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

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

Date: 29 October 2020

Contact: Fiona Rutley 01392 382305

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SOUTH HAMS HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Friday, 6th November, 2020

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

Phil Norrey
Chief Executive

A G E N D A

PART 1 - OPEN COMMITTEE

1 Apologies for Absence

2 Election of Chair

NB: In accordance with the County Council's Constitution, The Chair and Vice Chair must be County Councillors. (County and District Councillors may vote)

3 Election of Vice-Chair

NB: In accordance with the County Council's Constitution, The Chair and Vice Chair must be County Councillors. (County and District Councillors may vote)

4 Minutes (Pages 1 - 4)

Minutes of the meeting held on 29 November 2019 attached.

5 Items Requiring Urgent Attention

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

MATTERS FOR DECISION

6 True Street Cross at A385 to Blackpost Lane, Proposed introduction of a No Right Turn Order (Pages 5 - 18)

Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/20/41) attached.

(Electoral Divisions: Dartmouth & Marldon, Totnes & Dartington)

7 Western Road and Wayside, Ivybridge Proposed amendments to Parking Restrictions and Western Road, Ivybridge Implementation of a Zebra Crossing (Pages 19 - 32)

Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/20/42) attached.

(Electoral Division: Ivybridge)

8 Ermington Road, Ivybridge/B3213 Junction Improvements (Pages 33 - 38)

Report of the Head of Planning, Transportation and Environment (PTE/20/38) attached.

(Electoral Divisions: Ivybridge, South Brent & Yealmpton)

9 Fore Street/High Street, Totnes

Verbal update from Chief Officer for Highways, Infrastructure Development and Waste, on the Emergency Active Travel Fund Scheme temporarily closing Totnes Fore Street /High Street on Saturday mornings to traffic to allow for social distancing of shoppers and visitors (since July 2020).

(Electoral Division: Totnes)

MATTERS FOR INFORMATION

10 County Council 23 July 2020 minute 294 (Notice of Motion - Littlehempston Cycle Path)

For members' information – further to this Committee's consideration of the matter at its last meeting, the motion subsequently carried at Council in the name of Councillor Hart (after several amendments) was as follows:-

That the Cabinet's advice be accepted as below:-

a) no further work is undertaken on investigating whether the footbridge could be used by the public and the development of a multi-use trail to Littlehempston and Newton Abbot; and

(b) Compulsory Purchase Order for Bulliver Bridge should not be pursued as it cannot be justified.

Link to the Council meeting (minute 294) for information:

<https://democracy.devon.gov.uk/ieListDocuments.aspx?CId=132&MId=3844&Ver=4>

STANDING ITEMS

11 Dates for Future HATOC Meetings

Please use link below for County Council Calendar of Meetings

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

Meetings to be held at 10.30am. Please check venue in the current situation.

2020/21:

Friday 19 February 2021

2021/22:

Friday 26 June 2021

Friday 15 October 2021

Friday 18 February 2222.

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Declarations of Interest for Members of the Council

It is to be noted that Members of the Council must declare any interest they may have in any item to be considered at this meeting, prior to any discussion taking place on that item.

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Induction Loop available



TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

14 November 2019

Present:-

Devon County Council:-

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

Other Representatives

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

Apologies:-

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

* **89** Minutes

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

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

* **90** Permits for Works

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

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

Discussion points raised at the meeting included:

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

Agenda Item 4

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

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

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

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

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

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

(a) ENV5715-05 Ipplepen, Fore St

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

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

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

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

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

RESOLVED:

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

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

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

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

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

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

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

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

RESOLVED: that

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

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

* 94

Ogwell to Newton Abbot Town Centre Shared Use Path

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

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

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

RESOLVED:

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

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

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

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

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

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

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

Agenda Item 4

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

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

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

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

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

All meetings to be held at 10.30am at Teignbridge District Council, Forde House, Newton Abbot.

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

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

The Meeting started at 10.30 am and finished at 11.45 am

HIW/20/41

South Hams Highways and Traffic Orders Committee
6 November 2020

Proposed introduction of a No Right Turn Order from “True Street Cross at A385 to Blackpost Lane” on to the A385

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 be noted; and
- (b) the committee approve the implementation of the Traffic Regulation Order as advertised.

1. Background/Introduction

In November 2015 planning approval was granted by South Hams District Council for a residential development of up to 75 dwellings at Great Court Farm, Berry Pomeroy, Totnes, TQ9 6LB under application reference 03/2163/14/O. The location plan can be found in Appendix I.

Prior to planning approval, concerns were raised by the Highway Authority that the proposals would be likely to increase the amount of traffic at True Street Cross, which was deemed to be substandard in terms of its available visibility in a north easterly direction for drivers exiting the junction onto the A385. It was felt that this increase in manoeuvres would be likely to increase danger to traffic on the A385.

2. Proposal

A scheme was drawn up by the developer which proposed a no right turn for all traffic turning right on to the A385. This would mean that drivers would need to utilise the alternative junction at Blackpost Lane/A385 if wishing to turn right towards Torbay. A plan of this proposal can be found in Appendix I.

The Highway Authority is in support of this.

3. Consultations

The statutory consultation for the Traffic Regulation Order (TRO) took place between 30 November 2018 and 21 December 2018. The consultation was advertised on site, in the Totnes Times and was available for viewing at Totnes Library and County Hall Reception during this time.

Agenda Item 6

Two objections were received to the proposals and they are summarised in Appendix II along with the County Council's response.

Following the advertising period, officers met with Councillor Hawkins, Councillor Hodgson (the new development lies within Councillor Hodgson's Electoral Division and the proposed restriction is within Councillor Hawkins' Electoral Division) and the objectors on 15 November 2019 to discuss their concerns. The issues raised were unable to be resolved and it was therefore requested by Councillor Hawkins that proposals were considered at the South Hams Highways and Traffic Orders Committee

4. Alternative Options Considered

A 'no entry' restriction for all traffic from True Street Cross exiting onto the A385 was originally presented with the planning application. This was scaled back to prohibit right turning traffic only to minimise the impact.

It has been suggested the junction onto the A385 could be relocated approximately 30m to the west so the existing junction can be closed. This would have benefits in terms of road safety, road capacity and enforcement. This is likely to involve compulsory purchase of third-party land and is likely to cost in the region of £100,000 - £150,000 depending on various factors. The Council does not have the funds to progress this and it is too late to obtain funding from the developer.

It has also been suggested that a no right turn with an exemption for agricultural vehicles is implemented. This is not supported by Devon County Council's Safer Travel Strategy & Programme Officer. He has also visited site and their comments are "In the current planning system this junction would never now be allowed to be built due to the very poor visibility to the east towards Paignton."

5. Financial Considerations

The scheme is being funded from allocated S106 funds (£5,000).

6. Environmental Impact Considerations (Including Climate Change)

For users of "True Street Cross at A385 to Blackpost Lane" the proposals will increase the distance for drivers heading towards Torbay by approximately 800m.

This will have a negligible impact on the environment.

7. Equality Considerations

There are no known equality issues associated with this proposed TRO.

8. Legal Considerations

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

When making a TRO 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

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

10. Public Health Impact

There is not considered to be any public health impact.

11. Reasons for Recommendation

It is recommended that the proposed no right turn be implemented to mitigate against the additional traffic that is likely to use the junction as a result of the nearby development. The proposal will also improve the safety of the junction for existing road users.

The speed survey undertaken, which was located less than 30m west of the True Street Cross junction on the A385, confirms that the visibility at the True Street Cross junction is substandard. 85th percentile speeds of traffic westbound are 34.4mph according to design standards this would require a visibility of approx. 85-90m, currently there is only 30m to the east, which is why the no right turn is justified. See Appendix III for speed data and location plan of the survey.

The collision data shows a single serious collision at the True Street Cross junction in the last five years. A motorcycle was travelling from Paignton towards Totnes on A385, when a car pulled out in front of the motorcyclist from a nearside junction as it turned right. The motorcyclist collided with the driver's door. The driver provided a positive breath test and was arrested. There are no collisions recorded in the last five years at the Blackpost Lane/A385 junction.

Meg Booth
Chief Officer for Highways, Capital Development and Waste

Electoral Divisions: Dartmouth & Marldon, Totnes & Dartington

Agenda Item 6

Local Government Act 1972 List of Background Papers

Contact for enquiries: Richard Jackson or Amy Garwood

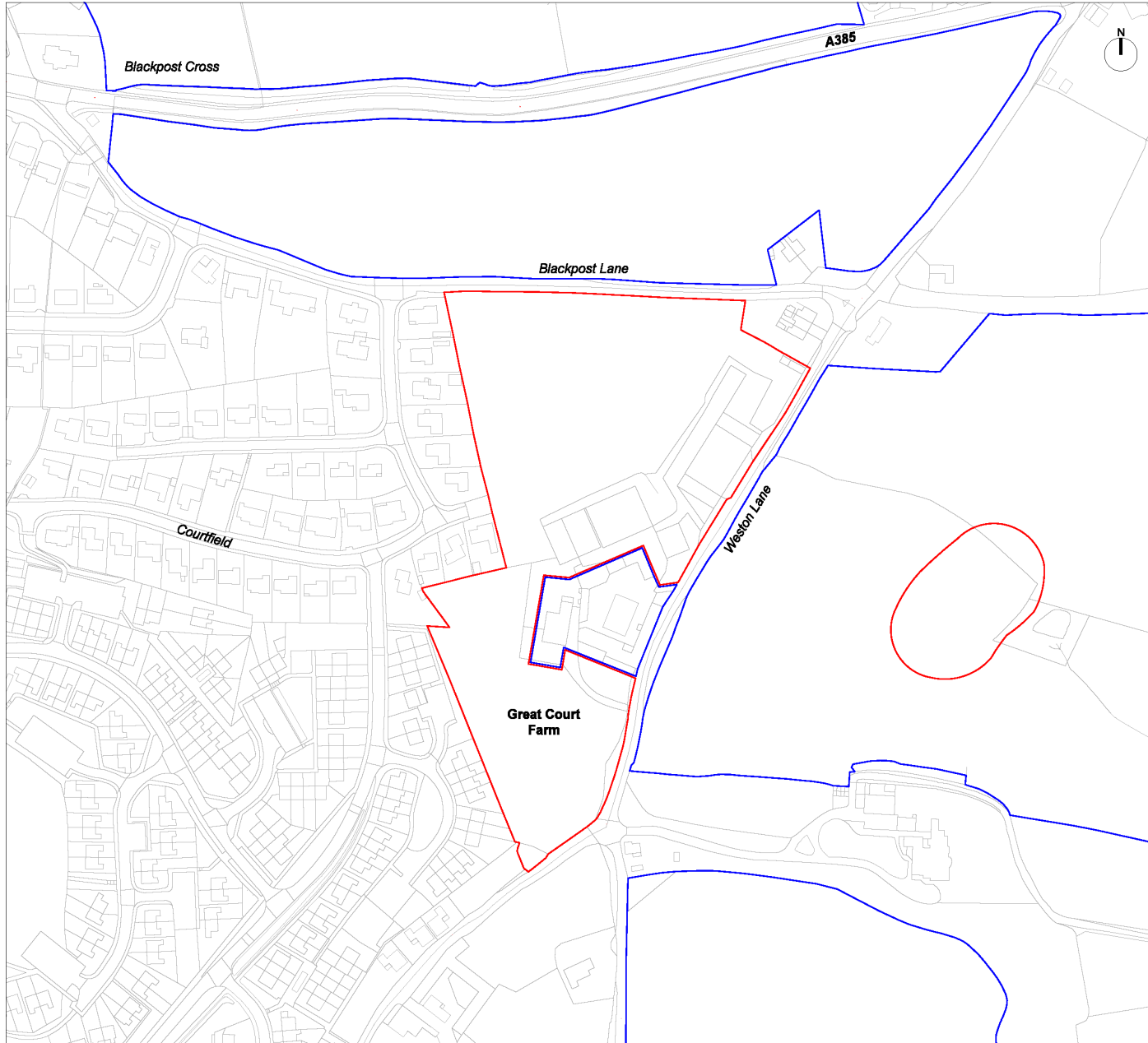
Tel No: 0345 155 1004

Background Paper	Date	File Ref
Planning Application Decision Notice	November 2015	03/2163/14/O

ag221020shh

sc/cr/Proposed introduction of a No Right Turn Order from True Street Cross A385 to
Blackpost Lane on A385

04 291020



NOTES

- Application boundary
- Other land within applicant control

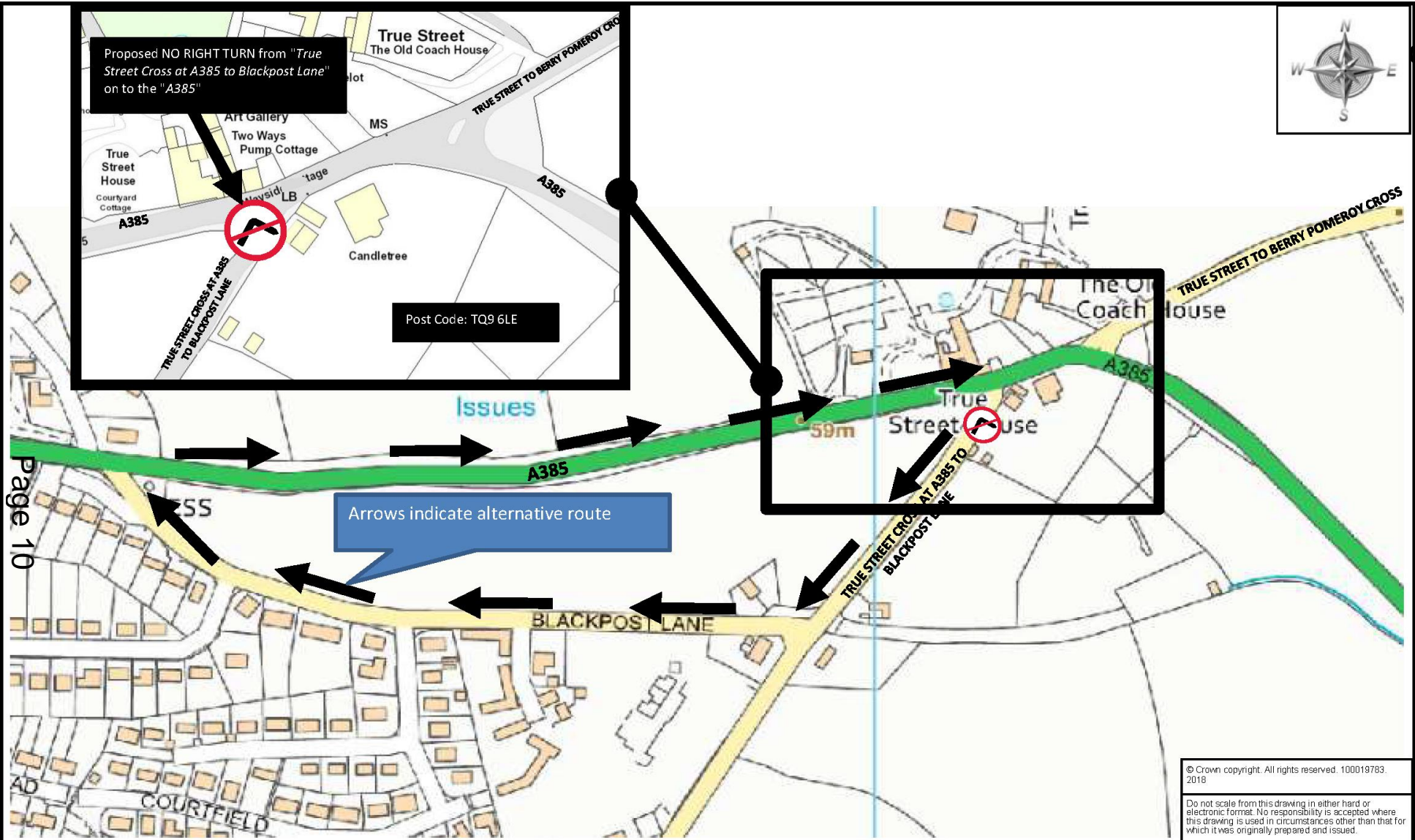
REV	NOTES	DATE
	Great Court Farm, Totnes Location Plan	- DCC
130805 L 01 01	1:2000 @ A3	Oct 2014

CliftonEmerydesign

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page 10

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Meg Booth - Chief Officer for Highways, Infrastructure Development & Waste

TRAFFIC ORDERS & POLICY TEAM
DEVON COUNTY COUNCIL, HIGHWAY MANAGEMENT, LUCOMBE HOUSE, COUNTY HALL, TOPSHAM ROAD, EXETER, EX2 4DD

Telephone 0345 155 1004

SCHEME	True Street Cross at A385 to Blackpost Lane, Berry Pomeroy, Totnes	
DRAWING	Proposed ~ NO RIGHT TURN	

drawn by	NO	scale	NTS
date	05-Nov-2018	O.S.Ref	282072,60582
drawing number	ENV5697		

5697 – Devon County Council
(True Street Cross at A385 to Blackpost Lane, Berry Pomeroy) (No Right Turn) Order

Summary of Representations

Comment	Devon County Council Response
First Respondent: Resident of Berry Pomeroy	
Wants to clarify the published order text refers to no right turn from True Street Cross to Blackpost Lane, but your map refers to no right turn FROM Blackpost Lane to True Street Cross at A385.	The official road name according to the National Street Gazetteer is “True Street Cross at A385 to Blackpost Lane”. Within the draft order and the advert we state that the no right turn is <i>from “True Street Cross at A385 to Blackpost Lane” on to the A385.</i> The plans and draft order are therefore correct.
If it is the junction onto the A385 they wish to object.	Noted.
Believes there is better visibility for drivers at this junction than the alternative suggested, as there is a clear view to the left. Visibility to the left at the proposed junction is restricted due to the curve of the road coming up the hill.	There is approx. 90m visibility to the left at the proposed junction in a 30mph speed limit, this is sufficient for drivers to assess and make the manoeuvre across the road.
Visibility to the right at the Blackpost Lane junction is limited, but believes vehicles are travelling at a much lower speed due to the tight corner. Visibility to the right at the proposed junction is coming over a blind summit and vehicles are only just reducing speed from the 40 into the 30.	Visibility to the right at the current junction is a blind bend and vehicles may be travelling at a slower speed than 40mph speed limit, vehicles should be travelling 30mph or less at the proposed junction. Vehicles should reduce their speed, so they are travelling at the correct speed as they enter the limit. Visibility to the right from the proposed junction is acceptable and an improvement to the current junction on the blind bend.
Agricultural vehicles will struggle, especially tractors pulling large trailers. The gold buses already struggle to get use the junction.	Vehicle tracking for agricultural vehicles pulling a trailer has been produced and the manoeuvre is achievable. The centre line for the junction has yet to be adjusted, this will aid the positioning of vehicles to allow them to make the manoeuvre. See appendix IV.
Everyday farm traffic will potentially leave mud on the road which is at present largely clean.	It is the farmers responsibility to ensure they clear any mud they leave on the road.

Comment	Devon County Council Response
Second Respondent: Berry Pomeroy Parish Council	
Objects to the proposals.	Noted.
Believes that the plans are inaccurate in that the description of the road scheme changes does not match the published plan.	The road name and details within the draft proposals are correct, see above.
Feels visibility is much better at the True Street junction than at the Blackpost Lane junction where traffic is being sent to turn right under the plan.	Visibility at the proposed junction to the left is as good as the current junction and an improvement to the right. The junction is also within the 30mph speed limit.
Believes that the Blackpost Lane turn is extremely dangerous for tractors and trailers.	Vehicle tracking for agricultural vehicles pulling a trailer has been produced and the manoeuvre is achievable. The centre line for the junction has yet to be adjusted, this will aid the positioning of vehicles to allow them to make the manoeuvre. See appendix IV.
However, should this change go ahead the Parish Council would ask that an exception should be made for agricultural vehicles.	Many agricultural vehicles are slow to manoeuvre and therefore it would not be appropriate to allow these vehicles to continue to make the right turn due to the visibility to the right.
Customer would like to receive details of the accident figures for the True Street junction.	Information regarding collisions can be found via our website https://www.devoncctraffweb.co.uk/public/collisionmap.html This currently shows one serious collision at this junction.

Appendix III To HIW/20/41

Speed Bins Report_TEMPRADAR7 00000007895 2020-01-23 to 2020-01-29

Site Name 7895
 Site ID 00000007895
 Grid 282045060589
 Description Totnes....A385 Junction Radar

Setup 7895 Speed
 Lanes All Lanes
 Show daily Average
 Time Period 1 hour
 Speed units mph
 Exclude data: None

	Average Flow	<15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	50.0-55.0mph	55.0-60.0mph	60.0-65.0mph	65.0-70.0mph	>70.0mph	85 th %ile	Mean Speed	Std Dev
00:00:00	60	0	0	3	18	22	12	4	0	0	0	0	0	0	38.3	32.3	5.4
01:00:00	32	1	0	2	7	11	8	2	1	0	0	0	0	0	39	32.5	6.9
02:00:00	24	0	0	1	6	9	5	2	1	0	0	0	0	0	38.9	33.1	5.7
03:00:00	24	0	0	2	4	9	5	2	1	0	0	0	0	0	39.2	33.2	6.2
04:00:00	44	0	1	4	10	18	9	2	0	0	0	0	0	0	37.9	32.1	5.6
05:00:00	144	0	2	6	38	62	26	8	2	0	0	0	0	0	37.8	32.2	5.2
06:00:00	442	1	2	25	169	182	52	9	1	0	0	0	0	0	34.9	30.8	4.5
07:00:00	1148	25	46	185	539	295	51	6	1	0	0	0	0	0	33.1	27.7	5.4
08:00:00	1267	55	61	277	560	268	40	5	1	0	0	0	0	0	32.3	26.5	6
09:00:00	1092	6	22	145	521	333	61	4	0	0	0	0	0	0	33.5	28.7	4.5
10:00:00	1046	5	15	133	510	325	53	5	0	0	0	0	0	0	33.5	28.8	4.3
11:00:00	1049	20	38	153	476	311	48	3	0	0	0	0	0	0	33.3	28	5.2
12:00:00	1081	25	40	174	489	306	42	4	0	0	0	0	0	0	33.1	27.7	5.4
13:00:00	1083	5	12	123	500	385	53	5	0	0	0	0	0	0	33.6	29.1	4.3
14:00:00	1134	3	13	140	535	379	59	5	0	0	0	0	0	0	33.6	29	4.2
15:00:00	1238	4	15	150	604	403	56	5	0	0	0	0	0	0	33.5	28.9	4.2
16:00:00	1433	9	26	229	720	389	55	5	0	0	0	0	0	0	33	28.2	4.4
17:00:00	1348	9	33	264	689	306	43	4	0	0	0	0	0	0	32.5	27.6	4.4
18:00:00	865	5	13	109	403	272	56	7	1	0	0	0	0	0	33.8	28.9	4.6
19:00:00	472	2	5	31	176	194	57	7	1	0	0	0	0	0	34.8	30.5	4.7
20:00:00	333	1	2	16	121	136	47	8	2	0	0	0	0	0	35.7	31.1	4.7
21:00:00	263	0	1	12	94	112	36	6	1	0	0	0	0	0	35.5	31.1	4.5
22:00:00	208	0	2	13	68	84	32	8	1	0	0	0	0	0	36.5	31.4	5
23:00:00	129	0	1	6	36	52	25	7	1	1	0	0	0	0	37.8	32.3	5.2
07-19	13785	172	335	2082	6546	3970	617	57	4	1	0	0	0	0	33.3	28.2	4.8
06-22	15295	176	346	2166	7106	4594	809	87	9	1	0	0	0	0	33.5	28.5	4.9
06-24	15632	176	348	2185	7210	4731	866	102	11	2	0	0	0	0	33.6	28.5	4.9
00-24	15960	177	351	2204	7292	4861	933	123	16	2	0	0	0	0	33.6	28.6	5
am Peak	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	09:00:00	09:00:00	06:00:00	05:00:00	04:00:00	00:00:00				03:00:00	03:00:00	
Peak Volume	1267	55	61	277	560	333	61	9	2	0	0				39.2	33.2	2781.7
pm Peak	16:00:00	12:00:00	12:00:00	17:00:00	16:00:00	15:00:00	14:00:00	22:00:00	20:00:00	23:00:00	22:00:00				23:00:00	23:00:00	
Peak Volume	1433	25	40	264	720	403	59	8	2	1	0				37.8	32.3	2310.8

Event key: QC failure Atypical (QC) Events Special Holiday Offline

Notes on data: Weekends and defined holidays

Averages are calculated as the simple average of values across the period.

Holidays & Events:

None

Page 13

Agenda Item 6

Speed Bins Report_TEMPRADAR7 00000007895 2020-01-23 to 2020-01-29

Site Name 7895
 Site ID 00000007895
 Grid 282045060589
 Description Totnes....A385 Junction Radar

Setup 7895 Speed
 Lanes Lane: Westbound
 Show daily Average
 Time Period 1 hour
 Speed units mph
 Exclude data: None

	Average Flow	<15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	50.0-55.0mph	55.0-60.0mph	60.0-65.0mph	65.0-70.0mph	>70.0mph	85 th %ile	Mean Speed	Std Dev
00:00:00	33	0	0	0	6	13	9	4	0	0	0	0	0	0	39.7	34.4	5.2
01:00:00	18	0	0	1	2	6	6	2	1	0	0	0	0	0	40.1	34.8	5.8
02:00:00	11	0	0	0	1	3	4	1	1	0	3	0	0	0	42	36.4	5.4
03:00:00	10	0	0	1	1	4	2	2	1	0	0	0	0	0	43	35.7	6.7
04:00:00	11	0	0	0	1	4	3	1	0	0	0	0	0	0	40.8	35.4	5.7
05:00:00	35	0	1	1	4	12	10	6	1	0	0	0	0	0	41.6	35.2	5.8
06:00:00	99	0	1	4	18	42	28	6	1	0	0	0	0	0	38.6	33.3	5
07:00:00	419	2	12	41	157	160	42	5	1	0	0	0	0	0	34.5	29.8	5
08:00:00	571	8	15	82	243	186	33	4	0	0	0	0	0	0	33.7	28.6	5.1
09:00:00	478	1	6	44	177	197	51	3	0	0	0	0	0	0	34.6	30.1	4.5
10:00:00	480	1	6	39	186	202	43	4	0	0	0	0	0	0	34.4	30.1	4.4
11:00:00	498	17	22	48	183	188	37	2	0	0	0	0	0	0	34.1	28.6	6.1
12:00:00	552	23	27	57	214	195	32	3	0	0	0	0	0	0	33.8	28.1	6.3
13:00:00	602	2	5	55	241	256	40	3	0	0	0	0	0	0	34.1	29.8	4.2
14:00:00	602	2	6	57	241	248	46	3	0	0	0	0	0	0	34.2	29.8	4.4
15:00:00	688	1	6	71	295	266	45	3	0	0	0	0	0	0	34	29.5	4.2
16:00:00	786	8	17	114	362	241	41	3	0	0	0	0	0	0	33.5	28.5	4.8
17:00:00	823	5	20	150	405	207	33	3	0	0	0	0	0	0	32.9	27.9	4.5
18:00:00	509	3	9	62	202	182	45	5	1	0	0	0	0	0	34.3	29.5	4.9
19:00:00	249	0	2	9	67	119	45	6	1	0	0	0	0	0	36.6	31.8	4.5
20:00:00	166	1	1	4	43	77	34	6	1	0	0	0	0	0	37.3	32.3	4.7
21:00:00	149	0	1	3	41	70	29	5	1	0	0	0	0	0	37.1	32.2	4.4
22:00:00	124	0	1	6	30	53	26	7	1	0	0	0	0	0	37.9	32.4	5.2
23:00:00	82	0	0	3	18	33	21	5	1	1	0	0	0	0	38.7	33.2	5.3
07-19	7008	73	150	818	2905	2527	489	42	2	0	0	0	0	0	34	29.1	4.9
06-22	7671	74	154	837	3074	2835	625	65	6	1	0	0	0	0	34.2	29.4	5
06-24	7878	75	155	847	3122	2922	671	78	8	1	0	0	0	0	34.3	29.5	5
00-24	7995	75	156	849	3137	2964	707	94	11	2	0	0	0	0	34.4	29.5	5.1
am Peak	08:00:00	11:00:00	11:00:00	08:00:00	08:00:00	10:00:00	09:00:00	05:00:00	06:00:00	04:00:00	00:00:00				03:00:00	02:00:00	
Peak Volume	571	17	22	82	243	202	51	6	1	0	0				43	36.4	2397
pm Peak	17:00:00	12:00:00	12:00:00	17:00:00	17:00:00	15:00:00	14:00:00	22:00:00	20:00:00	23:00:00					23:00:00	23:00:00	
Peak Volume	823	23	27	150	405	266	46	7	1	1					38.7	33.2	2355.8

Event key: QC failure Atypical (QC) Weekends and defined holidays Events Special Holiday Offline

Notes on data:

Averages are calculated as the simple average of values across the period.

Holidays & Events:

None

Speed Bins Report_TEMPRADAR7 00000007895 2020-01-23 to 2020-01-29

Site Name 7895
 Site ID 00000007895
 Grid 282045060589
 Description Totnes....A385 Junction Radar

Setup 7895 Speed
 Lanes Lane: Eastbound
 Show daily Average
 Time Period 1 hour
 Speed units mph
 Exclude data: None

	Average Flow	<15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	50.0-55.0mph	55.0-60.0mph	60.0-65.0mph	65.0-70.0mph	>70.0mph	85 th %ile	Mean Speed	Std Dev
00:00:00	27	0	0	3	12	9	3	0	0	0	0	0	0	0	34.6	29.9	4.6
01:00:00	14	1	0	2	4	5	2	0	0	0	0	0	0	0	35.1	29.6	7
02:00:00	14	0	0	1	5	6	1	0	0	0	0	0	0	0	34.6	30.6	4.5
03:00:00	14	0	0	1	3	5	3	0	0	0	0	0	0	0	37.1	31.4	5.2
04:00:00	33	0	1	4	9	13	6	1	0	0	0	0	0	0	36.5	31	5.1
05:00:00	109	0	1	5	34	49	16	2	1	0	0	0	0	0	35.8	31.3	4.7
06:00:00	343	1	1	21	150	140	25	3	0	0	0	0	0	0	34.2	30	4.1
07:00:00	729	24	34	144	382	135	9	1	0	0	0	0	0	0	31.3	26.5	5.3
08:00:00	695	47	47	195	317	82	6	1	0	0	0	0	0	0	29.8	24.8	6.2
09:00:00	614	5	16	101	345	136	10	1	0	0	0	0	0	0	32	27.6	4.2
10:00:00	566	4	10	94	324	124	10	1	0	0	0	0	0	0	32	27.7	4
11:00:00	551	3	16	105	294	122	11	1	0	0	0	0	0	0	32.1	27.5	4.2
12:00:00	528	2	13	117	275	111	10	1	0	0	0	0	0	0	31.9	27.4	4.1
13:00:00	481	4	7	67	259	129	13	2	0	0	0	0	0	0	32.8	28.2	4.2
14:00:00	532	1	8	84	294	131	13	2	0	0	0	0	0	0	32.5	28.1	3.9
15:00:00	551	3	10	79	309	137	11	2	0	0	0	0	0	0	32.5	28	4
16:00:00	647	1	9	115	358	148	14	2	0	0	0	0	0	0	32.3	27.8	3.9
17:00:00	525	4	13	115	284	99	10	1	0	0	0	0	0	0	31.6	27.2	4.3
18:00:00	357	3	4	48	201	89	11	1	0	0	0	0	0	0	32.7	28.2	4.1
19:00:00	223	1	3	22	109	75	12	1	0	0	0	0	0	0	33.6	29	4.3
20:00:00	167	0	1	13	78	59	13	2	1	0	0	0	0	0	34.2	29.9	4.4
21:00:00	115	0	1	9	54	42	8	1	0	0	0	0	0	0	34	29.7	4.2
22:00:00	84	0	1	7	38	31	6	1	0	0	0	0	0	0	34.2	29.8	4.4
23:00:00	46	0	1	3	18	19	4	2	0	0	0	0	0	0	34.7	30.6	4.5
07-19	6777	99	186	1264	3641	1443	128	15	2	0	0	0	0	0	32	27.3	4.6
06-22	7624	102	192	1329	4032	1759	185	22	3	0	0	0	0	0	32.3	27.6	4.6
06-24	7754	102	193	1338	4088	1809	195	25	3	0	0	0	0	0	32.4	27.6	4.6
00-24	7965	102	196	1354	4155	1898	226	29	5	0	0	0	0	0	32.5	27.7	4.7
am Peak	07:00:00	08:00:00	08:00:00	08:00:00	07:00:00	06:00:00	06:00:00	06:00:00	05:00:00						03:00:00	03:00:00	
Peak Volume	729	47	47	195	382	140	25	3	1						37.1	31.4	2303.4
pm Peak	16:00:00	17:00:00	17:00:00	12:00:00	16:00:00	16:00:00	16:00:00	16:00:00	20:00:00	14:00:00	22:00:00				23:00:00	23:00:00	
Peak Volume	647	4	13	117	358	148	14	2	1	0	0				34.7	30.6	2022.3

Event key: QC failure Atypical (QC) Events Special Holiday Offline

Notes on data:

Averages are calculated as the simple average of values across the period.

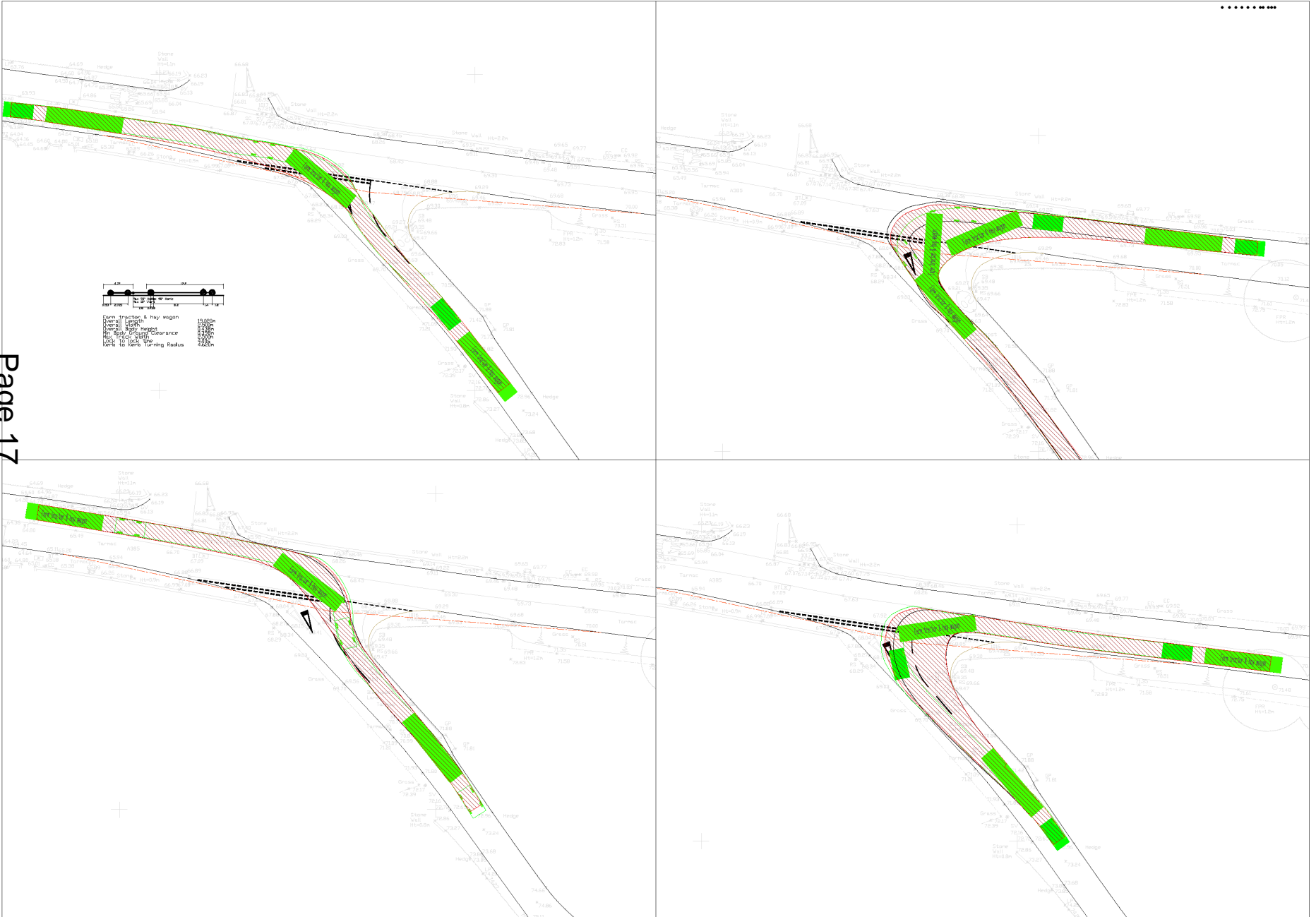
Holidays & Events:

None



Speed data location





HIW/20/42

South Hams Highways and Traffic Orders Committee
6 November 2020

Proposed amendments to Parking Restrictions on Western Road and Wayside, Ivybridge and the implementation of a Zebra Crossing on Western Road, Ivybridge

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 the Committee be asked:

- (a) the results of the consultation be noted;
- (b) the committee approve the implementation of the Traffic Regulation Order as advertised.

1. Summary

This report considers the comments received in relation to the advertised Traffic Regulation Orders (TROs) for the Western Road, Ivybridge Parking Relocation.

2. Introduction

In May 2019 a report was submitted to Cabinet regarding Western Road in Ivybridge which is the main arterial entry and egress from the town and currently suffers from congestion and is an Air Quality Management Area (AQMA). A scheme was proposed to relocate the existing on-street parking on Western Road, Ivybridge to alleviate these problems.

This report considers the comments received in relation to the statutory consultation for the TRO required.

3. Proposal

The scheme proposes to introduce double yellow lines where parking is removed on Western Road. The 21 on-street car parking spaces will be relocated to the verge between Wayside and Western Road. This will remove the existing on-street pinch point and enable two-way flow of traffic along Western Road. The smoother traffic flows and reduction in idling engines will address the existing air quality issues.

It is proposed that the newly created spaces are retained in the existing Ivybridge zone 'C' permit area, ensuring that the spaces represent a 'like for like' replacement of the existing spaces on Western Road. Those who can currently park on Western Road will be able to park in the new spaces. This will also ensure that the scheme does not introduce an unacceptable impact on the availability of spaces in zone 'C'.

A plan of the proposals can be found in Appendix I.

Agenda Item 7

4. Options/Alternatives

A number of alternatives were considered prior to the preparation of the original Cabinet report, which are detailed within that report.

A review was also undertaken into three options for the location of the pedestrian crossing.

5. Consultations

The statutory consultation took place between 17 September and 22 October 2020. The consultation was advertised on site, in the South Hams Gazette, on our website, and a mail drop to properties within an approx. 25m radius of the proposals.

Twelve responses have been received and they are summarised in Appendix II along with the County Council's response.

6. Financial Considerations

The scheme is being funded through a combination of Local Transport Plan funds and Section 106 contributions. Design work has continued on the scheme since the scheme cost of £450,000 was agreed by Cabinet on 15 May 2019. This has resulted in the estimated cost of the scheme increasing to £500,000. Devon County Council have continued to seek Section 106 contributions from local developments in order to meet the increased scheme cost estimate.

7. Legal Considerations

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

When making a TRO 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.

8. Environmental Impact Considerations (Including Climate Change)

The key scheme objective is to improve the air quality of the Western Road AQMA through improved traffic flow. By removing the existing pinch points and enabling two-way traffic flow, engine idling will be reduced, and smoother speeds will be achieved.

In addition, the scheme will increase the attractiveness of walking and provide facilities for a range of other users. This will allow better access to the town centre and local amenities, including schools, and contribute towards discouraging short distance vehicle trips, reducing carbon emissions and improving the air quality of the area.

The scheme does involve the loss of greenspace and trees. It is suggested that this is mitigated through some improvement to the remaining greenspace with some form of planting or landscaping. In addition, the removal of a local eye-sore will be achieved through the demolition of the fire station building.

9. Equality Considerations

In progressing this particular scheme, an Impact Assessment has been prepared which was circulated as part of the original Cabinet report and also is available on the Council's website at <https://www.devon.gov.uk/impact/western-road-ivybridge/>, which Members will need to consider for the purposes of this item.

10. Risk Management Considerations

The scheme cost estimate makes allowance for 20% contingency. However, it is noted that some amendments may be required to the scheme which could impact the scheme cost. Whilst the contingency should be sufficient to cover this, there is a risk the scheme cost estimate could increase. These cost increases will need to be met through further developer contributions, as and when development comes forward in the local area, or through Devon County Council Local Transport Plan budget.

Both Road Safety Audits Stage 1 and Stage 2 have been undertaken and designer responses returned. A Stage 3 Road Safety Audit will be undertaken on completion.

Western Power Distribution have been consulted along with Openreach and Virgin with regards to potential issues associated with their apparatus in the area of the car parking and footway widening. Whilst trial pits and CAT scans have been undertaken to locate apparatus, there is a risk of cost increases if further issues are identified when works start.

A planning application has been submitted to South Hams District Council for the relocated disabled parking bay. Should approval not be received this could result in the scheme being unable to progress.

An agreement needs to be met with South Hams District Council with regards to the transfer of the land for the car park. Should an agreement not be made, this could result in the scheme being unable to progress.

11. Public Health Impact

This scheme aims to improve air quality and encourage more walking, both of which will improve Public Health.

12. Reasons for Recommendations

Reason for accepting the recommendation (e.g. Value for Money, compliance with policy, cost, public interests, consultations or statutory obligations).

Agenda Item 7

Meg Booth
Chief Officer for Highways, Capital Development and Waste

Electoral Division: Ivybridge

Local Government Act 1972: List of Background Papers

Contact for Enquiries: Amy Garwood

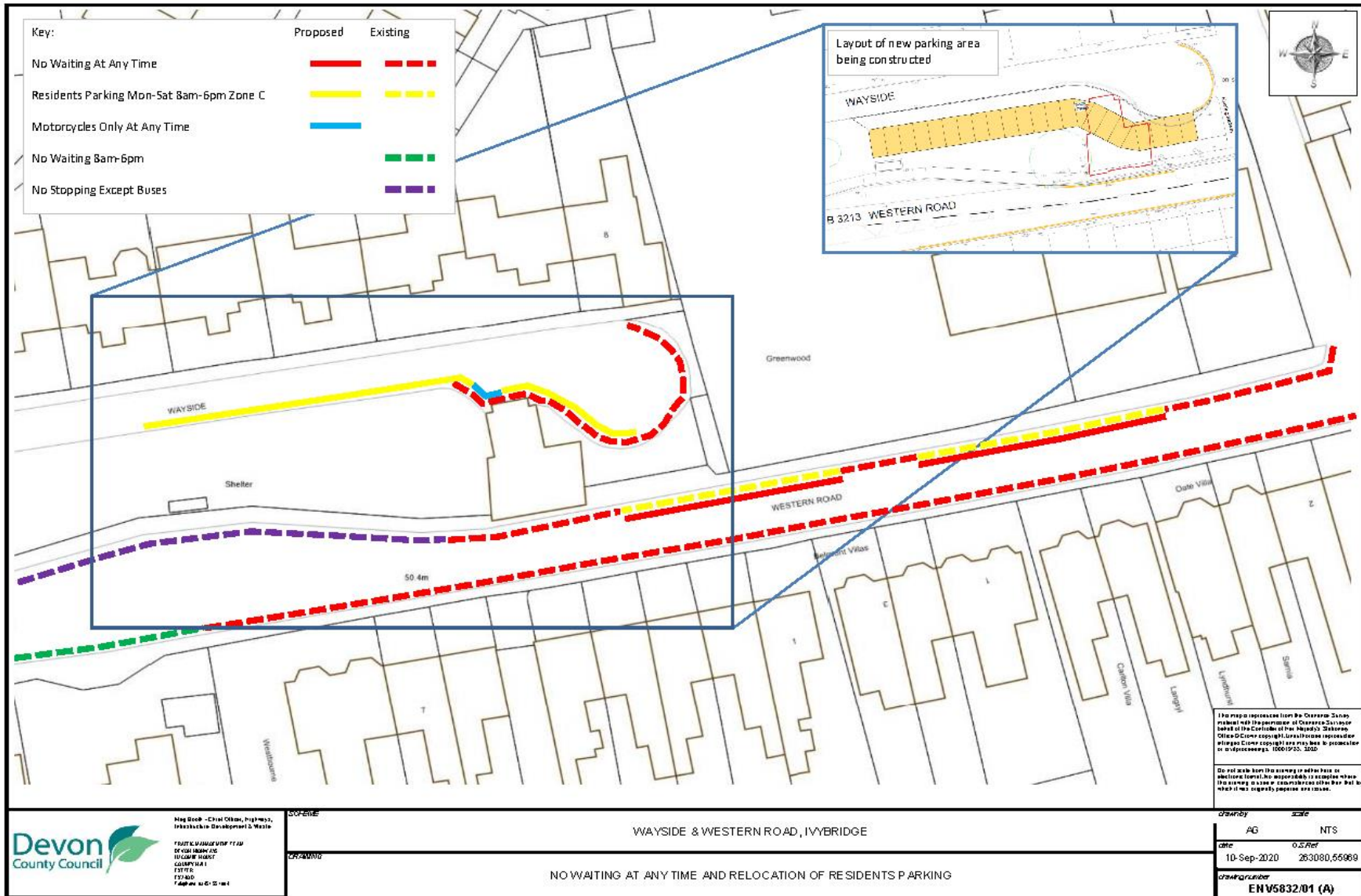
Tel No: 0345 155 1004 Room: Great Moor House

Background Paper	Date	File Reference
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None

ag271020shh
sc/cr/Proposed amendments to Parking Restrictions Western Road Ivybridge and
Zebra Crossing Western Road Ivybridge
04 291020

Appendix I
To HIW/20/42

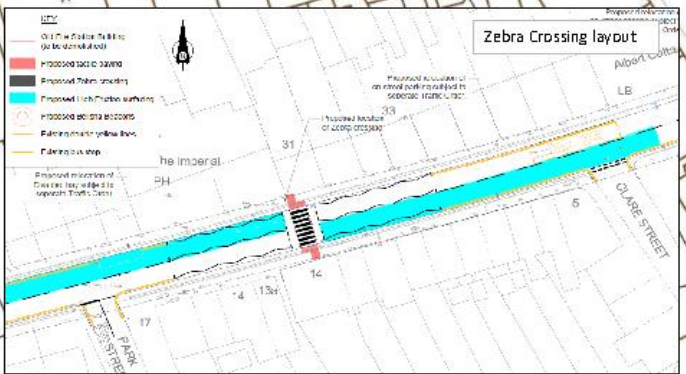
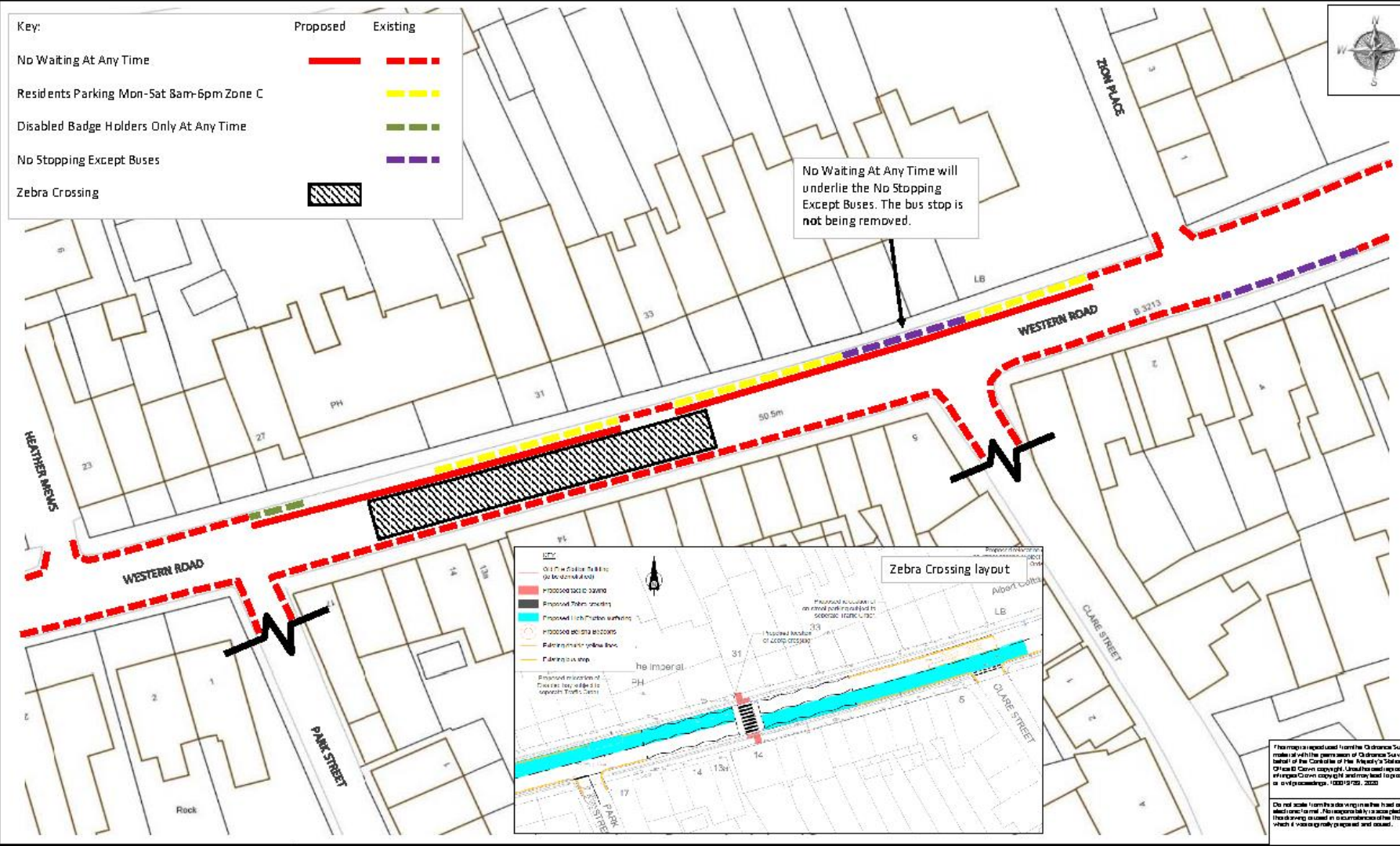




Key:

	Proposed	Existing
No Waiting At Any Time		
Residents Parking Mon-Sat 8am-6pm Zone C		
Disabled Badge Holders Only At Any Time		
No Stopping Except Buses		
Zebra Crossing		

No Waiting At Any Time will underlie the No Stopping Except Buses. The bus stop is not being removed.



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Do not scale from this drawing unless it is specifically stated. The responsibility is accepted when this drawing is used in accordance with the terms of the contract to which it is referred to.

Meg Bash - Chief Officer, Highway Infrastructure Development & Works
 PROJECT MANAGER
 PROJECT NUMBER: 263231
 DRAWING NUMBER: 263231_02
 DATE: 10-Sep-2020
 SCALE: 0.5/Ref

WESTERN ROAD, IVYBRIDGE

NO WAITING AT ANY TIME AND REMOVAL OF RESIDENTS PARKING

DATE	10-Sep-2020
SCALE	0.5/Ref
PROJECT NUMBER	263231
DRAWING NUMBER	263231_02
DRAWING NUMBER	EMV5832/02 (A)

DATE	10-Sep-2020
SCALE	0.5/Ref
PROJECT NUMBER	263231
DRAWING NUMBER	263231_02
DRAWING NUMBER	EMV5832/02 (A)

Appendix II To HIW/20/42

5832 – Devon County Council (Western Road, Ivybridge) (Residents Parking) Amendment Order

Summary of Representations

Comment	Devon County Council Response
First Respondent: Resident of Western Road	
Respondent is concerned that there is no mention of the footway widening.	These proposals are solely to consult on amendments to and implementation of parking restrictions and to notice the new zebra crossing. The associated works relating to the footway widening and other aspects of the scheme will be progressed but do not require further consultation.
Respondent is the only resident along this stretch of road with a driveway and when on road parking is removed it will become extremely difficult for them to exit their driveway safely as they do not have safe line of site of oncoming traffic until our vehicle's nose is in fact in the road itself. Believes that speed management/mitigation will be required.	This is a 30mph road and the removal of parking will increase visibility and the increased footway width will allow vehicles exiting the property to pull further forward before entering the carriageway. Whilst it is the intention that the scheme improves the traffic flow, it is not the intention that traffic speeds will significantly increase. Instead, the overall speeds should be more consistent and without start-stop conditions. The proposed scheme removes parking but also widens the footway/narrows the carriageway which will impact how drivers proceed and behave along the road.
Second Respondent: Resident of Western Road	
Overall resident is in favour of the scheme.	Support noted.
Resident objects to the zebra crossing for a number of reasons listed on the below rows	
It will prevent loading and unloading in front of their property and for others in the vicinity.	The proposed zebra crossing is 40m long and therefore loading is available within 20m of any property along this section.
If their family's health continues to deteriorate then they will need to board and alight vehicles outside the house.	See above.
Vehicles pulling away from standstill will generate high levels of fumes, the scheme should reduce them.	The vehicles will only need to stop when pedestrians are crossing, this is an improvement on the current situation where vehicles have to stop more regularly and often for longer to allow vehicles to pass before pulling away. The existing gradient and road speed should also not require vehicles to produce excessive noise and fumes when pulling away.
Vehicles waiting at the crossing will generate high levels of noise, especially when pulling away.	As above, in addition it is not anticipated that vehicle will be waiting for long periods at the crossing.
Flashing beacons will shine into the property 24 hours a day.	The beacons will be fitted with shields to reduce the impact of light on nearby properties.
The value of their property may decrease. The road and pub noise already discourage potential buyers from viewing the property. A Zebra crossing will further reduce interest.	The proposals aim to improve the air quality which would benefit public health.

Agenda Item 7

Comment	Devon County Council Response
Respondent believes another crossing is unnecessary as there is a signal-controlled crossing 200 metres to the west, and a traffic island 100 metres to the east of the proposed crossing. Also, with parking moved, the only people that might use the crossing are visiting the Imperial Inn public house and those who live opposite.	The requirement for an additional crossing arose from the public consultation. Concern was expressed by respondents that existing crossing opportunities created by traffic having to stop for parked cars would be removed with the parking and that with an anticipated steady flow of traffic an alternative would be required. Various options were considered by the design team in consultation with the safety audit team.
Third Respondent: Resident of Woodburn Close, Ivybridge	
Proposal aims to improve air quality by stopping idling engines, yet the proposal suggests a Zebra crossing that will cause idling engines only approximately 100 yards from the existing traffic light controlled crossing at the junction of Western Road/St Johns Road. As there is no proposal to remove the existing crossing, is this sensible?	The requirement for an additional crossing arose from the public consultation. Concern was expressed by respondents that existing crossing opportunities created by traffic having to stop for parked cars would be removed with the parking and that with an anticipated steady flow of traffic an alternative would be required. Various options were considered by the design team in consultation with the safety audit team.
Fourth Respondent: Resident of Kimberley Villas, Western Road	
Respondent has needed to stand in gardens to avoid being hit by passing traffic whilst walking to their house along the southern pathway. It is unclear what widening of the footways there is going to be.	The footway is being widened on the north side from the bus stop to the roundabout and on the south side from the roundabout to Oate Villa. However, the removal of parking will improve two-way traffic flow reducing the need to encroach the footway.
With regard to parking I feel it would be essential to continue with Zone C parking for residents.	The same number of residents parking spaces are being relocated to Wayside for Zone C residents.
Respondent does not accept that by having a zebra crossing that this will alleviate the idling of cars on the road. The houses where the zebra crossing will be placed will still experience the fumes from idling engines as they do not have front gardens.	The vehicles will only need to stop when pedestrians are crossing, this is an improvement on the current situation where vehicles have to stop more regularly and often for longer to allow vehicles pass before pulling away. The existing gradient and road speed should also not require vehicles to produce excessive noise and fumes when pulling away. It is not anticipated that vehicles will be waiting for long periods at the crossing.
Believes a second exit from the A38 would be the best option, but they know this has not been considered, even with all the new housing on the eastern side of Ivybridge.	The delivery of a southern link road has been suggested as an option to alleviate traffic from the town centre and provide an alternative access to the A38 from the new developments in the east of Ivybridge. However, traffic forecasts evidence that this option provides limited relief in the key town centre roads, including Western Road.
Fifth Respondent: Resident of Western Road	
Objects to the proposals.	Objection noted.
Respondent does not have any rear access to their property, therefore everything they require from weekly shopping to logs for the wood burner, household goods and furniture has to come in via the front door. With the implementation of double yellow lines along the entire length of Western Road there will be nowhere for them to park close enough to do this and therefore have a significant detrimental effect on their lives.	Loading and unloading is permitted on No Waiting At Any Time (double yellow lines).

Agenda Item 7

Comment	Devon County Council Response
<p>Parked cars have been blamed for the congestion. Respondent believes the overriding reason for the congestion is that there is only one road in and out of Ivybridge, and it cannot cope with the sheer volume of traffic.</p> <p>An alternative has been deemed unnecessary and too expensive, but this is an ever growing problem with more houses being built. To widen footways, add a zebra crossing and remove parking it will not help with congestion.</p>	<p>Western Road, Ivybridge was declared an AQMA in 2009 due to poor levels of Nitrogen Dioxide (NO2) in breach of the national objective levels. The on-street parking provision between the A38 roundabout and Marjorie Kelly Way roundabout creates a pinch point and causes 'stop-start' conditions where the carriageway narrows, preventing two-way flow of traffic. The gradual build-up of queues causes congestion and the idling of engines waiting to pass creates a build-up of NO2. Traffic modelling has demonstrated that the removal of the on-street parking would smooth flows of traffic along Western Road. The removal of the existing bottleneck would reduce levels of pollution and form an important element of alleviating the poor air quality within the AQMA. The scheme also supports alternative travel options through the improvement of the pedestrian environment, which includes widening the footways and the provision of a zebra crossing.</p>
<p>Of the four bus stops on Western Road, there is only one that the bus can pull into to allow traffic past, hinders traffic. Deliveries being made stopping on double yellow lines also hinders traffic.</p>	<p>It is accepted that buses stop on the running carriageway as it is easier for them to continue their journey providing them priority over other traffic. Loading and unloading is permitted on double yellow lines where it is safe to do so.</p> <p>Consideration has been given to creating bus laybys for the remaining stops however existing constraints do not make this possible without causing detriment to other users.</p> <p>Whilst vehicles may have to wait to pass buses etc they will not be a permanent obstruction and a freer flow of traffic is still anticipated compared with the current situation.</p>
<p>The road is also increasingly being used by tractors and trailers, large tipper construction lorries for the ever-increasing number of construction sites, and numerous school buses twice a day.</p>	<p>The removal of parking will improve two way traffic flow for all vehicles.</p>
<p>Speeds at which vehicles travel along the road is a concern, and it will become even more of a concern when parking is removed.</p>	<p>Whilst it is the intention that the scheme improves the traffic flow, it is not the intention that traffic speeds will significantly increase. Instead, the overall speeds should be more consistent and without start-stop conditions.</p> <p>The proposed scheme removes parking but also widens the footway/narrows the carriageway which will impact how drivers proceed and behave along the road.</p>
<p>These "improvements" are considered to be improving the air quality in the area. Being in close proximity to the heavily used A38, there must be some contribution to the pollution from that and the funnel effect coming from Park Street and exiting on to Western Road?</p> <p>It remains to be seen if anyone bothers to check the air quality once these "improvements" have been completed.</p>	<p>Air quality will continue to be monitored by South Hams District Council post scheme.</p> <p>We are unable to comment on the levels of pollution generated by the A38 and the effect this has on the levels on Western Road.</p>

Agenda Item 7

Comment	Devon County Council Response
Sixth Respondent: Employee of Dame Hannah Rogers Trust	
In the original proposals there were intentions to widen the footways. Concerns that this is not shown in the proposals. The footway widening will benefit their service users due to the size of some of the wheelchairs and their feeling of safety without parked vehicles as a buffer against traffic. Fully supports the removal of parking to improve air quality and traffic flow, but feels the access to town should be made more accessible at the same time.	Support noted. The footway is being widened on the north side from the bus stop to the roundabout and on the south side from the roundabout to Oate Villa.
Seventh Respondent: Resident of Belmont Road, Ivybridge	
Respondent objects to the proposals	Objection noted.
Respondent believes that 15% of the new parking on Wayside will not be usable based on observations of people parking supermarket parking areas. Also, the elderly or people with movement difficulty, small children, pushchairs or shopping etc will need to open car doors wide open, they won't be able to do this in the new spaces.	The same number of residents parking spaces are being relocated to Wayside for Zone C residents and they will be 2.4m wide in compliance with the Department for Transport regulations. A few of the new parking spaces have additional space to the side which will allow for doors to be opened wider.
Vehicles in the Wayside parking slots will be easy targets for theft as they know the owners are not close by. Generally, residents who park in Western Road manage to park close to their house. This information is from a relative who lives in Western Road. If a car alarm is activated the owner will never know until they go to their car at their normal time. The residents of Wayside will know but can do nothing about it.	In many areas residents are not able to park in close proximity to their home without problems. The parking area in Wayside is overlooked by residential properties and will act as a deterrent. Streetlighting will be installed to cover the parking area on Wayside.
Respondent feels that residents who live between Park Street and Clare Street or Clare Street and the Masonic Lodge, will try to park in Park Street or Clare Street that are all covered by the same parking permit rather walk to the Wayside. If this happened, the overspill would find an alternative like Belmont Road or Bowden Road where you do not need a permit to park. Residents of these roads are not permitted to apply for parking permits, so where do they go?	It is not possible to predict the parking habits of local residents, however, if spaces are likely to be available in Wayside they may be more inclined to use this as a first choice. However, the situation will be monitored.
Western Road without cars parked in it will become a race track, this was proved a few weeks ago when all parking was suspended for 5 days for drainage work Does not believe a zebra crossing will stop the speed as not enough people walk along the south side to want to cross over when less than 100 yards up the road is a roundabout with islands to aid crossing.	Whilst it is the intention that the scheme improves the traffic flow, it is not the intention that traffic speeds will significantly increase. Instead, the overall speeds should be more consistent and without start-stop conditions. The proposed scheme removes parking but also widens the footway/narrows the carriageway which will impact how drivers proceed and behave along the road.
Respondent suggests moving the bus stops to Marjorie Kelly Way as these are the main causes of congestion.	It is accepted that buses stop on the running carriageway as it is easier for them to continue their journey providing them priority over other traffic. Loading and unloading is permitted on double yellow lines where it is safe to do so. Moving the stops to Marjorie Kelly Way would be quite a walk for those wishing to use the stops, potentially detracting from the accessibility of the bus service.

Agenda Item 7

Comment	Devon County Council Response
<p>With the abandonment of the proposals plus the removal of the two bus stops to Marjorie Kelly Way, most of Devon County Council's concerns will be greatly reduced. Residents will feel more secure in having their vehicles close by, and the risk of theft and vandalism will be greatly reduced. The ease of transporting the elderly or the very young and their requirements or family groceries etc will be far less arduous than with the proposal. The anxiety of the Bowdens Road and Belmont Road residents will be relieved. The only negative to their suggestion is the distance bus passengers will have to walk further.</p>	<p>Comment noted.</p>
<p>Eighth Respondent: Resident of Summerfield Court, Ivybridge</p>	
<p>Respondent objects to the proposals, especially the zebra crossing which will be directly outside the property they own on Western Road.</p>	<p>Objection noted</p>
<p>Understands the need to improve air quality in the area but believes the zebra crossing will increase the following</p>	
<p>Noise pollution from vehicles stopping and starting, idling and accelerating engines. People stood outside the property talking etc particularly late at night.</p>	<p>The vehicles will only need to stop when pedestrians are crossing, this is an improvement on the current situation where vehicles have to stop more regularly and often for longer to allow vehicles pass before pulling away. The existing gradient and road speed should also not require vehicles to produce excessive noise and fumes when pulling away. It is not anticipated that vehicles will be waiting for long periods at the crossing. It is not possible to predict the habits of residents and it is not the intention of the scheme to create such a situation.</p>
<p>Light pollution - respondent assumes that the crossing will be lit in some way that will affect the light directly outside the living room and two front facing bedrooms.</p>	<p>The beacons will be fitted with shields to reduce the impact of light on nearby properties.</p>
<p>Air pollution due to concentration of idling and accelerating cars in that part of the street.</p>	<p>See above.</p>
<p>Health and safety risks due to the extent of the no stopping zone either side of the zebra crossing and the inability to stop outside or in a close distance to the property to safely load and unload children/shopping/other goods.</p>	<p>The proposed zebra crossing is 40m long and therefore loading is available within 20m of any property along this section.</p>
<p>Respondents property is three bedrooms so attracts families with young children. Believes there will now be a safety issue as it will be impossible to load and unload anything outside the property. Or a parent with child/pushchair/shopping etc safely enter or leave the property</p>	<p>See above.</p>
<p>It will make deliveries and tradesmen visiting the property impossible.</p>	<p>Loading and unloading is permitted on No Waiting At Any Time (double yellow lines) where it is safe to do so. Tradesmen can apply for a waiver to park on no waiting at any time if there is no other suitable parking in the area.</p>

Agenda Item 7

Comment	Devon County Council Response
<p>It will restrict the type of people the respondent could let or sell her property to and they cannot put in the dropped kerb they have been considering and has been afforded to a neighbour's property. Believes all this will reduce the value of their property.</p>	<p>Comment noted Concerns regarding the dropped kerb are noted and with a minor adjustment to the crossing it would be possible for a dropped kerb to be installed however this is dependent on the respondent gaining the necessary approvals.</p>
<p>Understands the reasons for carrying out the works to improve traffic flow and increase pedestrian safety, but problems that are trying to be alleviated will be concentrated outside the property they own. Does not understand the logic of a zebra crossing outside residential properties.</p>	<p>See above. As a result of the nature of the road it is difficult to install a crossing without it having an impact on residential properties as is the case at other locations. However careful consideration has been given to the location and various options have been considered for the zebra crossing prior to selection.</p>
<p>Respondent hopes that having read the reasons for their objection to the proposed scheme that DCC will reconsider the plans and come up with an alternative that will benefit drivers, pedestrians AND residents on the street, particularly those most impacted by the proposals.</p>	<p>Comment noted.</p>
<p>Nineth Respondent: Resident of Kimberley Villas, Western Road</p>	
<p>Respondent has been a resident for 35 years and acknowledges an increase in traffic, but states it is ONLY evident at peak times. Whilst a pedestrian crossing is good for pedestrians it will further interrupt the traffic flow. Respondent does not believe that reducing the parking will solve the congestion problem, as this is caused by the roundabout at the western end and the traffic lights at the junction with Wayside. Particularly in the morning Plymouth bound.</p>	<p>Western Road, Ivybridge was declared an AQMA in 2009 due to poor levels of Nitrogen Dioxide (NO2) in breach of the national objective levels. The on-street parking provision between the A38 roundabout and Marjorie Kelly Way roundabout creates a pinch point and causes 'stop-start' conditions where the carriageway narrows, preventing two-way flow of traffic. The gradual build-up of queues causes congestion and the idling of engines waiting to pass creates a build-up of NO2. Traffic modelling has demonstrated that the removal of the on-street parking would smooth flows of traffic along Western Road. The removal of the existing bottleneck would reduce levels of pollution and form an important element of alleviating the poor air quality within the AQMA.</p>
<p>Removing parking will increase speeds. Excessive speeds are already a problem. There is section of footway between the lights and Park Street that is less than a metre wide, which is regularly used. Unless the speed of traffic is controlled and enforced by reducing the speed limit and enforced with cameras at either end casualties will result. Hopes that DCC take this point on board and face the consequences of a road death or serious injury in due course.</p>	<p>Whilst it is the intention that the scheme improves the traffic flow, it is not the intention that traffic speeds will significantly increase. Instead, the overall speeds should be more consistent and without start-stop conditions. The proposed scheme removes parking but also widens the footway/narrows the carriageway which will impact how drivers proceed and behave along the road.</p>
<p>Tenth Respondent: Resident of Western Road</p>	
<p>Understands the council wish to reduce congestion and air pollution but does not understand the logic of a zebra crossing directly outside a residential property. Does not feel it serves a purpose in its proposed location as there are no shops, schools or any other reason to cross at that particular place.</p>	<p>The requirement for an additional crossing arose from the public consultation. Concern was expressed by respondents that existing crossing opportunities created by traffic having to stop for parked cars would be removed with the parking and that with an anticipated steady flow of traffic an alternative would be required. Various options were considered by the design team in consultation with the safety audit team.</p>

Agenda Item 7

Comment	Devon County Council Response
Will cause problems for them trying to load and unload anywhere near their front door. Further it will cause problems for deliveries and trades people coming to the property.	Loading and unloading is permitted on No Waiting At Any Time (double yellow lines) where it is safe to do so. Tradesmen can apply for a waiver to park on no waiting at any time if there is no other suitable parking in the area.
Traffic stopping directly outside their home with engines running will make a noise anytime of the day or night.	The vehicles will only need to stop when pedestrians are crossing, this is an improvement on the current situation where vehicles have to stop more regularly and often for longer to allow vehicles pass before pulling away. The existing gradient and road speed should also not require vehicles to produce excessive noise and fumes when pulling away.
People will be stood at the crossing chatting, which if this happens at night and they have had a few drinks voices will be louder.	It is not possible to predict the habits of residents and it is not the intention of the scheme to create such a situation.
The crossing will be lit that will shine directly into the living room and two front facing bedrooms.	The beacons will be fitted with shields to reduce the impact of light on nearby properties.
Respondent feels that in efforts to help the flow of traffic along the road it will be stopped at the traffic lights and then some 100 meters or so further down to stop again. How is that effective?	As above. In addition, it is not anticipated that vehicles will be waiting for long periods at the crossing.
Placing the zebra crossing in front of their home will subject them to higher levels of noise and air pollution. Strongly request reconsidering the location of the zebra, or if one is needed at all.	As above.
Eleventh Respondent: Resident of Western Road	
Respondent feels that the proposed changes will lead to Western Road becoming a racetrack than it already is. Whilst the crossing will help in theory, unless there are cameras, the speeds and safety of pedestrians cannot be guaranteed.	Whilst it is the intention that the scheme improves the traffic flow, it is not the intention that traffic speeds will significantly increase. Instead, the overall speeds should be more consistent and without start-stop conditions. The proposed scheme removes parking but also widens the footway/narrows the carriageway which will impact how drivers proceed and behave along the road. Should speeding become a problem this can be monitored.
Unless residents can procure the registration of a speeding vehicle, no action can be taken. This is difficult to do whilst doing everyday tasks or asleep in the middle of the night.	Comment noted.
Council members have stated that parking permits are always oversold and as such there is insufficient spaces at the moment and more spaces will be needed than has been shown on the plans of the proposed parking. Respondent already has difficulty finding a space and are afraid to use the car for anything other than necessity of work, which impacts their freedoms of choice.	The proposed parking on Wayside replaces the number of spaces lost on Western Road. Resident parking schemes don't guarantee a parking space, but do help manage parking for people living in those areas.
Concern about loading and unloading along Western Road. Clarification of how this is to be handled needs to be made available.	Loading and unloading is permitted on No Waiting At Any Time (double yellow lines) where it is safe to do so.
Twelfth Respondent: Resident of Western Road	
In the original consultation leaflet it mentioned the relocation of the bus stop at the western end of Western Road. Why has this been dropped?	Additional design work was undertaken after the close of the public consultation which identified a number of safety concerns associated with the proposed bus stop location and as such this option was not progressed.

Agenda Item 7

Comment	Devon County Council Response
When the parking was suspended recently for several days, the smell of diesel fumes was still very noticeable at peak times.	The air quality will continue to be monitored by South Hams District Council post scheme.

Ermington Road/B3213 Junction Improvements

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 junction improvements shown on the plans provided in Appendix I are approved for construction at an estimated cost of £63,000; 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. Introduction/Background

This report sets out a proposal for a junction improvement where Ermington Road meets the B3213, south of the A38, at Ivybridge.

Proposals seek to improve access for vehicles joining the A38 westbound via Ermington Road. Ermington Road connects the businesses and services at the nearby industrial estate with the Strategic Road Network as well as providing access to Ivybridge to the north. Ermington Road is also a key access road for traffic leaving the A38 from the east and wishing to access Ivybridge. As a result, there is a large demand for right-turning traffic at the Ermington Road junction. The location of the junction is shown in Figure 1 below.

Agenda Item 8

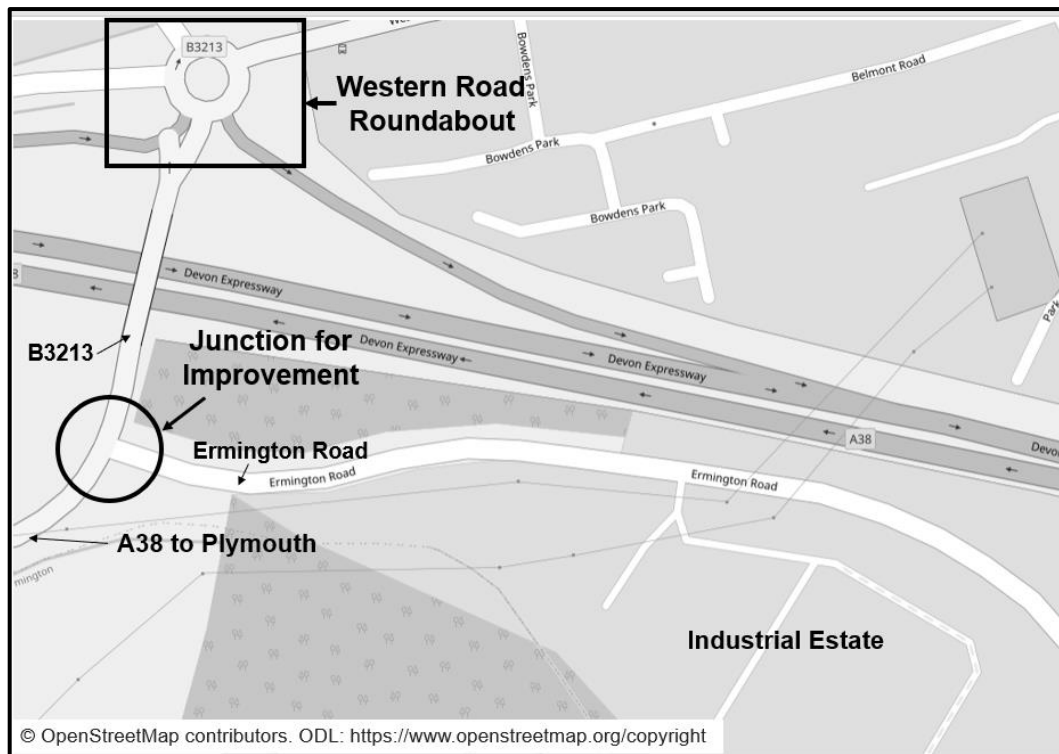


Figure 1: Map showing junction location

At present, vehicles approaching the B3213 from Ermington Road experience queuing and delays. The minor arm approach is limited in width at the stop line and there is no storage capacity to separate vehicles accessing the A38 westbound from the right-turning traffic accessing Ivybridge and the A38 eastbound. Approximately 50% vehicles approaching from Ermington Road turn left to access the A38 westbound. Maintaining adequate access to the A38 is of strategic importance; westbound movements are critical in providing access to key local destinations to the west via the Strategic Road Network such as Plymouth.

2. Proposal

It is proposed to construct a new left turn flared lane on the Ermington Road minor arm approach to the B3213. A detailed design drawing is in Appendix I.

The creation of a left-turn flare will increase the capacity of the Ermington Road approach, through the provision of additional storage space for two vehicles turning left. It will also increase the usable width of the stop line to allow for two waiting vehicles. This intervention will improve access to the A38 through a reduction in delay and queue lengths and prevent left-turn vehicles being 'blocked' by right-turning vehicles at the stop line.

In order to maintain pedestrian provision, the existing informal crossings on the B3213 and Ermington Road will be retained. Additionally, in order to maintain suitable crossing facilities, the existing informal crossing points will be relocated slightly further away from the junction (B3213 crossing south by 3m, Ermington Road crossing east by 15m). The impact of these changes on pedestrians is considered small and proportional to the benefits afforded by the additional highway capacity.

Additionally, road markings in the vicinity and give way signage will be refreshed and replaced. Any design amendment to those shown in the Appendix will be subject to a Road Safety Audit process.

Subject to the scheme gaining approval, it is programmed that the scheme would be delivered in early 2021.

3. Options/Alternatives

Do Nothing – To keep the status quo would result in the continued poor performance of the Ermington Road approach. It is expected that future traffic demand may also increase in light of proposed development in the east of Ivybridge. If this growth is realised, delays and queueing at the junction could be expected to worsen and access to the A38 is likely to be further degraded.

Signalised Junction – Signalisation would provide additional priority for the Ermington Road approach. However, its delivery and operation would be significantly more expensive and cause unnecessary delay on the major arm (B3213). This option does not represent good value for money.

Roundabout – This would not result in adequate junction performance, since approaching traffic flows are unequally balanced across the three arms. Additionally, a roundabout would result in increased land take and an increased scheme cost. This option is unlikely to represent good value for money.

Flared lane – The proposed option represents a proportional solution to the existing problem with a cost-effective scheme requiring minimal land take.

4. Consultations

The proposals, including scheme drawings, were shared with Ivybridge Town Council (ITC) at their meeting in August. The intention to submit proposals to HATOC was communicated to ITC at their September meeting.

A public consultation took place between 28 September and 12 October 2020 via a letter drop to the addresses of 50 nearby businesses and residents. Additionally, as a key stakeholder, Highways England were notified about the proposal and invited to provide comment.

A total of three responses were received. Two of the responses were in support of the scheme, highlighting that the intervention will improve traffic conditions for vehicles accessing the A38. The remaining response suggested double yellow lines, upstream of the junction on Ermington Road, to alleviate congestion caused by parked cars. This has been noted, although this measure is outside the scope of this proposal.

Agenda Item 8

5. Financial Considerations

The scheme is estimated to cost approximately £63,000 and will be delivered using the Minor Works Framework. The bill of quantities includes 3 non-rated items, which have been costed based on past schemes. Additionally, a 10% contingency has been included in the cost estimate. The scheme is planned to be funded through the Local Transport Plan budget with expected delivery in early 2021.

6. Legal Considerations

The parcel of land on which the left-turn lane is proposed to be constructed is designated as Highways Maintainable at Public Expense (HMPE). However, the land is owned by Highways England. Highways England have been approached for comment. This is not expected to be a significant risk to scheme delivery.

7. Environmental Impact Considerations (Including Climate Change)

It is noted that the proposal represents a minor increase in highway capacity for motorised vehicles. In the short term, this additional capacity will serve to reduce queuing, and therefore reduce the stop-start nature of traffic, which could result in reduced carbon and greenhouse gas emissions.

The scheme will improve journeys for private vehicles utilising the junction, and therefore may result in a small increase in trips and associated carbon emissions. However, the journeys impacted will predominantly be utilising the strategic road network and therefore are unlikely to have the breadth of alternative sustainable travel options that short distance, urban trips may have.

The informal pedestrian crossing provisions will be retained, although relocated slightly away from the junction. The impact of these changes on pedestrians is considered small and proportional compared to the benefits afforded by the additional highway capacity.

8. Equality Considerations

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

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

taking account of age, disability, race/ethnicity (includes Gypsies and Travellers), gender and gender identity, religion and belief, sexual orientation, pregnant women/new and breastfeeding mothers, marriage/civil partnership status in coming

to a decision, a decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

In progressing this proposal, an Impact Assessment has been prepared and has been published at: <https://www.devon.gov.uk/impact/>.

9. Risk Management Considerations

A stage 1 road safety audit has been undertaken and the designer's response completed. A stage 2 audit is now being progressed. Further changes to the design will subject to a revised Road Safety Audit and could be agreed through delegated powers.

The issue of land ownership, as detailed above, is not expected to be a significant risk since the land is designated Highways Maintainable at Public Expense (HMPE).

10. Summary/Conclusions/Reasons for Recommendations

This proposal represents a proportional and cost-effective solution to improve access to the A38 at Ivybridge. It is recommended that the scheme be approved for construction.

Dave Black
Head of Planning, Transportation and Environment

Electoral Divisions: Ivybridge, South Brent & Yealmpton

Local Government Act 1972: List of Background Papers

Contact for Enquiries: Hannah Clark

Tel No: 01392 383000 Room: Matford Offices

Background Paper	Date	File Reference
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Nil

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sc/cr/Ermington Road B3213 Junction Improvements
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Appendix I
To PTE/20/38

