

Powderham 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: that the Committee be asked to approve the permanent implementation of the experimental traffic order.

1. Summary

The report considers representations received in response to an Experimental Traffic Regulation Order (ETRO), prohibiting motor vehicles except for access along the road past St Clements Church, Powderham.

2. Introduction

The Exe Estuary Trail is a very popular cycle route. The trail passes Powderham Estate along Estuary Road between St Clements Church and the A379 at Starcross. Estuary Road is a minor public road with no segregated facilities for pedestrians or cyclists and with limited available road width for two-way traffic. The route is already subject to a 20mph speed limit and signed as a County quiet lane route.

To further improve the local environment for cyclists and pedestrians, draft proposals were circulated for comments in 2018/19. The proposals outlined a suggestion to prohibit motor vehicles on Estuary Road except for local access. To be self-enforcing without a need for unrealistic levels of police enforcement, access by motor vehicles was being proposed to be controlled using barriers. The aim of the proposal was to provide a safer environment for pedestrians and cyclists by removing nonlocal traffic along Estuary road between off road sections of the Exe Estuary Trail.

A public meeting was held with the parish and community in July 2018 in order to discuss these proposals in more detail. The resolution from the meeting was unanimously against any scheme utilising barriers to control access. But was unanimously in favour of undertaking a trial scheme to prohibit access without barriers.

The County Council agreed to undertake a trial prohibition under an ETRO process. An ETRO can be used in situations that need monitoring and reviewing. They can last no more than eighteen months before they are either abandoned, amended or made permanent. Once in force, objections to the

order being made permanent can be made. Any objections must be made within six months of the day that the experimental order comes into force.

The ETRO came into force on 5 April 2019. A plan of the ETRO and a copy of the public notice is included in Appendix I.

3. Proposal

The scheme shown on Plan Q04005-750 in Appendix I details the location and extent of the ETRO restrictions. The ETRO prohibited motor vehicles except for access for the full length of the road between its two junctions with the A379. The plan includes details of the signage introduced at both ends of the route.

Formal responses to the ETRO.

Any formal written objections and comments to the ETRO had to be received over the six-month period from April to October 2019. A total of 30 responses were received and a summary of the formal comments received is included in Appendix II.

24 submissions were received from respondents who live outside of the Powderham area, although the majority of these were still from residents of communities local to Powderham. 1 of the 24 respondents were in support of the ETRO, 9 directly objected and 13 raised negative comments in response to the ETRO trial. Objections and negative comments were focused on loss of access to the public road as a valued local amenity and the lack of any clear justification for prohibiting vehicles on this route.

6 responses were received from residents of the Powderham area directly affected by the ETRO. This included a more detailed parish summary response provided after a parish public meeting held prior to the end of the six-month objection period. These 6 respondents were not clearly supporting or objecting to the ETRO. But did raise concerns about its effectiveness in reducing rat-running traffic and reinforced its lack of impact on speeding and parking within the community. From the parish summary response to the ETRO there was a view from residents that there may have been a slight reduction in vehicles driven by visitors to the area, plus fewer coaches using the road. However, there was also a perception of an increase in the numbers of 'local' cars using the road as a short cut.

Informal responses to the ETRO

A parish public meeting attended by DCC was held in May 2019 shortly after the introduction of the ETRO and following a busy bank holiday weekend period. Residents and DCC had independently recorded over 70 vehicles parking in the area over the weekend. Concern was expressed that the ETRO was not considered to be effective as access still allowed drivers to enter the area to park. The parish resolved to set up a working party to explore the alternatives to the ETRO. This included the possibility of the installation of posts along private verges to remove parking opportunities.

Further work was undertaken by a parish working party during 2019, including a community questionnaire. Feedback from this work in September 2019 identified that from approximately 23 of the 60 residents of the area who responded to the survey. 64% felt that there had been some reduction in traffic since the ETRO was introduced. And 59% felt that rat-running activity had also decreased. The top three priorities for the community were identified as being 1st Road safety, 2nd Speeding and 3rd Traffic Volume.

The parish and community were invited to comment again prior to drafting this report. The consensus was to make the ETRO permanent. But in conjunction with increased signage and with new parking management in the locality.

During the ETRO period 70 public comments were provided online to the DCC's Newscentre webpages. The majority of these comments reflected the views of formal objections to the ETRO and expressed concern about the loss of access to a public road and local amenity.

As the enforcing authority Devon & Cornwall Police were consulted prior to advertising the ETRO. The view from the Police was that they would find this a very difficult stretch of road to police, as anyone wishing to stop on route would be satisfying the "Access" requirement. So, in effect, the only way it could be proved that any driver had used the route illegally would be to follow each driver through the whole length of the road making sure that they did not access anything within the controlled stretch of road. Rendering this effectively unenforceable. It was concluded that the Police would not object to an ETRO taking place as a trial. But that no regular enforcement would take place during a trial period. A formal response was not submitted to DCC as part of the ETRO process. But written comments were provided by Police officers to reiterate the views of the Police made prior to the ETRO coming into force.

Traffic monitoring

It was originally envisaged that the ETRO would stay in force for an extended period of 12 months to enable traffic monitoring to take place and to consider any further informal feedback from the community after an extended period of operation. Traffic monitoring was undertaken both prior to the ETRO being introduced and during the first 12 month period of the ETRO being in force. Traffic was monitored to assess the impact of prohibiting motor vehicles except for local access.

Appendix III (northbound) and Appendix IV (southbound) show the average weekday traffic flows on Estuary Road through Powderham, both before the ETRO trial took place and during the time that period when the ETRO was in force. The peak traffic flows on Estuary Road do not mirror the typical AM and PM commuter peaks of the A379. Whilst the data indicates a marginal reduction in flows during the ETRO trial, it should be noted that the hourly volumes are low and any small changes in the number of vehicles per hour on different days for other reasons could also be a relevant factor. Overall, any

significant impact from the ETRO on traffic flows is not evident from the traffic monitoring.

Using the video survey data recorded at both junctions before and during the ETRO trial period, Appendix V identifies vehicles on the minor road around Powderham that were potentially rat running between the two main road junctions. Depending on the individual speeds of vehicles and on factors like obstruction, a typical journey time between the junctions can vary significantly. Appendix V identifies any vehicles taking less than 10 minutes to travel between the two junctions as potentially rat-running through the area, however it is likely that this is an overestimate and that the figures shown will be incorporating some vehicles that were legitimately stopping briefly on route. Appendix V indicates that there is very little evidence of rat running traffic over the morning commuter peak in either direction of travel. There is greater evidence shown for traffic rat running south from Exeter towards Dawlish during the PM peak. But there is no indication of any significant change to this pattern during the ETRO trial period.

For reference Appendix VI summarises traffic speed data recorded at a site on Estuary Road over a number of years. It should be noted that figures from 2011 onwards were recorded after the current mandatory 20mph limit was introduced. The 2018 figures were recorded before the ETRO and the 2019 figures during the ETRO trial. Traffic speeds on Estuary road remain uncompliant for the 20mph limit. But consistent with 30mph limit standards.

Summary

The Statement of Reasons for bringing the ETRO into force was that “the order will avoid danger to persons or other traffic using the road past St Clements Church and for preventing the likelihood of any such danger arising and to preserve or improve the amenities of the area through which the road runs”.

Although the road through Powderham has a good road safety record with one injury accident recorded between 2014 and 2018. The popularity of the Exe Estuary Trail and increasing numbers of cyclists and pedestrians using Estuary Road has led to greater conflict between vehicular and non-vehicular traffic along this route.

Monitoring considered the traffic impact of the ETRO by prohibiting motor vehicles except for local access. The results of the monitoring undertaken does not fully support the effectiveness of the ETRO as a measure to remove through traffic travelling through the area. However, the effect is positive and traffic flows are in the order of 10 an hour which is low.

Formal responses to the ETRO were predominantly against the ETRO. Local responses from those most directly affected were generally supportive. But were also very concerned about parking and speeding.

It is the duty of a local authority to secure the expeditious, convenient and safe movement of all road users. Bearing in mind the attractiveness of the Exe

Estuary trail to cyclists and walkers and that there is no reason for traffic to use Estuary Road as a through route it would be beneficial to confirm the ETRO as a permanent order. However, it has to be recognised that the enforcement of this order is very difficult for the reasons outlined above.

4. Options/Alternatives

Alternative options were previously considered for prohibiting motor vehicles using self-enforcing physical barriers. This was not supported by the community.

If the ETRO was not confirmed it would send the wrong message to motorists that this route was open to be used as a through route.

5. Consultations

Consultation was undertaken with the local community prior to and during the ETRO process. Consultation will continue with the community through the parish or community working group.

6. Financial Considerations

There will small costs to make the ETRO permanent. Funding is identified in the transport capital programme for 2020/21.

7. Legal Considerations

When making a Traffic Regulation Order it is the County Councils 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 recommendation to confirm TRO will have a small but positive impact on the environment by reducing vehicle emissions and promoting safer active travel.

9. Equality Considerations

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

10. Risk Management Considerations

The proposal will have an ongoing revenue cost for the Council to maintain signing for the permanent traffic regulation order. A permanent traffic regulation order may generate demand for Police enforcement resources.

11. Public Health Impact

There will be a small but positive benefit to public health by supporting cycling on the Exe Estuary Trail.

12. Reasons for Recommendations

The ETRO was introduced to assess the benefit of reducing or removing traffic travelling through the Powderham area. It is concluded that the ETRO has had a marginal impact and considering the use of the road as part of the Exe Estuary Trail the road is not suitable to be used as a through route. It is recommended that a decision is made to confirm the TRO.

Dave Black

Head of Service for Planning, Transportation and Environment

Electoral Division: Exminster & Haldon

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Reference
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Nil

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sc/cr/Powderderham Experimental Traffic Regulation Order

**Devon County Council (Road past St Clements Church, Powderham)
(Prohibition of Motor Vehicles) Experimental Order 2019**

Devon County Council made this on 25th March under the Road Traffic Regulation Act 1984 & it comes into force 5th April for a maximum of 18 months to

Prohibit Motor Vehicles except for Access on the entire length of Road past St Clements Church, Powderham

The order & statement of reasons can be viewed at devon.cc/tro from 28th March. The order, plan & statement of reasons may also be seen during normal office hours in main reception at the address below or Mon/Sat 9am-1pm, Tue/Fri 9am-5pm, Thu 9am-6pm at Dawlish Library.

The Council will consider whether the provisions should continue indefinitely & anyone may object to the making of a permanent order within 6 months from 5th April or if this order is subsequently varied by another order or modified pursuant to section 10(2) of the 1984 Act within 6 months of that variation or modification coming into force. Any objections or other comments giving the grounds on which they are made must in writing to the address below or via devon.cc/tro. If you make a submission be aware that contact details & points contributed may be made publicly available in accordance with our legal obligations. Receipt of submissions may not be acknowledged but those received will be considered & may be shared within Devon County Council & our partners. Further information on how we process personal data at www.devon.gov.uk (search for traffic regulation orders privacy notice).

If you wish to question the validity of the order or of any of its provisions because it or they are not within the powers conferred by the Road Traffic Regulation Act 1984 or that any requirement of that Act or any instrument made under it has not been complied with, you may within 6 weeks from the date on which the order was made apply to the High Court for this purpose.

28th March 2019
reference IMR/B16153-5736
County Solicitor, County Hall, Topsham Road, Exeter EX2 4QD

Statement of Reasons

Following concerns being raised regarding the number of vehicles using the road past St Clements Church (from its junction with the A379 at Red Lodge and its junction near Starcross); Devon County Council will introduce the restriction on an experimental basis so that the impact on this and surrounding roads can be monitored, and if necessary, minor changes can be made or proposals removed before deciding whether to make the changes permanent.

Specifically, the order will avoid danger to persons or other traffic using the road past St Clements Church and for preventing the likelihood of any such danger arising and to preserve or improve the amenities of the area through which the road runs.

5736 – Devon County Council
(Road past St Clements Church, Powderham)
(Prohibition of Motor Vehicles) Experimental Order 2019

Summary of Representations

Comment	Devon County Council Response
First Respondent: Resident of Starcross	
<ul style="list-style-type: none"> • Not noted any issues with rat running or excessive speed. • Route used for numerous leisure activities. • Used as diversion route when A379 closed due to accident. • Is there accident data to support TRO? • Where will church, sailing club and cyclists park to use Exe Trail and access Turf Locks. • Can see no benefit from the TRO and highway authority have statutory responsibility to maintain the highway. • How will land owners and asset maintainers use road to access assets such as Network Rail and Environment Agency if motor vehicles prohibited? • How will restriction be policed and will it be enforced 24/7. 	<p>Comments noted regarding rat running and excessive speed.</p> <p>Restriction introduced on an experimental basis to allow Devon County Council to monitor impact on Powderham Road and surrounding road network.</p> <p>Restriction still allows access to off street premises such as church, sailing club and for statutory undertakers such as Network Rail and Environment Agency.</p> <p>Police still have powers to direct vehicles through prohibition if required as diversion route.</p>
Second Respondent: Resident of Dawlish	
<ul style="list-style-type: none"> • Considers the order ill-conceived. • Proposed order prevents access for leisure use and for many Starcross is too far to walk. • Restricting access will lead to road becoming an isolated back road with little community surveillance leading to increase to fly tipping and criminal damage. • Issues associated with rat running and speed can be addressed with appropriate signing and traffic calming measures. • Seeking clarification on what is considered permitted access. 	<p>Opposition to order noted.</p> <p>Comments regarding security noted.</p> <p>The order prohibits motor vehicles “except for access to off-street premises”. For example, these premises include the church car parking areas and the areas signed as ‘Starcross Y C Parking’.</p> <p>Traffic calming measures have been suggested by other parties but there has been mixed reaction from some of the local stakeholders (some for/some against the idea).</p>

Third Respondent: Resident Unknown	
<ul style="list-style-type: none"> • Objects in strongest possible terms to road closure. • Natural beauty, wildlife and views helps maintain mental health. • Claims reasons for restriction are preposterous and outlandish. Usage of road is comparatively light compared to roads of similar size. • Statement of reason indicates that order is being proposed for road safety. This can be achieved through installation of speed bumps and/or speed cameras. 	<p>Object to proposals noted.</p> <p>Traffic calming measures have been suggested by other parties but there has been mixed reaction from some of the local stakeholders (some for/some against the idea).</p>

Fourth Respondent: Resident of Dawlish	
<ul style="list-style-type: none"> • Protest about the order, which denies people the pleasure of using road. • Suggests installation of speed bumps. 	<p>Opposition noted.</p> <p>Traffic calming measures have been suggested by other parties but there has been mixed reaction from some of the local stakeholders (some for/some against the idea).</p>

Fifth Respondent: Resident of Dawlish Warren	
<ul style="list-style-type: none"> • Order will discourage use of the footpath from Powderham to Double Locks in a time when we are trying to encourage families to take more exercise this is a safe environment for the whole family to use. • Please consider traffic calming measures. 	<p>Comments noted.</p> <p>Traffic calming measures have been suggested by other parties but there has been mixed reaction from some of the local stakeholders (some for/some against the idea).</p>

Sixth Respondent: Resident of Kenton	
<ul style="list-style-type: none"> • Suggests that higher priority to sort out the traffic problems at the junction of The Strand and New Road in Starcross. 	<p>Comments noted.</p>

Seventh Respondent: Resident of South Town	
<ul style="list-style-type: none"> • TRO taken place without consultation with local communities – Kenton, Starcross and Cockwood. • Not compelling reason to deny access to public road and questions how much traffic does use that will cause danger or inconvenience to small number of people how live on route. • Estuary road viable alternative route when there is trouble on A379. 	<p>Comments noted.</p> <p>Extensive consultation has taken place with the Powderham Estate as well as local Powderham stakeholders and parishioners.</p> <p>Police still have powers to direct vehicles through prohibition if required as diversion route.</p> <p>Introducing an experimental TRO allows Council officers to review the impact of a restriction and consider implementing as</p>

<ul style="list-style-type: none"> • Why should public road be shut based on views of small number of residents. • Any extension should be properly consulted on with local communities. 	<p>advertised, amending or to not proceed as necessary.</p>
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Eighth Respondent: Representative of Newton Abbot Ramblers	
<ul style="list-style-type: none"> • Members occasionally enjoy walk along estuary. If going on Sunday group avoids the church car park to leave area for church users. • Understands that the TRO does not allow access to park on verges as these are not designated parking areas. • Suggests provision of a barrier supplemented with 'no through road' signs to prevent road being used as a through route. 	<p>Comments noted.</p> <p>There are other car parking facilities at Starcross and at the Powderham Estate that can be utilised to access the area.</p> <p>The "No through Road" suggestion has already been discussed with the Powderham Estate as well as local Powderham stakeholders and parishioners.</p>

Ninth Respondent: Resident of Starcross	
<ul style="list-style-type: none"> • Dismayed to find out I am no longer able to use route with its stunning estuary views and rolling hills it is a real pleasure to drive along. • Not aware of any local consultation. 	<p>Comments noted.</p> <p>Restriction introduced on an experimental basis so that the impact on this and surrounding roads can be monitored.</p>

Tenth Respondent: Resident of Shaldon	
<ul style="list-style-type: none"> • Restriction is unnecessary and will restrict access along a route that provides links to other means of travel to specific places of interest, worship and recreation merely to placate those local residents and cyclists for whom cars and other four wheeled vehicles are considered a nuisance. • If speeding cars (and even cycles) are considered to be a safety hazard then speed controlling measures should be in place already. • It is the type of scheme that if approved will be divisive in the extreme and have a negative impact upon the many users of the local church and walkways to, from and along the Exe estuary and foreshore. 	<p>Comments noted.</p> <p>Traffic calming measures have been suggested by other parties but there has been mixed reaction from some of the local stakeholders (some for/some against the idea).</p>

Eleventh Respondent: Resident of Dawlish	
<ul style="list-style-type: none"> • The reason for the prohibition of traffic on this road is, at best, unclear. • What happens in the event of a blockage on the A379 between the junctions of the prohibited road and the main road? • Are cars allowed to drive to park so that occupants can use the footpath from Powderham to the Turf and beyond? 	<p>Comments noted.</p> <p>Restriction still allows access to off street premises such as church, sailing club and for statutory undertakers such as Network Rail and Environment Agency.</p> <p>Police still have powers to direct vehicles through prohibition if required as diversion route.</p>

Twelfth Respondent: Resident of South Town	
<ul style="list-style-type: none"> • The existing traffic on that road will be diverted and the only other village affected is Kenton which will suffer increased traffic. • The road though Kenton Village is narrow with a steep turn in the area of the triangle and leaves no alternative in case of blockage or accident. 	<p>Comments noted.</p> <p>Police still have powers to direct vehicles through prohibition if required as diversion route.</p>

Thirteenth Respondent: Resident of South Town	
<ul style="list-style-type: none"> • Prior to restriction found all users courteous and mindful and never felt route was dangerous. • Access to the Turf Lock Pub to be provided within the order. • Can vehicles seeking access to pub utilise the church car park. • Considers Powderham Road a local amenity that's allows access to exercise. Elderly and disabled are only able to access area by car. • Requests a cycle path separate to the road. • When the A379 becomes severely congested due to holiday traffic is it environmentally sound to encourage all the traffic to keep crawling along or remain stationary idling rather than using a diversion? • When incident on A379 the estuary road is safest and shortest diversion but new order suggests this is not permitted. 	<p>Comments noted.</p> <p>The order prohibits motor vehicles "except for access to off-street premises". For example, these premises include the church car parking areas and the areas signed as 'Starcross Y C Parking'.</p> <p>Police still have powers to direct vehicles through prohibition if required as diversion route.</p> <p>Introducing an experimental TRO allows Council officers to review the impact of a restriction and consider implementing as advertised, amending or to not proceed as necessary.</p>

Fourteenth Respondent: Resident Unknown	
<ul style="list-style-type: none"> • Objects to proposal • Uses route as alternative to A379 when congested. • Appreciates that banning cars would make route nicer for cyclists but environmental impact caused by congestion affects everyone. • Would prefer to see traffic calming. 	<p>Objection noted.</p> <p>Traffic calming measures have been suggested by other parties but there has been mixed reaction from some of the local stakeholders (some for/some against the idea).</p>

Fifteenth Respondent: Resident of Exeter	
<ul style="list-style-type: none"> • As a runner fully supports closure of road. • Witnessed on numerous occasions of drivers speeding. • Road signed as 20mph but rarely adhered to. 	<p>Support and comments noted.</p>

Sixteenth Respondent: Resident of Kenton	
<ul style="list-style-type: none"> • Not clear whether it is possible to use the road to park either on the spaces by the church, or off-road in the area on the corner opposite the church, in order to use the public estuary walk. • If not, have other arrangements been put in place to allow access to the estuary path by those less able, disabled, or with young families. 	<p>Comments noted.</p> <p>The order prohibits motor vehicles “except for access to off-street premises”. For example, these premises include the church car parking areas and the areas signed as ‘Starcross Y C Parking’. Area described is within private ownership.</p>

Seventeenth Respondent: Resident Unknown	
<ul style="list-style-type: none"> • Now unable to access beautiful part of Devon coastline and unable to take elderly father who cannot walk on scenic drive to view deer at Powderham estate. • Suggests restriction should be Monday to Friday 6am to 6pm to prevent rat running by commuters. • Restriction prevents access to church which openly welcomes worshipers and public. Relative buried in church grounds. 	<p>Comments noted.</p> <p>The order prohibits motor vehicles “except for access to off-street premises”. For example, these premises include the church car parking areas and the areas signed as ‘Starcross Y C Parking’.</p>

Eighteenth Respondent: Resident of Exeter	
<ul style="list-style-type: none"> • Objects to proposals. • Public road which is lightly used, which is scenic for less abled people. • Used as a meeting point for numerous rambling groups. 	<p>Objection noted.</p>

Nineteenth Respondent: Resident of Dawlish Warren	
<ul style="list-style-type: none"> • Is there any empirical evidence that restriction is required. • Due to population growth there are more collisions on roads and Devon County Council web site shows that more accidents occur on A379 than Powderham Road. • When A379 closed Powderham Road used as an alternative route. • Disabled or elderly that are unable to walk from Starcross now denied access to area. • Suggests that restrictions have been relaxed for recent events at Powderham Castle, but no exemption in TRO. 	<p>Comments noted.</p> <p>Police still have powers to direct vehicles through prohibition if required as diversion route.</p>

Twentieth Respondent: Resident of Exeter	
<ul style="list-style-type: none"> • Objects to proposals citing the reasons provided by nineteenth respondent. 	Objection noted.

Twenty-first Respondent: Resident of Torquay	
<ul style="list-style-type: none"> • Elderly and use the road to look at the deer – the Traffic Order will prevent us doing this. • Objects to proposals citing the reasons provided by nineteenth respondent. 	Objection noted.

Twenty-Second Respondent: Resident of Torquay	
<ul style="list-style-type: none"> • Object to the proposed order. • Use this road to look at the deer and take elderly relative for a small stroll along the estuary path. 	Objection noted.

Twenty-third Respondent: Resident of Exeter	
<ul style="list-style-type: none"> • No improvement particularly because the works to protect the verges have yet to be completed. Until this is done there is unlikely to be any change to the present unsatisfactory. 	<p>Comments noted.</p> <p>Powderham has set up a Working Group and may consider works to protect the verges.</p>

Twenty-fourth Respondent: Resident of Starcross	
<ul style="list-style-type: none"> • Does not feel ETRO has made much difference to road safety. • Would welcome measures to reduce volumes and speeds and suggest provision of bollards to close road off as through route. 	<p>Comments noted.</p> <p>Powderham has set up a Working Group which may further consider such measures to reduce through traffic.</p>

Twenty-fifth Respondent: Resident of Powderham	
<ul style="list-style-type: none"> • ETRO incomplete and impact on Powderham Village cannot be accurately assessed until all implemented. • At meeting attended by Devon County Council officers measured agreed to protect tree roots. • Powderham Castle and Starcross should be the only parking areas for visitors. 	<p>Comments noted.</p> <p>The ETRO has been installed independent of the parking issues. Powderham has set up a Working Group and may recommend Works to protect the verges.</p>

Twenty-six Respondent: Resident of Powderham	
<ul style="list-style-type: none"> • Construction of the cycle path and bridge at Powderham, have as predicted, resulted in an increase in through traffic and parking, much of it thoughtless and inconsiderate. Powderham residents and Church congregation have been trying to ameliorate this with Devon County Council. • Scheme agreed to install posts and chains to protect verges and supplement ETRO. 	<p>Comments noted.</p> <p>The ETRO has been installed independent of the parking issues. Powderham has set up a Working Group and may recommend Works to protect the verges.</p>

Twenty-seventh Respondent: Resident of Powderham	
<ul style="list-style-type: none"> • The amount of traffic on the road - at commuter times only - has fallen but it has not stopped the speeding youths who are suspected of disposing of litter of items they have consumed with absolutely no concern for the environment or other road users. • Weekend still attracts a huge number of vehicles on a road that is not made for the volume. Parking around the Church appears as plentiful and haphazard as before. There may be concern about damage to tree roots but there continues to be a safety risk from the mix of vehicles of all sizes, pedestrians, bicycles and poorly supervised children around the Church area and on the bend to the cycle path. • At times in the Summer months quite a few vehicles are on the verges overnight with sleeping occupants. This is more prevalent when there is an event at the Castle. • Although ongoing issues current restriction should remain in place and should be supplemented by additional measures. 	<p>Comments noted.</p> <p>The ETRO has been installed independent of the parking issues. Powderham has set up a Working Group and DCC look forward to hearing the Working Groups recommendations through the Parish Meeting.</p>

Twenty-eighth Respondent: Resident of Powderham	
<ul style="list-style-type: none"> • Still traffic issues following implementation of ETRO, including rat running and speeding vehicles. • Concerned about the condition of the verges along The Avenues due to cars parking. As part of restrictions residents believed wooden posts would be installed. • Slight reduction in visitors and coaches since installation of restrictions but increase in locals using road as short cut. • Speeding still an issue. 	<p>Comments noted.</p> <p>The ETRO has been installed independent of the parking issues. Powderham has set up a Working Group and DCC look forward to hearing the Working Groups recommendations through the Parish Meeting.</p>

Twenty-ninth Respondent: Resident of Powderham	
<ul style="list-style-type: none"> • Supports comments of thirtieth respondent. 	<p>Comments noted.</p>

Thirtieth Respondent: Resident of Dawlish Warren	
<ul style="list-style-type: none"> • Visits church on Sundays and works at church during week. Does not want the road blocked off due to the extra distance to get to establishment. 	<p>Comments noted.</p>

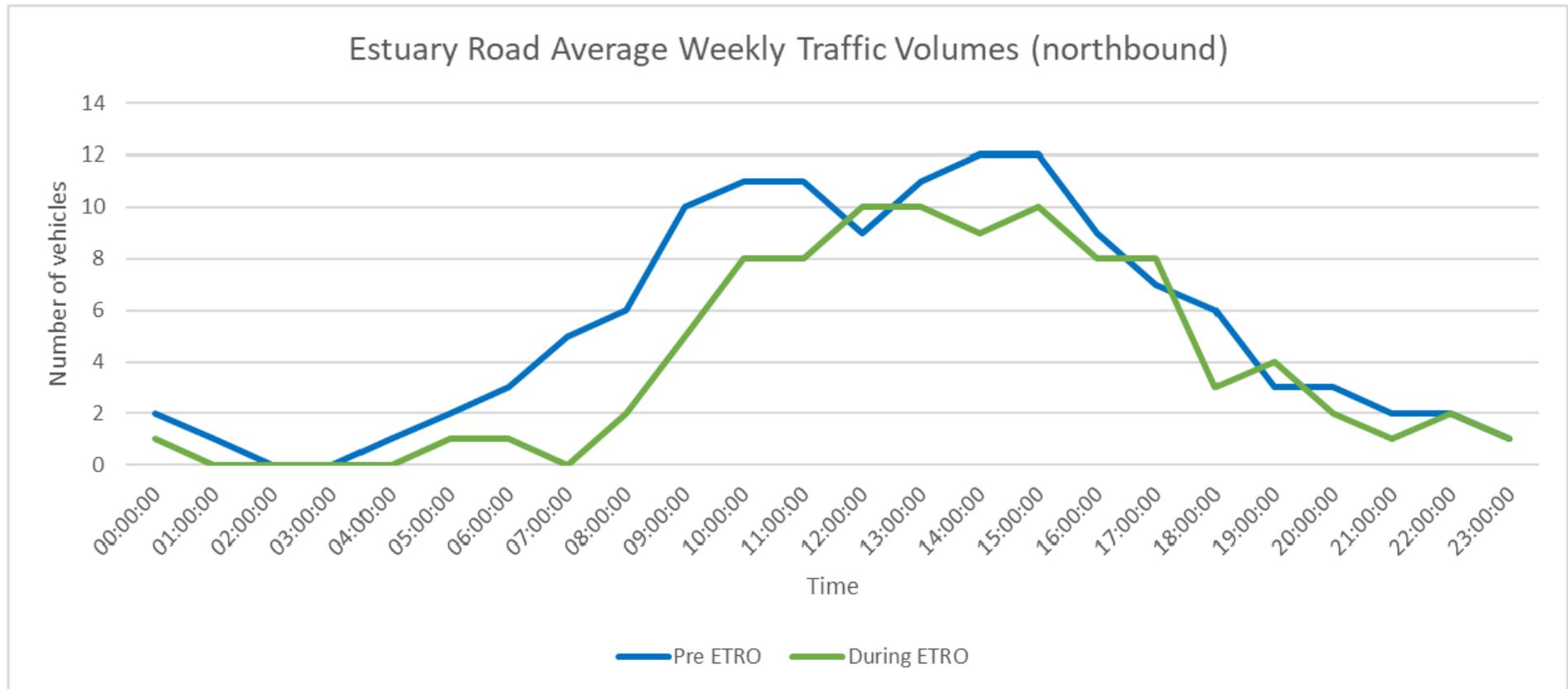


Figure 3.3 Average northbound weekday traffic volumes on Estuary Road Powderham

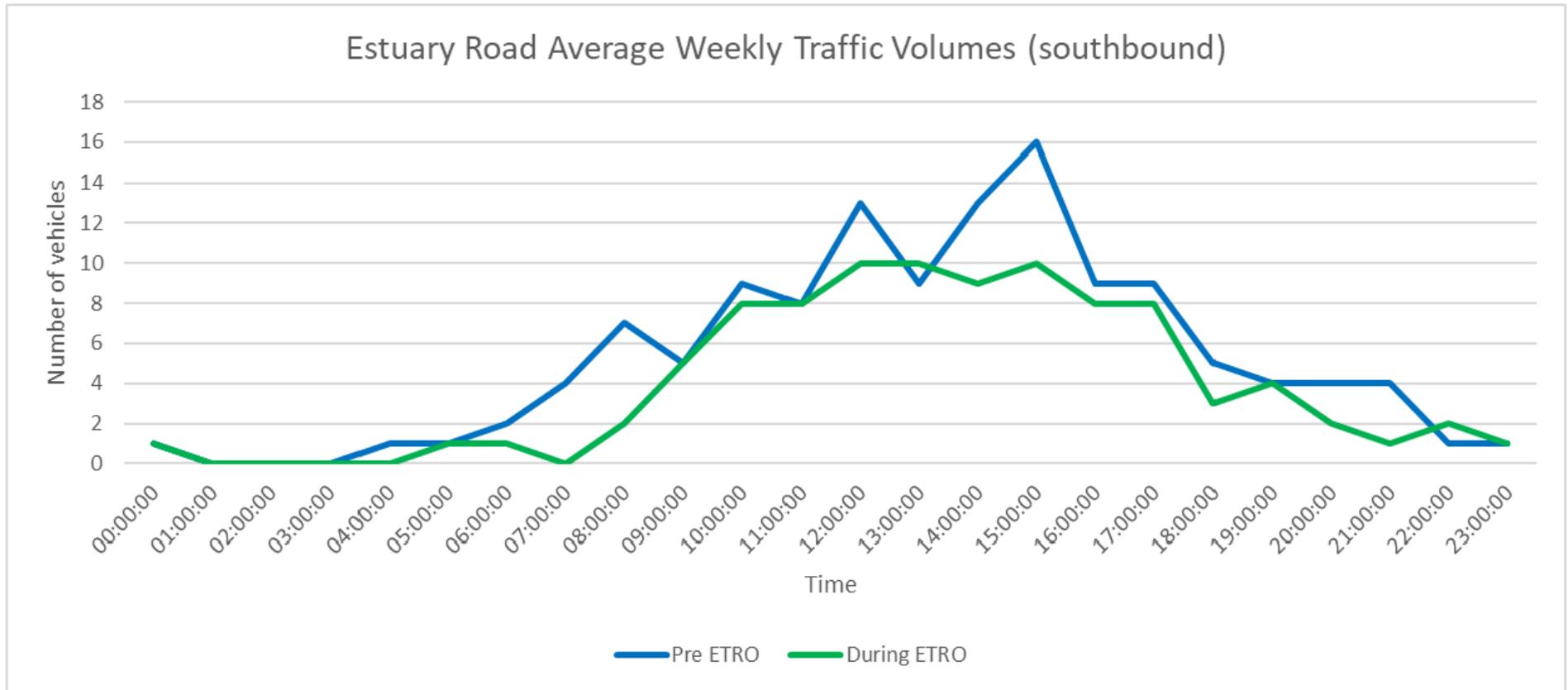


Figure 3.4 Average southbound weekday traffic volumes on Estuary Road Powderham

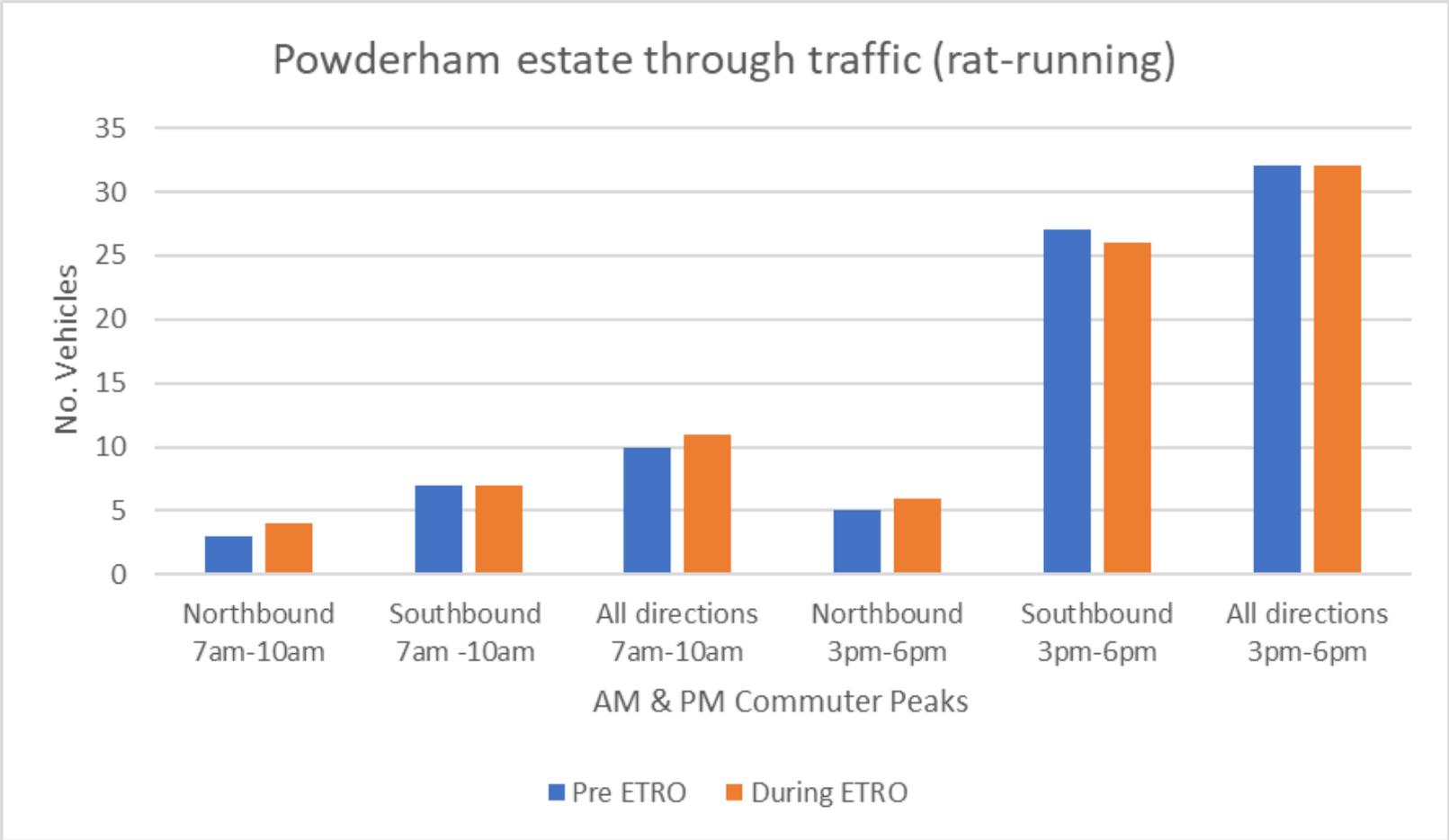


Figure 3.11 Summary of rat-running traffic on Estuary Road\Church Road Powderham

North of Powderham Lodge Site 6315			
Average Speed (mph)			
	Northbound	Southbound	Combined*
2011	24.0	26.7	27.0
2012	23.9	25.1	25.8
2013	24.3	25.5	26.4
2014	32	30.2	31.1
2018	35.4	29.2	32.3
2019	28.8	26.7	27.8

Figure 3.12 Summary of average vehicle speeds on Estuary Road Powderham