

Highweek Area, Newton Abbot – Experimental Traffic Regulation Order

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 responses to the experimental traffic regulation order are noted; and**
- (b) the modified experimental traffic order is made permanent.**

1. Summary

This report reviews to date the experimental restrictions introduced in Highweek, Newton Abbot in November 2017. The order has now been active for 16 months and all responses received during this period are summarised in this report.

It is proposed that the remaining elements of the experimental order are made permanent.

2. Background/Introduction

Report PTE/17/44 was presented to the July 2017 Teignbridge HATOC meeting, where authorisation was given for the implementation of the Highweek Experimental Traffic Regulation Order (ETRO). A further report, PTE/18/38 was presented to the July 2018 Teignbridge HATOC meeting, where modifications to the ETRO were agreed. This included the removal of the one-way restriction on Pitt Hill and the relocating of the prohibition of goods vehicles restriction further south along Ringslade Road.

The original restrictions were implemented on site during November 2017. The modifications were made during August 2018 and have now run for a further six months without interruption.

The traffic flows have not been monitored again following the implementation of the modifications.

3. Consultations

The Highweek ETRO has been implemented and public comments received in line with the statutory process.

The following number of responses have been received during this consultation and are fully summarised in Appendix I and II, including the County Council's response.

Consultation period	Number of responses
Phase 1: Implementation to modification November 2017 – July 2018 <i>(statutory consultation 10/11/17-10/5/18)</i>	26
Phase 2: Modification to current date August 2018 – February 2019 <i>(statutory consultation 16/8/18-15/2/19)</i>	3

In summary, the key comments received were:

Phase 1: Implementation to modification

- HGV access needed to businesses.
- One-way restrictions on Pitt Hill are being ignored.
- Increased traffic flows and congestion in the wider Highweek village.

Phase 2: Modification to current date

- Lack of warning signs around revised road layout.
- Pedestrian safety within the wider Highweek village.

Having considered all the comments received, it is recommended that the modified restrictions are made permanent.

4. Proposal

The restrictions as modified are listed below with details of proposals to make them permanent, as shown on the plan in Appendix III.

(i) Closure of Whitehill Road at the northern end

No modification was made to this restriction during August 2018 and no further comments have been received regarding the requirement for a turning head at the northern end.

The recommendation is therefore that this restriction is made permanent.

(ii) Restricted access for vehicles over 7.5 tonnes on Ringslade Road

As agreed at the July 2018 Teignbridge HATOC meeting, this restriction was modified during August 2018 and moved further south along Ringslade Road to its junction with Highweek Village. Following this modification, no further comments have been received.

The recommendation is therefore that this restriction is made permanent.

5. Financial Considerations

The required works to implement this order will be funded from the LTP. These will be to the approximate value of £1,000 and cover the changes to the lining and signing to make the restrictions permanent.

6. Environmental Impact Considerations

The reduction of HGV vehicles through Highweek on a permanent basis will have a positive impact within Highweek and a negative impact in some other areas, thus the likely overall impact will be neutral.

The restrictions detailed above will result in a better social environment for the community of Highweek as a whole, this is indicated by the reduction in responses received since the modifications have been made.

7. Equality Considerations

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

8. Legal Considerations

The ETRO can only run for a period of 18 months in total, having started during November 2017 the maximum period it can run for is until May 2019.

The statutory consultation for an ETRO must have run for a minimum of six months, following any modifications, prior to it being made permanent. The modifications were made during August 2018 and have run uninterrupted since then. Therefore, the proposal to agree the making of these restrictions permanent during the February 2019 Teignbridge HATOC meeting is in line with the timescales within the legislation.

When making a Traffic Regulation Order it is the County Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, to secure the expeditious, convenient and safe movement of traffic and provision of parking facilities.

9. Risk Management Considerations

No new risks have been identified.

10. Public Health Impact

There is not considered to be any public health impact.

11. Options

The County Council will continue to progress the longer term major schemes on the A382 and the A382/A383 connection.

12. Reason for Recommendation

The County Council is responding to concerns raised by residents and local councillors and their requests for interim measures to address traffic issues in Highweek, in advance of the longer term major scheme solutions being completed, recognising there is no easy answer to the traffic problems in Highweek.

The ETRO had already made improvements to the traffic in the Highweek area prior to the modifications. The modifications were made to assist access and the improvements have been further consolidated.

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Electoral Division: Newton Abbot North

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Reference
None		

pk120219teh
sc/cr/Highweek Area Newton Abbot Experimental Traffic Regulation Order
02 190219

Devon County Council (Various Roads, Highweek, Newton Abbot) (Traffic Regulation)
Experimental Order 2017

Responses received between 10 November 2017 and 10 May 2018

Comment	Response
First Respondent – Resident, Whitehill Road	
Large vehicles unable to turn in Whitehill Road. Refuse collection disrupted.	Views noted. Refuse collection issues resolved with Teignbridge District Council.
Second Respondent – Resident, Coombeshead Road	
Pitt Hill one way causes additional traffic on narrower Coombeshead Road. Vehicles have to mount the kerb to pass. Vehicle has hit resident's wall.	Views noted. It is recommended that the one-way restriction is suspended.
Third Respondent – Resident, Blenheim Close	
Pitt Hill one way will cause chaos.	Views noted. It is recommended that the one-way restriction is suspended.
Forth Respondent – Resident, Ringslade Road	
Ringslade Road HGV ban – alternative routes are narrower.	Views noted. It is recommended that the prohibition is relocated closer to Highweek Village to allow access from the A382.
Fifth Respondent – Resident, Gaze Hill	
One-way system in Highweek Village being ignored by users. Counted 25 vehicles in 40 mins (15:40 - 16:30).	Views noted. The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.
Sixth Respondent – Unknown	
Lack of warning/signage to indicate change to road layout at Pitt Hill.	Views noted. New road layout warning signs were installed.
Seventh Respondent – Unknown	
Driver for courier service, drives long vehicle, had to dangerously reverse down Whitehill Road. Lack of provision for vehicles larger than cars. No turning circles large enough for vans, etc.	Views noted. The situation will continue to be monitored.
Eighth Respondent – Resident, Whitehill Road	
Positive feedback about walking up/down Whitehill Road. Lack of provision for vehicles larger than cars. No turning circles large enough for vans, etc. Affecting refuse collection services.	Views noted. The situation will continue to be monitored. Refuse collection issues resolved with Teignbridge District Council.

Comment	Response
Ninth Respondent – Resident, Coombeshead Road	
Vehicles turning in to Highweek Village and Coombeshead Road instead of going around via main roads. Many vehicles ignoring new restriction on Pitt Hill entirely.	Views noted. The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.
Tenth Respondent – Resident, Highweek Village	
Drivers regularly ignore one-way system on Pitt Hill. Suggests "Slow", "Give-way" or traffic humps may help deter drivers.	Views noted. The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.
Eleventh Respondent – Resident, Blenheim Close	
One-way system in Highweek Village being ignored by users.	Views noted. The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.
Twelfth Respondent – Resident, Whitchurch Ave	
Requests that Whitehill Road closure and Pitt Hill one-way system to apply to motor vehicles only, bicycles exempt.	Views noted. It is recommended that the one-way restriction is suspended. Cyclists are able to dismount and pass through the No Entry before continuing along Whitehill Road.
Thirteenth Respondent – Business Owner, Highweek Village	
Small business owner having issues with access for delivery/service vehicles over weight limit of Ringslade Road. Seeking alternative route or addition of 'except for access' to signage.	Views noted. It is recommended that the prohibition is relocated closer to Highweek Village to allow access from the A382.
Fourteenth Respondent - Unknown	
Highweek Village, Mile End Road and Coombeshead Road struggling with congestion due to Pitt Hill one way.	Views noted. The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.
Fifteenth Respondent – Business Owner, Highweek Village	
Small business owner having issues with access for delivery/service vehicles over weight limit of Ringslade Road. Seeking addition of 'except for access' to signage.	Views noted. It is recommended that the prohibition is relocated closer to Highweek Village to allow access from the A382.
Sixteenth Respondent – Resident, Whitehill Road	
Definite positive change noticed, happy with new system and effects it has had.	Views noted.

Comment	Response
Seventeenth Respondent – Resident, Coombeshead Road	
Redirected traffic making already narrow and congested roads busier and dangerous for pedestrians. Particularly bad around end of school time.	Views noted. The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.
Eighteenth Respondent – Resident, Gaze Hill	
Definite positive change noticed, happy with new system and effects it has had.	Views noted.
Nineteenth Respondent – Resident, Highweek Village	
One-way system in Highweek Village being ignored by users. Difficult to use other routes due to numbers of parked cars on pavement. Recommends signs advising no parking on pavement.	Views noted. The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.
Twentieth Respondent – Resident, The Churchills	
One-way system in Highweek Village being ignored by users. Worry of creating accident black spot.	Views noted. The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.
Twenty-first Respondent – Resident, The Churchills	
One-way system not effective in reducing traffic flows through the village. Residents forced through the village along with the through traffic. One-way system being ignored by users. New road being built will reduce traffic travelling through Highweek so no need to make this restriction permanent.	Views noted. The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.
Twenty-second Respondent – Resident, The Churchills	
One-way system in Highweek Village being ignored by users. Other roads are inconvenienced by additional traffic. Fears Pitt Hill junction has become more dangerous.	Views noted. The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.
Twenty-third Respondent – Resident, Coombeshead Road	
Traffic flows increasing, too much development, need new link road, should not have closed Pitt Hill Road southbound.	Views noted. It is recommended that the one-way restriction is suspended.
Twenty-fourth Respondent – Resident, Highweek Village	
People driving on the pavement, impossible to pass, people parking on the pavement to purposefully to prevent people driving on the pavement. Have to drive short distances now as too dangerous to walk.	Views noted. Driving on the pavement is an offence and should be reported to the police. Changes are proposed which should reduce traffic in Highweek Village.

Comment	Response
Twenty-fifth Respondent – Resident, The Churchills	
Redirected traffic making already narrow and congested roads busier and dangerous for pedestrians. Particularly bad around end of school time.	<p>Views noted.</p> <p>The vehicular movements have been monitored and results have influenced discussions. It is recommended that the one-way restriction is suspended.</p>
Twenty-sixth Respondent - Unknown	
Unacceptable speed and volume of traffic in Highweek Village.	<p>Views noted.</p> <p>The proposals seek to reduce the volume of traffic in Highweek Village.</p>

**Appendix II
To PTE/19/10**

**Devon County Council (Various Roads, Highweek, Newton Abbot) (Traffic Regulation)
Experimental Order 2017
(modified)**

Responses received since 16 August 2018 and 15 February 2019

Comment	Response
Twenty-seventh Respondent - Unknown	
Lack of notice signs to back up changes to Pitt Hill Road.	Views noted. The arrangements on Pitt Hill were reverted to match that of the original arrangement prior to the experimental order.
Twenty-eighth Respondent – Resident, Coombeshead Road	
Redirected traffic making already narrow and congested roads busier and dangerous for pedestrians.	Views noted. The vehicular movements have been monitored and results have influenced discussions. It has been agreed that the traffic flows on Pitt Hill are reverted to two-way.
Twenty-ninth Respondent - Unknown	
Lack of notice signs to back up changes to Pitt Hill Road.	Views noted. The arrangements on Pitt Hill were reverted to match that of the original arrangement prior to the experimental order.

