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

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

Date: 26 November 2020

Contact: Wendy Simpson 01392 384383

Email: wendy.simpson@devon.gov.uk

EAST DEVON HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Friday, 4th December, 2020

A meeting of the East Devon Highways and Traffic Orders Committee is to be held as a Virtual Meeting on the above date at 10.30 am to consider the matters below. For the joining instructions please contact the Clerk for further details on attendance and/or public participation.

Phil Norrey
Chief Executive

A G E N D A

PART 1 - OPEN COMMITTEE

1 Apologies

2 Minutes (Pages 1 - 4)

Minutes of the Committee meeting held on 10 July 2020, attached.

3 Items Requiring Urgent Attention

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

MATTERS FOR DECISION

4 Exmouth Residents' Parking Review (Pages 5 - 26)

Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/20/56), attached and [supplementary plans](#).

*Electoral Divisions(s): Exmouth;
Exmouth & Budleigh Salterton Coastal*

5 Removal of Visibility Lines at Rewe Pound, Rewe (Pages 27 - 34)

Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/20/57), attached.

Electoral Divisions(s): Broadclyst

MATTERS FOR INFORMATION

6 Dates of Future Meetings

8 February, 28 June and 12 November 2021 and 14 February 2022

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

None

Members are reminded that Part II Reports contain exempt information and should therefore be treated accordingly. They should not be disclosed or passed on to any other person(s). They need to be disposed of carefully and should be returned to the Democratic Services Officer at the conclusion of the meeting for disposal.

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Induction Loop available



EAST DEVON HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

10 July 2020

Present:-

Devon County Council:-

Councillors S Hughes (Chair), R Bloxham, C Channon, I Chubb, I Hall (Vice-Chair), S Randall-Johnson, J Trail, P Twiss and C Wright

Councillor Mike Howe, East Devon District Council

Apologies:-

Councillors R Scott and M Shaw

* **77** **Election of Chair and Vice-Chair**

RESOLVED that Councillors Hughes and Hall be elected Chair and Vice-Chair respectively for the ensuing year.

* **78** **Minutes**

RESOLVED that the Minutes of the meeting held on 22 November 2019 be signed as a correct record.

* **79** **Items Requiring Urgent Attention**

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

The Chair had decided that, at the request of Councillor Trail, the Committee should consider this outcome of the consultation of the Colonies in Exmouth, as a matter of urgency because of concerns raised by local residents.

Officers confirmed that the consultation was being processed and local members would be updated before the next meeting in December.

* **80** **Stopping up of public highway: Land adjacent to Little Slades, Rockbeare**

The Committee considered the Report of the Chief Officer of Highways, Infrastructure Development and Waste (HIW/20/25) proposing that an application be made to the Magistrates' Court under Section 116 of the Highways Act 1980 for the stopping-up of part of the public highway adjacent to Little Slades, Rockbeare as shown on the Drawing attached at Appendix I to the Report.

It was **MOVED** by Councillor Randall Johnson, **SECONDED** by Councillor Bloxham and

RESOLVED that

(a) the extent of highway land adjacent to Little Slades, Rockbeare, as detailed in Appendix I, was not needed for public use; and

(b) that subject to the consultations referred to in section 4, Devon County Council makes an application to the magistrates' court for an order under Section 116 of the Highways Act 1980 that the said highway land be stopped up.

Agenda Item 2

* 81 **Request for Introduction of weight limit on A375 through Sidbury**

In accordance with Standing Order 23(2) Councillor Hughes had asked that the Committee consider this item.

Councillor Hughes would liaise with Highways Officers directly regarding concerns over an increase in HGV use on the A375 and highway network due to the building of the new business park, and the potential for an introduction of a weight limit.

Councillor Wright raised concerns regarding the B3180 and where HGV's may be dispersed should a weight limit be imposed.

* 82 **Rail bridge at Station Road, Broadclyst**

In accordance with Standing Order 23(2) Councillor Bloxham had asked that the Committee consider this item.

Councillor Bloxham outlined the concerns raised over the safety and flow of traffic over the railway bridge on Station Road in Broadclyst, as outlined in his Report. Vehicles were unable to pass safely, with a number of incidents where lorries had crashed into the barriers, putting at risk the businesses below as well as cyclists and pedestrians using the bridge. The provision of temporary traffic lights to allow traffic to flow in a single direction would reduce the safety concerns of local residents and road users.

Officers advised that traffic signals would need to be placed a reasonable distance from the bridge, causing some potential concerns over access to and parking in front of resident's properties.

It was **MOVED** by Councillor Bloxham, **SECONDED** by Councillor Randall Johnson and

RESOLVED that a consultation with local residents be conducted to understand the impact and analyse the most appropriate forms of measures to be introduced to reduce safety concerns on the railway bridge at Station Road, Broadclyst.

* 83 **Tiger Way, Axminster - A358**

In accordance with Standing Order 23(2) Councillor Hall had asked that the Committee consider this item.

Councillor Hall advised of safety concerns by Waycroft Bridge, Axminster, where a 60mph a stretch of road leading into Axminster was no longer safe and should be reduced to 30mph leading into the traffic lights at Waycroft Bridge. Axminster had expanded to the north and the national speed limit was no longer appropriate in what was now a residential area.

It was **MOVED** by Councillor Hall, **SECONDED** by Councillor Twiss and

RESOLVED that, with the local Member, a 24 hour speed review be conducted under the SCARF process to look at average speed of vehicles and to further understand the local environment.

* 84 **Petitions/Parking Policy Reviews**

There was no petition presented at this meeting.

* 85 **Action Taken Under Delegated Powers**

The Committee received the Report of the Chief Officer for Highways, Infrastructure and Waste (HIW/20/26) on action taken in consultation with the Chair and Local Members.

Agenda Item 2

EAST DEVON HIGHWAYS AND TRAFFIC ORDERS COMMITTEE³
10/07/20

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

The Meeting started at 10.30 am and finished at 11.45 am

Agenda Item 2

Exmouth Residents Parking Review

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;
- (b) that approval be given to advertise the traffic regulation orders for the additional restrictions detailed in this report and shown on the plans within the supplementary information; and, if no objections are received, the orders be made and sealed;
- (c) the Chief Officer for Highways, Infrastructure Development and Waste be given delegated powers, in consultation with the Committee Chair and the local County Councillors, to make minor amendments to the scheme details prior to the statutory consultation; and
- (d) those areas that have not been progressed following this consultation process will not normally be considered again for residents parking for 3 years and only then if resources allow.

1. Summary

This report is to consider the results of the consultation on the introduction of residents parking in areas of Exmouth.

2. Introduction

In 2019, following discussions with the local councillors, areas in Exmouth were identified and agreed for a consultation on the possible introduction of residents parking restrictions. A map showing the areas considered can be found in Appendix I.

The consultation took place from 4 until 25 October 2019 and this report seeks to consider the responses and agree the next steps.

3. Consultations

The consultation took place from 4 October until 25 October 2019 and all residents in the affected areas were sent a booklet detailing the consultation and the details of how a residents parking scheme could work.

The consultation received over 1,200 responses from around 1,000 address in Exmouth. The large majority of them were submitted online or with the official

Agenda Item 4

questionnaire and the results of the responses can be found in Appendices II, III and IV.

4. Proposal

It is proposed that restrictions are progressed in the zones where the majority of responses are in favour of a scheme. It should be noted that this may include some roads where residents may be opposed to a scheme, but it is not practical or appropriate to exclude that road from the proposals being developed.

The only exception is the Town Centre area (EX6) where there was a very low response rate (6.2%). Those responding had mixed views, but slightly more were opposed to a scheme and therefore it is recommended that the proposed restrictions are not progressed in this area.

A number of residents from Bicton Place have submitted comments as part of the consultation to request that they be included in a scheme and it is recommended that the proposals be amended to include this road.

Times of operation

As part of the consultation, respondents were asked to advise the times when they struggled to park. The results of those that responded can be found in Appendix II.

If a scheme were introduced in Exmouth it would be appropriate to standardise the times of operation across the town to prevent problems with parking in adjacent zones. Therefore, whilst the results show the responses for each of the areas consulted, all of the responses will be considered together.

A handful of responses suggested that they only experienced problems during the summer months. The remaining responses can broadly be categorised into three periods.

1. Evenings
2. Weekday Daytimes
3. Weekends

Parking during the daytime is likely to be most impacted by a scheme as it would prevent commuters and other visitors to Exmouth from parking in the residential streets. As this is likely to take place 7 days a week it is recommended that the scheme should apply 7 days a week.

It is likely that the majority of problems in the evenings are caused by the volume of residents wishing to park in the area. A residents parking scheme is likely to have little impact on this problem parking as all residents within the zone would be eligible to apply for permits. Although a limit to a maximum of 2 permits per eligible property may reduce the number of vehicles slightly over time.

Following discussions with the local members it is proposed that the residents parking scheme apply 8am to 8pm on all days to maximise the benefits of a scheme at times it can be enforced.

Proposed Zones

It is proposed that restrictions are progressed for the areas detailed below and shown on the plans within the supplementary information.

- Zone A – Colonies Area
- Zone B – Withycombe Road Area
- Zone C – St Andrews Road Area
- Zone D – Albion Street Area
- Zone E – Carter Avenue Area

In order to manage the parking demands within the town and to reduce the risk of cross town commuting, it is proposed to split the areas into zones to broadly match the areas used for the consultation. However, it is proposed to make the following minor adjustments detailed below.

1. Move Ryll Grove and side roads into the Albion Street area (Zone D) as the roads are better connected to North Street and Windsor Square within that area.
2. Remove the properties from the eligibility list on Exeter Road (between Gypsy Lane and Lyndhurst Road) as the majority of residents that responded were not supportive of restrictions. In addition, these properties have off-street parking.
3. Inclusion of all properties on Carter Avenue.
4. Removal the properties from the eligibility list on Shelley Reach as they are not supportive of restrictions being introduced.

Proposed Restrictions

Proposals have been drafted and can be found in the supplementary information with this report. The detail has been discussed with local members and there are a few issues to be explored before these plans can be advertised.

- The times of operation of the existing limited waiting in the areas may need to be changed to better reflect the adjacent scheme times. In addition, it is standard practice to have a no return period that is double the maximum stay as this makes enforcement of the restriction more viable and it is recommended that the existing limited waiting in these areas be changed accordingly.
- All on-street disabled parking bays in the area will also be reviewed to ensure they are still required by local residents that meet the council's eligibility criteria. Any that are to remain, will be upgraded to mandatory status so that they can be enforced.

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- Further investigation is required to identify whether changes can be made on Withycombe Road to increase parking and passing to improve the flow of traffic whilst retaining maximum parking opportunities for local residents.
- Detailed surveys will also need to be carried out to identify the location of dropped kerbs where bays are to be marked. It is proposed to advertise No Waiting At Any Time across all dropped kerbs within areas where bays are to be marked.
- Investigation is also required to ensure the restrictions can physically be introduced as proposed. For example, we must check what utilities run under the pavements as this may restrict where signs may be placed and therefore what type of restriction (zonal or marked bay) can be introduced.

It is therefore recommended that the Chief Officer for Highways, Infrastructure Development and Waste be given delegated powers, in consultation with the Committee Chair and the local County Councillors, to make minor amendments to the scheme details prior to the statutory consultation.

Permit Allocations

It is recommended that the standard allocation of permits be available to eligible properties. Including additional residents permits at the introduction of the scheme, for those properties that may have more than 2 vehicles.

Next Steps

The next step is to advertise the necessary traffic regulation order. It is recommended that the committee give their approval to advertise the restrictions detailed in this report and shown on the plans within the supplementary information. This will allow a further public consultation on the detailed proposals before a final decision is made on what restrictions might be introduced.

It is also proposed that a public exhibition be held when the restrictions are advertised, assuming Covid restrictions allow, to allow the public to view the plans in detail and discuss the restrictions.

5. Options/Alternatives

The consultation included the possibility of restrictions being introduced on a number of roads in Exmouth but some of these have not been progressed for the reasons contained within this report.

The option of doing nothing would not be appropriate after consideration of the responses to the public consultation.

6. Financial Considerations

A budget of £50,000 has been set aside from the on-street parking account for these proposals.

7. 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.

The lawful implications/consequences of the proposals/recommendations/proposed course of action have been considered and taken into account in the preparation of this report/formulation of the recommendations set out above (and expand as necessary).

8. Environmental Impact Considerations (Including Climate Change)

The introduction of restrictions will remove commuter parking in residential areas. This will encourage sustainable travel and reduce traffic looking for a parking space and therefore improve air quality.

9. Equality Considerations

No new policies are being recommended in this report, but an Impact Assessment will be completed prior to any restrictions being introduced.

10. Risk Management Considerations

No risks have been identified.

11. Public Health Impact

The scheme will have a positive public health impact by encouraging sustainable travel for commuters. Including walking and cycling, with associated health benefits. Supporting active travel, such as walking and cycling.

12. Reasons for Recommendations

After consideration of the comments received it is recommended that restrictions are progressed for those areas in support of a residents parking scheme as detailed within the report.

Meg Booth
Chief Officer for Highways, Capital Development and Waste

Electoral Divisions: Exmouth and Exmouth and Budleigh Salterton Coastal

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Local Government Act 1972: List of Background Papers

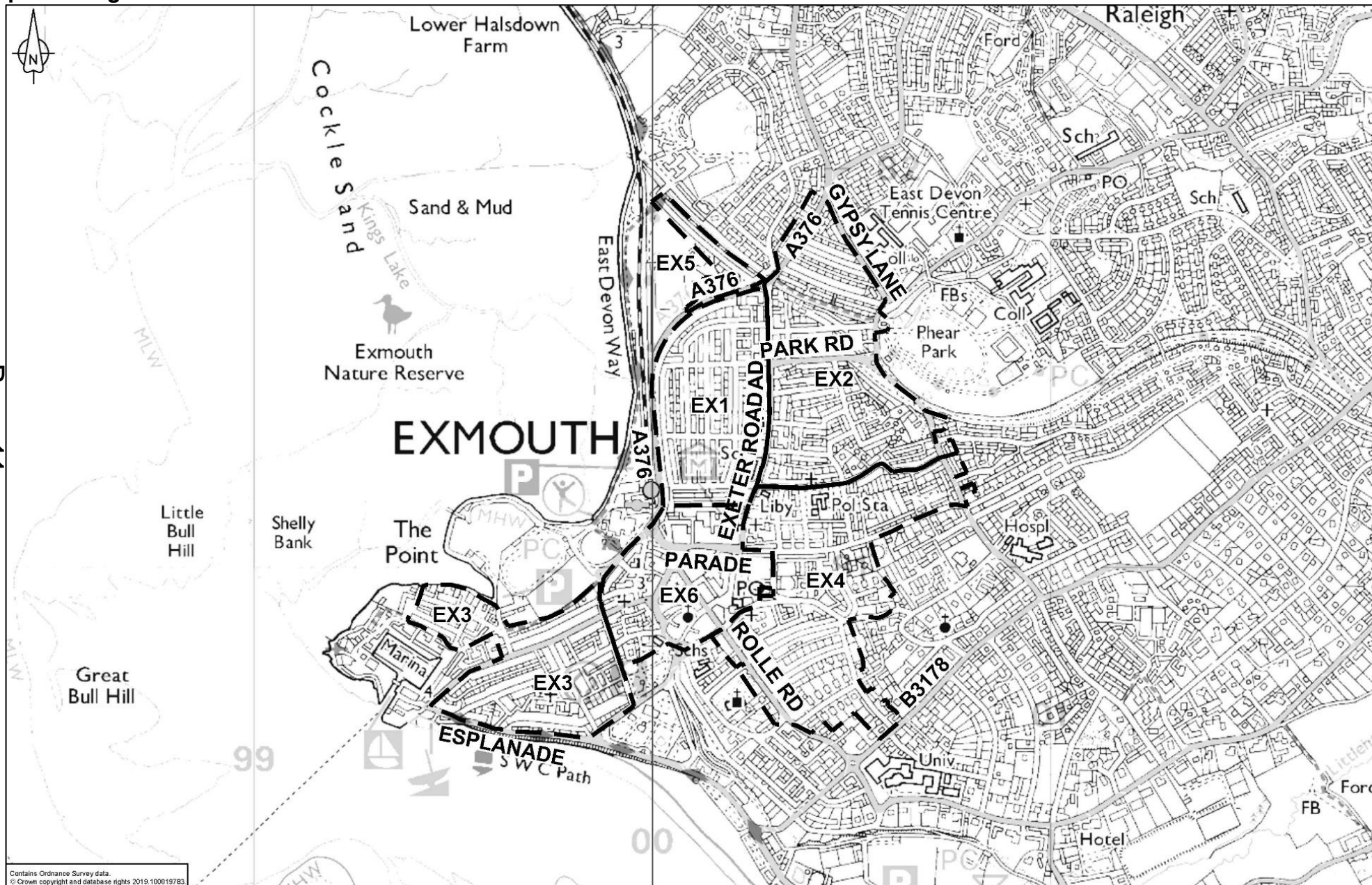
Contact for Enquiries: James Bench

Tel No: 0345 155 1004 Room: Great Moor House

| Background Paper | Date | File Reference |
|-------------------------|-------------|-----------------------|
| Nil | | |

jb251120edh
sc/cr/Exmouth Residents Parking Review
02 251120

Map Showing the Areas in Exmouth Consulted



Contains Ordnance Survey data.
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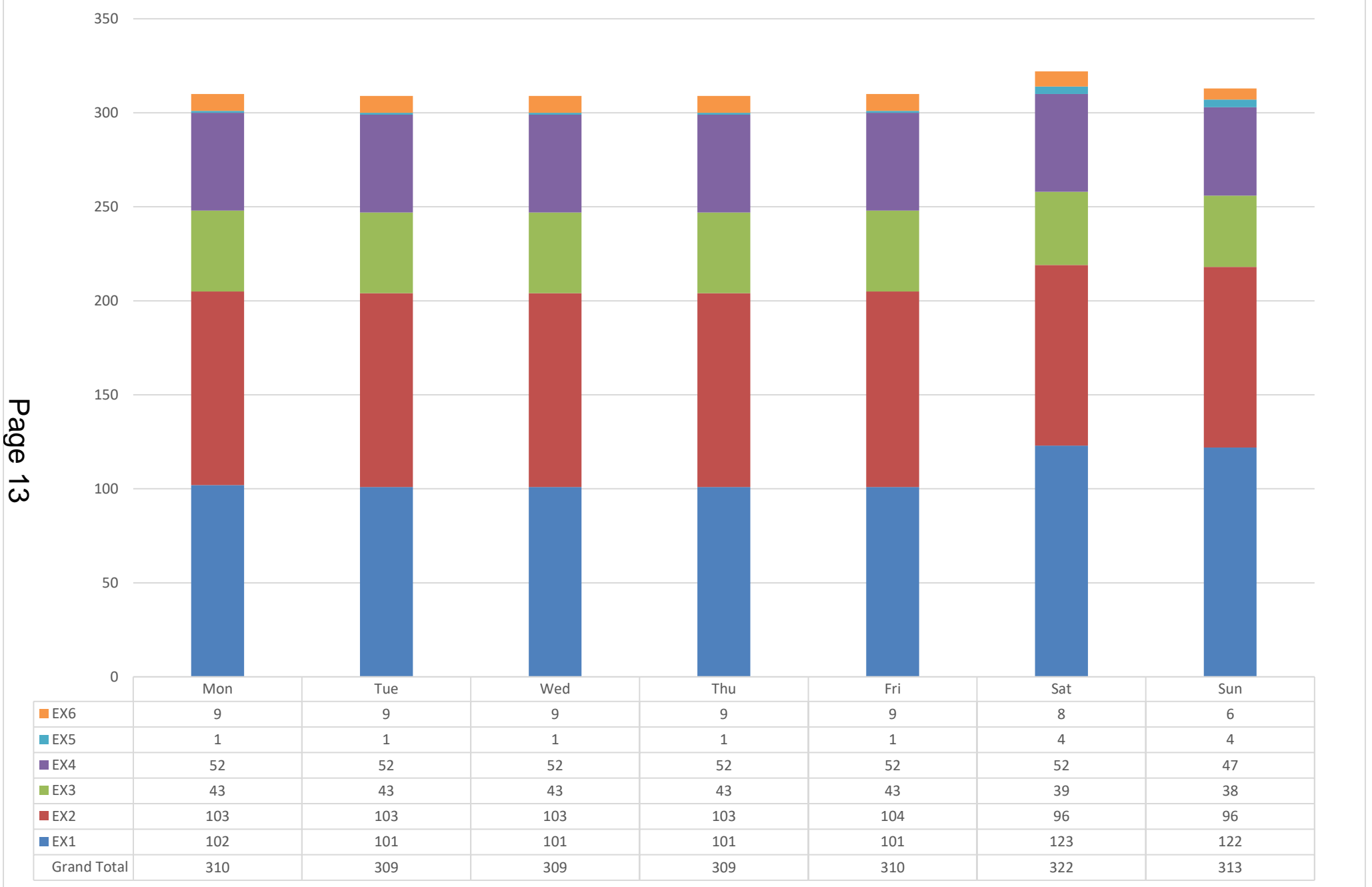
Agenda Item 4

Appendix II
To HIW/20/56

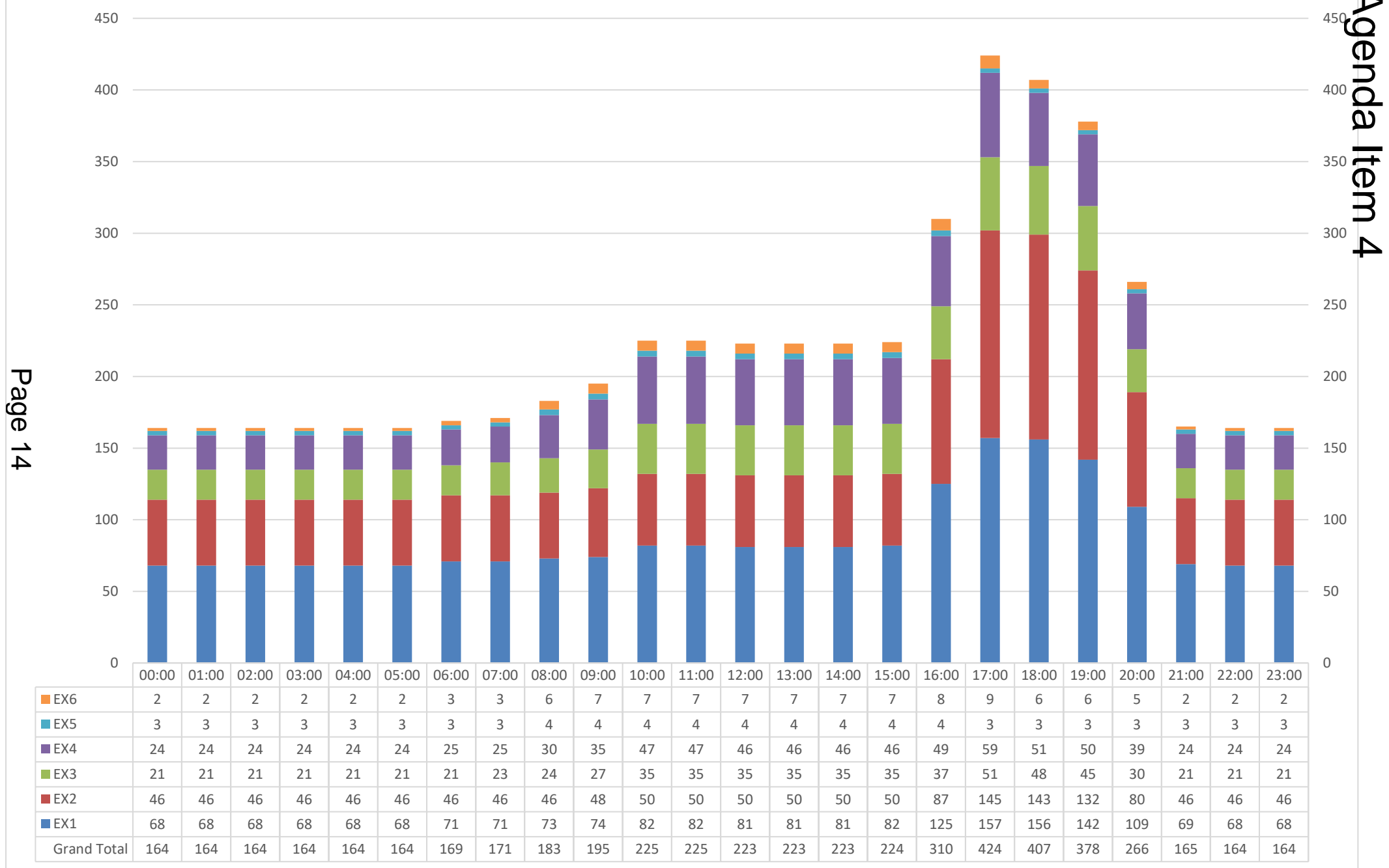
During which times do you struggle the most to find a parking space in your area?

| Times when Struggle to Park | EX1 | EX2 | EX3 | EX4 | EX5 | EX6 | Total |
|---|-----|-----|-----|-----|-----|-----|-------|
| Before 5pm | | | | 1 | | | 1 |
| 6am-9pm | 3 | | | 1 | | 1 | 5 |
| 7am-9am | | | 1 | | | | 1 |
| 8:30am-5pm | 2 | | | 1 | 1 | | 4 |
| 9am-5:30pm | | 2 | 2 | 3 | | 1 | 8 |
| 3pm-10pm | 1 | | | | | | 1 |
| 4pm-5pm | | | | 1 | | | 1 |
| After 4pm in the evening/ Evenings | 36 | 27 | 7 | 12 | | 2 | 84 |
| 5pm-8am | 12 | 13 | 1 | 3 | | | 29 |
| 5pm-9pm | 1 | 6 | 2 | 2 | | | 11 |
| 5pm-12am | | | | 1 | | | 1 |
| Mon-Thurs 4pm-8am, Fri 4pm-Mon 8am | 1 | 1 | | | | | 2 |
| Mon-Thurs 5pm-8pm, Fri - Sun 24 hrs | | 2 | | | | | 2 |
| Mon-Fri 7.30am | | | 1 | | | | 1 |
| Mon-Fri 8am-10am, 4pm-8pm | | 1 | 1 | | | | 2 |
| Mon-Fri 8.30am-10am | | | | | | 1 | 1 |
| Mon-Fri after 9am | 1 | | | | | | 1 |
| Mon-Fri 9am-12pm; 4.30pm-7.30am | | | | 1 | | | 1 |
| Mon-Fri 9am-8pm | | | 2 | 1 | | | 3 |
| Mon-Fri 10am-4pm | 8 | 3 | 9 | 12 | | 1 | 33 |
| Mon-Fri 4pm-7am | 14 | 11 | 3 | 1 | | | 29 |
| Mon-Fri 5pm-8pm | 21 | 36 | 11 | 7 | | 1 | 76 |
| Mon-Sat 8am - 6pm | 1 | | 1 | 5 | | 2 | 9 |
| Monday morning | 1 | | | | | | 1 |
| Friday evening | | 1 | | | | | 1 |
| Friday-Mon/ Weekends | 66 | 44 | 21 | 22 | 3 | 2 | 158 |
| All day- Mon, Tues, Weds, Thurs | | 1 | | | | | 1 |
| Evenings and weekends during the winter, all the time in the summer | | | 2 | | | | 2 |
| Summer weekends | | | 2 | | | | 2 |

During which days do you struggle the most to find a parking space in your area?



During which times do you struggle the most to find a parking space in your area?



Summary of Responses - EX1 (Colonies Area)

Do you support the introduction of residents parking in your area?

| Road | Correspondence | | | | Total | Addresses | | | | Total | Properties | |
|-----------------------|----------------|--------------|------------|--------------|------------|------------|--------------|-----------|--------------|------------|------------|--------------|
| | Yes | % | No | % | | Yes | % | No | % | | Count | % return |
| OUT OF AREA / UNKNOWN | | | 16 | 100.0% | 16 | | | 1 | 100.0% | 1 | 0 | 0.0% |
| CHURCH ROAD | 5 | 62.5% | 3 | 37.5% | 8 | 3 | 50.0% | 3 | 50.0% | 6 | 13 | 46.2% |
| EGREMONT ROAD | 45 | 78.9% | 12 | 21.1% | 57 | 42 | 79.2% | 11 | 20.8% | 53 | 123 | 43.1% |
| EXETER ROAD | 12 | 57.1% | 9 | 42.9% | 21 | 12 | 57.1% | 9 | 42.9% | 21 | 152 | 13.8% |
| HALSDON ROAD | 20 | 60.6% | 13 | 39.4% | 33 | 19 | 65.5% | 10 | 34.5% | 29 | 49 | 59.2% |
| HARTOPP ROAD | 13 | 76.5% | 4 | 23.5% | 17 | 11 | 78.6% | 3 | 21.4% | 14 | 35 | 40.0% |
| NEW NORTH ROAD | 18 | 85.7% | 3 | 14.3% | 21 | 14 | 82.4% | 3 | 17.6% | 17 | 42 | 40.5% |
| NEW STREET | 3 | 100.0% | | | 3 | 3 | 100.0% | | | 3 | 30 | 10.0% |
| ROSEBERY ROAD | 67 | 75.3% | 22 | 24.7% | 89 | 55 | 72.4% | 21 | 27.6% | 76 | 148 | 51.4% |
| WALISBURY ROAD | 49 | 75.4% | 16 | 24.6% | 65 | 41 | 74.5% | 14 | 25.5% | 55 | 113 | 48.7% |
| WOODVILLE ROAD | 15 | 51.7% | 14 | 48.3% | 29 | 15 | 55.6% | 12 | 44.4% | 27 | 68 | 39.7% |
| Total | 247 | 68.8% | 112 | 31.2% | 359 | 215 | 71.2% | 87 | 28.8% | 302 | 773 | 38.9% |

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Summary of Responses - EX2 (Park Road Area)

| Road | Correspondence | | | | Total | Addresses | | | | Total | Properties | |
|-----------------------|----------------|--------------|------------|--------------|------------|------------|--------------|------------|--------------|------------|------------|--------------|
| | Yes | % | No | % | | Yes | % | No | % | | Count | % return |
| OUT OF AREA / UNKNOWN | 1 | 100.0% | | | 1 | 1 | 100.0% | | | 1 | 0 | 0.0% |
| BAKERY LANE | | | | | 0 | | | | | 0 | 2 | 0.0% |
| BELVEDERE ROAD | 11 | 68.8% | 5 | 31.3% | 16 | 10 | 71.4% | 4 | 28.6% | 14 | 51 | 27.5% |
| BRIDGE ROAD | 4 | 80.0% | 1 | 20.0% | 5 | 3 | 75.0% | 1 | 25.0% | 4 | 29 | 13.8% |
| DANBY TERRACE | 8 | 34.8% | 15 | 65.2% | 23 | 6 | 42.9% | 8 | 57.1% | 14 | 44 | 31.8% |
| EXETER ROAD | 9 | 40.9% | 13 | 59.1% | 22 | 8 | 38.1% | 13 | 61.9% | 21 | 187 | 11.2% |
| FAIRVIEW TERRACE | 3 | 42.9% | 4 | 57.1% | 7 | 3 | 42.9% | 4 | 57.1% | 7 | 15 | 46.7% |
| GIPSY LANE | 2 | 66.7% | 1 | 33.3% | 3 | 2 | 66.7% | 1 | 33.3% | 3 | 15 | 20.0% |
| LAWN ROAD | 18 | 75.0% | 6 | 25.0% | 24 | 14 | 70.0% | 6 | 30.0% | 20 | 52 | 38.5% |
| LESLIE ROAD | 3 | 100.0% | | | 3 | 2 | 100.0% | | | 2 | 6 | 33.3% |
| LYNDHURST ROAD | 7 | 29.2% | 17 | 70.8% | 24 | 6 | 30.0% | 14 | 70.0% | 20 | 70 | 28.6% |
| MADEIRA VILLAS | 20 | 51.3% | 19 | 48.7% | 39 | 18 | 54.5% | 15 | 45.5% | 33 | 76 | 43.4% |
| MARPOOL HILL | 9 | 50.0% | 9 | 50.0% | 18 | 8 | 47.1% | 9 | 52.9% | 17 | 33 | 51.5% |
| NORTH STREET | 4 | 80.0% | 1 | 20.0% | 5 | 4 | 80.0% | 1 | 20.0% | 5 | 37 | 13.5% |
| PARK LANE | 5 | 100.0% | | | 5 | 4 | 100.0% | | | 4 | 9 | 44.4% |
| PARK ROAD | 7 | 53.8% | 6 | 46.2% | 13 | 7 | 53.8% | 6 | 46.2% | 13 | 62 | 21.0% |
| RYLL CLOSE | | | | | 0 | | | | | 0 | 2 | 0.0% |
| RYLL GROVE | 9 | 69.2% | 4 | 30.8% | 13 | 9 | 69.2% | 4 | 30.8% | 13 | 41 | 31.7% |
| THE HOLLOWS | | | 2 | 100.0% | 2 | | | 2 | 100.0% | 2 | 14 | 14.3% |
| WAVERLEY ROAD | 17 | 56.7% | 13 | 43.3% | 30 | 17 | 58.6% | 12 | 41.4% | 29 | 68 | 42.6% |
| WINDSOR SQUARE | | | | | 0 | | | | | 0 | 5 | 0.0% |
| WITHYCOMBE ROAD | 12 | 41.4% | 17 | 58.6% | 29 | 11 | 44.0% | 14 | 56.0% | 25 | 81 | 30.9% |
| Total | 149 | 52.8% | 133 | 47.2% | 282 | 133 | 53.8% | 114 | 46.2% | 247 | 899 | 27.3% |

Summary of Responses - EX3 (Esplanade Area)

| Road | Correspondence | | | | Total | Addresses | | | | Total | Properties | |
|-----------------------|----------------|--------------|-----------|--------------|------------|------------|--------------|-----------|--------------|------------|------------|--------------|
| | Yes | % | No | % | | Yes | % | No | % | | Count | % return |
| OUT OF AREA / UNKNOWN | | | 1 | 100.0% | 1 | | | 1 | 100.0% | 1 | 0 | 0.0% |
| ALEXANDRA TERRACE | 16 | 51.6% | 15 | 48.4% | 31 | 14 | 82.4% | 3 | 17.6% | 17 | 78 | 21.8% |
| ALSTON TERRACE | 4 | 80.0% | 1 | 20.0% | 5 | 4 | 80.0% | 1 | 20.0% | 5 | 18 | 27.8% |
| CAMPERDOWN TERRACE | 24 | 92.3% | 2 | 7.7% | 26 | 21 | 91.3% | 2 | 8.7% | 23 | 60 | 38.3% |
| CLINTON SQUARE | 4 | 66.7% | 2 | 33.3% | 6 | 4 | 66.7% | 2 | 33.3% | 6 | 17 | 35.3% |
| ESPLANADE | 5 | 83.3% | 1 | 16.7% | 6 | 5 | 83.3% | 1 | 16.7% | 6 | 17 | 35.3% |
| IMPERIAL ROAD | 7 | 100.0% | | | 7 | 7 | 100.0% | | | 7 | 35 | 20.0% |
| MAMHEAD VIEW | 2 | 100.0% | | | 2 | 2 | 100.0% | | | 2 | 16 | 12.5% |
| MORTON CRESCENT | 12 | 80.0% | 3 | 20.0% | 15 | 10 | 76.9% | 3 | 23.1% | 13 | 84 | 15.5% |
| MORTON CRESCENT MEWS | | | 2 | 100.0% | 2 | | | 2 | 100.0% | 2 | 9 | 22.2% |
| MORTON ROAD | 23 | 56.1% | 18 | 43.9% | 41 | 18 | 50.0% | 18 | 50.0% | 36 | 102 | 35.3% |
| POINT TERRACE | 8 | 72.7% | 3 | 27.3% | 11 | 8 | 72.7% | 3 | 27.3% | 11 | 26 | 42.3% |
| SHELLY REACH | | | 3 | 100.0% | 3 | | | 3 | 100.0% | 3 | 16 | 18.8% |
| ST ANDREWS ROAD | 24 | 52.2% | 22 | 47.8% | 46 | 23 | 56.1% | 18 | 43.9% | 41 | 143 | 28.7% |
| TRINITY ROAD | 1 | 100.0% | | | 1 | 1 | 100.0% | | | 1 | 3 | 33.3% |
| VICTORIA ROAD | 27 | 52.9% | 24 | 47.1% | 51 | 24 | 54.5% | 20 | 45.5% | 44 | 153 | 28.8% |
| VICTORIA WAY | | | 1 | 100.0% | 1 | | | 1 | 100.0% | 1 | 30 | 3.3% |
| Total | 157 | 61.6% | 98 | 38.4% | 255 | 141 | 64.4% | 78 | 35.6% | 219 | 807 | 27.0% |

Summary of Responses - EX4 (Rolle Road Area)

| Road | Correspondence | | | | Total |
|-----------------------|----------------|--------|----|--------|-------|
| | Yes | % | No | % | |
| OUT OF AREA / UNKNOWN | 3 | 75.0% | 1 | 25.0% | 4 |
| ALBERT PLACE | | | | | 0 |
| ALBION COURT | 1 | 100.0% | | | 1 |
| ALBION HILL | 3 | 50.0% | 3 | 50.0% | 6 |
| ALBION PLACE | | | | | 0 |
| ALBION STREET | 10 | 90.9% | 1 | 9.1% | 11 |
| ALBION TERRACE | 1 | 25.0% | 3 | 75.0% | 4 |
| BICTON PLACE | 5 | 71.4% | 2 | 28.6% | 7 |
| BICTON STREET | 35 | 81.4% | 8 | 18.6% | 43 |
| BICTON VILLAS | 1 | 25.0% | 3 | 75.0% | 4 |
| CHARLES STREET | 4 | 100.0% | | | 4 |
| CHURCH STREET | 2 | 40.0% | 3 | 60.0% | 5 |
| CLARENCE ROAD | 7 | 77.8% | 2 | 22.2% | 9 |
| EXETER ROAD | 4 | 80.0% | 1 | 20.0% | 5 |
| FORE STREET | 5 | 41.7% | 7 | 58.3% | 12 |
| GEORGE STREET | 6 | 75.0% | 2 | 25.0% | 8 |
| GOSSIFORD LANE | 11 | 78.6% | 3 | 21.4% | 14 |
| HARTLEY ROAD | 8 | 61.5% | 5 | 38.5% | 13 |
| HELENA PLACE | | | | | 0 |
| HENRIETTA PLACE | 3 | 100.0% | | | 3 |
| HENRIETTA ROAD | 3 | 100.0% | | | 3 |
| KING STREET | 1 | 100.0% | | | 1 |
| LITTLE BICTON PLACE | | | | | 0 |
| LOWER FORE STREET | 1 | 100.0% | | | 1 |
| MARPOOL HILL | | | 2 | 100.0% | 2 |
| MEADOW STREET | 2 | 50.0% | 2 | 50.0% | 4 |
| MEETING STREET | 2 | 100.0% | | | 2 |
| MONTPELLIER ROAD | 9 | 90.0% | 1 | 10.0% | 10 |
| NORTH STREET | 1 | 33.3% | 2 | 66.7% | 3 |
| PERRIMANS ROW | 2 | 100.0% | | | 2 |
| POUND STREET | 4 | 100.0% | | | 4 |
| RALEIGH ROAD | 15 | 65.2% | 8 | 34.8% | 23 |
| ROLLE ROAD | 5 | 26.3% | 14 | 73.7% | 19 |
| ROLLE STREET | | | 2 | 100.0% | 2 |
| ROLLE VILLAS | 1 | 100.0% | | | 1 |
| RYLL GROVE | 2 | 33.3% | 4 | 66.7% | 6 |
| SALTERTON ROAD | | | | | 0 |

| | Addresses | | | | Total |
|--|-----------|--------|----|--------|-------|
| | Yes | % | No | % | |
| | 2 | 66.7% | 1 | 33.3% | 3 |
| | | | | | 0 |
| | 1 | 100.0% | | | 1 |
| | 3 | 50.0% | 3 | 50.0% | 6 |
| | | | | | 0 |
| | 9 | 90.0% | 1 | 10.0% | 10 |
| | 1 | 25.0% | 3 | 75.0% | 4 |
| | 4 | 80.0% | 1 | 20.0% | 5 |
| | 33 | 84.6% | 6 | 15.4% | 39 |
| | 1 | 25.0% | 3 | 75.0% | 4 |
| | 4 | 100.0% | | | 4 |
| | 2 | 40.0% | 3 | 60.0% | 5 |
| | 7 | 77.8% | 2 | 22.2% | 9 |
| | 3 | 75.0% | 1 | 25.0% | 4 |
| | 5 | 50.0% | 5 | 50.0% | 10 |
| | 6 | 75.0% | 2 | 25.0% | 8 |
| | 11 | 78.6% | 3 | 21.4% | 14 |
| | 6 | 54.5% | 5 | 45.5% | 11 |
| | | | | | 0 |
| | 3 | 100.0% | | | 3 |
| | 3 | 100.0% | | | 3 |
| | 1 | 100.0% | | | 1 |
| | | | | | 0 |
| | 1 | 100.0% | | | 1 |
| | | | 2 | 100.0% | 2 |
| | 2 | 50.0% | 2 | 50.0% | 4 |
| | 2 | 100.0% | | | 2 |
| | 9 | 90.0% | 1 | 10.0% | 10 |
| | 1 | 33.3% | 2 | 66.7% | 3 |
| | 2 | 100.0% | | | 2 |
| | 4 | 100.0% | | | 4 |
| | 14 | 63.6% | 8 | 36.4% | 22 |
| | 5 | 38.5% | 8 | 61.5% | 13 |
| | | | 2 | 100.0% | 2 |
| | 1 | 100.0% | | | 1 |
| | 2 | 33.3% | 4 | 66.7% | 6 |
| | | | | | 0 |

| Properties | |
|------------|----------|
| Count | % return |
| 0 | 0.0% |
| 12 | 0.0% |
| 25 | 4.0% |
| 27 | 22.2% |
| 5 | 0.0% |
| 78 | 12.8% |
| 16 | 25.0% |
| 20 | 25.0% |
| 76 | 51.3% |
| 21 | 19.0% |
| 21 | 19.0% |
| 31 | 16.1% |
| 24 | 37.5% |
| 51 | 7.8% |
| 64 | 15.6% |
| 54 | 14.8% |
| 18 | 77.8% |
| 63 | 17.5% |
| 9 | 0.0% |
| 6 | 50.0% |
| 8 | 37.5% |
| 6 | 16.7% |
| 3 | 0.0% |
| 1 | 100.0% |
| 15 | 13.3% |
| 26 | 15.4% |
| 13 | 15.4% |
| 60 | 16.7% |
| 9 | 33.3% |
| 11 | 18.2% |
| 29 | 13.8% |
| 70 | 31.4% |
| 63 | 20.6% |
| 49 | 4.1% |
| 4 | 25.0% |
| 32 | 18.8% |
| 3 | 0.0% |

| | | | | | |
|---------------------|------------|--------------|-----------|--------------|------------|
| SHUTE MEADOW STREET | 1 | 33.3% | 2 | 66.7% | 3 |
| SOUTH STREET | 1 | 50.0% | 1 | 50.0% | 2 |
| UNION STREET | | | | | 0 |
| UPPER CHURCH STREET | 5 | 83.3% | 1 | 16.7% | 6 |
| VICTORIA PLACE | | | | | 0 |
| WESTWARD DRIVE | 1 | 33.3% | 2 | 66.7% | 3 |
| WINDSOR SQUARE | 6 | 85.7% | 1 | 14.3% | 7 |
| Total | 171 | 66.5% | 86 | 33.5% | 257 |

| | | | | |
|------------|--------------|-----------|--------------|------------|
| 1 | 50.0% | 1 | 50.0% | 2 |
| 1 | 50.0% | 1 | 50.0% | 2 |
| | | | | 0 |
| 4 | 80.0% | 1 | 20.0% | 5 |
| | | | | 0 |
| 1 | 33.3% | 2 | 66.7% | 3 |
| 6 | 85.7% | 1 | 14.3% | 7 |
| 161 | 68.5% | 74 | 31.5% | 235 |

| | |
|-------------|--------------|
| 9 | 22.2% |
| 35 | 5.7% |
| 15 | 0.0% |
| 21 | 23.8% |
| 7 | 0.0% |
| 26 | 11.5% |
| 35 | 20.0% |
| 1171 | 20.1% |

Summary of Responses - EX5 (Carter Avenue Area)

Carter Avenue

| Road | Correspondence | | | | Total |
|-----------------------|----------------|--------------|-----------|--------------|-----------|
| | Yes | % | No | % | |
| OUT OF AREA / UNKNOWN | 2 | 50.0% | 2 | 50.0% | 4 |
| CARTER AVENUE | 9 | 37.5% | 15 | 62.5% | 24 |
| SOUTHERN ROAD | 7 | 70.0% | 3 | 30.0% | 10 |
| Total | 18 | 47.4% | 20 | 52.6% | 38 |

| Addresses | | | | |
|-----------|--------------|-----------|--------------|-----------|
| Yes | % | No | % | Total |
| 1 | 50.0% | 1 | 50.0% | 2 |
| 9 | 45.0% | 11 | 55.0% | 20 |
| 5 | 71.4% | 2 | 28.6% | 7 |
| 15 | 51.7% | 14 | 48.3% | 29 |

| Properties | |
|------------|--------------|
| Count | % return |
| 0 | 0.0% |
| 45 | 44.4% |
| 9 | 77.8% |
| 54 | 50.0% |

Summary of Responses - EX6 (Town Centre Area)

| Road | Correspondence | | | | Total | Addresses | | | | Total | Properties | |
|-----------------------|----------------|--------------|-----------|--------------|-----------|-----------|--------------|-----------|--------------|-----------|------------|-------------|
| | Yes | % | No | % | | Yes | % | No | % | | Count | % return |
| OUT OF AREA / UNKNOWN | 1 | 20.0% | 4 | 80.0% | 5 | 1 | 20.0% | 4 | 80.0% | 5 | 0 | 0.0% |
| ALBION STREET | | | | | 0 | | | | | 0 | 10 | 0.0% |
| CHAPEL HILL | | | | | 0 | | | | | 0 | 8 | 0.0% |
| CHAPEL STREET | 1 | 50.0% | 1 | 50.0% | 2 | 1 | 50.0% | 1 | 50.0% | 2 | 29 | 6.9% |
| CHURCH STREET | | | | | 0 | | | | | 0 | 1 | 0.0% |
| CLEVELAND PLACE | | | 2 | 100.0% | 2 | | | 2 | 100.0% | 2 | 4 | 50.0% |
| CRITERION PLACE | | | | | 0 | | | | | 0 | 6 | 0.0% |
| ELM GROVE | | | | | 0 | | | | | 0 | 5 | 0.0% |
| EXETER ROAD | | | 2 | 100.0% | 2 | | | 2 | 100.0% | 2 | 17 | 11.8% |
| HIGH STREET | 1 | 100.0% | | | 1 | 1 | 100.0% | | | 1 | 12 | 8.3% |
| IMPERIAL ROAD | 2 | 50.0% | 2 | 50.0% | 4 | 2 | 50.0% | 2 | 50.0% | 4 | 46 | 8.7% |
| MAGNOLIA WALK | | | | | 0 | | | | | 0 | 5 | 0.0% |
| MANCHESTER ROAD | | | 1 | 100.0% | 1 | | | 1 | 100.0% | 1 | 35 | 2.9% |
| MANCHESTER STREET | | | | | 0 | | | | | 0 | 11 | 0.0% |
| MARKET STREET | | | | | 0 | | | | | 0 | 1 | 0.0% |
| NEW STREET | 7 | 77.8% | 2 | 22.2% | 9 | 5 | 71.4% | 2 | 28.6% | 7 | 28 | 25.0% |
| PALACE COTTAGES | | | | | 0 | | | | | 0 | 12 | 0.0% |
| PARADE | | | 5 | 100.0% | 5 | | | 3 | 100.0% | 3 | 69 | 4.3% |
| PRINCES STREET | | | | | 0 | | | | | 0 | 1 | 0.0% |
| QUEEN STREET | | | | | 0 | | | | | 0 | 7 | 0.0% |
| QUEENS COURT | | | | | 0 | | | | | 0 | 10 | 0.0% |
| ROLLE STREET | 5 | 100.0% | | | 5 | 5 | 100.0% | | | 5 | 82 | 6.1% |
| SHEPPARDS ROW | | | | | 0 | | | | | 0 | 6 | 0.0% |
| ST ANDREWS ROAD | 1 | 50.0% | 1 | 50.0% | 2 | 1 | 50.0% | 1 | 50.0% | 2 | 30 | 6.7% |
| THE STRAND | 1 | 50.0% | 1 | 50.0% | 2 | 1 | 50.0% | 1 | 50.0% | 2 | 90 | 2.2% |
| TOWER STREET | 1 | 50.0% | 1 | 50.0% | 2 | 1 | 50.0% | 1 | 50.0% | 2 | 18 | 11.1% |
| VICTORIA ROAD | 2 | 66.7% | 1 | 33.3% | 3 | 2 | 66.7% | 1 | 33.3% | 3 | 38 | 7.9% |
| Total | 22 | 48.9% | 23 | 51.1% | 45 | 20 | 48.8% | 21 | 51.2% | 41 | 581 | 6.2% |

Map Showing the Level of Support – EX1 (Colonies Area)



Devon
County Council

David Whitton
Head of Capital Development,
Highways & Waste

TRAFFIC MANAGEMENT TEAM
LUCOMBE HOUSE
COUNTY HALL
EXETER
EX2 4GD
Telephone 0345 155 1004

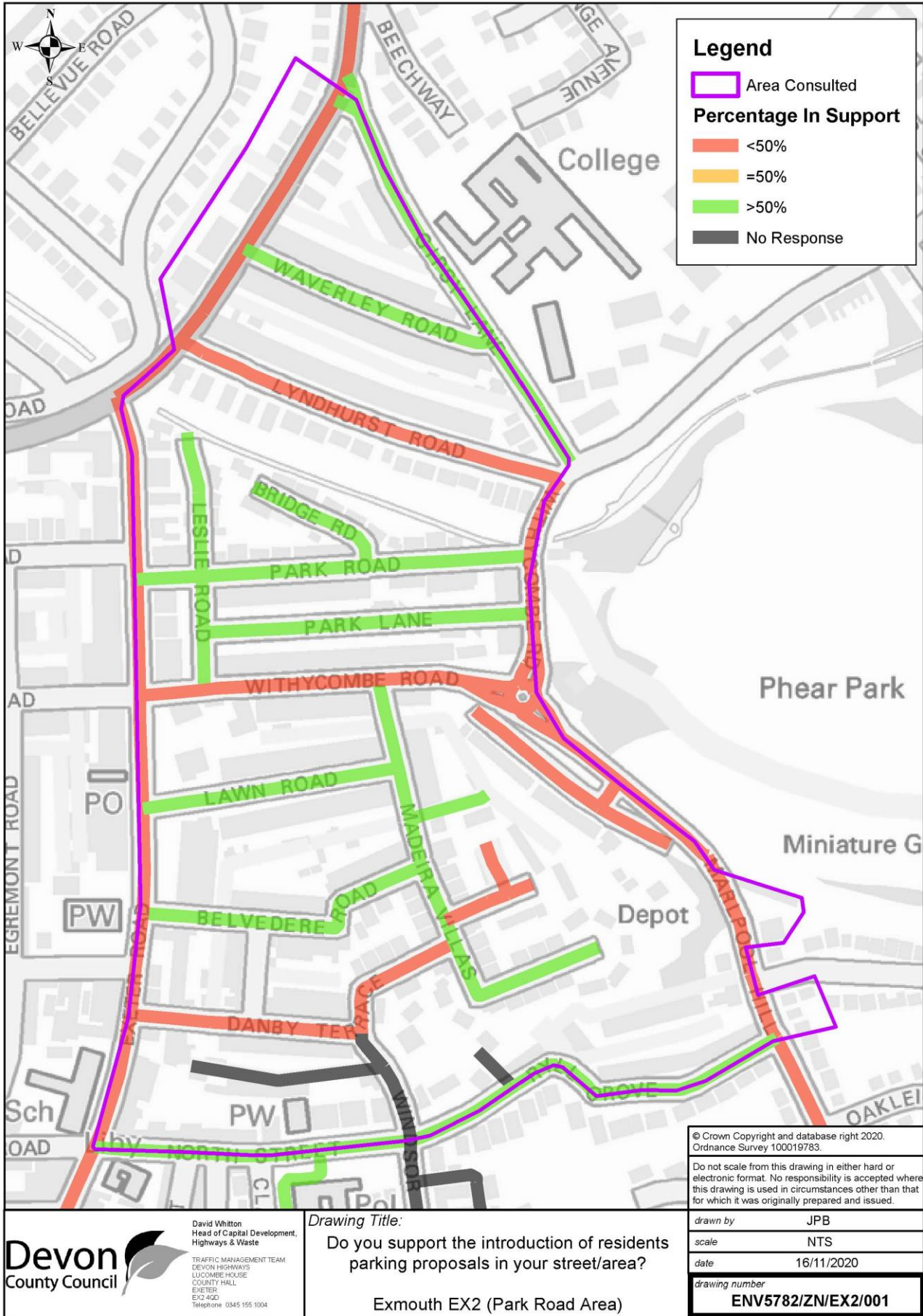
Drawing Title:
Do you support the introduction of residents parking proposals in your street/area?

Exmouth EX1 (Colonies Area)

| | |
|----------------|---------------------------|
| drawn by | JPB |
| scale | NTS |
| date | 16/11/2020 |
| drawing number | ENV5782/ZN/EX1/001 |

Agenda Item 4

Map Showing the Level of Support – EX2 (Park Road Area)



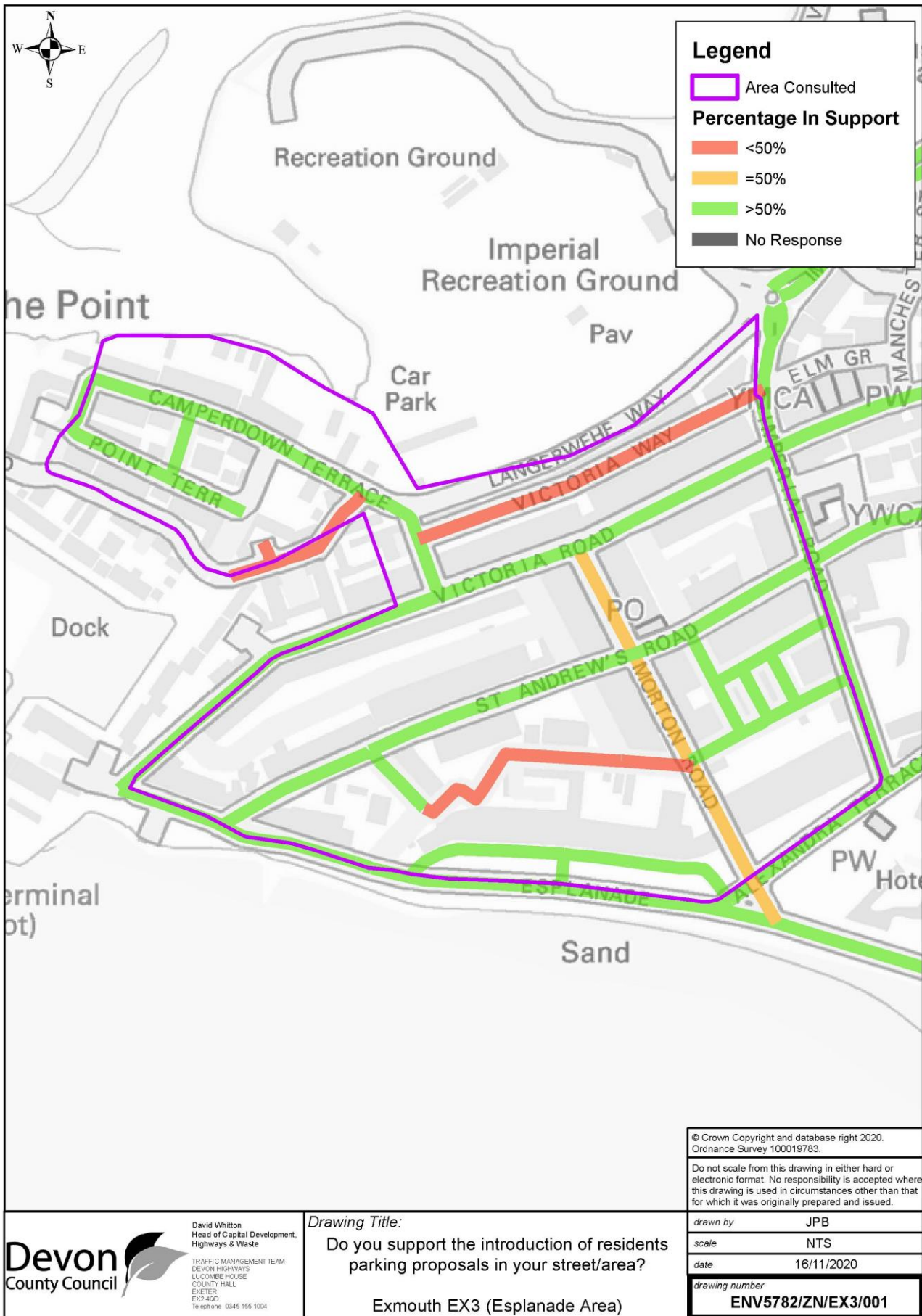
Devon County Council

David Whitton
 Head of Capital Development,
 Highways & Waste

TRAFFIC MANAGEMENT TEAM
 DEVON HIGHWAYS
 LUCOMBE HOUSE
 COUNTY HALL
 EXETER
 EX2 4QD
 Telephone 0345 155 1004

Drawing Title:
 Do you support the introduction of residents parking proposals in your street/area?
 Exmouth EX2 (Park Road Area)

Map Showing the Level of Support – EX3 (Esplanade Area)



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Devon County Council

David Whitton
 Head of Capital Development,
 Highways & Waste

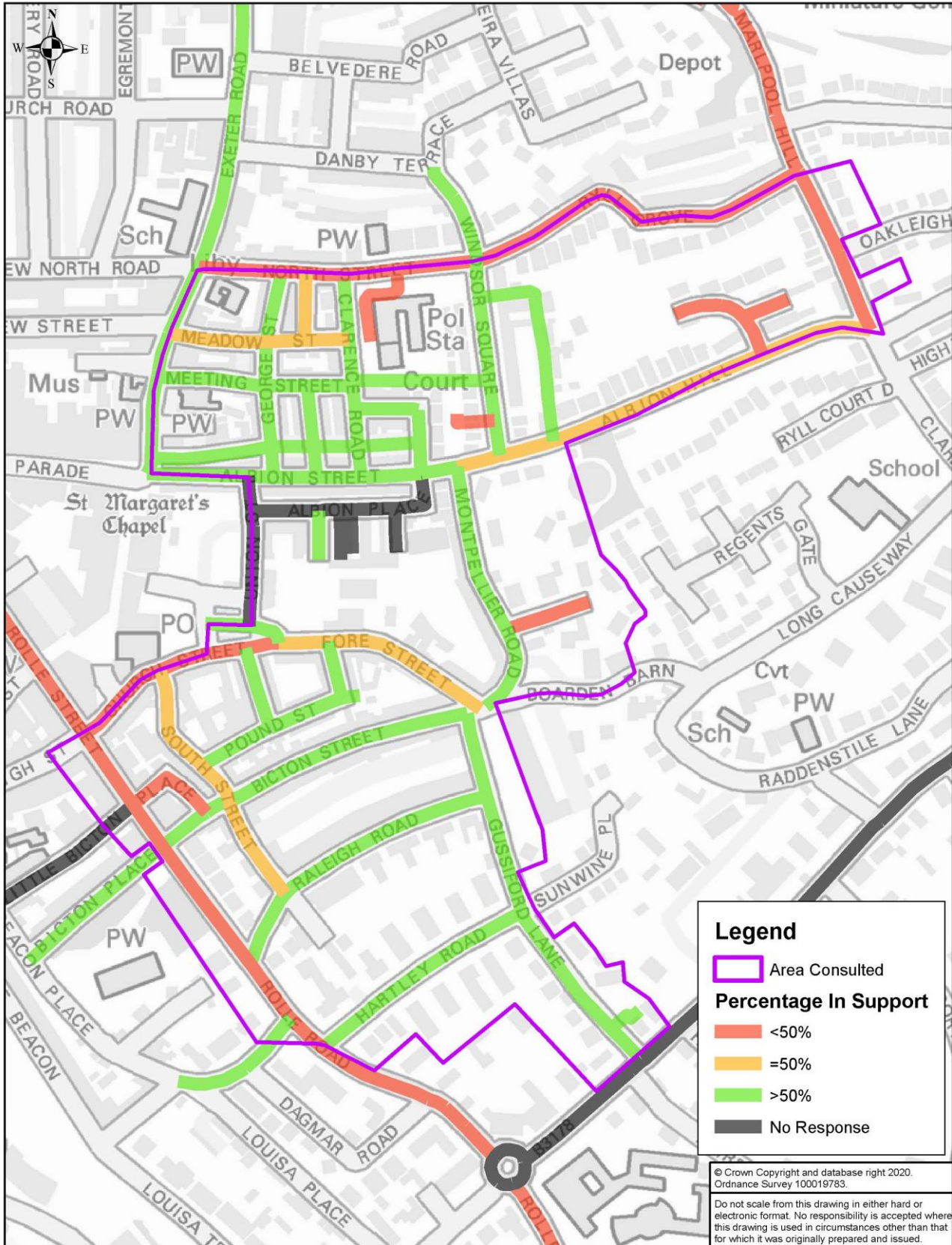
TRAFFIC MANAGEMENT TEAM
 DEVON HIGHWAYS
 LUCOMBE HOUSE
 COUNTY HALL
 EXETER
 EX2 4QD
 Telephone 0345 155 1004

Drawing Title:
 Do you support the introduction of residents parking proposals in your street/area?
 Exmouth EX3 (Esplanade Area)

| | |
|----------------|---------------------------|
| drawn by | JPB |
| scale | NTS |
| date | 16/11/2020 |
| drawing number | ENV5782/ZN/EX3/001 |

Agenda Item 4

Map Showing the Level of Support – EX4 (Rolle Road Area)



Legend

- Area Consulted
- <50%
- =50%
- >50%
- No Response

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David Whitton
Head of Capital Development,
Highways & Waste

TRAFFIC MANAGEMENT TEAM
DEVON HIGHWAYS
LUCOMBE HOUSE
COUNTY HALL
EXETER
EX2 4QD
Telephone 0345 155 1004

Drawing Title:
Do you support the introduction of residents parking proposals in your street/area?

Exmouth EX4 (Rolle Road Area)

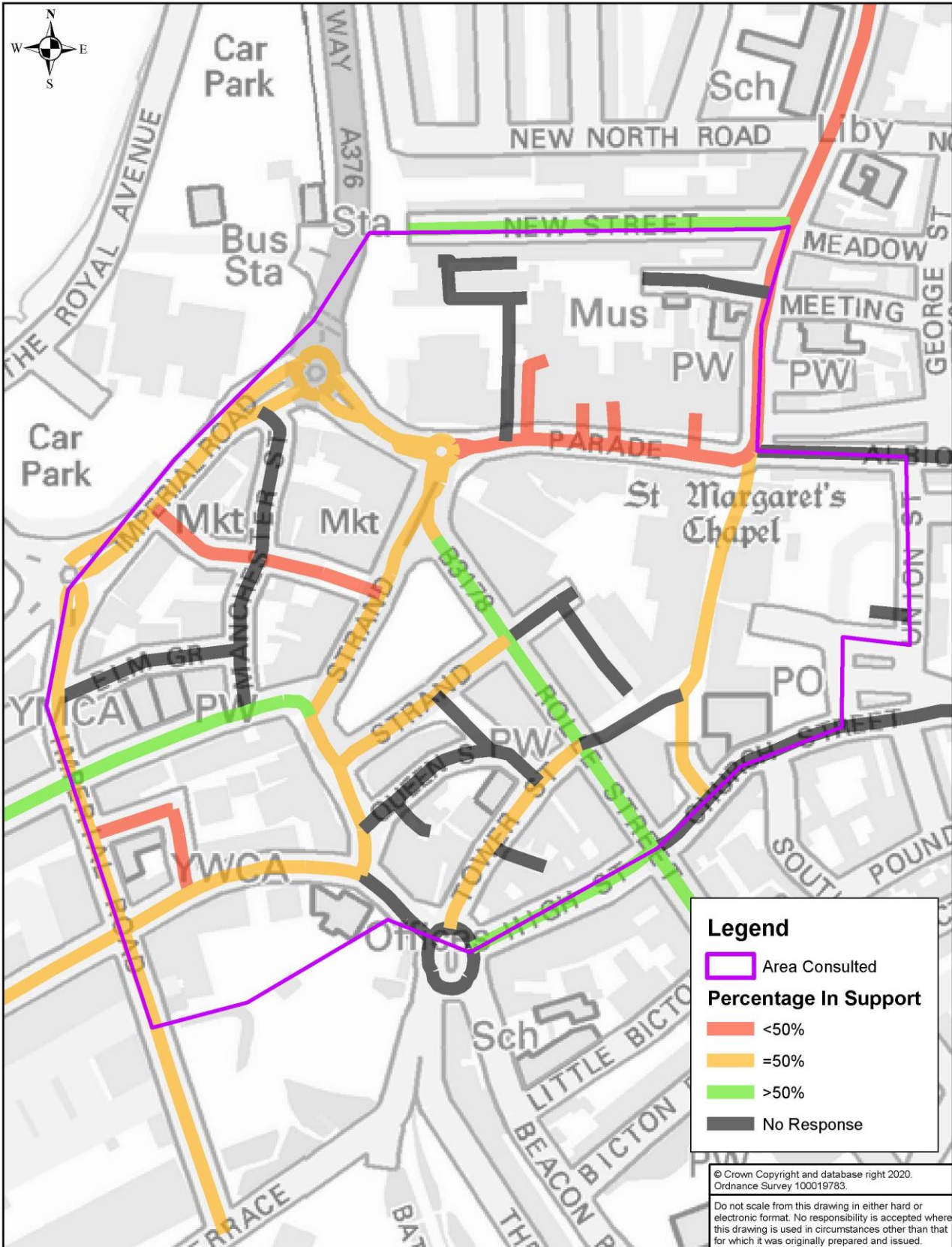
| | |
|----------------|---------------------------|
| drawn by | JPB |
| scale | NTS |
| date | 16/11/2020 |
| drawing number | ENV5782/ZN/EX4/001 |

Map Showing the Level of Support – EX5 (Carter Avenue Area)



Agenda Item 4

Map Showing the Level of Support – EX6 (Town Centre Area)



Legend

- Area Consulted
- Percentage In Support**
- <50%
- =50%
- >50%
- No Response

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Devon County Council

David Whitton
 Head of Capital Development,
 Highways & Waste

TRAFFIC MANAGEMENT TEAM
 DEVON HIGHWAYS
 LUCOMBE HOUSE
 COUNTY HALL
 EXETER
 EX2 4QD
 Telephone 0345 155 1004

Drawing Title:
Do you support the introduction of residents parking proposals in your street/area?

Exmouth EX6 (Town Centre Area)

| | |
|----------------|---------------------------|
| drawn by | JPB |
| scale | NTS |
| date | 16/11/2020 |
| drawing number | ENV5782/ZN/EX6/001 |

Removal of Visibility Lines at Rewe Pound, Rewe

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

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

Recommendation: It is recommended that the visibility lines at Rewe Pound Rewe as prescribed in the Schedule attached as Appendix I be revoked and rescinded and removed from the Register of Local Land Charges.

1. Background

The Public Health Act 1925 and the Roads Improvement Act 1925 empowered the Highway Authority of the day to prescribe, in relation to one side or both of any Highway Maintainable at Public Expense, an improvement line the effect of which is to protect land, which may eventually be needed for road widening, from the erection of buildings.

Upon Local Government Re-organisation in 1974 the Devon County Council inherited as successor Highway Authority various building, improvement and visibility lines prescribed by the former Highway Authorities, most of which were prescribed in the 1920's and 1930's.

All building and improvement lines are protected by registration in the Register of Local Land Charges and are revealed in replies to searches made by Solicitors acting for prospective purchasers of properties or land.

Most of the Orders made under the Public Health Act 1925 and the Roads Improvement Act 1925 are unable to be located in printed version. It would be difficult, therefore, to enforce if thought necessary.

2. Rewe Pound, Rewe

Visibility lines remain in place adjacent to, and east of the A396. It is considered that the historic visibility lines in the Register of Local Land Charges summarised in Appendix I are now obsolete by virtue of the changes to road layout over the years, the powers contained in current Planning Legislation, and there is no prospect of the identified highway improvement being progressed. It is recommended that the detailed lines should be revoked and rescinded and removed from the Register of Local Land Charges.

3 Options/Alternatives

The Committee may decide to retain in the Register of Local Land Charges the lines detailed in Appendix I.

Agenda Item 5

4. Financial Considerations

There are no additional costs involved in implementing the recommendation. The modifications to the Register of Local Land Charges would be undertaken by existing staff.

5. Environmental Impact Considerations

It is considered the environmental impact of implementing the recommendation would be neutral.

6. Equality Considerations

It is considered there are no considerations in relation to the Public Sector Equality Duty in implementing the recommendation.

7. Legal Considerations

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

8. Reasons for Recommendations

It is considered that the historic visibility lines in the Register of Local Land Charges summarised in Appendix I are now obsolete by virtue of the changes to road layout over the years, the powers contained in current Planning Legislation, and there is no prospect of the identified highway improvement being progressed.

Meg Booth
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Division: Broadclyst

Local Government Act 1972: List of Background Papers

Contact for enquiries: Paul Downes

Room No: Heron Road, Sowton Industrial Estate, Exeter

Tel No: 01392 383000

| Background Paper | Date | File Ref. |
|------------------|------|-----------|
|------------------|------|-----------|

| | | |
|------|--|--|
| None | | |
|------|--|--|

pd171120edh
sc/cr/Removal of Visibility Lines at Rewe Pound, Rewe
04 251120

Schedule of Local Land Charges to be revoked and rescinded and removed from the Register.

| Nature of prohibition or restriction; and reference to order, scheme, instrument, resolution, covenant, agreement or other document, under or by virtue of which prohibition or restriction is created or enforceable | Historic description of land affected by prohibition or restriction | Current road number/ Electoral Division | Date |
|--|--|--|-----------------|
| Improvement Line under Public Health Act 1925 | Rewe Pound, Rewe | A396 Broadclyst | 20 October 1933 |

104 (158) REWE/011

DATED 20th OCTOBER 1953

THE DEVON COUNTY COUNCIL

- and -

J.W. RADFORD ESQ.

AGREEMENT

- as to -

erecting two petrol pumps at Rewe Pound on the Exeter-Tiverton County Road in the County of Devon.

COUNTY OF DEVON
RECORDS
File No. 104/158

CERTIFIED
TRUE COPY *JK*

107-

104/158
1/11/53



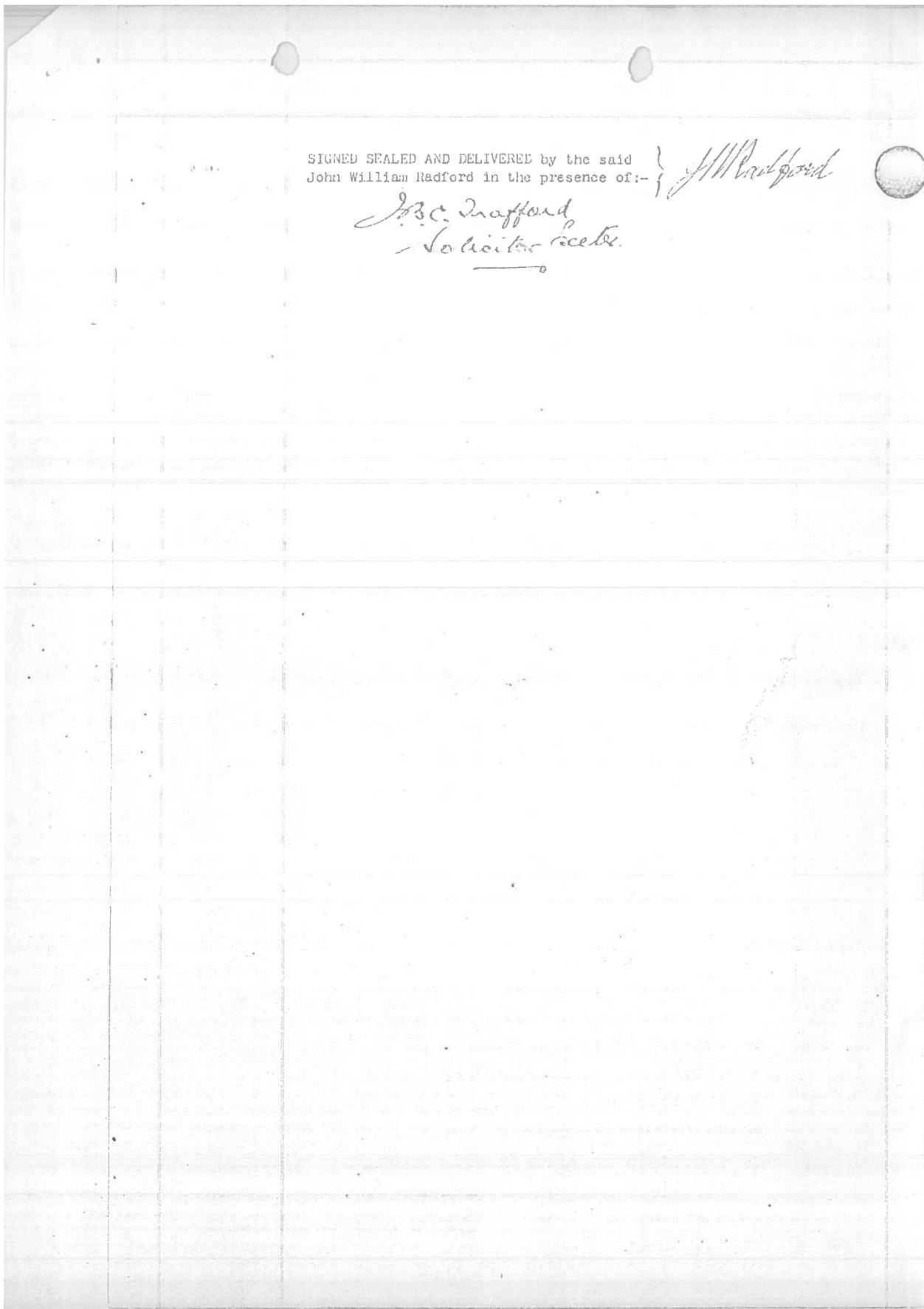
THIS AGREEMENT is made the Twentyleth day of October 1933
 BETWEEN THE DEVON COUNTY COUNCIL (hereinafter called "the Council")
 of the one part and JOHN WILLIAM RADFORD of The Filling Station Rewe
 Stoke Canon in the County of Devon (hereinafter called "the Owner"
 which expression shall be deemed to include his successors in title)
 of the other part WHEREAS the owner is seised in fee simple in
 possession of all that piece or parcel of land situate at the road
 junction of the Exeter to Tiverton County Road at Rewe Pound in the
 County of Devon and numbered 83 upon the Ordnance Survey Map (1904
 Edition) for the Parish of Rewe AND WHEREAS by virtue of the powers
 conferred upon them by Section 4 of the Roads Improvement Act, 1925,
 the Council have prescribed a Visibility Line affecting that portion
 of the said piece of land situate at and forming part the eastern
 angle of the above-named road junction as shown in pink upon the plan
 annexed hereto and Notices (with plans attached) have duly been served
 by the Council in accordance with the provisions of the said Section
 as the Owner hereby acknowledges AND WHEREAS two petrol pumps have
 since been erected upon the said land coloured pink upon the plan
 annexed hereto in front of the said Visibility Line and the Council
 have consented to the said erections at the points hereinafter referred
 to upon the Owner entering into this Agreement NOW IT IS HEREBY
AGREED by and between the Owner and the Council as follows:-

107
 PA
 ✓
 [Signature]

1. Subject as hereinafter mentioned the Owner shall be entitled to retain the petrol pumps now erected on the said land as shown on the plan annexed hereto.
2. The Owner shall remove the said petrol pumps or either of them at his own expense on reasonable notice being given to him by the Council so to do.
3. The Owner shall not be entitled to the payment of any compensation either in respect of the prescription of the said Visibility Line or on the removal of the said petrol pumps under Clause 2 hereof and the Owner hereby indemnifies the Council from and against all actions claims and demands on account thereof.
4. Nothing herein contained shall operate as a waiver by the Council of the Visibility Line prescribed by them as aforesaid.
5. The Owner hereby agrees to the registration of this agreement at the Council's expense as a local land charge and to the payment of the sum of Fifteen Shillings the cost of stamping this agreement and a duplicate hereof.

17

Agenda Item 5



SIGNED SEALED AND DELIVERED by the said
John William Radford in the presence of:-

} *J.W. Radford*

J.C. Inafford
Solicitor General
_____d

