. NW restriction leads to motorists parking on pavement and obstructing carriageway.
Sylvia Russell	ENV5811/026	Mill Lane	Teignmouth	Proposed section of No Waiting at Any Time (NWAAT)	Prevent obstructive parking at junctions with A379, Lower Kingsdown Road.
Sylvia Russell	ENV5811/027	Ashleigh Way	Teignmouth	Proposed section of NWAAT and Limited Waiting	To prevent obstructive parking preventing access for buses and large vehicles.
Sylvia Russell	ENV5811/028	New Road	Teignmouth	Proposed section of NWAAT	To prevent obstructive parking at junction.
Sylvia Russell	ENV5811/029	Hermosa Road	Teignmouth	Extension of existing NWAAT	To prevent obstructive parking at junction.

5811 Devon County Council (Teignbridge HATOC)
(Traffic Regulation) Amendment Order
Summary of Submissions

Plan ENV5811/001 Ashburton, Kingsbridge Lane 2 respondents – 2 residents of Ashburn Close	
Comment	Devon County Council Response
<p>Objection 2 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> • 2 respondents commented that it further restricts parking for residents in the area. • 1 respondent commented that the reduction of parking spaces will compound the parking issues within the town. • 1 respondent commented that the restrictions are disproportionate to the amount of times the EA will need access each year. <p>Suggestion The Environmental Agency could apply for a temporary parking restriction order as and when work is required.</p>	<p>Reason for Proposal To introduce No Waiting at Any Time and No Loading at Any Time to allow the Environmental Agency access to gantry and flood defence systems.</p> <p>Officer comments Request submitted by Parish Council. EA have a right of access, potentially for urgent or unplanned work. Restriction will remove 4 parking spaces only. There is a large Pay & Display car park adjacent to the restricted length of road.</p>
Recommendation: Implement as advertised.	

Plan ENV5811/002 Ashburton, Hospital Lane 2 respondents – 2 residents of East End Terrace	
Comment	Devon County Council Response
<p>Objection 2 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> • 1 respondent commented that it further restricts parking for residents in the area. • 1 respondent commented that the restrictions will encourage non-residents to park along East End Terrace where parking for residents is already overloaded. • 1 respondent commented that it will cause additional friction between residents who are regularly blocked in due to lack of space. • 1 respondent commented that the restrictions will encourage parking for the park and ride, school run and abandoned cars. <p>Suggestion 2 respondents suggest installing residents parking.</p>	<p>Reason for Proposal To introduce No Waiting at Any Time as parking restricts access for residents.</p> <p>Officer comments Parking causes an obstruction, potentially impeding emergency vehicles. Vehicles may be forced to queue on the main road, which is hazardous because of the road alignment which limits forward visibility.</p>
Recommendation: Implement as advertised.	

Plan ENV5811/003 Buckfastleigh, Jordan Street

10 respondents – 9 residents of Jordan Street (7 addresses), 1 Buckfastleigh Town Council

Comment	Devon County Council Response
<p>Objection</p> <p>9 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> • 1 respondent commented that current restrictions are adequate for emergency vehicles and are a reasonable trade-off between safety and the inconvenience of losing parking spaces. • 1 respondent commented that the current restrictions are adequate to allow large vehicles access to the street. • 1 respondent commented that extra restrictions would make life especially difficult for residents and too much weight is being given to the commercial forestry operations. • 1 respondent commented that taking a more creative approach is needed (consultations and surveys). • 1 respondent commented that the proposal is only benefitting a large business who require better access. • 2 respondents commented that new restrictions are solely for the Fountains Forestry lorries which are inappropriate for the road. • 1 respondent commented that the only reason the forestry contractors are using such large vehicles is profit margin overriding health and safety responsibilities. • 3 respondents commented that Forestry lorries are causing damage to vehicles and properties. • 4 respondents commented that residents have tried to comply with a request not to park during normal working hours, but lorries regularly operated outside these agreed hours causing damage. • 1 respondent commented that a reduction in parking will create problems with drivers circling the area in search of spaces, being forced to reverse more often. • 2 respondents commented that logging activity is restricted to a few months each year and these restrictions are a disproportionate response. • 1 respondent commented that forestry work is time limited and reducing resident parking for this reason is unfair. • 2 respondents commented that they already find it very difficult to park in the street. • 1 respondent commented that many residents rely on on-street parking close to their homes for access to employment, education, and shops. • 1 respondent commented that Logging takes place during the summer months when there is a high demand on parking. 	<p>Reason for Proposal</p> <p>To introduce No Waiting at Any Time to allow Forestry access to lane</p> <p>Officer comments</p> <p>Jordan Street is very narrow in parts, but it is a key route for service and delivery vehicles. The highway authority has a duty to maintain rights of access, which over-rides the natural desire of residents to park outside their homes. Proposed parking restrictions have been kept to a minimum to achieve this.</p>

Agenda Item 4

- 1 respondent commented that there is an Increased danger to families during logging periods because children, parents with prams and families use the street and the route to Hapstead which is a favoured child and family walk.
- 1 respondent commented that the lorries make the road too dangerous for children to use their bikes.
- 2 respondents commented that the community is hugely under serviced with regards to parking provision and public transport.
- 1 respondent commented that it is discriminatory to the public who have existing homes to remove their small pool of parking as there is a commitment to provide a new built home with a parking space.
- 4 respondents commented that there is already limited parking within the town forcing residents to park long distances away from their property.
- 2 respondents commented that additional parking for residents needs to be considered before more restrictions.
- 1 respondent commented that these proposed restrictions would not have been effective in avoiding any of the damage caused or negated any of the very real risk to health and safety of the residents.
- 1 respondent commented that Articulated trucks consistently mounting the pavement outside No. 5 and 6 Jordan Street when full restrictions already applied on both sides of the road.

Suggestion

- Fountains Forestry should use vehicles of a size which is appropriate.
- Limiting the size of the lorries would be a better solution.
- Forestry operators should be bringing out the timber on 20ft trailers and then decanting them on to 40ft trailers closer to the town bypass. A weight or length limit should be put in place for Jordan Street.
- Chapter 8 Traffic Safety Measures should be used.
- Redeveloping the land by Pioneer terrace into additional parking for the street.
- Street cameras could be used to monitor parking, lorries and speeds along the road.
- Rescheduling forestry work outside summer holidays.
- 2 respondents suggest Installing residents parking.
- 2 respondents suggest the forestry commission move the logs over a 1 week period and notify residents to keep the street clear or use traffic management.

Recommendation: Implement as advertised.

Plan ENV5811/005 Buckfastleigh, Silver Street

3 respondents – 2 residents of Silver Street, 1 Buckfastleigh Town

Comment	Devon County Council Response
<p>Objection 2 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> 2 respondents commented that the restriction is not required below No.11 as the road is so narrow people are unable to park. 1 respondent commented that static parked vehicles at the top of the street reduce traffic speed. 1 respondent commented that when vehicles are not parked along this stretch of road traffic tends to travel faster which adds risk to pedestrians (No footway). <p>Support</p> <ul style="list-style-type: none"> 1 respondent supports additional measures to prevent indiscriminate parking and obstruction of road users. 1 respondent (who has also voiced objections) gives support for a short stretch of restrictions above No.11 to ensure access for large and emergency vehicles. <p>Suggestion 2 respondents suggest shortening restriction so that they start at No.12.</p>	<p>Reason for Proposal To introduce No Waiting at Any Time to prevent residents parking and blocking lane.</p> <p>Officer comments There is a risk that reducing the length of restriction will leave the temptation to try and park beyond the yellow lines, which would not resolve the original problem. Removing parking along the length of the road will reduce traffic as there will be less reason for residents to drive along it if there is no parking available.</p>
Recommendation: Implement as advertised.	

Plan ENV5811/008 Buckfastleigh, Station Road

5 respondents – 4 residents of Station Road, 1 Buckfastleigh Town

Comment	Devon County Council Response
<p>Objection 3 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> 1 respondent commented that static parked cars improve safety along the road. 3 respondents commented that there is insufficient parking for residents in the area. 1 respondent commented that the other proposals in the town will put increased pressure on parking for residents. 1 respondent commented that restrictions will increase the financial burden on the residents due to the removal of free parking (evenings and weekends). 2 respondent commented that cars are parking with consideration and therefore are not creating access issues for vehicles or emergency services. <p>Support 2 respondents support the proposals on the grounds that:</p>	<p>Reason for Proposal To introduce No Waiting at Any Time to ensure access to off street premises is maintained.</p> <p>Officer comments There is an inconsistency at present, as parking is technically permitted in some locations during the evenings/night which would prevent vehicles from passing, thereby rendering drivers liable to prosecution for causing an obstruction. The proposals will clarify this situation. Actual loss of 'practical' parking spaces will be virtually none.</p>

Agenda Item 4

- 1 respondent commented that there are issues with drivers not taking heed of the existing restrictions or the dangers around the way they park.
- 1 respondent commented that pedestrians and wheelchair users are forced against the wall as drivers have to drive on the pavement to avoid the parked cars.
- 1 respondent commented that access could be restricted for emergency vehicles.
- 1 respondent commented that cars park against their wall and when they get knocked it causes damage which needs repair.
- 1 respondent supports additional measures to prevent indiscriminate parking and obstruction of road users.

Suggestion

- Better use of the car park at the top of town.
- Vehicles speeding or driving carelessly should be solved by marking out existing parking and enforcing the current 20mph speed limit.
- The pavement past the church steps could be narrowed to improve safety.

Recommendation: Implement as advertised.

Plan ENV5811/010 Chudleigh, Millstream Meadow 1 respondent – 1 resident of Clifford Street

Comment	Devon County Council Response
<p>Objection 1 respondent objects to the proposals on the grounds that:</p> <ul style="list-style-type: none"> • 1 respondent commented that the restrictions are disproportionate to the frequency of the bus service. • 1 respondent commented that static parked cars create a traffic management system that reduces speeds. <p>Suggestion Suggests amending the restrictions to allow for overnight parking and all-day Sunday restrictions.</p>	<p>Reason for Proposal The Town Council have requested a Bus Stop Clearway as the bus is frequently unable to halt at the bus stop because of parked vehicles.</p> <p>Officer comments The suggested amendment to coordinate the operating hours with the bus service timetable is sensible.</p>
<p>Recommendation: Implement the restriction to coordinate the operating hours with the bus service timetable.</p>	

Plan ENV5811/011 Cockwood, School Hill

3 respondents – 1 resident of Cofton Hill, 1 resident of Sea Lawn Terrace & 1 resident of Summerland Avenue

Comment	Devon County Council Response
<p>Objection 1 respondent objects to the proposals on the grounds that:</p> <ul style="list-style-type: none"> 1 respondent commented that the restrictions will force people to park further along Cofton Hill causing issues in a new location. 1 respondent commented that enforcing the restrictions will be costly and on an infrequent basis. <p>Support 2 respondents support the proposals on the grounds that:</p> <ul style="list-style-type: none"> 2 respondents commented that they support the restriction, but it will force the issue further up the road. 1 respondent commented that the restrictions will allow unobstructed access for emergency vehicles. <p>Suggestion</p> <ul style="list-style-type: none"> A more permanent solution by reducing the road width using a kerb line or bollards. 2 respondents suggest extending the restriction on both sides of the road up to Vicarage Road. 	<p>Reason for Proposal To introduce No Waiting at Any Time to prevent parking on a narrow section of road that has prevented access for emergency services.</p> <p>Officer comments It is evident that parking anywhere on the narrow sections of lanes in the vicinity would cause an obstruction to service/emergency vehicles. There is a risk that introducing a short length of restriction will imply it is safe to park anywhere else nearby. Implementing a short length of restrictions may very well displace parking, and the proximity of the school will probably mean restrictions will be ignored by parents/carers who only wait for a short period.</p>
<p>Recommendation: Delay implementing the restrictions until a further review of parking in the surrounding area has been undertaken.</p>	

Plan ENV5811/012 Teignmouth, The Rowdens

22 respondents – 7 residents of The Rowdens (4 addresses), 3 residents of Woodway Drive, 1 resident of Woodway Road, 1 resident of Teignmouth Road, 1 resident of St Joseph's Court, 1 resident of Meadow Rise, 1 resident of Frobisher Close, 1 resident of Fountain Court, 1 resident of Dawlish Road, 1 resident of Barnpark Road, 1 resident of Barn Park Terrace, 1 resident of Ashleigh Way & 2 residents from outside Teignmouth (Dawlish & Paignton)

Comment	Devon County Council Response
<p>Objection 12 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> 6 respondents commented that the restrictions do not allow enough time to access the park. 2 respondents commented that a 30min restriction will not address the issue of obstruction and will just mean a quicker turnaround of cars. 1 respondent commented that these restrictions do not allow enough time for myself and other blind people in the area to take their guide dog for a walk. 1 respondent commented that the restrictions do not allow enough time for those visiting relatives. 	<p>Reason for Proposal To introduce No Waiting at Any Time to prevent obstructive parking and maintain access.</p> <p>Officer comments A number of respondents have misread the public notice and wrongly believe the proposal is to limit waiting whereas it is to prohibit waiting at any time. The notice has been checked and was correct.</p>

Agenda Item 4

- 1 respondent commented that time restrictions will prevent people using the park for wildlife and nature pursuits.
- 1 respondent commented that restrictions will prevent people from taking their 1 hour of exercise per day to ensure good mental and physical health.
- 1 respondent commented that the restrictions will affect volunteering within the park.
- 1 respondent commented that they have never seen instances of obstructive parking in the road.
- 1 respondent commented that the proposal will limit people's access to the park.
- 1 respondent commented that there are no other suitable parking alternatives nearby.
- 1 respondent commented that putting in a time restriction is actively discouraging the use of the park.
- 1 respondent commented that people are being penalised for using the park.
- 1 respondent commented that this proposal is targeting walkers and dog walkers.
- 1 respondent commented that it is a poor use of public funds.
- 1 respondent commented that as a carer the restrictions do not allow enough time to walk or exercise the guide dog.
- 2 respondents commented that the restrictions would prevent easy access to the park for older users, those with physical disabilities and those with a chronic condition.
- 1 respondent commented that the restrictions would shorten people's social interactions in the park affecting their mental health.
- 1 respondent commented that there would be additional expense of using the Eastcliff carpark during a time when people's income has decreased.

Support

10 respondents support the proposals on the grounds that:

- 1 respondent commented that it will prevent congestion along the road.
- 4 respondents commented that the restrictions will prevent obstructive parking along the street which affects cars, refuse lorries and emergency vehicles.
- 1 respondent commented that keeps the entrance to the park clear.
- 3 respondents commented that it will improve access to their property.
- 2 respondents commented that it will improve visibility at the junction.

Suggestion

- Extending the restriction at the junction to improve visibility.

It is considered that the comments are still valid; many of them were objecting that 30 minutes would not be long enough to visit the park.

The objections demonstrate that people do use the road for free parking to visit the park.

The level of support for the proposal is unusually high and many comments highlight the risks and hazards caused by parked vehicles.

Agenda Item 4

- additional parking bays within the verge opposite No.4/5 to ensure access is maintained.
- 2 respondents suggest a 2 hour time restriction.
- Restrictions might push the issue elsewhere mainly the pavement outside No.6

Recommendation: Implement as advertised.

Plan ENV5811/013 Exminster, Jupes Close 1 respondent – 1 resident of Jupes Close

Comment	Devon County Council Response
<p>Support 1 respondent supports the proposals.</p> <p>Suggestion</p> <ul style="list-style-type: none"> • Extending the restriction further along Jupes Close (Eastern Spur) until the double garages, improving access. 	<p>Reason for Proposal To introduce No Waiting at Any Time to prevent vehicles parking at junction causing difficulty for vehicles exiting.</p> <p>Officer comments This is a modern residential development with a design speed of 20 mph, with no through traffic. There is no available evidence of anyone other than residents parking in the area. Parking is unlikely to cause a significant hazard to road safety. Parking restrictions are likely to create an enforcement liability.</p>

Recommendation: Consider Withdrawing the proposal.

Plan ENV5811/014 Exminster, Berrybrook Meadow 1 respondent – 1 resident of Berry Cottages

Comment	Devon County Council Response
<p>Objection 1 respondent objects to the proposals on the grounds that:</p> <ul style="list-style-type: none"> • 1 respondent commented that the proposal will restrict parking for their property. 	<p>Reason for Proposal To introduce No Waiting at Any Time to improve road safety at junction.</p> <p>Officer comments The location is between a bend in the road and a four-arm mini roundabout. It is considered that parking potentially obstructs forward visibility, forcing vehicles to suddenly cross into the 'wrong' side of the road in the path of oncoming traffic.</p>

Recommendation: Implement as advertised.

Agenda Item 4

Plan ENV5811/019 Starcross, Staplake Road 2 respondents – 2 residents of Staplake Road

Comment	Devon County Council Response
<p>Objection 2 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> • 2 respondents commented that it will further reduce parking for residents. • 1 respondent commented that it will prevent the safe access to the property for a young family whilst loading/ unloading. • 1 respondent commented that parked cars form a traffic calming effect preventing a rat run. • 1 respondent commented that parking in the area is during the evenings and weekends when the road is less busy, and headlights are more visible beyond bends. • 1 respondent commented that there is inadequate parking nearby for residents, as the strand car park already serves a large group of people and is full during the summer months. • 1 respondent commented that Staplake Road is used as a short cut to other parts of the village when The Strand is blocked or there is heavy traffic, increasing traffic flow and speeds. • 1 respondent commented that they are unaware of any incidents/ accidents in the area . <p>Suggestion</p> <ul style="list-style-type: none"> • The need for chevrons at the corners and speed humps along the street to reduce traffic speed if the proposals go ahead. • Introduction of residents parking. • 2 respondents suggest restrictions at the junction of Staplake Road and The Strand instead to improve visibility. 	<p>Reason for Proposal To introduce No Waiting at Any Time to prevent vehicles parking on blind bend.</p> <p>Officer comments Traffic speeds are likely to be low because of the sharp bend further up the road, and parking is unlikely to cause a significant hazard on the more gradual bend where the restrictions are proposed. It is accepted parked vehicles have a speed-reducing impact.</p>
<p>Recommendation: Reduce the length of the proposed restrictions to allow some parking either side of the bend, subject to a site investigation.</p>	

Plan ENV5811/020 Starcross, Church Street 2 respondents – 2 residents of Sercombes Gardens

Comment	Devon County Council Response
<p>Objection 2 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> • 1 respondent commented that it will restrict parking for residents to park outside their house. • 1 respondent commented that there is insufficient parking in the surrounding areas to accommodate these changes. • 1 respondent commented that issues are only during school drop off/ pick up times. 	<p>Reason for Proposal To introduce No Waiting at Any Time to prevent obstructive parking.</p> <p>Officer comments It is accepted that parking and driving past the school is most likely to be a significant hazard at school opening and closing times. Parking</p>

Agenda Item 4

- 1 respondent commented that displaced parking will cause issues in the surrounding areas.
- 1 respondent commented that it will restrict parking for school drop off/ pick up.

Suggestion

- Rerouting the bus route or the relocation of bus stops near the school to improve visibility.
- Traffic warden.

in New Road opposite a junction is a clear danger at any time.

Recommendation: Implement the restriction in New Road as advertised. Prohibit waiting during the daytime Monday to Friday (8.00 am – 4.00pm).

Plan ENV5811/021 Kingsteignton, Tarrs Lane

4 respondents – 3 residents of Tarrs Lane, 1 resident of Winston Close

Comment	Devon County Council Response
<p>Objection</p> <p>4 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> • 1 respondent commented that it will restrict parking for residents outside of their house. • 3 respondents commented that there is Insufficient parking in the surrounding areas to accommodate these changes. • 1 respondent commented that restrictions are a disproportionate response compared to the loss of amenity which will happen in the area. • 1 respondent commented that it will push traffic/parked cars into other roads creating safety issues elsewhere. • 1 respondent commented that it is not a proportionate response to the number of complaints received. • 1 respondent commented that there is an increased safety risk to family's using the lane to access the primary school. • 1 respondent commented that parked vehicles are a form of speed management and provide a refuge for pedestrians to step into. • 1 respondent commented that parked vehicles are a form of traffic calming and reduce the speed of traffic. • 1 respondent commented that residents feel safer with static parked cars within the street. • 1 respondent commented that properties have access directly onto the lane and parked cars push traffic away from these. • 1 respondent commented that there is an increased risk to elderly people using the lane. • 2 respondent commented that it will restrict parking outside their house and will prevent them loading and unloading items from a vehicle. • 1 respondent commented that restrictions will increase the speed of traffic along the road creating the potential for a serious accident. 	<p>Reason for Proposal</p> <p>To introduce No Waiting at Any Time to prevent vehicles from obstructing carriageway and blocking access for private and refuge vehicles.</p> <p>Officer comments</p> <p>Tarrs Lane is a cul-de-sac. There is a narrow carriageway which passes in front of several houses, then it opens out to form a 'parking court' serving newer houses at the rear.</p> <p>The difficulty is that for most of the time parking along the lane does not cause a significant issue, but when service/delivery or emergency vehicles require access then parking can be an issue. It is further complicated by how people park and what size vehicles they have. The issue is that while parking does not cause a permanent problem the potential risks, particularly for emergency vehicle access, could be catastrophic. The highway authority cannot ignore this.</p>

Agenda Item 4

- 1 respondent commented that the lane has a heavy pedestrian use and restrictions will increase speed of traffic along the road increasing the risk of collision between vehicles and the elderly/children.
- 1 respondent commented that very few incidents of bad parking have led to problems.
- 3 respondents commented that public funds would be better spent elsewhere.

Support

1 respondent (who has also voiced objections) gives support for restrictions within the turning head and around the top corner to No.11.

Suggestion

- Restricting parking on refuse collection days.
- Restrictions only need to apply during the daytime when the refuse lorry need access.

Recommendation: Implement as advertised.

Plan ENV5811/022 Kingsteignton, Ferncombe Drive 1 respondent – 1 resident of Ferncombe Drive

Comment	Devon County Council Response
<p>Objection 1 respondent objects to the proposals on the grounds that:</p> <ul style="list-style-type: none"> • 1 respondent commented that it will restrict parking for residents outside of their house. <p>Suggestion Suggests amending the restrictions to finish at the road gullies to allow for additional residents parking.</p>	<p>Reason for Proposal To introduce No Waiting at Any Time to prevent parking at junction with Brook Way and maintain visibility.</p> <p>Officer comments This is a residential development. Traffic speeds are relatively low and on-street parking on Brook Way has a speed-restraint effect. Parking is unlikely to cause a significant hazard to road safety, as further along Brook Way it 'pushes' traffic towards the centre of the carriageway, allowing vehicles to pull forward out of the side road. Parking restrictions are likely to create an enforcement liability.</p> <p>It is noted however that parking across the junction obstructs a dropped-kerb crossing, and drivers are reminded the highway code states parking on a junction should not be undertaken.</p>

Recommendation: Consider withdrawing the proposal.

Plan ENV5811/025 Newton Abbot, Fisher Road
3 respondents – 3 residents of Fisher Road (2 addresses)

Comment	Devon County Council Response
<p>Objection 3 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> • 3 respondents commented that there is already insufficient parking for residents in the area. • 1 respondent commented that buses currently have access to the street if cars are parked on the pavement on the other side. <p>Suggestion</p> <ul style="list-style-type: none"> • Parking meters are removed for residents who do not have permits for that area. 	<p>Reason for Proposal To introduce No Waiting at Any Time as insufficient road width to allow parking on both sides of carriageway. NW restriction leads to motorists parking on pavement and obstructing carriageway.</p> <p>Officer comments The carriageway is too narrow to allow vehicles to pass safely.</p>
<p>Recommendation: Implement as advertised.</p>	

Plan ENV5811/025 Teignmouth, Ashleigh Way
4 respondents – 3 residents of Ashleigh Way, 1 resident of Ashleigh Rise

Comment	Devon County Council Response
<p>Objection 3 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> • 1 respondent commented that displaced parking will create access issues in surrounding roads. • 3 respondents commented that the proposal does not extend far enough to tackle the problem of obstructive parking. • 1 respondent commented that people park on the pavement in front of No.5 causing obstruction on the road/footpath and often blocking people's driveways. • 1 respondent commented that the proposal will not prevent people parking on the pavement opposite the post office which is where they block access for the local bus. • 1 respondent commented that the proposal will lead to cars parking outside the post office rather than the junction. <p>Support 1 respondent (who has also voiced objections) gives support for the restrictions at New Road but feels that the restrictions would need to be extended.</p> <p>Suggestion</p> <ul style="list-style-type: none"> • 2 respondents suggest the restrictions opposite the post office should extend past no.5 and possibly up to no. 7 where the most problems of road blocking occur. • Restrictions would need to be extended further along the road as far as No. 8 and 11. 	<p>Reason for Proposal To introduce No Waiting at Any Time to prevent obstructive parking preventing access for buses and large vehicles and limited waiting to provide turnover of parking spaces for Post Office.</p> <p>Officer comments There is general understanding of the need for restrictions in principle. The proximity of the junction with Ashleigh Close to the New Road junction means any parking between the junctions would cause an obstruction.</p> <p>It would be sensible to implement the restrictions as advertised and review the situation to see if further restrictions were required later on.</p>

Agenda Item 4

- If the proposal goes ahead restrictions would be required in Ashleigh Rise to prevent access issues.

Recommendation: Implement as advertised.

Plan ENV5811/028 Teignmouth, New Road 1 respondent – 1 resident of Higher Coombe Drive

Comment	Devon County Council Response
<p>Objection 1 respondent objects to the proposals on the grounds that:</p> <ul style="list-style-type: none"> • 1 respondent commented that it will restrict parking for visitors. • 1 respondent commented that Static parked vehicles reduce traffic speed. <p>Suggestion Traffic often exceeds the speed limit within the road and this needs to be addressed first as it makes it difficult and dangerous to cross the road. Route used by TCS pupils.</p>	<p>Reason for Proposal To introduce No Waiting at Any Time to prevent obstructive parking at junction.</p> <p>Officer comments The junction is with a B class road parking in the vicinity would cause hazards, especially impeding forward visibility and potentially causing drivers turning off the main road to veer into the centre of the carriageway to avoid collisions. Pedestrians crossing the road would also be vulnerable.</p>
Recommendation: Implement as advertised.	

Plan ENV5811/029 Teignmouth, Hermosa Road 5 respondents – 4 residents of Hermosa Road, 1 resident of Grove Crescent

Comment	Devon County Council Response
<p>Objection 5 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> • 4 respondents commented that commented that it will restrict parking for residents in the area. • 2 respondents commented that commented that they will be unable to park near their property which is required as a carer. • 1 respondent commented that the council should promote off street parking. • 1 respondent commented that the changes will increase traffic flow and speeds along the road. • 1 respondent commented force residents to park in the surrounding areas where parking is already limited. • 1 respondent commented that many residents in the area do not have access to off street parking. • 1 respondent commented that the road is used by residents of other areas/local workers/Holiday makers/parking for events in the town making it very difficult for residents to park. • 1 respondent commented that Hermosa Road and other adjoining roads are used as rat runs when there 	<p>Reason for Proposal To introduce No Waiting at Any Time to prevent obstructive parking at junction.</p> <p>Officer comments There is evidence that the wide bell mouth junction is often obstructed by parked vehicles on both sides. Vehicles turning in from the main road can suddenly be faced with an oncoming vehicle with no room to pass. This is a four-arm crossroads junction which requires clear visibility in all directions to operate safely.</p> <p>All of the other arms of the junction have No Waiting Orders around the junction and there is no valid reason to allow parking on the fourth arm.</p>

is congestion on Bitton Park Road highlighting issues in the road.

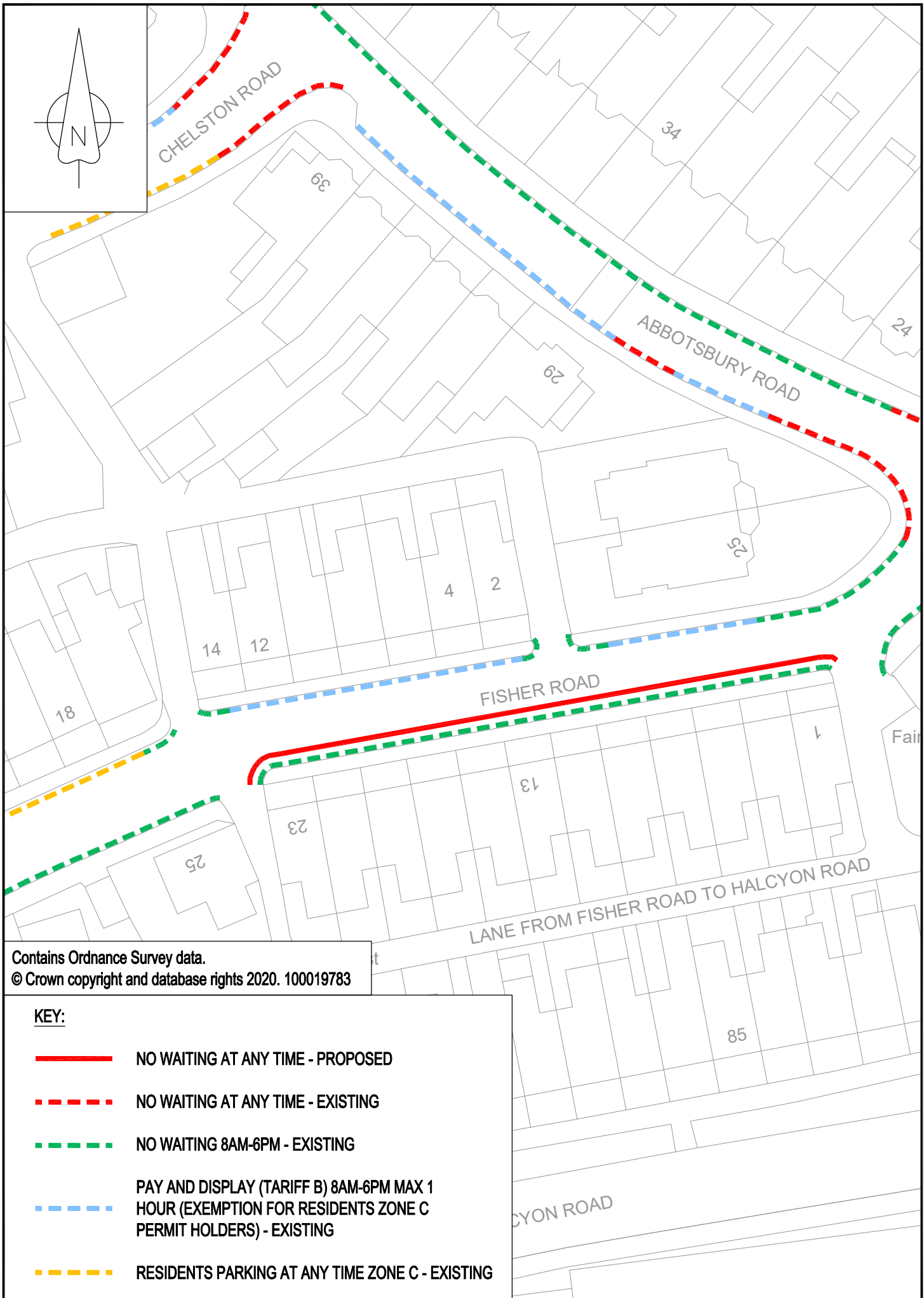
Support

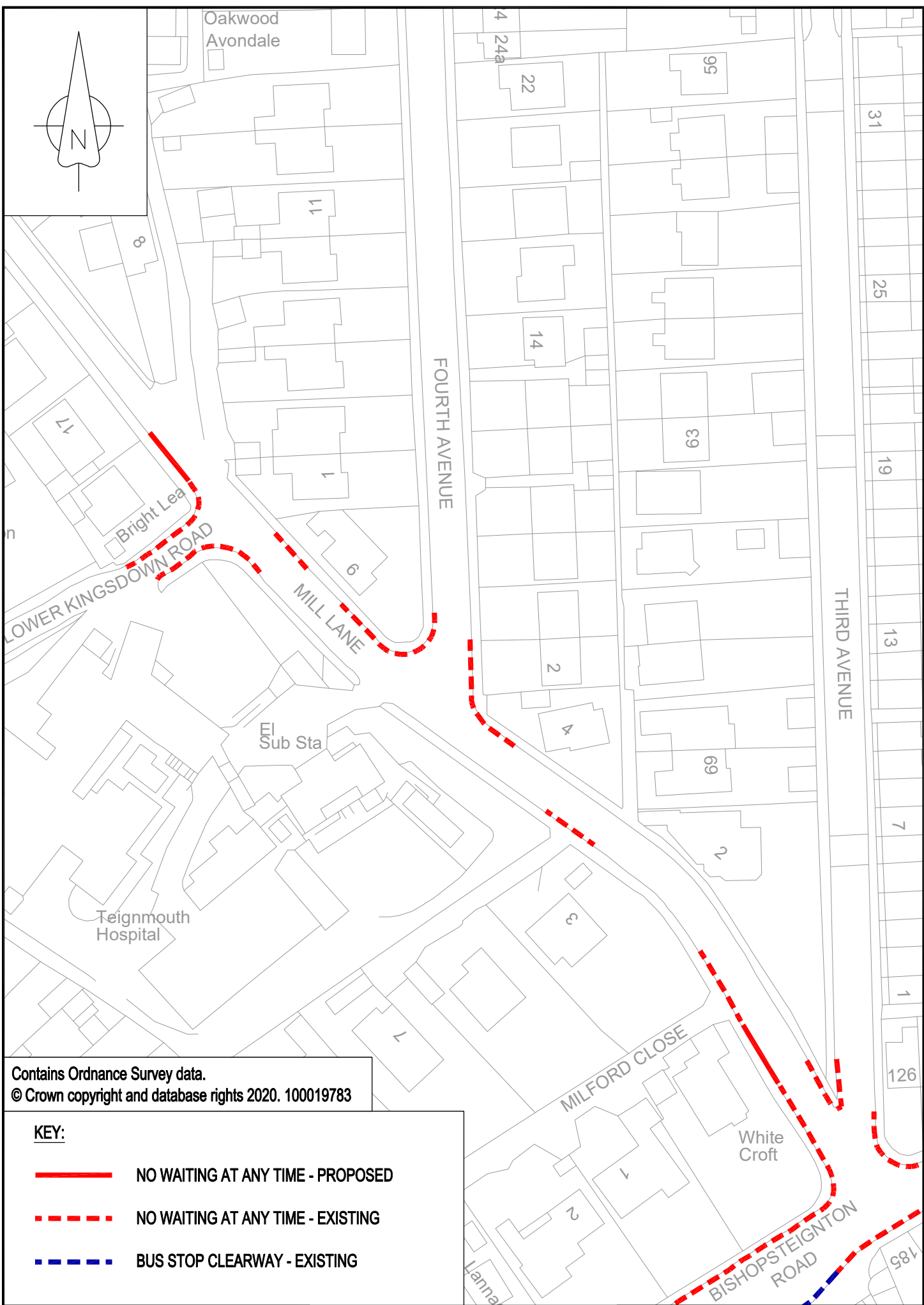
1 respondent (who has also voiced objections) gives support for the restrictions at New Road but feels that the restrictions would need to be extended.

Suggestion

- 2 respondents suggest the large pavement areas on the crossroad could be turned into parking areas.
- 2 respondents suggest Introduction of residents parking.
- The move to electric vehicles will require more on-street parking.
- One-way system allowing people to park on one side of the road.




Recommendation: Implement as advertised.

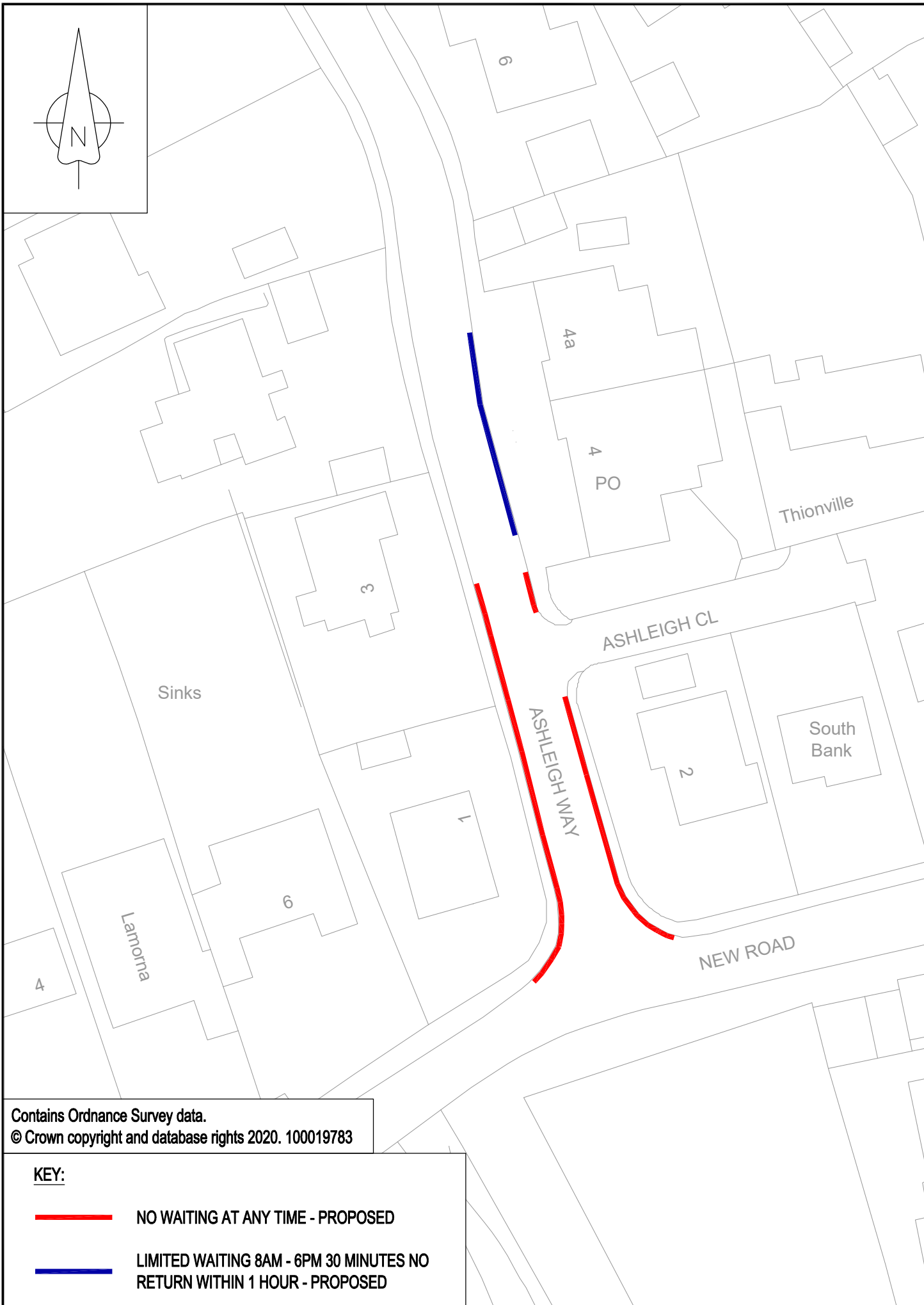




Contains Ordnance Survey data.
© Crown copyright and database rights 2020. 100019783



KEY:

-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING
-  BUS STOP CLEARWAY - EXISTING



Contains Ordnance Survey data.
© Crown copyright and database rights 2020. 100019783

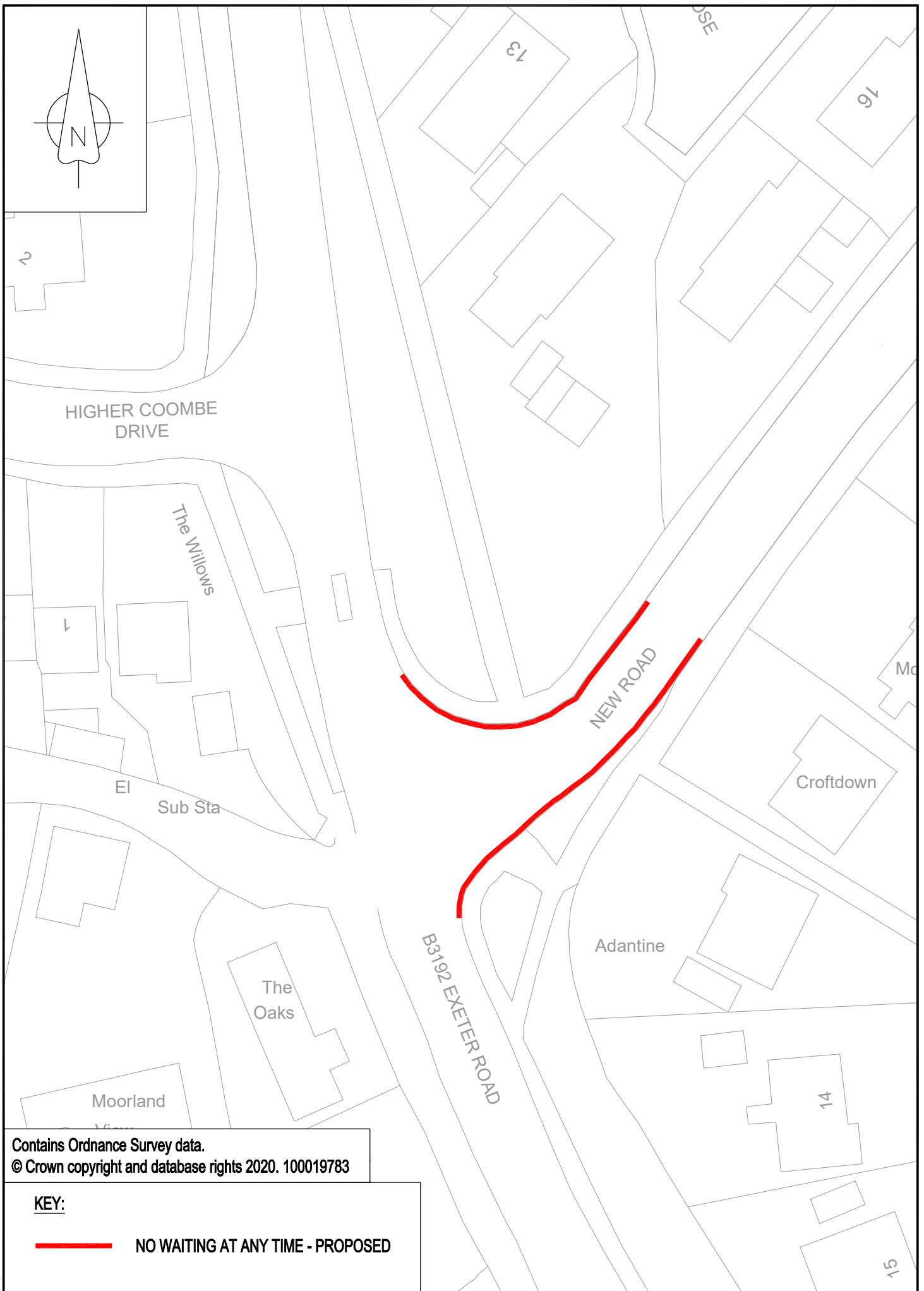
KEY:

-  NO WAITING AT ANY TIME - PROPOSED
-  LIMITED WAITING 8AM - 6PM 30 MINUTES NO RETURN WITHIN 1 HOUR - PROPOSED



TITLE:
TEIGNBRIDGE HATOC SCHEMES
TEIGNMOUTH, ASHLEIGH WAY
OS REF. 293793, 074190

FIGURE No:
ENV5811/027



Contains Ordnance Survey data.
© Crown copyright and database rights 2020. 100019783

KEY:



NO WAITING AT ANY TIME - PROPOSED

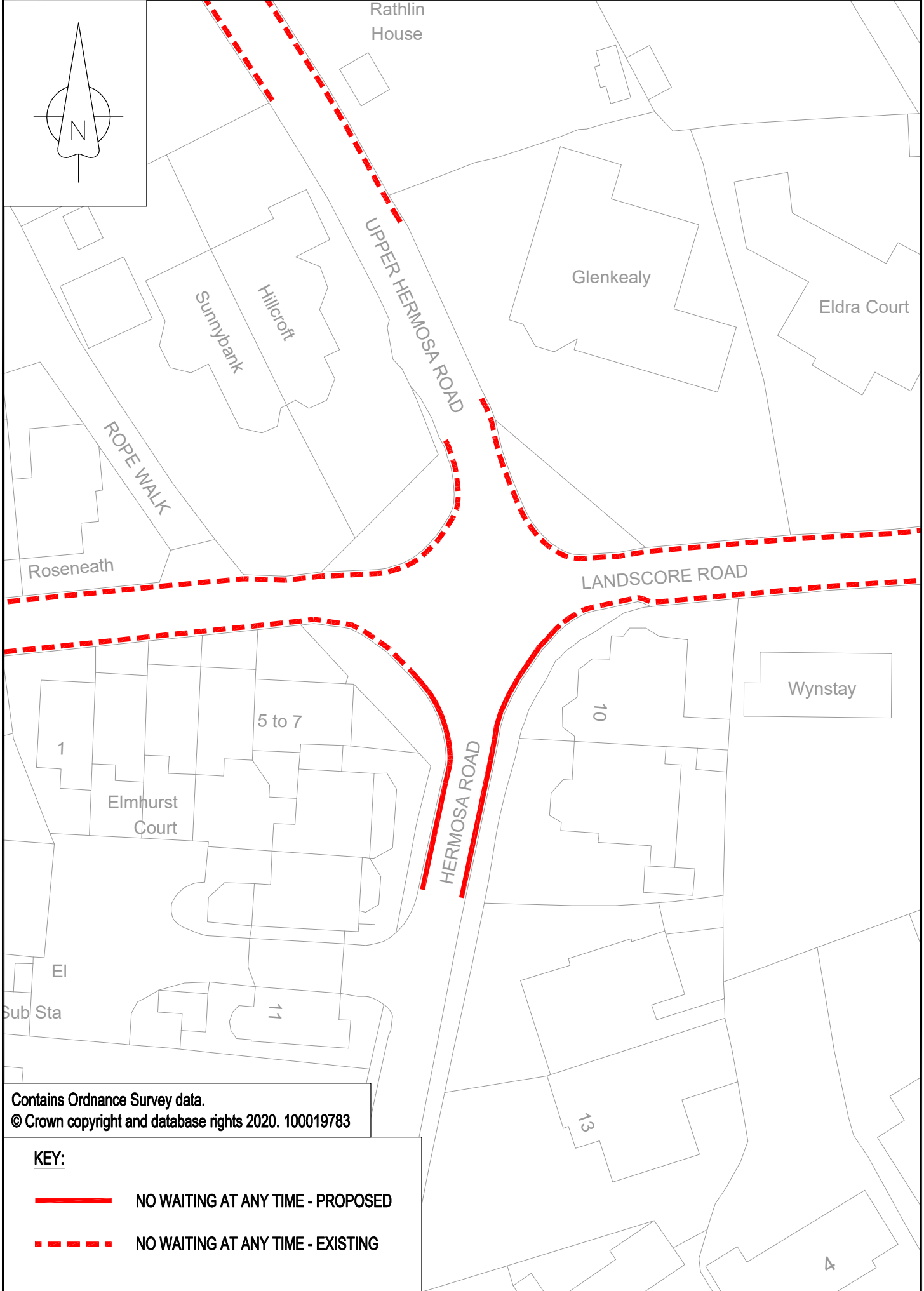


TITLE:

TEIGNBRIDGE HATOC SCHEMES
TEIGNMOUTH, NEW ROAD
OS REF. 293503 , 073909



FIGURE No:

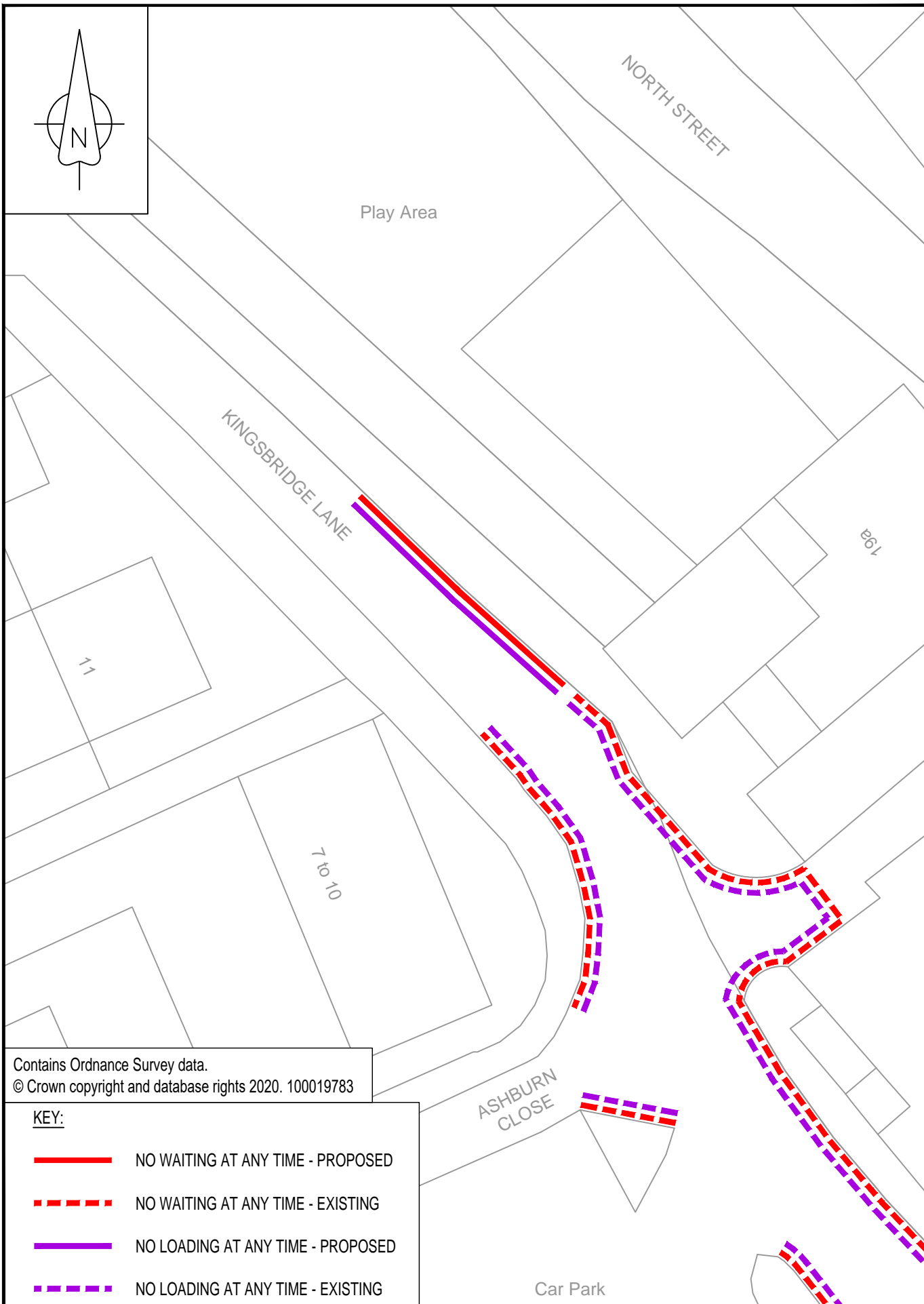
ENV5811/028

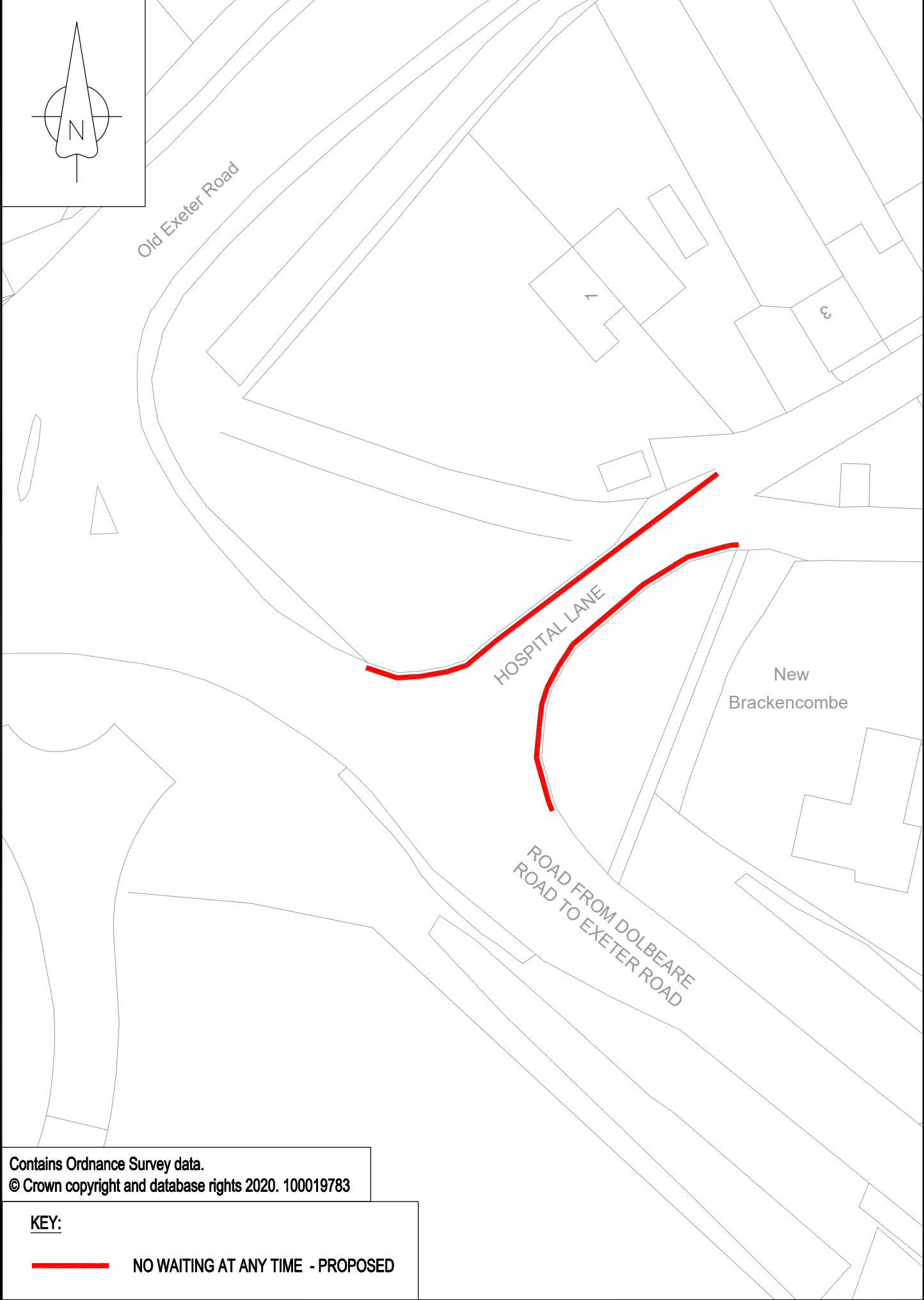


Contains Ordnance Survey data.
© Crown copyright and database rights 2020. 100019783

KEY:

-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING





Contains Ordnance Survey data.
© Crown copyright and database rights 2020. 100019783

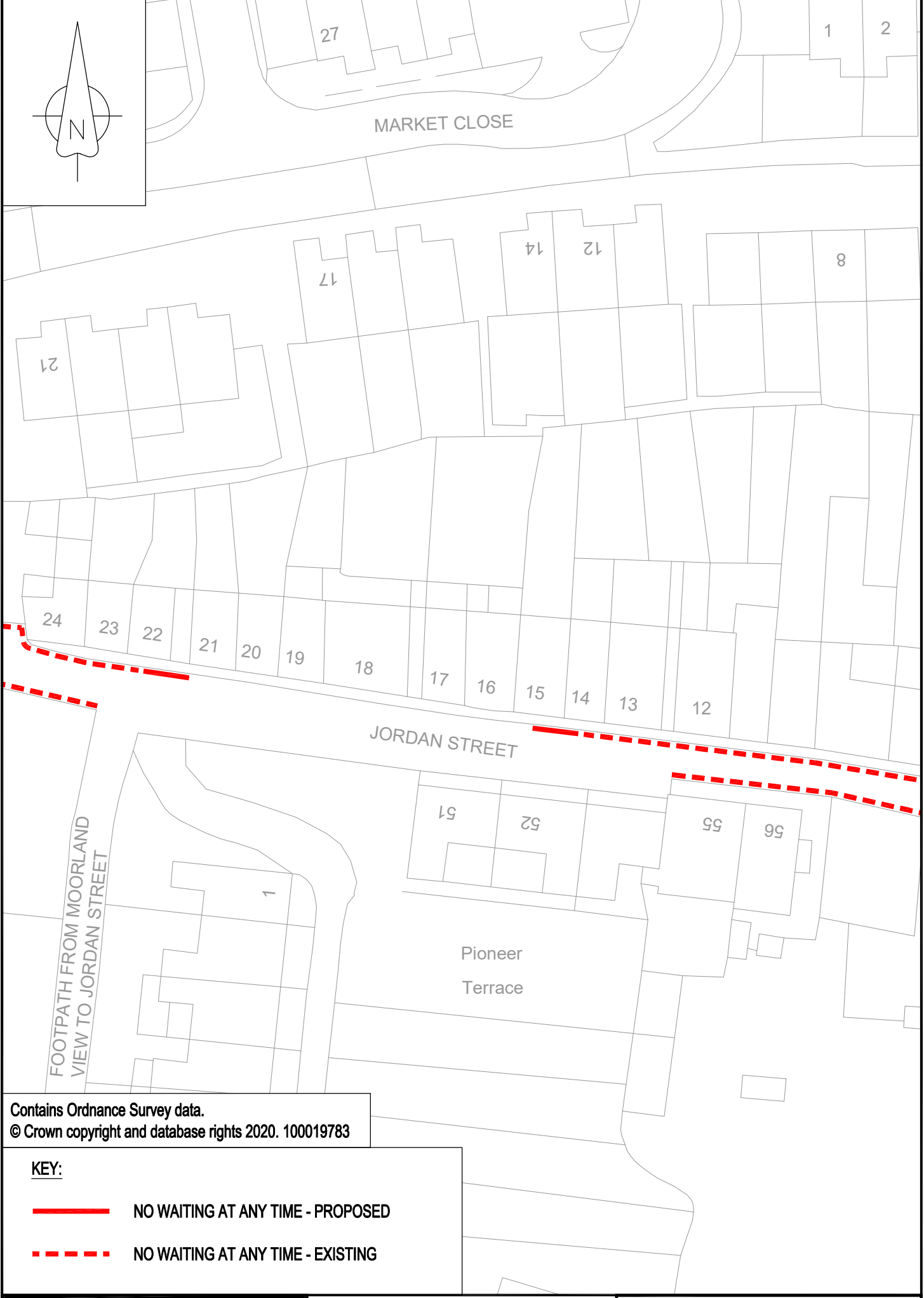
KEY:

 NO WAITING AT ANY TIME - PROPOSED

 **Devon**
County Council 


TITLE:
TEIGNBRIDGE HATOC SCHEMES
ASHBURTON HOSPITAL LANE
OS REF. 276435 , 070476


FIGURE No:
ENV5811/002

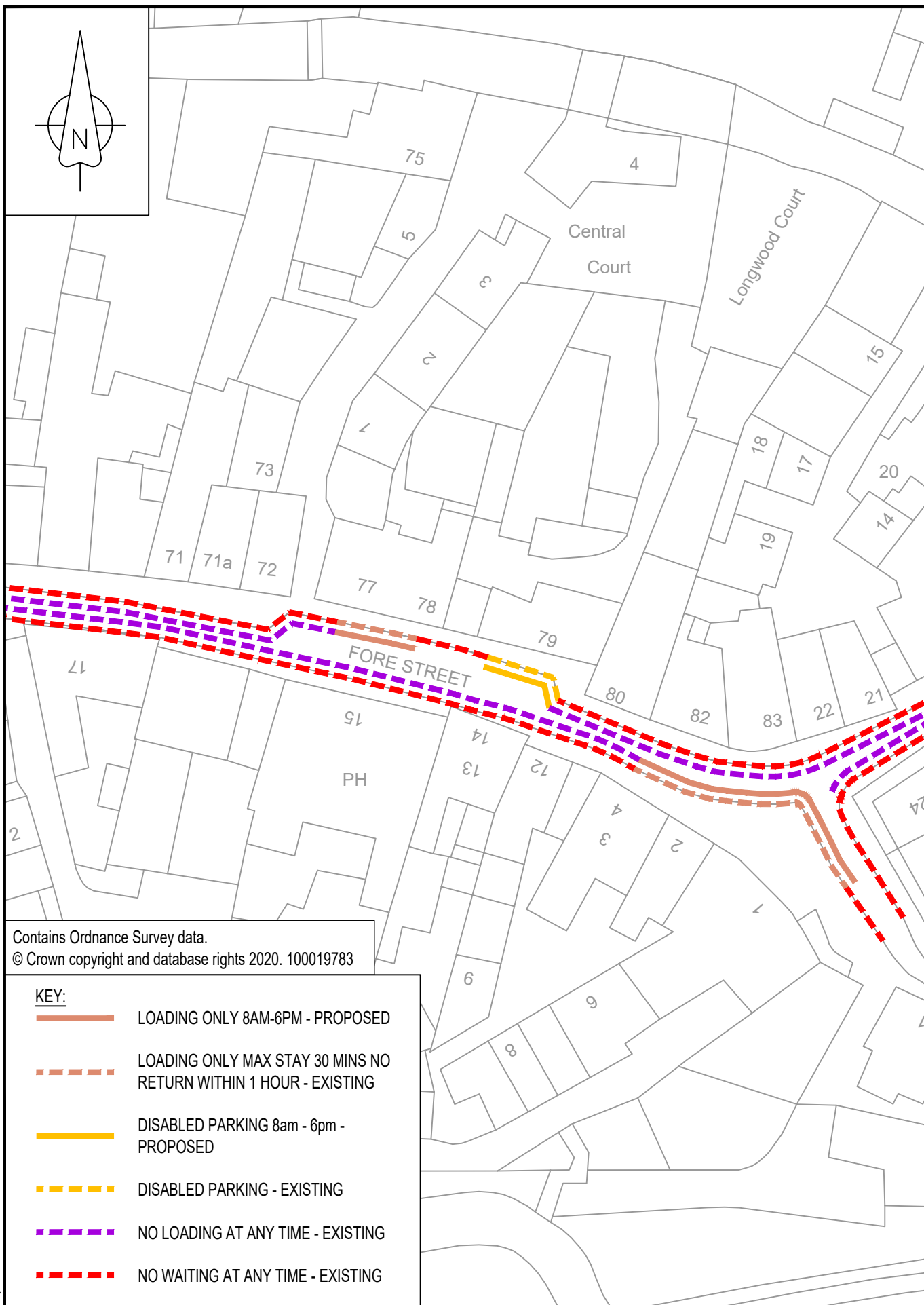


Contains Ordnance Survey data.
© Crown copyright and database rights 2020. 100019783

KEY:

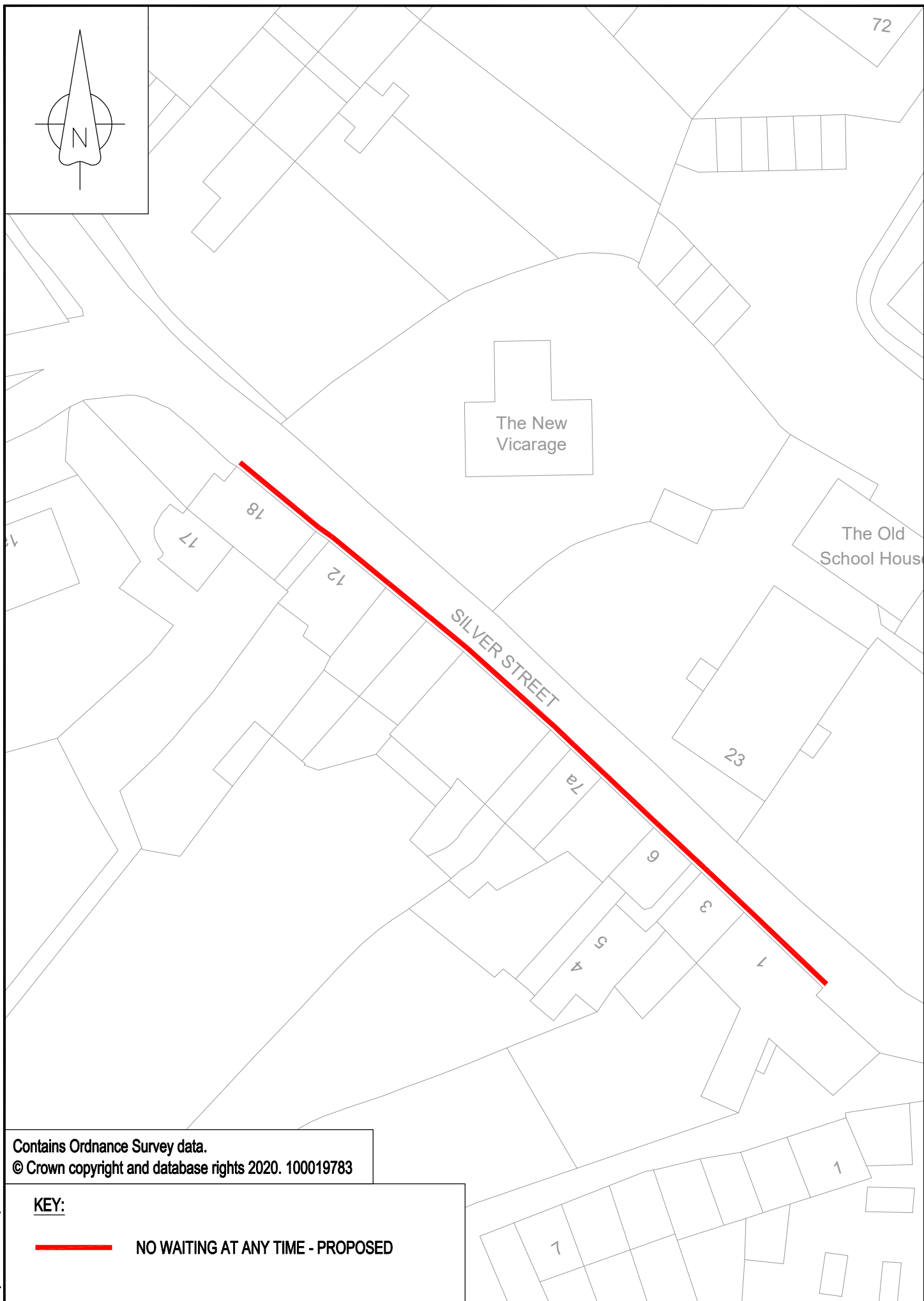
 NO WAITING AT ANY TIME - PROPOSED

 NO WAITING AT ANY TIME - EXISTING



Contains Ordnance Survey data.
© Crown copyright and database rights 2020. 100019783

- KEY:**
- LOADING ONLY 8AM-6PM - PROPOSED**
 - LOADING ONLY MAX STAY 30 MINS NO RETURN WITHIN 1 HOUR - EXISTING**
 - DISABLED PARKING 8am - 6pm - PROPOSED**
 - DISABLED PARKING - EXISTING**
 - NO LOADING AT ANY TIME - EXISTING**
 - NO WAITING AT ANY TIME - EXISTING**



Contains Ordnance Survey data.
© Crown copyright and database rights 2020. 100019783

KEY:



NO WAITING AT ANY TIME - PROPOSED

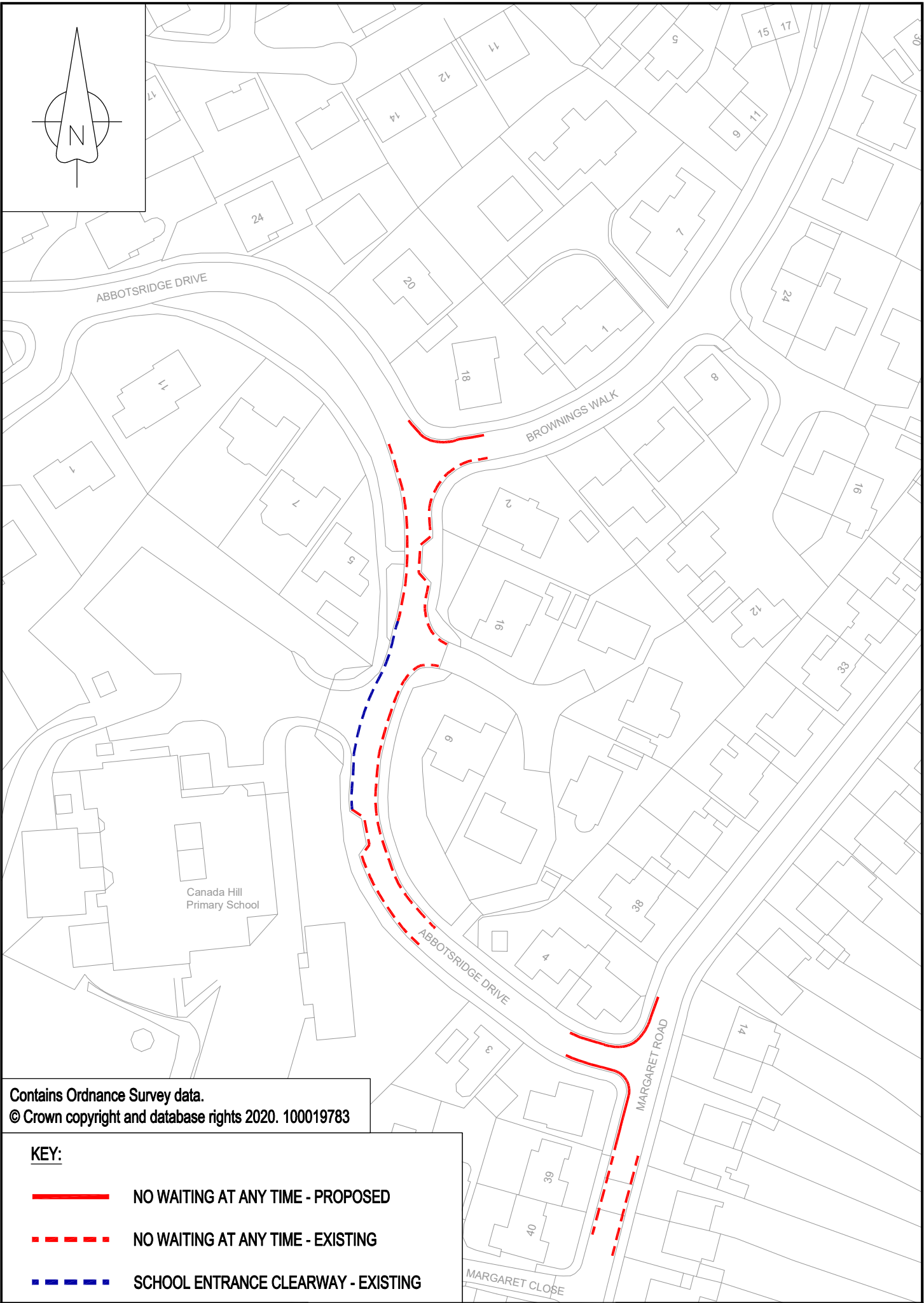


TITLE:

**TEIGNBRIDGE HATOC SCHEMES
BUCKFASTLEIGH, SILVER STREET
OS REF. 273548 , 066333**




FIGURE No:

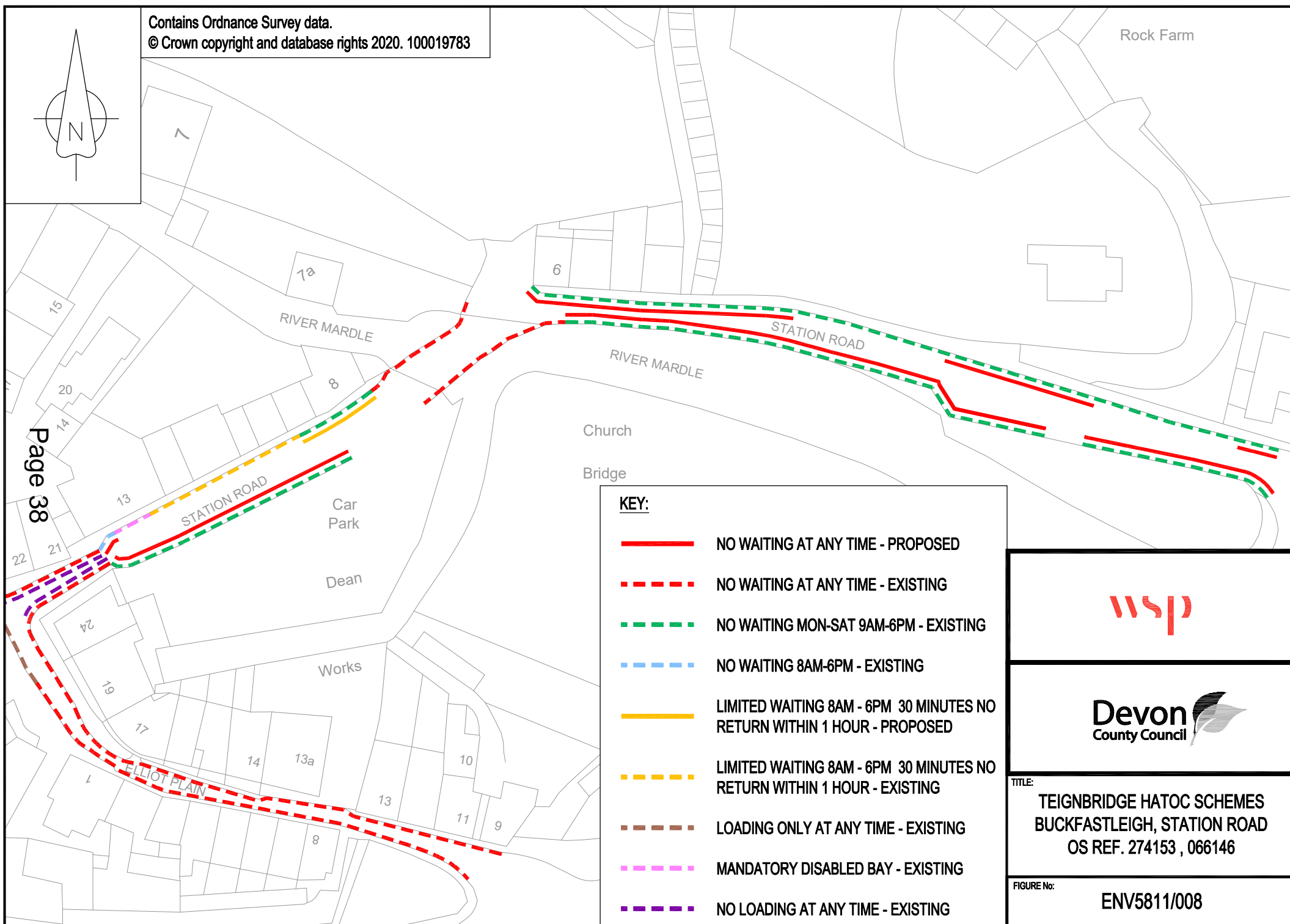
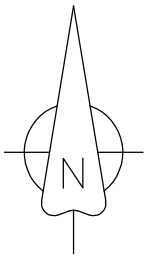
ENV5811/005



Contains Ordnance Survey data.
© Crown copyright and database rights 2020. 100019783

KEY:

-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING
-  SCHOOL ENTRANCE CLEARWAY - EXISTING



Rock Farm

RIVER MARDLE

STATION ROAD

RIVER MARDLE

Church

Bridge

Car Park

Dean

Works

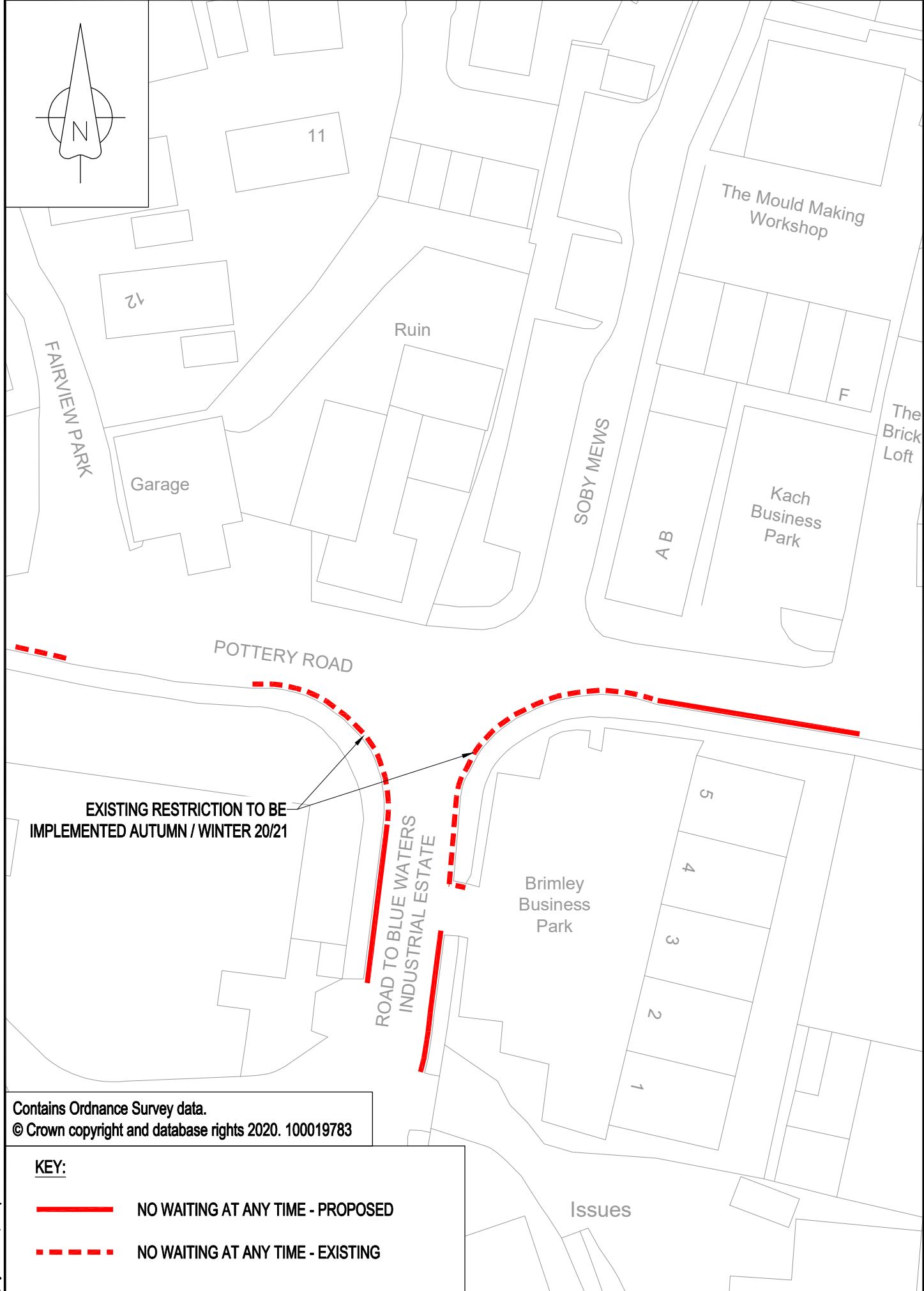
STATION ROAD

ELLIOT PLAIN




TITLE:
TEIGNBRIDGE HATOC SCHEMES
BUCKFASTLEIGH, STATION ROAD
OS REF. 274153 , 066146


FIGURE No:
ENV5811/008

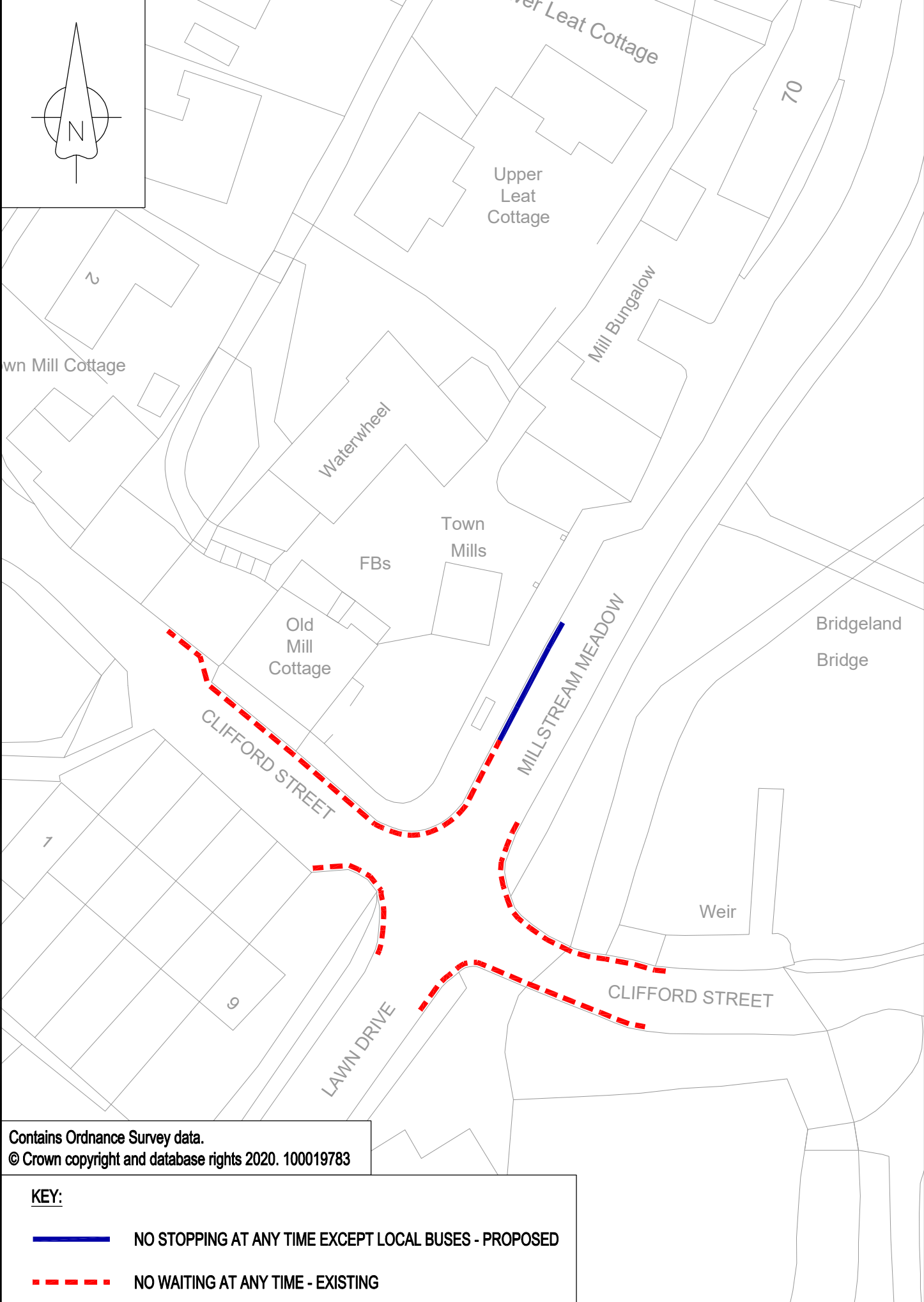


Contains Ordnance Survey data.
© Crown copyright and database rights 2020. 100019783

KEY:

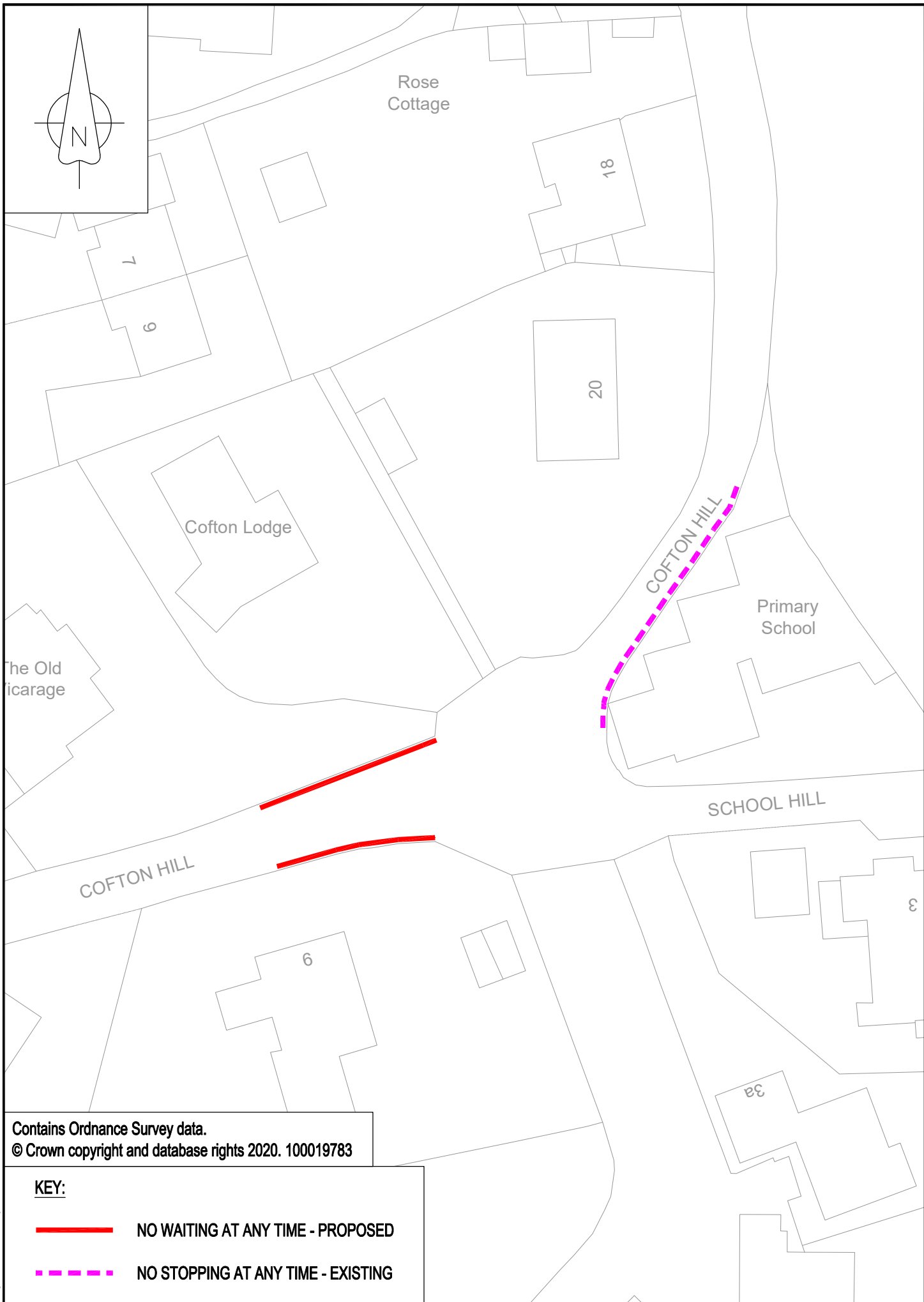
 NO WAITING AT ANY TIME - PROPOSED

 NO WAITING AT ANY TIME - EXISTING



Contains Ordnance Survey data.
© Crown copyright and database rights 2020. 100019783

KEY:	
	NO STOPPING AT ANY TIME EXCEPT LOCAL BUSES - PROPOSED
	NO WAITING AT ANY TIME - EXISTING



Contains Ordnance Survey data.
© Crown copyright and database rights 2020. 100019783

KEY:



NO WAITING AT ANY TIME - PROPOSED



NO STOPPING AT ANY TIME - EXISTING

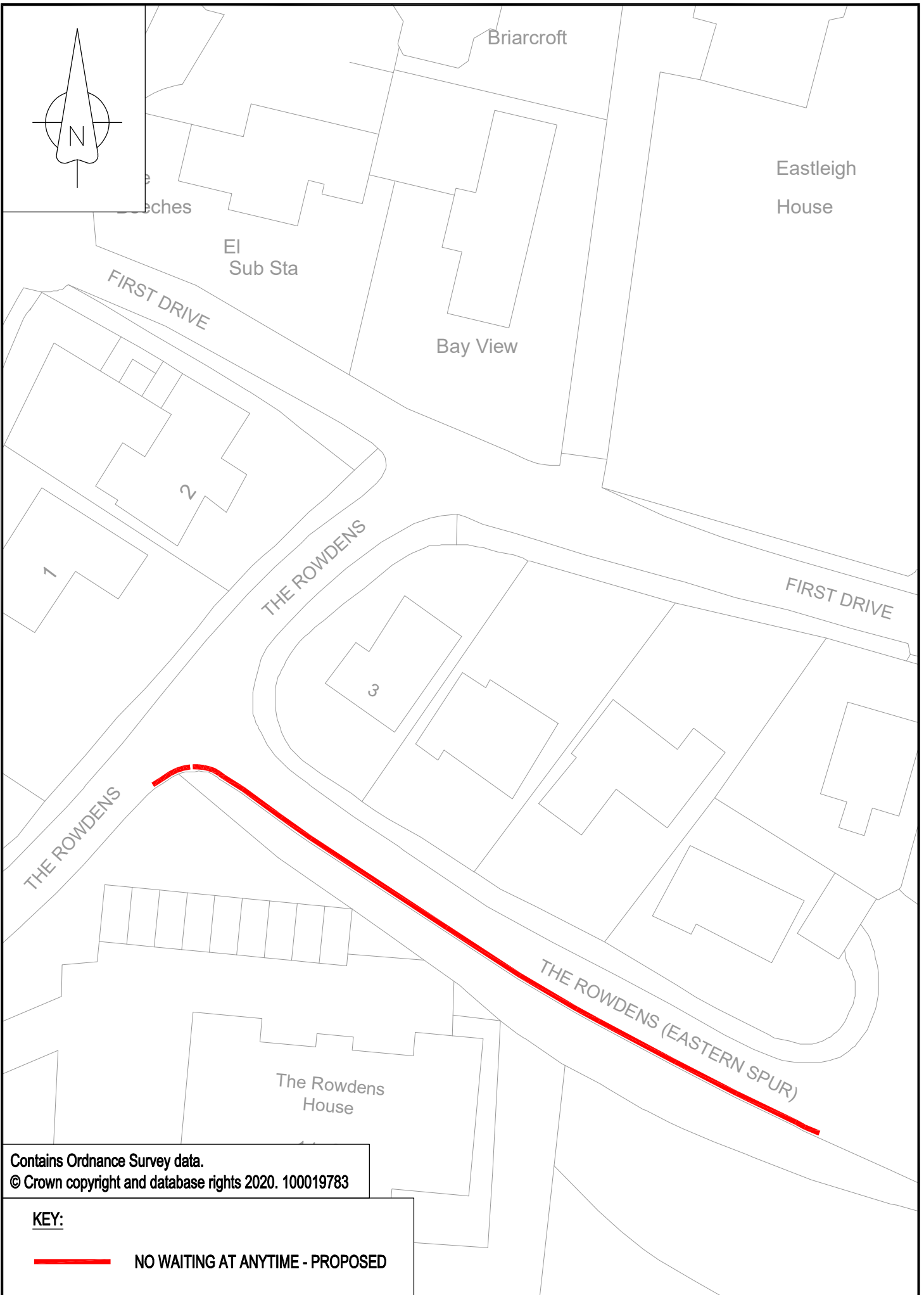


TITLE:

TEIGNBRIDGE HATOC SCHEMES
COCKWOOD, SCHOOL HILL
OS REF. 297597 , 080558


FIGURE No:

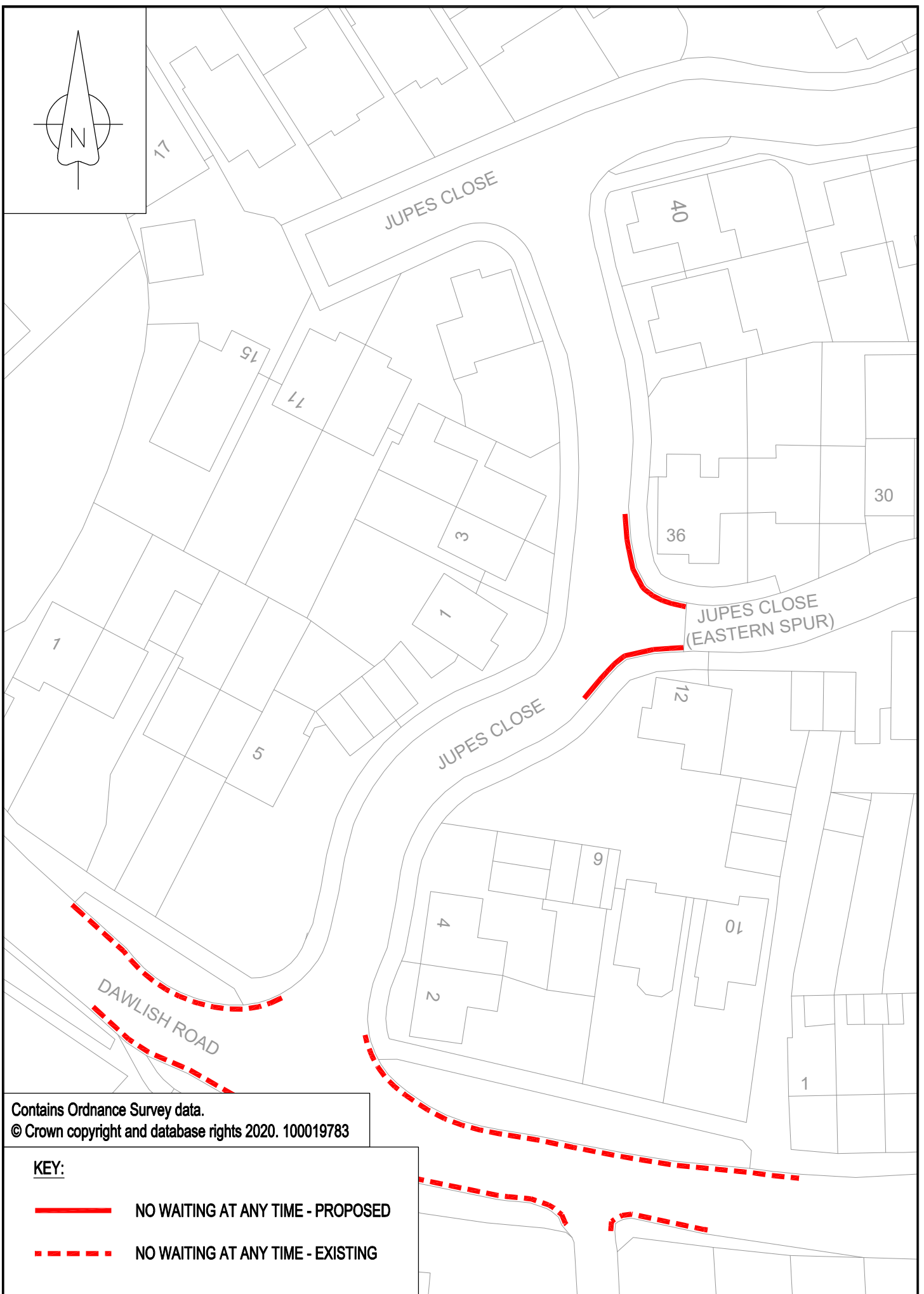
ENV5811/011



Contains Ordnance Survey data.
© Crown copyright and database rights 2020. 100019783



KEY:

 NO WAITING AT ANYTIME - PROPOSED



Contains Ordnance Survey data.
© Crown copyright and database rights 2020. 100019783

KEY:

-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING

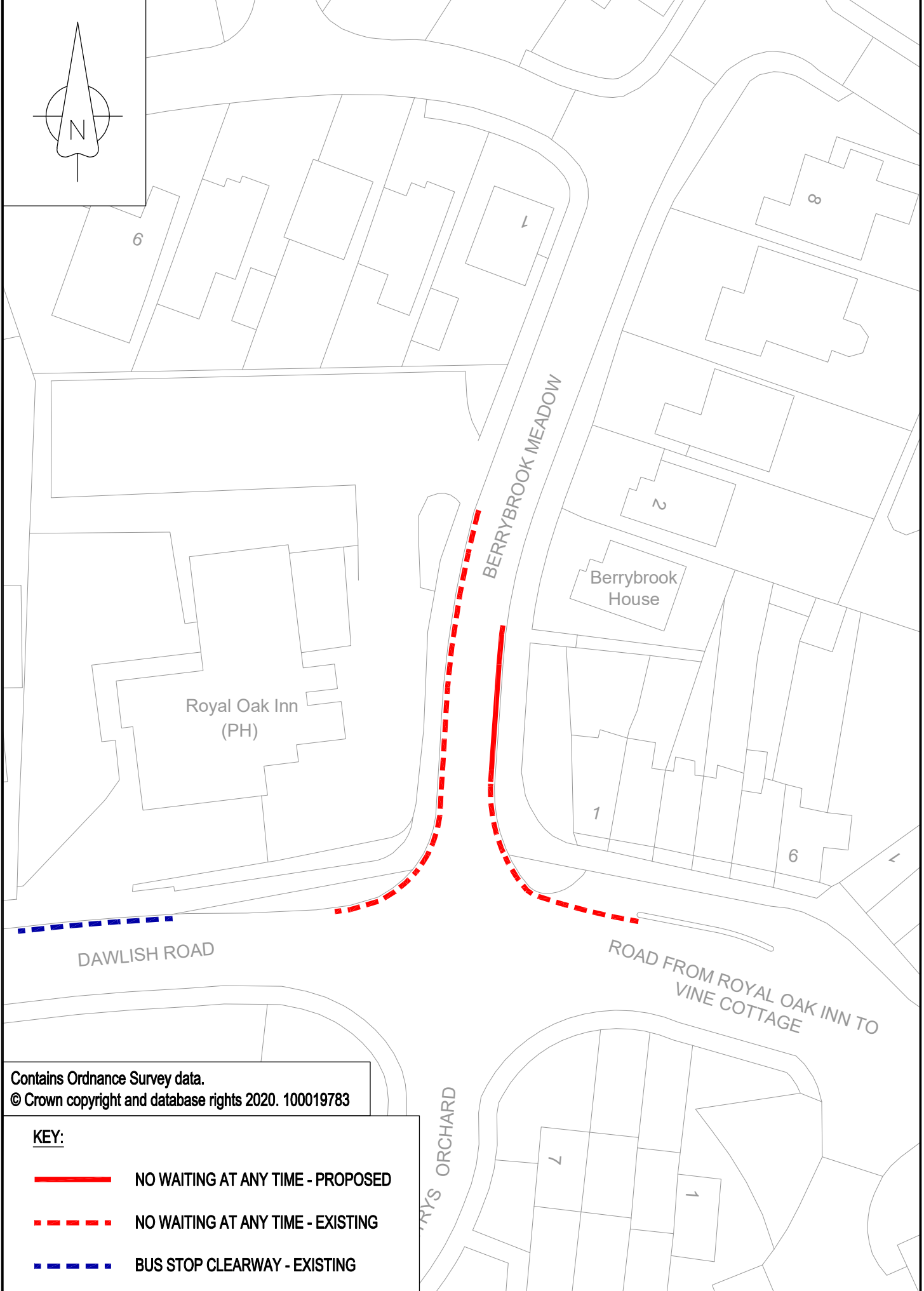


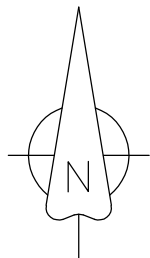
TITLE:

TEIGNBRIDGE HATOC SCHEMES
EXMINSTER, JUPES CLOSE
OS REF. 294684 , 087285

FIGURE No:



ENV5811/013





Contains Ordnance Survey data.
© Crown copyright and database rights 2020. 100019783

KEY:

-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING

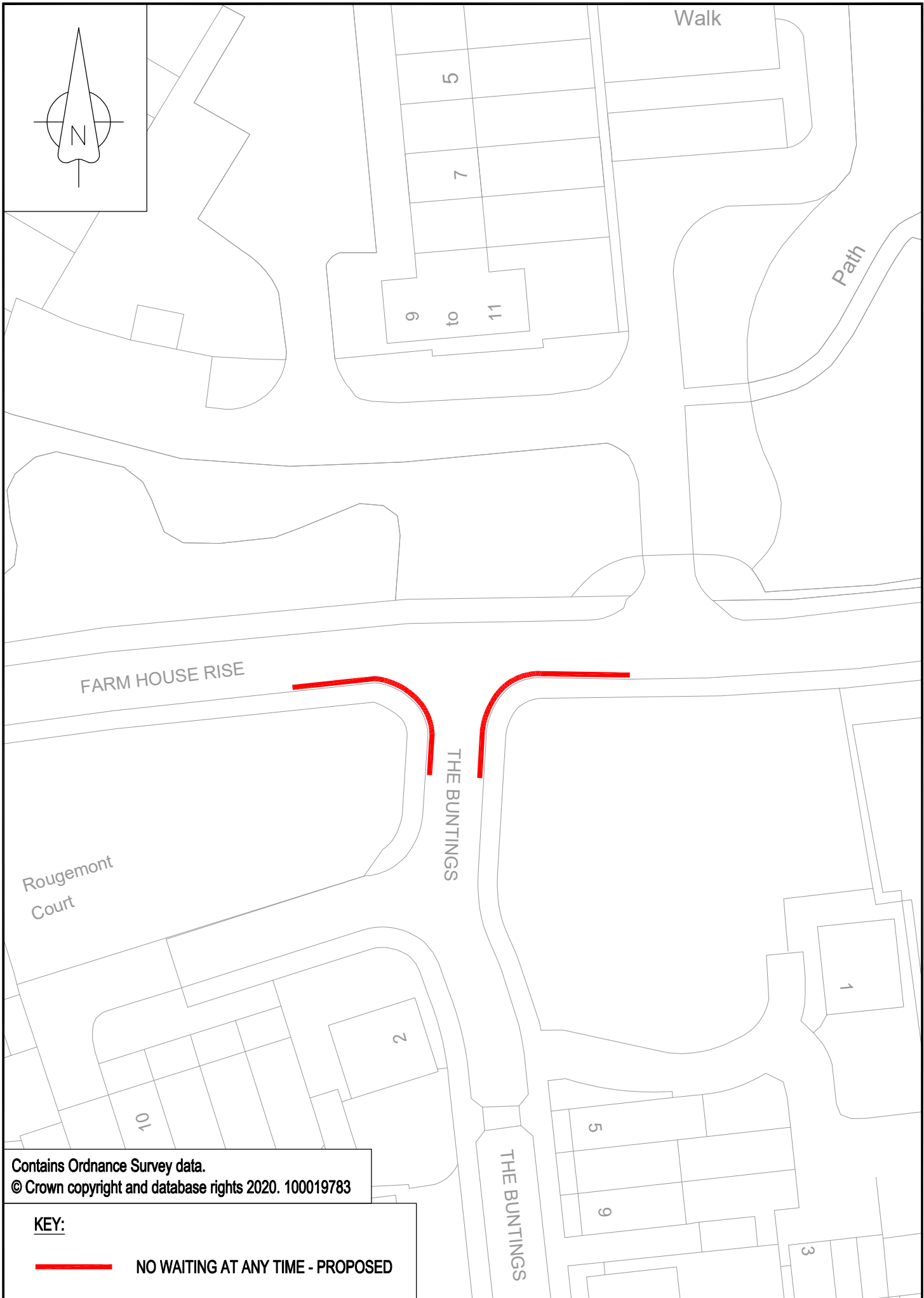


TITLE:

TEIGNBRIDGE HATOC SCHEMES
EXMINSTER, MILESTONE COTTAGES
OS REF. 294623 , 087260


FIGURE No:

ENV5811/015



Contains Ordnance Survey data.
© Crown copyright and database rights 2020. 100019783

KEY:

 NO WAITING AT ANY TIME - PROPOSED

 **Devon**
County Council 

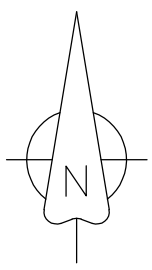
TITLE:

TEIGNBRIDGE HATOC SCHEMES
EXMINSTER, FARMHOUSE RISE
OS REF. 293872, 087945

FIGURE No:

ENV5811/016

File name \\UK.WSPGROUP.COM\CENTRAL DATA\PROJECTS\70072\XXI\70072141 - DEVON - 20049 - HATOC WAITING RESTRICTION REVIEW\03 WIP\3B DRAWING\ACAD\TEIGNBRIDGEWORKING DRAWINGS\ENV5811-017 - IDE, OLD IDE LANE & CROSS VIEW TERRACE.DWG, printed on 02 November 2020 14:46:12, by Harrison, Philip



CR

A30

Co Const, CP & ED Bdy

1

enacres

Baker's Orchard

Borrowdale

Conifers

CROSSVIEW TERRACE

OLD IDE LANE

Eastcombe

Glenannan

Ein Castell

Contains Ordnance Survey data.
© Crown copyright and database rights 2020. 100019783

KEY:

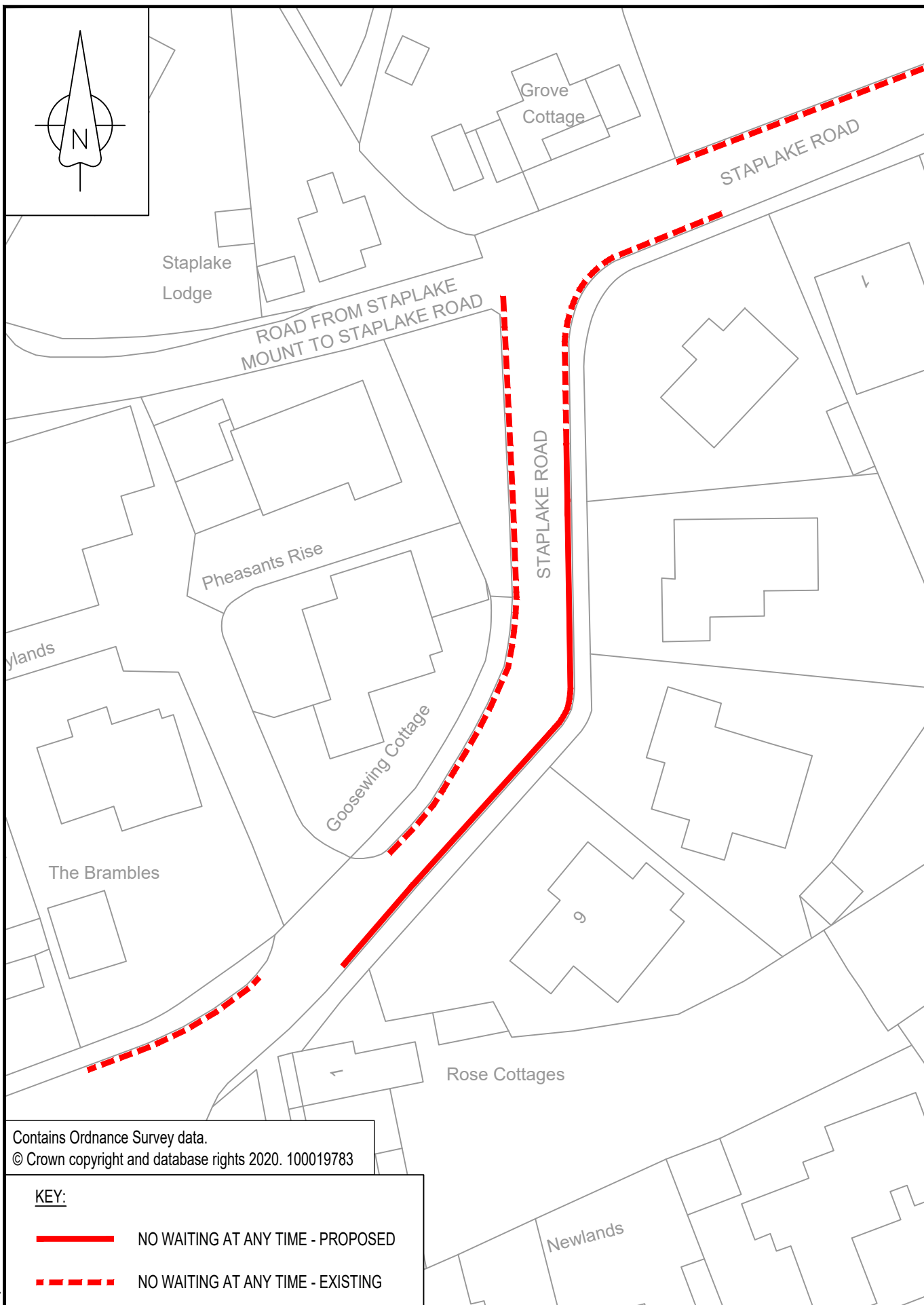
 NO WAITING AT ANY TIME - PROPOSED



TITLE: TEIGNBRIDGE HATOC SCHEMES
IDE, OLD IDE LANE & CROSS
VIEW TERRACE
OS REF. 290296 , 090623

FIGURE No:

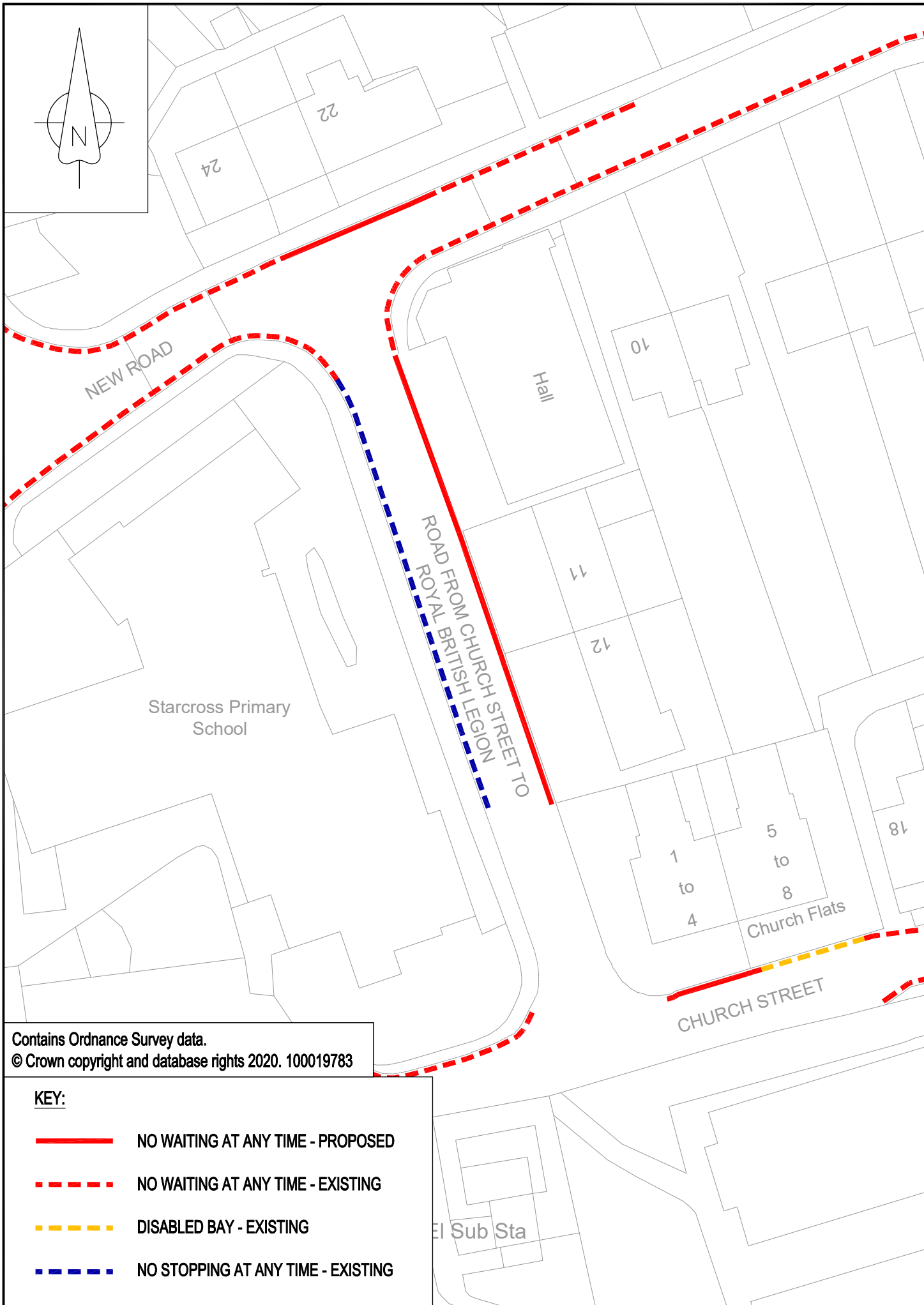
ENV5811/017



Contains Ordnance Survey data.
© Crown copyright and database rights 2020. 100019783





KEY:

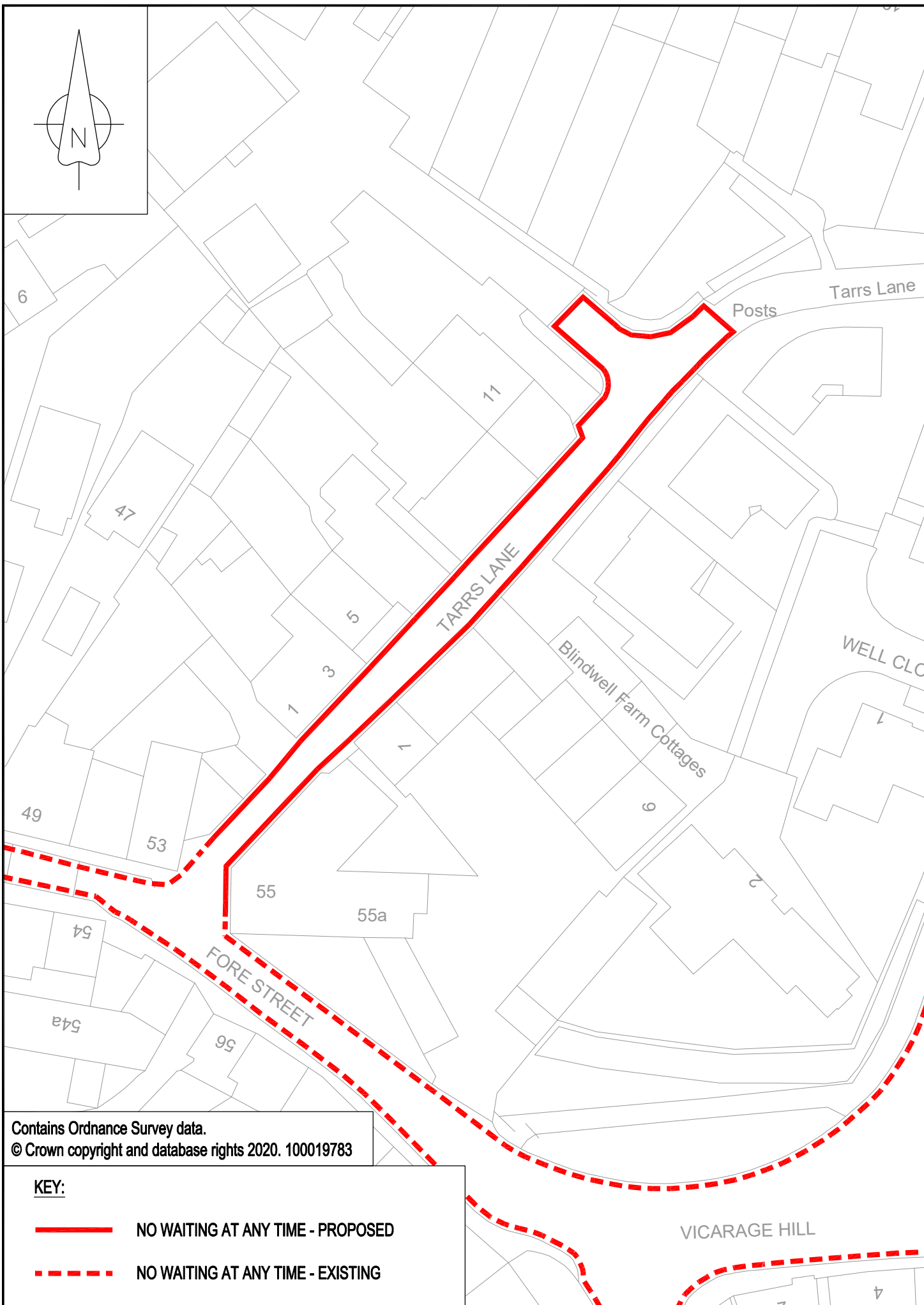
- NO WAITING AT ANY TIME - PROPOSED
- - - NO WAITING AT ANY TIME - EXISTING



Contains Ordnance Survey data.
© Crown copyright and database rights 2020. 100019783



KEY:

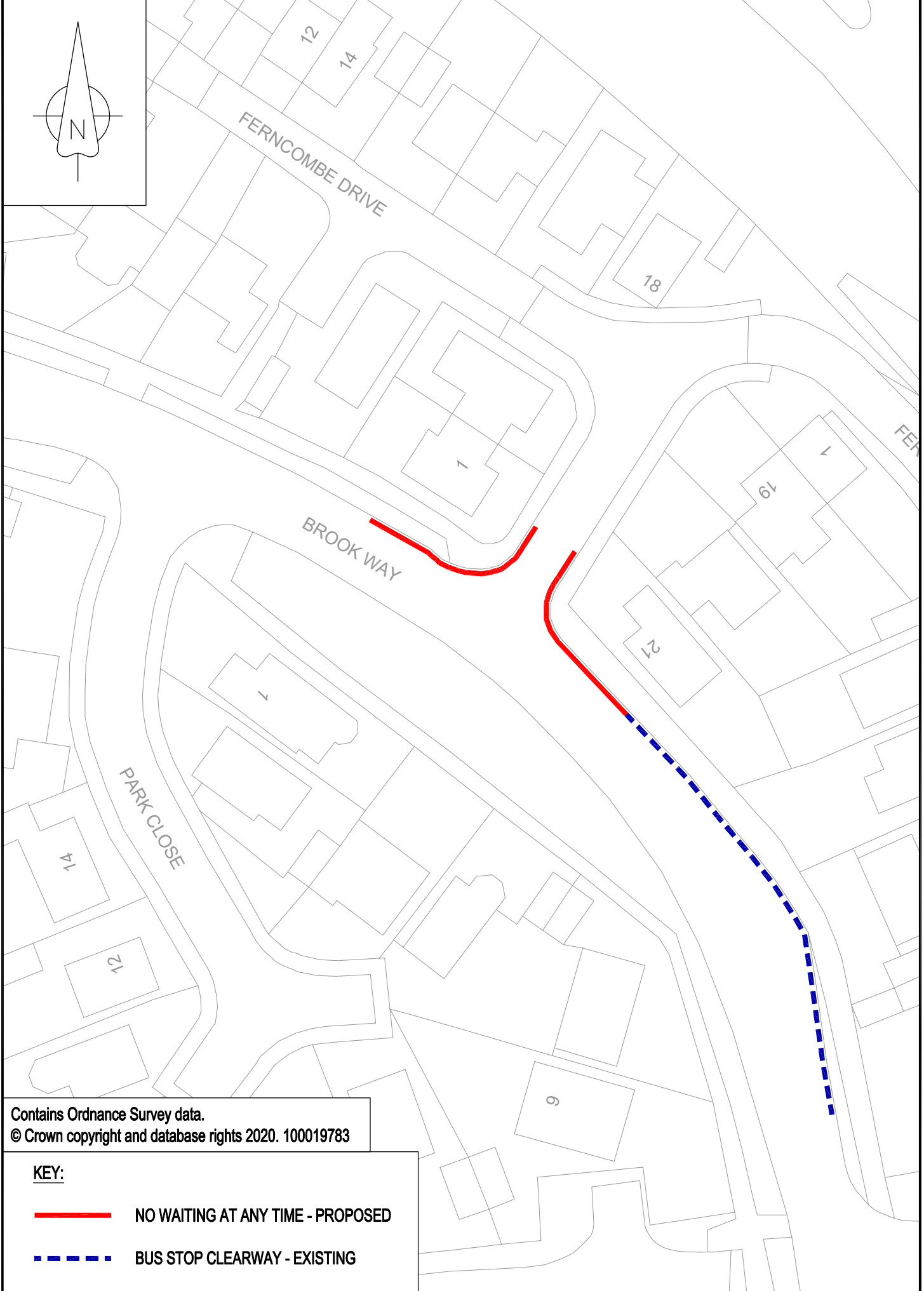
-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING
-  DISABLED BAY - EXISTING
-  NO STOPPING AT ANY TIME - EXISTING



Contains Ordnance Survey data.
© Crown copyright and database rights 2020. 100019783



KEY:

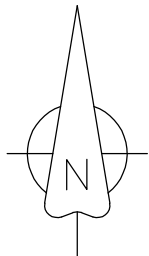
-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING



Contains Ordnance Survey data.
© Crown copyright and database rights 2020. 100019783

KEY:

-  NO WAITING AT ANY TIME - PROPOSED
-  BUS STOP CLEARWAY - EXISTING



Swimming Pool

MEADOWCROFT DRIVE

MEADOWCROFT DRIVE
(SOUTHERN SPUR)

Contains Ordnance Survey data.

© Crown copyright and database rights 2020. 100019783

KEY:



NO WAITING AT ANY TIME - PROPOSED

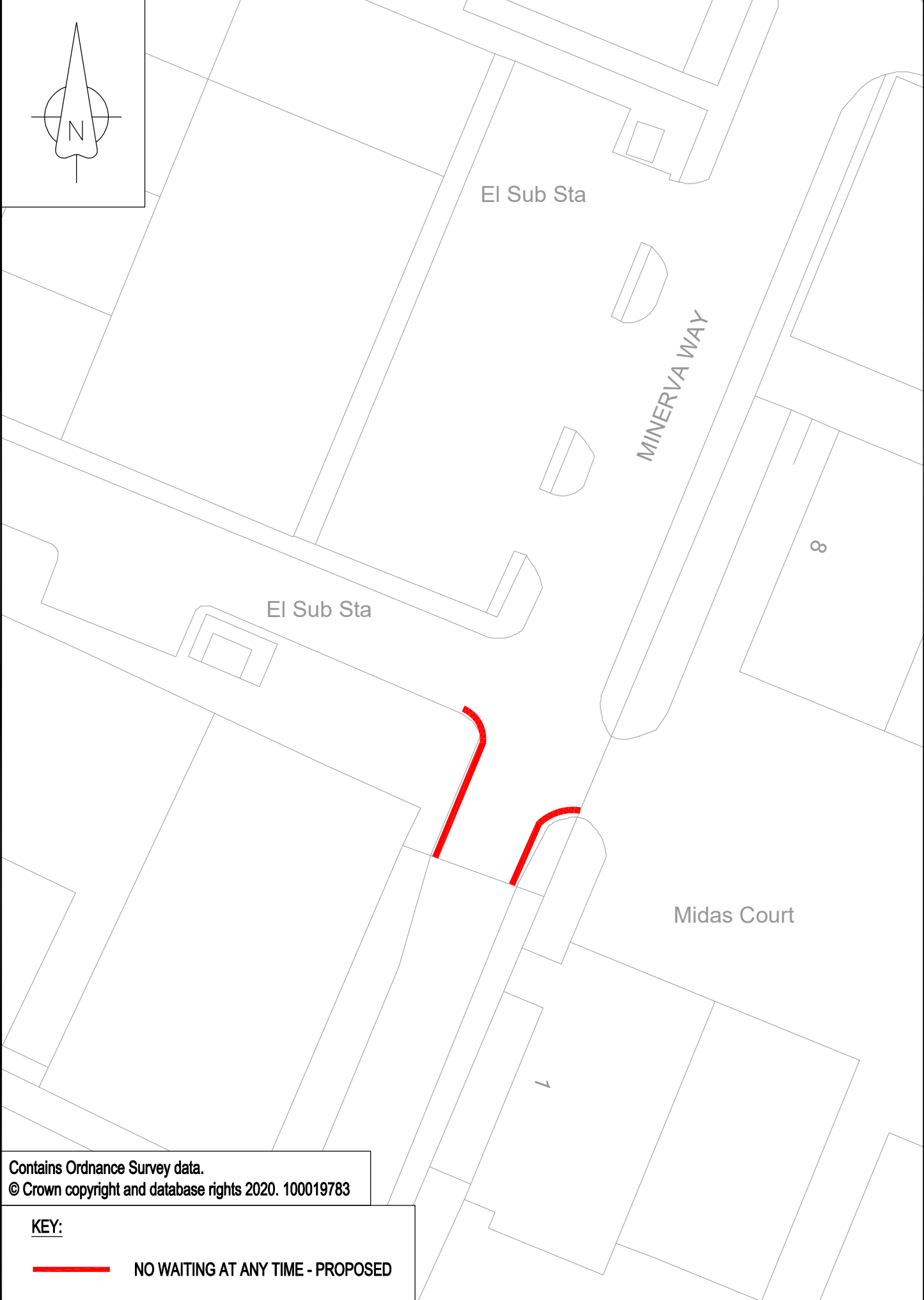


TITLE:

**TEIGNBRIDGE HATOC SCHEMES
KINGSTEIGTON, MEADOWCROFT DRIVE
OS REF. 286662 , 074372**

FIGURE No:

ENV5811/023



Contains Ordnance Survey data.
© Crown copyright and database rights 2020. 100019783

KEY:

 NO WAITING AT ANY TIME - PROPOSED

HIW/21/11

Teignbridge Highways and Traffic Orders Committee
4 March 2021

Proposed amendments to Parking Restrictions on Main Road, Exminster

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 results of the consultation are noted; and**
- (b) the limited waiting is re-introduced on Main Road and the traffic order is made and sealed.**

1. Summary

This report is to consider the submissions to the statutory consultation on the Traffic Regulation and On-Street Parking Places Amendment Order. This County Wide order seeks to resolve discrepancies that have come to light between what is marked on the ground and what is detailed within the Civil Parking Enforcement Traffic Regulation Order.

2. Background

As part of a review of restrictions a discrepancy was identified in Main Road, Exminster. A limited waiting bay is included within the countywide traffic regulation order, however whilst there is a sign, a bay has never been marked on street and therefore the restriction is unenforceable.

As the restriction had not been formally introduced, the existing traffic order can no longer be enacted and therefore a new traffic regulation order (TRO) is required to correct this discrepancy.

The advertised proposal is to remove the bay from the TRO and remove the sign on street as it was considered the restriction was not obvious and that the limited waiting restriction was not being adhered to.

3. Consultations/Representations

A small number of responses were received to the County Wide order, but we received 2 objections for the proposal in Main Road, Exminster from the Local Member and the Parish Council.

Agenda Item 5

Details of the objections received to this specific proposal, and the County Council's response are shown in Appendix I to this report and the details of the proposals advertised for Main Road, Exminster can be found in Appendix II.

In summary, it is recommended that the limited waiting bay is re-introduced. This means that works will be ordered to mark a bay at this location and the proposed traffic order will be modified to include the limited waiting bay before it is sealed. This will allow the council to enforce the short stay parking for the local amenities.

4. Financial Considerations

The total costs of the scheme will be funded from the On-Street Parking Account.

5. 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.

6. Environmental Impact Considerations (Including Climate Change)

It is not considered that the recommendation will have an effect on the environment and therefore the Environmental Impacts of the scheme are neutral.

7. Equality Considerations

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

8. Risk Management Considerations

No risks have been identified.

9. Public Health Impact

There is not considered to be any public health impact.

10. Reasons for Recommendations

After considering the responses, it is recommended to re-introduce the limited waiting to retain short term parking for the local amenities.

Meg Booth
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Division: Exminster & Haldon

Local Government Act 1972: List of Background Papers

Contact for Enquiries: Amy Garwood

Tel No: 0345 155 1004 Room: M8, Great Moor House

Background Paper	Date	File Reference
Nil		

ag150221teigh
sc/cr/Proposed amendments to Parking Restrictions on Main Road Exminster
02 240221

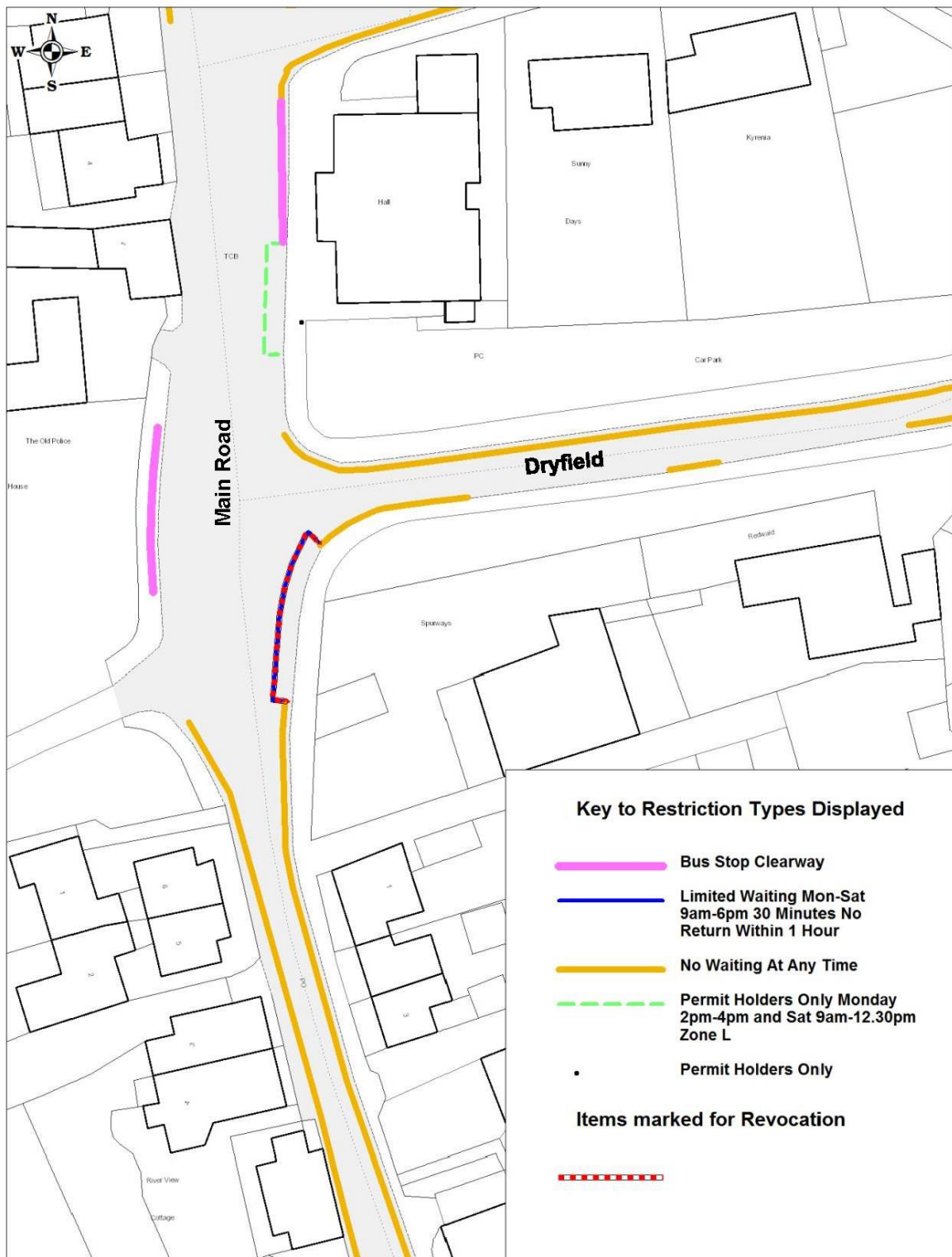
Agenda Item 5

Appendix I To HIW/21/11

Comment	Devon County Council's response
First Respondent: Exminster Parish Council	
Strongly objects to the proposed removal of the Limited Waiting from Main Road at the junction with Dryfield.	Noted.
Current restriction does not cause a problem, essential for people using the amenities in the village including the doctor's surgery and concerns it would affect viability of Post Office.	Noted, it is recommended to re-introduce the limited waiting to retain short term parking for the local amenities.
Parking already limited and the restriction is essential to limit the number of commuters parked all day in the centre of the village.	Noted.
Would like the parking made enforceable, not removed.	The reasons are detailed in the report above.
Would like a reason for this decision and can it be stopped?	The recommendation is to re-introduce the limited waiting.
Second Respondent: County Councillor Alan Connett	
Agrees with Exminster Parish Council as above and strongly opposes revocation.	Noted.
Believes it will adversely impact the village, especially village shops and the Post Office.	Noted.

Agenda Item 5

<p>If the issue was the bay not being marked, it would have been easier to mark a bay and not proceed with a revocation that has no merit.</p>	<p>As the restriction had not been formally introduced, the existing traffic order can no longer be enacted and therefore a new traffic regulation order (TRO) is required to correct this discrepancy.</p> <p>The advertised proposal is to remove the bay from the TRO and remove the sign on street as it was considered the restriction was not obvious and that the limited waiting restriction was not being adhered to.</p> <p>However, it is recommended to re-introduce the limited waiting to retain short term parking for the local amenities.</p>
--	--



Existing Traffic Order Descriptions (to be revoked from TRO)	Proposed Traffic Order Descriptions (to be added to TRO)
Limited Waiting Mon-Sat 9am-6pm 30 Minutes No Return Within 1 Hour Main Road, Exminster east side from its junction with Dryfield for a distance of 16 metres in a southerly direction	
Why is this change being made? The TRO is being amended to remove the limited waiting bay that has never been marked.	

PTE/21/11

Teignbridge Highways and Traffic Orders Committee
4 March 2021

Casualty Severity Reduction Scheme, East Street, Newton Abbot

Report of the Head of Planning, Transportation and Environment

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

Recommendation: It is recommended that:

- (a) the proposed scheme shown on plan B20003/2 in Appendix I is approved for construction at an estimated cost of £135,000; and**
- (b) the Head of Planning, Transportation and Environment be given delegated powers, in consultation with the Chair of HATOC and the local member, to make minor amendments to the scheme details.**

1. Summary

The proposed scheme aims to improve safety for pedestrians on the A381, East Street, Newton Abbot in the vicinity of its junctions with Scott Close and Union Street.

2. Introduction

Following validation checks on the accuracy of injury collisions recorded by the Police over the previous calendar year. Devon County Council (DCC) undertakes an annual review of all injury collisions recorded across the highway network for the previous five year period. All collisions involving an injury that are recorded by the Police are categorised according to their severity as either a collision resulting in a slight, serious or fatal injury. As part of this annual review process DCC identifies any sites where five or more injuries of all severities have been recorded within a 30m radius over the five year period. These sites called cluster sites are then investigated in detail to identify any distinct collision patterns that could potentially be mitigated with appropriate road safety interventions. Engineering schemes identified to reduce injury collisions at cluster sites are referred to as Casualty & Severity Reduction (CSR) Schemes.

Scott Close is the access road from East Street into the former Newton Abbot Hospital site, which was later redeveloped to become a Sainsburys local supermarket, a Doctors surgery and a care home. The access from East Street into the site is shared between both vehicular and pedestrian users. With provision for pedestrians being made by a virtual (or painted) footpath within the narrow vehicular entrance. The current signalised pedestrian crossing facility is located next to eastern side of the shared entrance. Due to the close proximity of this crossing to

Agenda Item 6

the junction, both the pavement and the waiting area for the crossing have low kerbs which can on occasion be driven over when vehicles are using this entrance.

Over the five year period 2015-2019, ten injury collisions were recorded in a cluster site on the A381 East Street corridor in the vicinity of the Union Street\Scott Close junction and pedestrian crossing.

Two of these collisions were serious in severity. One involving a vehicle failing to stop for a red light at the crossing and colliding with a mobility scooter crossing the carriageway. And one involved a mobility scooter driving off the footway whilst passing a pedestrian and being struck by a passing vehicle.

The other eight recorded collisions were slight in severity, with six involving a collision between a vehicle and a pedestrian. Two of these involved children entering the carriageway into the path of approaching vehicles. One involved a pedestrian being struck by the wing mirror of a passing vehicle. Two involved pedestrians being struck by a vehicle whilst using the existing signal-controlled pedestrian crossing. One involved a vehicle over running the corner of the pavement and colliding with a pedestrian, whilst it was turning left into the Sainsburys junction.

3. Proposal

The proposed CSR scheme is detailed on Plan B20003/2 in Appendix I. The scheme seeks to widen the entrance to the Scotts Close\Sainsburys site by removing a section of the gate post and wall.

This will enable the existing virtual footway to be replaced with a new 1.8m wide kerbed footway into the site. To accommodate this footpath, the signal controlled pedestrian crossing will be relocated 1.2m to the east of its current position. Traffic bollards will also be installed on this corner to deter any overrunning of the pavement. The pavement and kerbing will be realigned on both sides of the entrance, with new drainage and a new uncontrolled crossing point established across the mouth of the junction.

To increase the visual impact of the “Puffin” signalised pedestrian crossing, new LED signal heads, road markings and contrasting coloured high friction surfacing are included within the scheme. The scheme estimate for approval includes the full cost of resurfacing through the site to provide a good road surface for implementing the replacement lining and high friction surfacing. It may be possible for a proportion of these additional surfacing costs to be met through maintenance budgets. But the scheme estimate in this report for approval includes the higher value for the full cost of all works.

4. Options/Alternatives

Options were considered as part of the design process for alternative controlled crossing locations and for reallocating the limited available highway space to increase pavement width on the northern side of the road.

5. Consultations

Consultation has been undertaken with local members. And the scheme has also been subject to consultation through the planning process. The proposed changes to entrance post and wall require Listed Building Consent and this has been subject to consultation through the planning process. The proposed modifications to the signalised pedestrian crossing are subject to the advertisement of a public notice.

6. Financial Considerations

Local Transport Plan Integrated Block funding to implement the scheme has been identified under the 2020/21-2021/22 Transport Capital Programme.

7. Legal Considerations

To introduce a new or modified controlled pedestrian crossing the Council is required to issue a public notice in accordance with Section 23 of The Road Traffic Regulation Act 1984. When introducing new traffic schemes 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.

8. Environmental Impact Considerations (Including Climate Change)

The scheme will have a small but positive impact on supporting walking for sustainable low carbon travel within the town.

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 scheme proposal requires Listed Building Consent. A planning application has been submitted and has been subject to statutory consultation through the planning process. But at the time of writing this report, a decision from the Local Planning Authority has not yet been made.

The proposal will have no significant additional ongoing revenue costs for the Council to maintain the new crossing and road layout changes.

11. Public Health Impact

There will be a small but positive benefit to public health and road safety by supporting and encouraging active travel choices.

Agenda Item 6

12. Reasons for Recommendations

It is recommended that proposed scheme will have a positive benefit in reducing future injury collisions at this identified cluster site.

Dave Black
Head of Planning, Transportation and Environment

Electoral Divisions: Newton Abbot South and Newton Abbot North

Local Government Act 1972: List of Background Papers

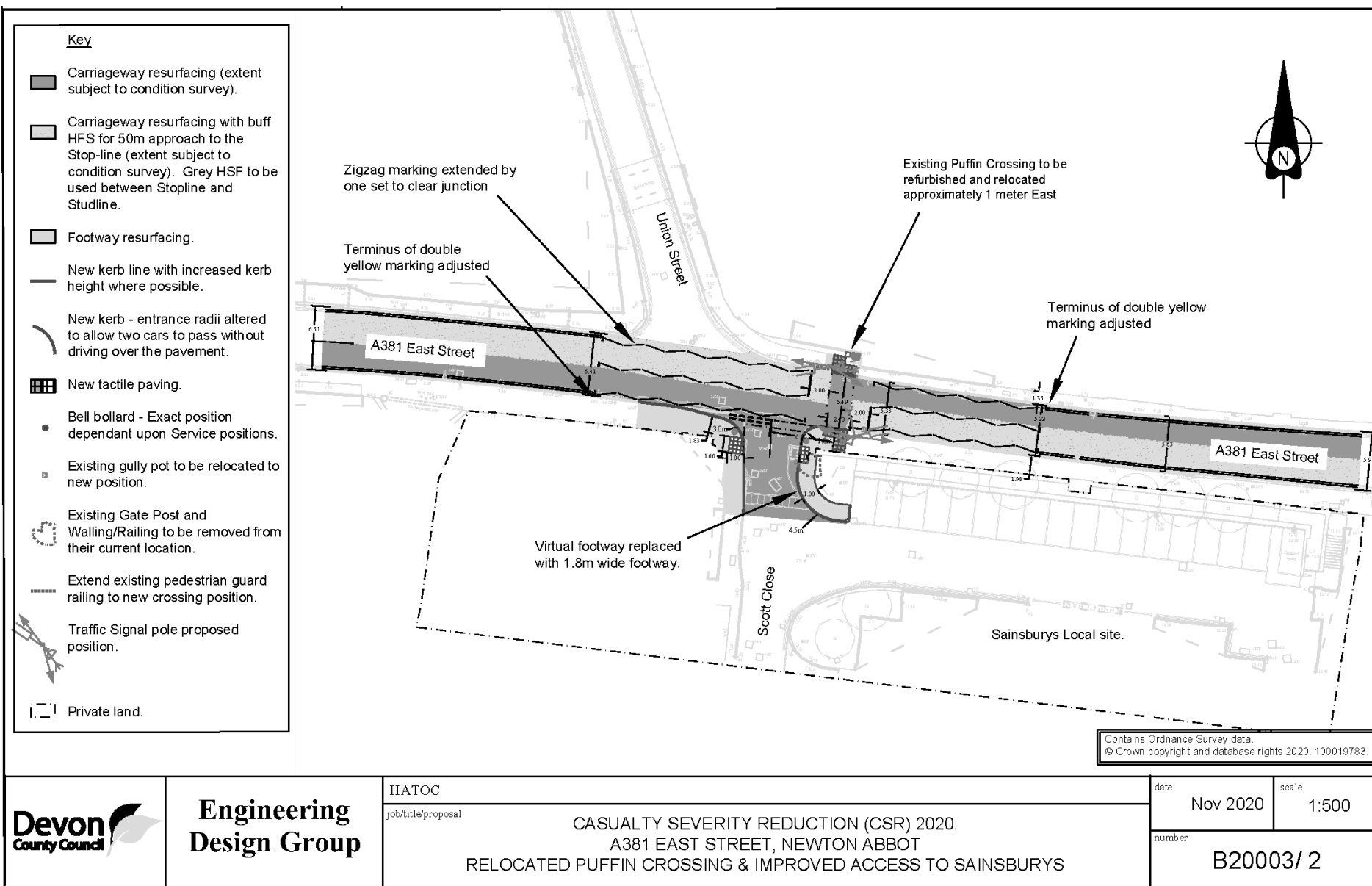
Contact for enquiries: James Anstee

Room No: Matford Lane Offices, County Hall, Exeter

Tel No: 01392 382727

Background Paper	Date	File Ref.
Nil		

ja180221teighn
sc/cr/Casualty Severity Reduction Scheme East Street Newton Abbot
03 240221



PTE/21/12

Teignbridge Highways & Traffic Orders Committee
4 March 2021

Casualty Severity Reduction Scheme, A379, Shute Hill, Teignmouth

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 proposed scheme shown on plan B20004/3A in Appendix I is approved for construction at an estimated cost of £48,000.

1. Summary

The proposed casualty and severity reduction scheme will replace an existing Zebra controlled crossing with a signal controlled Puffin crossing on the A379 near its junction with Shute Hill, Teignmouth.

2. Introduction

Following validation checks on the accuracy of injury collisions recorded by the Police over the previous calendar year. Devon County Council (DCC) undertakes an annual review of all injury collisions recorded across the highway network for the previous five year period. All collisions involving an injury that are recorded by the Police are categorised according to their severity as either a collision resulting in a slight, serious or fatal injury. As part of this annual review process DCC identifies any sites where five or more injuries of all severities have been recorded within a 30m radius over the five year period. These sites called cluster sites are then investigated in detail to identify any distinct collision patterns that could potentially be mitigated with appropriate road safety interventions. Engineering schemes identified to reduce injury collisions at cluster sites are referred to as Casualty & Severity Reduction (CSR) Schemes.

Over the five year period 2015-2019, five slight severity injury collisions were recorded in a cluster site on the A379 at Teignmouth, in the vicinity of its junction with Shute Hill. Three of these recorded collisions involved a vehicle failing to stop at a Zebra crossing, which then collided with and caused injury to a pedestrian using the crossing. One recorded collision involved a cyclist shunting a vehicle that had been waiting at the Zebra and one involved a cyclist being struck by a vehicle turning left onto the A379 from the Waitrose car park.

The current Zebra crossing facility is located on the A379 just to the west of its junction with Shute Hill. For traffic travelling on the A379 towards the crossing from the east, the road is segregated on this approach by a solid central traffic island that prevents traffic from Shute Hill turning right onto the A379. For traffic travelling towards the crossing from the west the A379 is segregated by a central painted

Agenda Item 7

hatched area and right turn lane serving the entrance to the Waitrose supermarket. A pedestrian underpass is located approximately 30m to the east of the current at grade Zebra crossing between the rail station and Lower Brook Street. And uncontrolled crossing points are located on the A379 roundabout junctions to the east and west of Shute Hill.

The current Zebra crossing facility was introduced in 2006/7 at the request of the Teignbridge HATOC committee members to cater for crossing demand between the Co-Op supermarket (now Waitrose) and Shute Hill. There have been regular concerns raised about the safety for pedestrians using this crossing facility since it was first introduced and this proposed CSR scheme seeks to address injury collisions recorded at this crossing site by upgrading the facility to traffic signal control.

3. Proposal

The proposed CSR scheme is detailed on Plan B20004/3A in Appendix I. The scheme seeks to convert the existing Zebra controlled crossing into a traffic signal controlled Puffin crossing. The scheme includes enlarging the existing central traffic island on the east of the proposed crossing and construction of a new traffic island on the western side of the proposed crossing. The scheme will include resurfacing of the A379 and the provision of new high frictions surfacing and lining for the Puffin crossing. It is proposed to commence construction in March 2021.

4. Options/Alternatives

At the assessment stage for a crossing facility prior to the installation of the current Zebra a range of options were considered including. Preventing pedestrians crossing at this site and encouraging use of the nearby underpass. An uncontrolled refuge facility like crossing points at the nearby A379 roundabout junctions was also considered. But as an established crossing point over the A379 it is recommended that the best option to improve safety for pedestrians is to upgrade the current facility to traffic signal control.

5. Consultations

Consultation has been undertaken with the local member and the proposed modifications to the pedestrian crossing are subject to the advertisement of a public notice. It should also be noted that the A379 Bitton Park Road to the west of this site is part of a designated Air Quality Management Area. The relevant environmental officer for the air quality monitoring authority Teignbridge District Council has been consulted on the potential impacts on air quality for converting the current zebra controlled crossing to a signal controlled crossing and no objections were raised to this scheme proposal.

6. Financial Considerations

Local Transport Plan Integrated Block funding to implement the scheme has been identified under the 2020/21-2021/22 Transport Capital Programme. The scheme costs for resurfacing the A379 is being funded from highway maintenance budgets.

7. Legal Considerations

To introduce a new or modified controlled pedestrian crossing the Council is required to issue a public notice in accordance with Section 23 of The Road Traffic Regulation Act 1984. When introducing new traffic schemes 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.

8. Environmental Impact Considerations (Including Climate Change)

The scheme will have a small but positive impact on encouraging walking for sustainable low carbon travel within the town.

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 additional ongoing revenue costs for the Council to maintain new crossing signals equipment.

The introduction of new traffic signals may be a feature that will have a negative impact on traffic congestion along the corridor.

11. Public Health Impact

There will be a small but positive benefit to public health and road safety by supporting active travel choices.

12. Reasons for Recommendations

It is recommended that proposed scheme will have a positive benefit in reducing future injury collisions at this identified cluster site.

Dave Black
Head of Planning, Transportation and Environment

Electoral Division: Teignmouth

Agenda Item 7

Local Government Act 1972: List of Background Papers

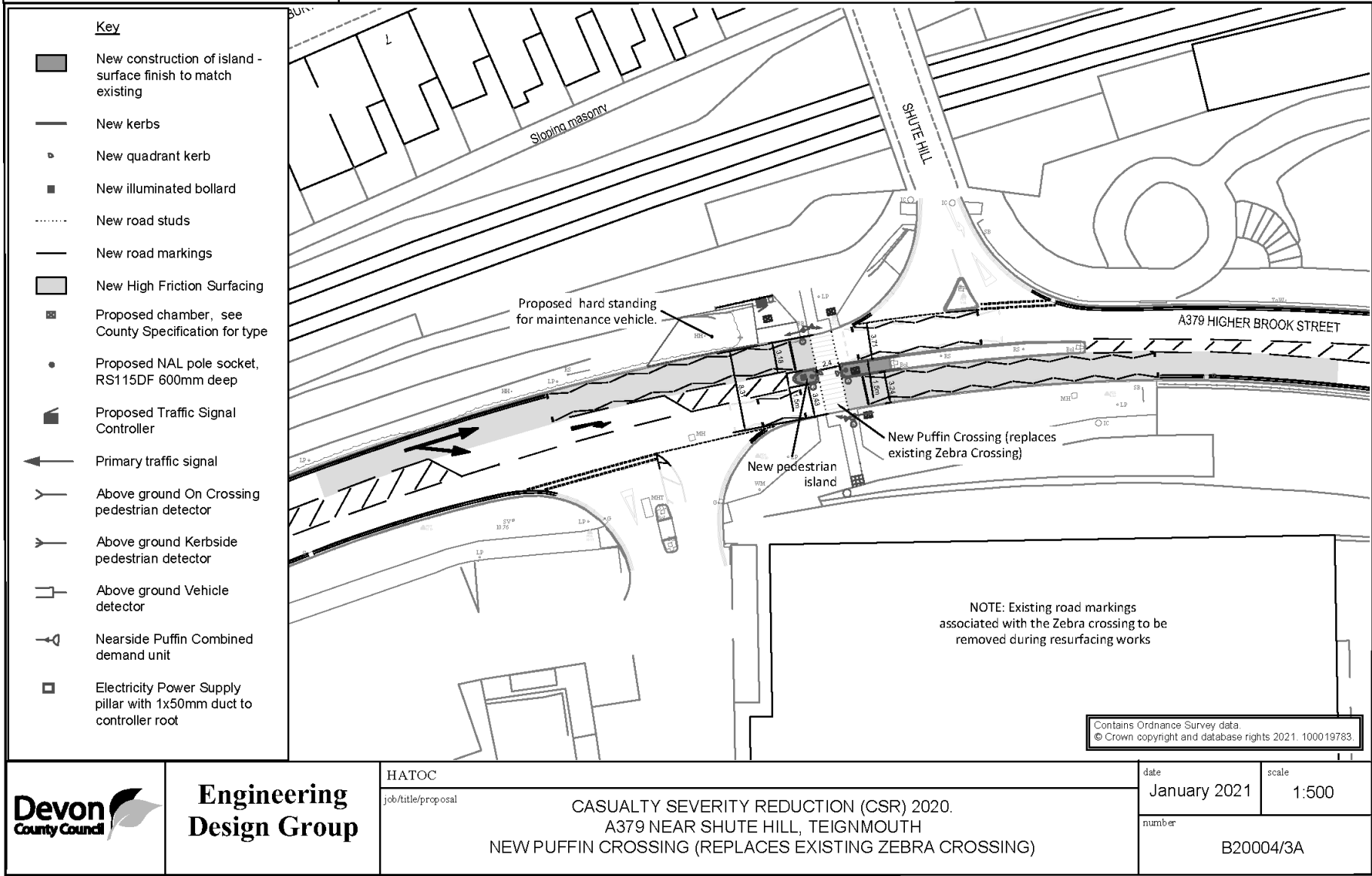
Contact for enquiries: James Anstee

Room No: Matford Lane Offices, County Hall, Exeter

Tel No: 01392 382727

Background Paper	Date	File Ref.
Nil		

ja180221teigh
sc/cr/Casualty Severity Reduction Scheme A379 Shute Hill Teignmouth
02 240221



HIW/21/12

Teignbridge Highways and Traffic Orders Committee
4 March 2021

Preston Village Traffic Issues

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) Officers approach Teignbridge District Council to determine what further actions may be taken under the Public Spaces Protection Orders powers.**

1. Background

At the Teignbridge HATOC on 5 November 2020 it was resolved “that a detailed report be made to the next meeting including evidence regarding the degree of obstruction, including emergency services and refuse collection.” This is that report.

2. Proposal

Preston is a small hamlet of approximately 15 residential properties, and a small number of commercial farm-based businesses. It is accessed from Lower Preston Road, which also gives access to local quarry workings.

From Preston, footpaths give access to walks along the river Teign.

Local residents have raised concerns about walkers, particularly those exercising dogs, parking in the village. There is a particular concern regarding commercial dog walkers, with reports that some people are walking up to 15 dogs at a time.

Residents have previously requested that double yellow lines and residents parking bays be installed to resolved issues relating to parking, noise and dog fouling.

A map showing proposals suggested by the Preston Residents Association is given in Appendix I.

Comparison has been made with Teigngrace, where a short section of double yellow lines have been installed. This was done to solve a specific safety concern due to parking taking place on and around a junction following a safety audit undertaken as part of a new cycle way scheme.

Agenda Item 8

In respect to the County Council's policy on residents parking, it is considered that a residents parking scheme would not be suitable for this community for the following reasons:

- The majority of residents should not have privately available off-street parking either within the curtilage of, or close to, their property. As a guide, 75% of the properties in a Residents' Parking Zone should have no alternative off-street parking.
- Schemes should provide a mix of residents' only spaces and limited waiting spaces, including pay and display or pay by phone where appropriate, for short-term visitors.
- The area covered by the scheme should normally be sufficiently large to accommodate the anticipated demand, within the eligibility rules, from residents for permits.

3. Options/Alternatives

The options are:

- (a) Request Cabinet to consider permitting a residents parking scheme as an exception to the County Councils agreed policy. Substantive reasons for an exception to policy would need to be identified.
- (b) Consider waiting restrictions as part of the annual review process, although there is no substantiated evidence of an ongoing problem with obstruction or problems with access for essential services.
- (c) Ask the District Council to act by creating a formal Public Spaces Protection Order (PSPO), which can include limiting the number of dogs a person may exercise (currently no more than six per person in Teignbridge). Teignbridge DC have used these Orders seasonally on some beaches.
- (d) Note the report and take no further action.

4. Consultations/Representations/Technical Data

A petition has been submitted requesting Double Yellow Lines and a reduction in the speed limit, signed by 22 local residents. This included a survey which showed the following numbers of vehicles turning into the village between the hours of 6am and 10pm over Spring Bank Holiday in May 2019.

Date	Saturday 25 th May	Sunday 26 th May	Monday 27 th May
No. of vehicles	84	76	109

On 29 August 2019 the local MP, Anne Marie Morris, raised concerns regarding parking issues relating to dog walkers. In response it was stated that there are no safety concerns, Preston is a quiet local hamlet with no through traffic and low speeds, and parking restrictions were not appropriate.

In November 2020 Teignbridge District Council reported that they have no reports of any issues regarding parked cars and access for waste and recycling services in Preston in the last two years. The District Council have reported that their

Anti-Social Behaviour Officer has been working with the local Police Community Support Officer (PSCO) and the Neighbourhood Beat Manager to tackle anti-social behaviour. At least one Fixed Penalty Notice has been issued for a breach in the number of dogs controlled in excess of the PSPO limit.

Devon and Somerset Fire and Rescue reported that a local resident had raised a concern over parking in the village and have reported that they will leaflet any offending vehicles when next passing and consider a local Facebook campaign to highlight the problem.

Devon and Cornwall Constabulary have been asked for comment but had not responded at the time of writing of this report. In a previous letter they reported, following the removal of privately placed cones, that no one has the right to reserve parking spaces outside of their homes on a public highway, and that, in the absence of parking restrictions, people are free to travel to the area to walk and exercise their dogs. They stated that a residents parking scheme may be the way forward.

No response has been received from South Western Ambulance Service at the time of writing this report regarding parking on the highway in the hamlet or on its approach road causing an obstruction or any concerns that access required by the Service.

The tenants at Manor Farm have reported issues with access for milk tankers and tractors.

The Estates Sustainability Officer at Sibelco has written to support restrictions on parking.

At the last committee meeting it was suggested that a survey of road widths in the village be undertaken. As a guide when a 1.8m wide disabled bay is marked a minimum road width of 4.8m is required. Due to COVID restrictions it has been considered inappropriate to undertake a detailed survey at the current time. However, an indicative map, showing where roads are estimated to be less than 4.8m in width, is given in Appendix II.

5. Financial Considerations

The introduction of Double Yellow Lines could be considered as part of the annual review process, at minimal additional cost.

Whilst the progression of a residents parking scheme is not supported, consultation, design, and implementation of such a scheme for this area would cost in the region of £5,000. The costs should be covered by the charge for a permit.

6. Environmental Impact Considerations

Any restriction on parking in Preston is likely to result in people going elsewhere to park for leisure purposes and commercial dog walking. Therefore, there may be an environmental impact elsewhere due to displaced parking if the requested restrictions were proceeded with.

Agenda Item 8

7. Equality Considerations

There are no equality considerations.

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

If double yellow lines or a residents parking scheme are put in place it is unlikely that they will be enforced on a regular basis.

10. Public Health Impact

There are no public health impacts in these proposals.

11. Summary/Conclusions/Reasons for Recommendations

Preston is a quiet local hamlet with no through traffic and low speeds, and parking restrictions are not appropriate. It is therefore recommended that officers determine what further powers can be implemented by the District Council using PSPO powers.

Meg Booth
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Division: Kingsteignton & Teign Estuary

Local Government Act 1972: List of Background Papers

Contact for enquiries: John Fewings

Room No: Ryefields Kingsteignton

Tel No: 01392 383000

Background Paper	Date	File Ref.
Responses and correspondence	Nov 2020 to date	

jf240221teigh
sc/cr/Preston Village Traffic Issues
03 250221

MANOR FARM

MANOR FARM COTTAGE

MORIMORES Farm

SWALLOW BARN

VIOLET BARN

PARKING for Farm workers

POSTBOX COTTAGE

3 RESIDENTS PARKING Bays / visitors

MEADOWSIDE

BURNELL COTTAGE

MOORVIEW

THE FIRS

Moss Rose Cottage

BARN

PARKING for MOORVIEW

Passing Place Yellow lines

DOUBLE YELLOW LINES

RESIDENTS PARKING BAYS

MAP OF HAMLET ON PRESTON DEPICTING PLACEMENT OF DOUBLE YELLOW LINES

Preston Road widths

