

Kingskerswell Village Parking Scheme Traffic Regulation Order

Report of the Head of Planning, Transportation and Environment

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

Recommendation: It is recommended that the Committee be asked to approve the permanent implementation of the traffic regulation order.

1. Summary

The report considers representations received in response to a Traffic Regulation Order (TRO), that's was advertised to prohibit parking within the extent of the 20mph limit on Newton Road in Kingskerswell.

2. Introduction

It is proposed to introduce parking restrictions on the main road where the speed limit is 20mph and where parking takes place on the advisory cycle lanes. It is being proposed to reduce the availability of parking in terms of where and when people are permitted to park without serious detriment to road safety and ensuring that the safety of vulnerable road users on and off the carriageway are not significantly compromised.

Restrictions on parking were originally considered in conjunction with traffic calming measures which were identified to support speed compliance within the 20mph area. Separate proposals had been designed for enhancing the 20mph gateways by introducing priority pinch points at these entrances into the 20mph limit. But these measures do not form part of this report and recommendation.

Allowing limited parking at certain times were included within the proposals in response to school travel needs. The Sloop Inn car park at Jurys Corner used to allow parents to park and walk their children to Kingskerswell Primary School on Coffinswell Lane. Recent changes to the management of this private car park has removed this option for parents and there is demand for on-street parking in the area for travel to school.

3. Proposal

The scheme shown on Plans B23006EY-004 & B23006EY-005 in Appendix I detail the location and extent of the proposed parking restrictions. And Appendix I includes a copy of the associated Advert Notice and Draft Order.

The proposed restrictions include specified lengths of No Waiting At Any Time, (double yellow lines) within the extent of the current 20mph limit on Newton Road, to both the north and south of Jurys Corner. And they incorporate specified lengths of No Waiting 9:30am- 2:30pm (single yellow lines) on Newton Road to both the northeast and southeast sides of Jurys Corner.

Two submissions were received in response to the advert. Comments from these submissions are summarised in Appendix II.

Both submissions had raised objections to a single element of these proposals, which is the No Waiting 9:30am- 2:30pm restrictions (single yellow lines) being proposed to the north east of Jurys Corner. On Plan B23006EY-004 in Appendix I, these restrictions are indicated by the two green lines outside of No's 14 & 16 Newton Road. No objections or other comments were received in response to the proposed double yellow lines or to the other single yellow lines proposed to the south east of Jurys Corner.

The primary concerns raised by both objectors were that outside of the restricted times 9:30am-2:30pm, parking on Newton Road could still take place. And that if any parking occurred on Newton Road in this location, then it would be causing safety issues for vehicles exiting private driveways and for any vehicles and cyclists travelling along Newton Road itself.

It should be noted that it is not currently an offence to park at any time on the non-mandatory cycle lanes and that this proposed traffic regulation order is one that will still be restricting parking. One of the two objectors requested that No Waiting At Any Time (double yellow lines) be provided instead of single yellow lines. But both objectors were concerned about any parking taking place within the cycle lanes.

4. Options/Alternatives

An alternative option can be considered to not implement the proposed traffic restrictions. And to advertise a new Traffic Regulation Order to replace the proposed single yellow lines with double yellow lines in one or more of the proposed locations.

And an alternative option can be considered to not implement the proposed restrictions. And to leave the road layout as current.

5. Consultations

Local member consultation was undertaken prior to advertisement. The order was publicly advertised between the 6th October and the 10th September 2020. And due to the COVID19 situation, notices were also posted to the adjacent properties along the affected length of Newton Road.

6. Financial Considerations

Local Transport Plan funding to implement the scheme has been identified under the 2020/21 Transport Capital Programme.

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 preventing obstructions on the cycle lanes and for supporting sustainable travel. The measures will also support travel to school in the locality.

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 and lining for any permanent traffic regulation order. A permanent traffic regulation to prohibit parking order will also generate demand on civil parking enforcement resources.

11. Public Health Impact

There will be a small but positive benefit to public health by supporting cycling sustainable travel.

12. Reasons for Recommendations

The recommended option is to implement as advertised. The two submissions received were not objecting to restrictions on parking. But are seeking more restrictive parking measures on safety grounds. The road safety implications for this scheme has been considered as part of a road safety audit.

Dave Black
Head of Service for Planning, Transportation and Environment

Electoral Division: Ipplepen & The Kerswells

Local Government Act 1972: List of Background Papers

Contact for Enquiries: James Anstee

Tel No: 01392 382727 Room: Matford

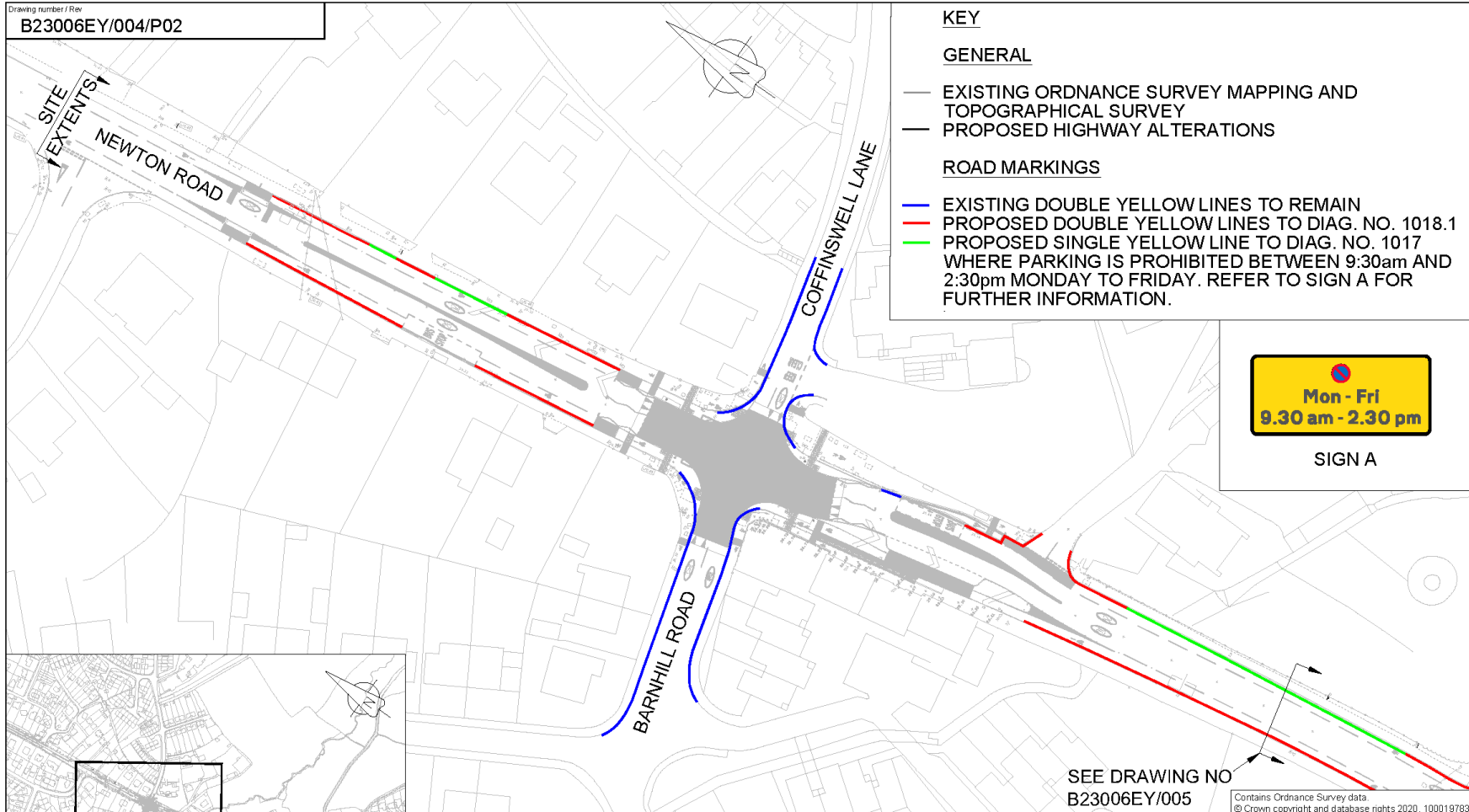
Background Paper	Date	File Reference
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Nil

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sc/cr/kingskerswell Village Parking Scheme Traffic Regulation Order
02 271020

Appendix I To PTE/20/37

Drawing number / Rev
B23006EY/004/P02



KEY

GENERAL

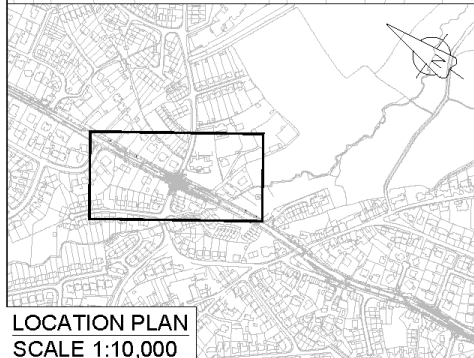
- EXISTING ORDNANCE SURVEY MAPPING AND TOPOGRAPHICAL SURVEY
- PROPOSED HIGHWAY ALTERATIONS

ROAD MARKINGS

- EXISTING DOUBLE YELLOW LINES TO REMAIN
- PROPOSED DOUBLE YELLOW LINES TO DIAG. NO. 1018.1
- PROPOSED SINGLE YELLOW LINE TO DIAG. NO. 1017 WHERE PARKING IS PROHIBITED BETWEEN 9:30am AND 2:30pm MONDAY TO FRIDAY. REFER TO SIGN A FOR FURTHER INFORMATION.



SIGN A



**LOCATION PLAN
SCALE 1:10,000**

SEE DRAWING NO
B23006EY/005

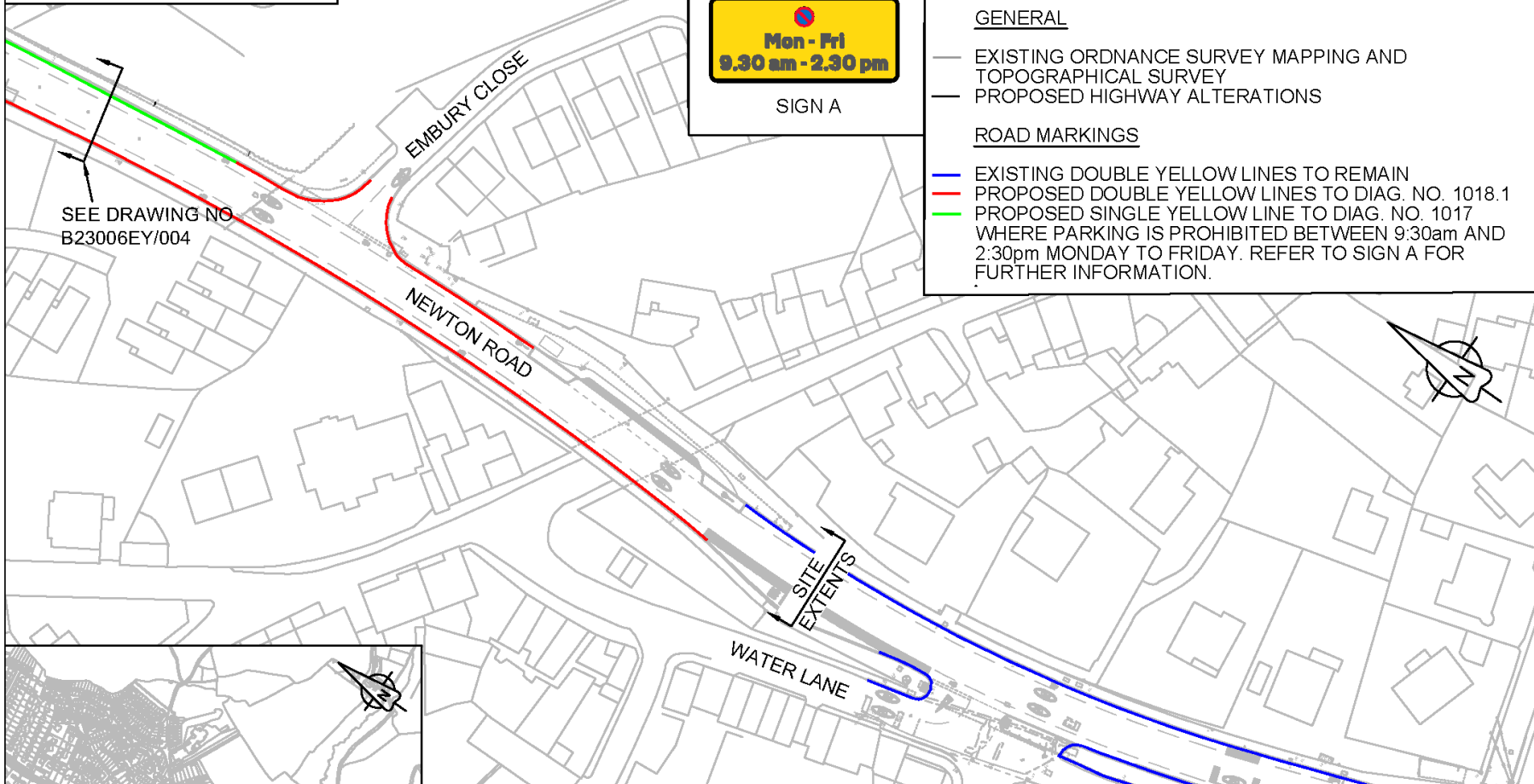
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				Drawing title ADVERTISEMENT PLAN PROHIBITION OF PARKING KINGSKERSWELL VILLAGE (SHEET 1 OF 2)	
Project KINGSKERSWELL PARKING SCHEME		Drawing status PRELIMINARY		Drawing number B23006EY/004	
Scale 1:1000 @ A4		DO NOT SCALE		Rev P02	
Rev P02	Rev. Date FEB 2020	Purpose of revision Sign amended	Drawn LO	Checked DS	Reviewed/Approved JF / CJB
Rev P01	Rev. Date FEB 2020	Purpose of revision PRELIMINARY	Drawn LO	Checked DS	Reviewed/Approved JF / CJB
Jacobs No. B23006EY		Drawing title ADVERTISEMENT PLAN PROHIBITION OF PARKING KINGSKERSWELL VILLAGE (SHEET 1 OF 2)			

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KEY

GENERAL

- EXISTING ORDNANCE SURVEY MAPPING AND TOPOGRAPHICAL SURVEY
- PROPOSED HIGHWAY ALTERATIONS

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LOCATION PLAN
 SCALE 1:10,000

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Rev	Rev. Date	Purpose of revision	Drawn	Checked	Reviewed	Approved
P02	FEB 2020	Sign amended	LO	DS	JF	CJB
P01	FEB 2020	PRELIMINARY	LO	DS	JF	CJB

Client




Drawing title
**ADVERTISEMENT PLAN
 PROHIBITION OF PARKING
 KINGSKERSWELL VILLAGE
 (SHEET 2 OF 2)**

Project
**KINGSKERSWELL PARKING
 SCHEME**

Scale
 1:1000 @ A4
 DO NOT SCALE

Jacobs No.
 B23006EY

Drawing status
PRELIMINARY

Drawing number
B23006EY/005

Rev
P02

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Devon County Council (Various Roads, Kingskerswell) (Control of Waiting) Amendment Order

Devon County Council under the Road Traffic Regulation Act 1984 propose to introduce in Kingskerswell:

No Waiting at Any Time on specified lengths of Access Road to Kingskerswell Sawmill; Embury Close and Newton Road;

No Waiting Mon-Fri 9.30am-2.30pm on specified lengths of Newton Road.

Where appropriate there will be the usual exemptions including those in relation to picking up/setting down passengers, loading/unloading goods & disabled persons vehicles.

Draft order, order being amended, plans & statement of reasons at <http://devon.cc/tro> from 6th August until 10th September. Only if you **do not** have access to the internet you can phone 0345 155 1004 for more details. Please note that phone lines may be busy due to the Coronavirus pandemic.

Objections & other comments specifying the proposal & the grounds on which they are made must be in writing to the address below or via <http://devon.cc/tro> to arrive by **10th September 2020**. 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 personal data at <https://devon.cc/troprivacy>

6th August 2020

reference IMR/B17342-5824

County Solicitor, County Hall, Topsham Road, Exeter EX2 4QD

Statement of Reason:

It is proposed to introduce parking restrictions on the main road of the village where parking takes place on the advisory cycle lanes, where the speed limit is 20mph. It is proposed to reduce the availability of this parking in terms of where people are permitted to park without serious detriment to road safety and in terms of what hours this parking is available, ensuring that the safety of vulnerable road users on and off the carriageway are not compromised.

Specifically, the proposals will avoid danger to persons or other traffic using the road or preventing the likelihood of any such danger arising and will preserve or improve the amenities of the area which the roads run through.

**Devon County Council (Various Roads, Kingskerswell)
(Control of Waiting) Amendment Order**

Devon County Council make the following order under sections 1, 2, 4, 32, 35, part IV of schedule 9 of the Road Traffic Regulation Act 1984 & of all other enabling powers

- 1 This order comes into force _____ and may be cited as “Devon County Council (Various Roads, Kingskerswell) (Control of Waiting) Amendment Order _____”
- 2 The schedules in part 1 are added to Devon County Council (Traffic Regulation & On Street Parking Places) Consolidation Order 2020 as amended and the lengths of road in part 2 are revoked from the corresponding schedules of that order

PART 1 RESTRICTIONS

Schedule 1.001 No Waiting at Any Time

Access Road to Kingskerswell Sawmill, Kingskerswell

- (i) the north side from its junction with Newton Road for a distance of 4 metres in an easterly direction
- (ii) the south side from its junction with Newton Road for a distance of 5 metres in an easterly direction

Embury Close, Kingskerswell

both sides from its junction with Newton Road for a distance of 9 metres in an easterly direction

Newton Road, Kingskerswell

- (i) the east side from a point 19 metres north of its junction with Embury Close to a point 39 metres south of its junction with Embury Close
- (ii) the east side from a point 11 metres north of its junction with Access Road to Kingskerswell Sawmill to a point 16 metres south of its junction with the Access Road to Kingskerswell Sawmill
- (iii) the east side from a point 65 metres north of its junction with Coffinswell Lane for a distance of 8 metres in a northerly direction
- (iv) the east side from a point 78 metres north of its junction with Coffinswell Lane for a distance of 21 metres in a northerly direction
- (v) the east side from its junction with Coffinswell Lane for a distance of 26 metres in a southerly direction
- (vi) the east side from a point 26 metres north of its junction with Coffinswell Lane for a distance of 24 metres in a northerly direction
- (vii) the west side from a point 58 metres south of its junction with Barnhill Road in a southerly direction to its junction with Torquay Road
- (viii) the west side from a point 24 metres north of its junction with Barnhill Road for a distance of 26 metres in a northerly direction
- (ix) the west side from a point 66 metres north of its junction with Barnhill Road for a distance of 33 metres in a northerly direction
- (x) the west side from its junction with Barnhill Road for a distance of 27 metres in a southerly direction

5824 Devon County Council (Various Roads, Kingskerswell) (Control of Waiting) Amendment Order

Summary of Submissions

Comment	Devon County Council Response
<p>First Respondent: Resident of Newton Road, Kingskerswell</p>	
<p>Objects to the proposal to allow two number restricted parking areas to the east side north of Coffinswell Lane and south of the 20MPH Gateway as highlighted in green on plan.</p> <p>Parking in this area was already rejected by the residents of Kingskerswell at the consultation stage of the original proposals for the road following the opening of the South Devon Highway.</p> <p>There would be a significant loss of a clear view when leaving property at No 16 and neighbours at No 14. I would need to drive out onto the footpath before having a clear view of oncoming traffic. With the 20MPH gateway and the bus stop opposite this would be a real additional risk for pedestrians, cyclists and drivers.</p> <p>The proposal would be detrimental to the safety of cyclists using the cycle lane having to move in and out of the cycle lane around parked vehicles.</p> <p>Residents along this stretch of road have driveways therefore there is no need for additional on road parking.</p> <p>This become an overnight parking area for large vehicles as sometimes happens now.</p> <p>This is already a very congested and confusing area with the junction at Jurys Corner, the bus stop, the 20MPH gateway and additional traffic from driveways. Proposed housing development not shown</p>	<p>Objection noted.</p> <p>Noted.</p> <p>Comments Noted. The scheme has been subjected to a full safety audit.</p> <p>Comments Noted. The scheme has been subjected to a full safety audit.</p>

<p>on the plan along this section of the road will add to the confusion.</p> <p>Suggests that the whole section from Coffinswell Lane North to the 20MPH gateway be NO WAITING AT ANY TIME.</p>	
<p>Comment</p>	<p>Devon County Council Response</p>
<p>Second Respondent: Resident of Newton Road, Kingskerswell</p>	
<p>Concerned where it is it is proposed to allow parking at all other times (on the east side of Newton Road from a point 50 metres north of its junction with Coffinswell Lane for a distance of 15 metres in a northerly direction) alongside 14 Newton Road - opposite the bus stop into Newton Abbot.</p> <p>There is no bus bay, so traffic has to flow around a stationary bus. If cars are parked there at the busiest times of the day i.e. prior to 9.30am and after 3pm, cyclists and cars going southerly have to go around those vehicles, yet vehicles will also be coming northwards in the centre of the road to pass any stationary buses.</p> <p>This is an extremely hazardous and dangerous proposal bearing in mind the frequency of the buses on this route and the busy times of day are exactly when school parking may take place</p> <p>More houses are due to be built between the pairs of semi-detached houses on the western side at this location, so additional construction vehicles will also be parking on either side of the road.</p>	<p>Concerns noted.</p> <p>Comments Noted. The scheme has been subjected to a full safety audit.</p> <p>Comments Noted. The scheme has been subjected to a full safety audit.</p> <p>Noted.</p>