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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: 26 January 2023

Contact: Fiona Rutley 01392 382305

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SOUTH HAMS HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Friday, 3rd February, 2023

A meeting of the South Hams Highways and Traffic Orders Committee is to be held on the above date at 10.30 am at Follaton House, Plymouth Road to consider the following matters.

Jan Spicer
Interim Chief Executive

A G E N D A

PART 1 - OPEN COMMITTEE

1 Apologies for Absence

2 Minutes (Pages 1 - 6)

Minutes of the meeting held on 4 November 2023, attached

3 Items Requiring Urgent Attention

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

MATTERS FOR DECISION

4 Request for pedestrian crossing at The Lamb in Totnes (Pages 7 - 12)

Report of the Director of Climate Change, Environment and Transport (CET/23/6), attached.

Electoral Division: Totnes & Dartington

5 Traffic Sensitive Routes Review (Pages 13 - 16)

Report of the Director of Climate Change, Environment and Transport (CET/23/2), attached.

Electoral Divisions: All

6 Bus Users and Stakeholders (BUS) Forum

A Bus Users and Stakeholders (BUS) Forum has been established by Devon Bus Enhanced Partnership Board under the new Enhanced Partnership arrangements (more information on the Travel Devon website: [DevonBus Enhanced Partnership -Travel Devon](#))

This would be an opportunity to share information, receive feedback and discuss relevant issues amongst stakeholder representatives. The Board has agreed that one representative from each Highways and Traffic Orders Committee (8 in total) should be appointed to the Forum to help ensure adequate geographical representation of elected Members. Other key stakeholders and interested parties will be invited to join the Forum.

The date of the first meeting of the Forum is 9 February 2023. The Forum will meet 3 times a year.

RECOMMENDED that a representative from this Committee be appointed.

7 A3121 in Ermington

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

The Councillor is requesting a departure from policy to revoke the existing 40mph TRO on the A3121 in Ermington. This would lower the majority of the stretch to 30mph by virtue of an existing system of street lighting. The remaining stretch (currently TRO 40mph) would require a new 30mph TRO.

Electoral Divisions(s): South Brent & Yealmpton

MATTERS FOR INFORMATION

8 Dates for Future HATOC Meetings

Please use link below for County Council Calendar of Meetings to check meeting arrangements

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

Friday 30 June 2023

Friday 20 October 2023

Friday 16 February 2024

PART II - ITEMS WHICH MAY BE TAKEN IN THE ABSENCE OF THE PUBLIC AND PRESS ON THE GROUNDS THAT EXEMPT INFORMATION MAY BE DISCLOSED

NIL

Part II Reports

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). Members are also reminded of the need to dispose of such reports carefully and are therefore invited to return them to the Democratic Services Officer at the conclusion of the meeting for disposal.

Agenda Items and Attendance of District & Town/Parish Councillors

Under the provisions of Standing Order 23, any member of the HATOC (including the District Council representatives) may put an item on the Agenda for the HATOC relevant to the functions of the Committee, subject to them giving notice in writing to the Chief Executive of the matter to be discussed by 9.00am on the eighth working day before the meeting.

Any member of the District Council for the area covered by the HATOC who is not a member of the Committee, or a Town or Parish Councillor within the area covered by the HATOC, may, after giving 24 hours' notice in writing to the Chief Executive, attend and speak to any item on the Agenda with the consent of the Committee. For further information please contact the relevant Clerk.

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Committee Terms of Reference

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

Access to Information

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

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Anyone wishing to film part or all of the proceedings may do so unless the press and public are excluded for that part of the meeting or there is good reason not to do so, as directed by the Chair. Filming must be done as unobtrusively as possible without additional lighting; focusing only on those actively participating in the meeting and having regard to the wishes of others present who may not wish to be filmed. Anyone wishing to film proceedings is asked to advise the Chair or the Democratic Services Officer in attendance.

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

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Induction Loop available



SOUTH HAMS HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

4 November 2022

Present:-

Councillors R Croad (Chair), J Brazil, R Gilbert, J Hart, J Hawkins,
J Hodgson, D Thomas

Apologies:-

Councillors P Smerdon and Cllr H Reeve (S Hams District Council)

Members attending in accordance with Standing Orders 8 and 25

Councillor S Collinson

* 17

Minutes

RESOLVED that the minutes of the meeting held on 8 July 2022 be signed as a correct record with the addition of extra wording to minute 15 to highlight Inclusive Totnes concerns around the survey assessment methodology, equality considerations, engagement, user hierarchy and 2004 correspondence regarding inner bypass/need for pedestrian crossing.

18

Items Requiring Urgent Attention

There were no items requiring urgent attention.

* 19

Road Casualty Data Dashboard Demo

The Committee received a detailed presentation by the Road Safety Team on a website dashboard which provided detailed information on road casualty data in Devon at Devon-wide, District/Parish/ Town Council and electoral division levels.

Link to Councillors' Dashboard Landing:

[Councillor Dashboard Landing Page - Power BI](#)

Link to public webpages:

[Collision & Casualty Data - Roads and transport \(devon.gov.uk\)](#)

The Committee were shown how to use the councillor dashboard and the wide range of different detailed information and data available to them about collisions on public roads.

Agenda Item 2

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SOUTH HAMS HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

4/11/22

Members discussions (in summary) included:-

- Clarification regarding the different data available to members and to the public. It was confirmed the member information was more detailed such as with the contributing factors for the incidents.
- Using the data to bring about relevant measures to help reduce further collisions. Information could be pulled together to build up an evidence base to support a project or campaign,
- Information about perceived difficult or dangerous areas. The Road Safety Team's focus was on reducing collisions in high-risk areas where there had been fatal and serious injuries. Where there were serious concerns regarding road safety remedial measures could be installed such as improving signage.
- Using difficult road junctions – members were informed people usually took more care in areas that were perceived as being more dangerous.
- Routes were reviewed especially on rural roads and there was collaboration with the highway maintenance teams such as with lining and signing.
- Reducing speed limits on roads such as outside schools. It was highlighted that inappropriate speed limits on roads could make them less safe by increasing inappropriate behaviour such as more vehicle overtaking.

The Committee **RESOLVED** to note the presentation and information regarding the councillors' dashboard and public webpages on collision and casualty data.

* 20

Clearbrook to Roborough Multi-Use Trail

The Committee considered the Report of the Director of Climate Change, Environment and Transport (CET/22/57) regarding route and public consultation (Spring 2022) results, for a proposed new multi-use trail between Clearbrook and Roborough along the A386 corridor, developed by Devon County Council.

This provided an opportunity to improve active travel along the A386 corridor and the Council's Cycling and Multi-Use Trail Strategy set out the ambition for a new link to complete provision between Tavistock and the northern growth area of Plymouth, connecting to new development and providing improved access to Dartmoor. This new route, aligned with the Strategic Plan and in combination with existing infrastructure between Yelverton and Clearbrook, would complete a missing link in the existing Multi-Use Trail Network and open up sustainable access between communities, employment, health, and leisure opportunities along the A386 corridor. The Report also advised that a detailed cost estimate had not been provided at this early design stage, with funding yet to be secured.

Members were also shown a presentation and informed that a consultation with the public had resulted in more than 900 responses. The proposed route took into account the feedback of having a direct route, being scenic and not too close to the main road.

The local County Councillor John Hart commented the recommendation was a good compromise which was practical and more accessible to members of the public on foot and using other transportation methods not just bicycles.

Members discussion (in summary) included:-

- Impact on the environment was carefully considered and the proposed route had less impact on the sensitive environment of Dartmoor.
- There would be good use of existing paths and the proposal was for the route to be about 30 to 40 metres away from the main road.
- Easy access for members of the public as it would link to residential areas and there could be funding towards the scheme from new developments.
- The main road was quite a dangerous route for cyclists and there were many collisions recorded, with a high percentage involving cyclists.
- Discussions with landowners would need to take place but officers were confident of a positive outcome.

It was **MOVED** by Councillor Hart and **SECONDED** by Councillor Croad and **RESOLVED**:

(a) that approval be given to proceed with preliminary design for the preferred multi-use trail route between Clearbrook and Roborough as show on Appendix 1 to Report (CET/22/57); and

(b) that approval be given to progress with land acquisition by agreement and to progress a planning application for the preferred multi-use trail route between Clearbrook and Roborough as shown on Appendix 1 to Report (CET/22/57).

* 21 **Local Waiting Restriction Programme - Dartmouth and Stoke Gabriel**

The Committee considered the Report of the Director of Climate Change, Environment and Transport (CET/22/68) on the submissions to the statutory consultation on proposed restrictions in Dartmouth and Stoke Gabriel as part of the local waiting restriction programme, aiming to improve road safety, traffic management and parking.

The advertised proposals were set out in Appendix 1 of the Report, together with associated plans (supplementary information) on the agenda.

680 responses were received to the advertised proposals, with Officer responses and recommendations as set out in Appendix 2 to the Report.

Agenda Item 2

4

SOUTH HAMS HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

4/11/22

The Committee discussed each proposal in Appendix 2 and listened to the comments of the local County Councillor Jonathan Hawkins.

It was **MOVED** by Councillor Hawkins and **SECONDED** by Councillor Croad and **RESOLVED**:

(a) that work on the local waiting restriction programme be noted;

(b) that the recommendations in Appendix 2 to Report (CET/22/68) be approved with the exception of the recommendation of Coombe Road, Dartmouth, in which it was agreed not to progress with any waiting restrictions.

* 22 **Totnes, The Lamb - Pedestrian and Vehicle Survey (8 July 2022, Minute *15)**

(Councillor Collinson, Totnes Town Council spoke with the consent of the Committee).

The Neighbourhood Highway Manager gave a verbal update following the last meeting when requests that had been received for a pedestrian crossing were considered. He explained that, following a vehicle and pedestrian survey at the site, the scheme was not a priority for County Council funding and there were procedural constraints for such a scheme being community funded, which needed to be examined so that a mechanism can be put in place. It was explained that the town council had been asked by Devon County Council to determine local priorities, so that there could be some certainty on investment for future schemes.

The local County Councillor commented that clarification on who to propose schemes and the steps involved would be helpful and the importance of diversity as well as public safety are considered to help local groups bring forward ideas.

Further discussion included:

- Interest in further pursuing the idea of local communities paying for some road safety schemes with information about timescales
- Members were informed that officers were investigating how to progress with this.
- The issue of pedestrian safety and the effects on the elderly, accessibility and air quality were being discussed with the local community to be brought back to a future Totnes Town Council meeting.
- Members were reminded that all schemes would have to be assessed to consider whether they are safe and if they are a priority.

It was **MOVED** by Councillor Hart and **SECONDED** by Councillor Croad and **RESOLVED** that further work be done to progress with a process in which

communities are able to provide funding for highway projects and this will be reported back at the next committee meeting. It was further requested that Totnes Town Council work with the community to determine its highway project priorities and report back to Devon County Council.

* **23** **Actions Taken Under Delegated Powers**

The Committee received the Report of the Director of Climate Change, Environment and Transport (CET/22/69), setting out action taken under delegated powers on advertised Traffic Regulation Orders since the last meeting, at various locations across the South Hams area and/or countywide.

The Committee **RESOLVED** that the Report be noted.

* **24** **Dates for Future HATOC Meetings**

All meetings at 10.30am.

Please check meetings arrangements using link below for County Council Calendar of Meetings:

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

Friday 3 February 2023

Friday 30 June 2023

Friday 20 October 2023

Friday 16 February 2024.

NOTES:

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

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

The Meeting started at 10.30 am and finished at 11.51 am

CET/23/6
South Hams Highways and Traffic Orders Committee
3 February 2023

Request for pedestrian crossing at The Lamb in Totnes

Report of the Director of Climate Change, Environment and Transport

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

1) Recommendation

It is recommended that the Committee be asked to support the request for a pedestrian crossing at The Lamb in Totnes, should the Town Council confirm that this is a community priority and if community funding is confirmed.

2) Background/Introduction

There have been requests for a pedestrian crossing at The Lamb. A pedestrian and vehicle survey indicated that a crossing would not be a priority at this location. Subsequently it has been suggested that local community could fund the proposal, and that the Town Council could investigate this.

It was reported at this Committee on 4 November 2022 that the County Council are looking at putting in place a mechanism that will allow schemes that are funded by local communities to progress, and councillors asked that further work be done to progress.

3) Main Body/Proposal

A survey was undertaken at the junction in April 2022. The results have not suggested that any form of pedestrian crossing facility is justified. There have been no recorded collisions at this location in the previous five years, there are currently 68 sites across Devon on the Casualty Severity Reduction list with five or more injury collisions in the last five years.

Schemes could be considered at sites across Devon if local councils/communities were able to secure alternative funding. The local member has indicated that she would like to consider this option.

Should local council or community funding be possible it is recommended that the following process be used.

- An initial safety appraisal be undertaken by Devon County Council to determine whether the proposal could be supported.
- An outline design be drawn up, with options laid out, and a safety audit undertaken. This would enable an initial cost estimate to be determined.
- A detailed design of the agreed proposal be drawn up, and a safety audit undertaken. This would enable a more detailed cost estimate to be determined, based on a bill of quantities.
- A contractor would be procured to undertake the work.

Agenda Item 4

It should be noted that there is no guarantee that the work would be completed. For example, if the proposals were unable to satisfy the safety audit process, they would not be able to proceed. It should also be noted that the community would be responsible for funding the full cost of the project, including safety audits, as county council funding is not available. Payment would need to be received ahead of each of the stages in the process outlined above.

For this specific proposal an initial safety appraisal has been undertaken and is included in this report as Appendix 1.

4) Options/Alternatives

The results of the pedestrian and vehicle survey have suggested that a pedestrian crossing would not be justified at this site.

Should the town council consider this site to be a local priority it could be considered for community funding, although it would have to be assessed for safety and there is no guarantee that it would be implemented.

5) Consultations/Representations/Technical Data

No consultation has been undertaken, but several requests for a pedestrian crossing point have been received.

6) Strategic Plan

This proposal would not be considered a priority for funding by the County Council because of the low pedestrian flows recorded.

7) Financial Considerations

The County Council are not intending to fund the design or construction of a pedestrian crossing at this location.

It is estimated that the design and construction of a pedestrian crossing at this location could cost in excess of £80,000. More accurate determinations of cost could be made as the design process progresses.

8) Legal Considerations

Any crossing point would need to be advertised in advance and would be subject to a full Road Safety Audit process.

9) Environmental Impact Considerations (Including Climate Change)

A formal crossing at this location may help a small number of pedestrians to cross The Lamb and may therefore increase pedestrian movements, and reduce vehicle emissions, in the town.

10) Equality Considerations

A pedestrian crossing at this location may make it easier for pedestrians crossing the road and would be likely to have a greater impact for children, parents with school age children, and those without access to a private vehicle.

11) Risk Management Considerations

A full Road Safety Audit process would be undertaken as part of the design of any crossing point.

12) Summary/Conclusions/Reasons for Recommendations

The traffic and pedestrian survey has indicated that a zebra crossing would not normally be considered at this location, but a crossing could be considered if community funding is available.

Meg Booth

Director of Climate Change, Environment and Transport

Electoral Division: Totnes & Dartington

Local Government Act 1972: List of background papers

Background Paper: Nil

Date

File Reference

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sc/cr/ Request for pedestrian crossing at The Lamb in Totnes

03 240123

Agenda Item 4

Appendix 1 to CET/23/6

The Lamb, Totnes - Zebra Crossing proposal

1 Location:

The proposal is to install a zebra crossing on The Lamb close to the junction of Leechwell street. The Lamb is used to access the car parks and is also used to avoid the traffic lights on Western Way and Ashburton Road.

A site visit was undertaken on Friday 4th November at approximately 12.00-12.30pm. During the time of the site visit several pedestrians were observed crossing at this location. There did not appear to be a single desire line across the road, pedestrians crossed at numerous locations. The traffic was relatively constant, but many gaps in the traffic gave pedestrians the opportunity to cross safely. No vehicles were observed to be travelling at inappropriate speeds.

2 Surveys:

There aren't any recent vehicle speed surveys available, older data shows a mean speed of 17mph and 20mph 85th percentile, the speed limit is 30mph. A pedestrian count was carried out in April 2022 which showed a total of 445 pedestrian crossings in a twelve-hour period with a peak of 61 pedestrian crossings between 16:45 and 17:45. A report was provided to HATOC which recommended the crossing was not progressed.

The main pedestrian flow appears to be straight across The Lamb between Leechwell Street north (LSN) and Leechwell Street south (LSS). LSN has been closed to traffic and there are a series of bollards to prevent traffic accessing Leechwell Street north from The Lamb and vice versa.

None of the pedestrians had any issues crossing straight across from LSN into LSS. LSS has limited pavements and in fact reduces to nothing approximately 50m from the junction with The Lamb. A number of pedestrians were witnessed walking in the roadway rather than the pavement. Almost all pedestrians walking towards The Lamb on LSS walked in the road even when the pavement was wide enough to walk on.

3 Visibility:

The views from both sides of the road are good and approaching traffic can be observed for sufficient time. This allows pedestrians the opportunity to make a judgement to cross safely. At peak times the of day there might be a delay for pedestrians in finding a safe opportunity to cross but not to the extent where they are likely to take a risk.

It would not be possible to install a controlled crossing straight from LSN across the road into LSS so it would have to be installed either east or west of Leechwell Street. Road Design guidance does not allow a zebra crossing to be installed within 5m of a junction.

4 Collision data:

There are no reported injury collisions at the junction of Leechwell Street in the last five years of validated data (2017-2021).

Option 1: Install the Zebra crossing to the East of the Leechwell Street junction

To the east of the junction of Leechwell Street there are a number of driveways into private garages, it would not be possible to install a zebra crossing on this side of Leechwell Street junction.

Option 2: Install the Zebra crossing to the West of the Leechwell Street junction

To the west of the junction of Leechwell Street there is a possible location to install a zebra crossing. There are several ironworks located in the road in this area, there appears to be a possible site that would work between the ironworks (this has not been accurately measured, just an opinion).

It should be noted that as part of DCC policy the zebra crossing would require 50m of High Friction Surfacing (HFS) on each approach. This would be achievable on the eastern side. On the western side the 50m of HFS would encroach onto the area of brick pavers. It is not possible to install HFS onto brick pavers so the brick pavers would have to be removed and a suitable surface laid. This would increase the cost of the zebra crossing considerably.

5 Conclusion:

There does not appear to be a strong requirement for a zebra crossing at this location in terms of road safety. The only option is to the west as it is probably close enough to the desire line to be workable but may have significant additional costs with the resurfacing work that will be required.

CET/23/2

All Highways and Traffic Orders Committees
January-April 2023

Traffic Sensitive Streets Review 2023

Report of the Director of Climate Change, Environment and Transport

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

1) Recommendation

It is recommended that the Committee notes that Devon County Council propose to undertake a full review of the traffic sensitive streets network across the county.

2) Background

Devon County Council has a legal duty under the Traffic Management Act 2004/Section 59 New Roads and Street Works Act 1991 to Co-ordinate works activities on the road network. As part of this duty, a power is afforded to Devon County Council to enable the designation of certain streets as 'Traffic Sensitive'. When a street is designated 'Traffic Sensitive', timings of works can be better regulated to ensure the free flow of traffic so far as reasonably practicable through the council's Permit for Works Scheme. E.g. Restrict works on Topsham Road, Exeter during peak traffic flow times.

The project works in line with Devon County Council's strategic objective in the Better Place vision, 'Help Communities be safe, connected and resilient'. The last recorded full review was undertaken in 2018. The proposed review forms part of a 5 yearly routine review, designed to ensure that designations remain fit for purpose.

The Department for Transport (DfT) recent consultations also indicate that changes to the legal powers for destinations may be imposed. Proceeding with this review will put Devon in the best place to react to any statutory changes.

3) Proposal

Statutory Regulations outline when a street can be designated traffic sensitive. The following steps must be completed before a designation can be updated:

- Each street is crossed referenced against the statutory criteria.
- Proposals for revised designations are outlined.
- Communications are undertaken with affected stakeholders.
- A 1-month statutory consultation period is held.
- The updating of Devon's mapping data is completed.

Agenda Item 5

	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23
Internal assessment of designations						
Informal communications with stakeholders						
Formal Consultation						
Review of Consultation						
Update Designations						

What are the Impacts?

It is envisaged that some designations will be decreased due to the statutory requirements being adjusted (as indicated by a recent DfT consultation). This may mean reduced controls for the following areas:

- Winter gritting routes.
- Tourist areas.
- Special events.

The proposal aims to consider strategic visions for network growth wherever possible. Works promoters may find adjusted restrictions on working practices/timescales (this includes Devon County Council's contractors). However, the overall objective is to trigger early communication and better planning. It is not to prevent works taking place.

4) Options

The process is determined by statute, therefore there is no alternative.

5) Consultations

Statutory consultation proposed for April 2023 and this will include County Councillors.

6) Strategic Plan

<https://www.devon.gov.uk/strategic-plan>

This proposal helps network management and aims to keep traffic flowing. It also reducing idling traffic for lengthily queues at road works sites, reducing the amount of CO2 emitted into the atmosphere. The following areas of the strategic plan are drivers for this review:

- Respond to the climate emergency.
- Help communities be safe, connected and resilient.

7) Financial Considerations

There are no additional costs as the review will be undertaken by existing highway staff.

8) Legal Considerations

This change is required to remain compliant with Devon County Council's duties under the Traffic Management Act 2004 and ensure our Permit for Works Scheme remains lawful in its application.

9) Environmental Impact Considerations (Including Climate Change)

This review will offer a method of better managing road works and give controls for idling traffic. The environmental impacts are therefore positive and in line with Devon County Council's Carbon Plan objectives.

10) Equality Considerations

No areas have been identified. Project is operating to standard designation tolerances and will be implemented consistently across the county.

11) Risk Management Considerations

The recent DfT consultation indicates that local authorities would have reduced powers for designating routes that impact on winter gritting locations, tourist areas and special events. *(To be confirmed if this will proceed)*. This may result in Devon having to deregulate some of the existing traffic sensitive routes. This will be led by statutory changes to regulations.

The proposed review aims to help identify the areas where powers may be reduced so Devon can consider other forms of designations/education to minimise the impacts on end road users.

12) Summary

This review is required for 2 purposes:

- To ensure Devon's traffic sensitive network is in line with network changes and reflects the current traffic choices of our communities.
- To ensure compliance with statutory changes.

Meg Booth

Director of Climate Change, Environment and Transport

Electoral Divisions: All

Local Government Act 1972: List of background papers

Background Paper Nil

Date

File Reference

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sc/cr/Traffic Sensitive Streets Review 2023

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