

**TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE**

22 September 2020

Present:-

Councillors S Barker, J Hook, J Brook (Chair), J Clatworthy, A Connett, A Dewhirst, G Gribble, G Hook, R Peart and S Russell

Apologies:-

Councillors Bullivant, Cook, Nuttall (Teignbridge DC) and Hocking (DALC)

\* **97**      **Election of Chair**

It was MOVED by Councillor Barker and SECONDED by Councillor Gribble and

RESOLVED: that Councillor Brook be elected Chair for the ensuing year.

\* **98**      **Election of Vice-Chair**

It was MOVED by Councillor Brook and SECONDED by Councillor Barker and

RESOLVED: that Councillor Russell be elected Vice-Chair for the ensuing year.

\* **99**      **Powderham Experimental Traffic Regulation Order**

The Committee considered the Report of the Head of Planning, Transportation and Environment (PTE/20/16), regarding representations received following an Experimental Traffic Regulation Order (ETRO) prohibiting motor vehicles except for access along the road past St Clements Church, Powderham. The ETRO followed a request from the community and parish to address concerns that the route was used as a rat run and to improve safety for pedestrians and cyclists using the Exe Estuary Trail. The ETRO required determination prior to the beginning of November to meet statutory timescales.

Formal responses to the ETRO were predominantly against the ETRO, but local responses from those most directly affected were generally supportive. There was also significant concern about parking and speeding. The police advised enforcement could be difficult. Alternative physical barriers were not supported by the community.

The report appendices set out responses received and traffic monitoring undertaken of nearby roads. Monitoring found no noticeable detrimental effect in the vicinity/A379.

The ETRO concluded it had a marginal impact in removing through traffic however the effect was positive with low traffic. The road was not suitable to be used as a through route, considering the use of the road as part of the Exe Estuary Trail and there was no reason for through traffic to use Estuary Road.

The local County Councillor very much supported the proposal and welcomed the comprehensive consultations etc. He felt that Access Only was the least measure needed to address the real local problems, keep pedestrians and cyclists safe and this would not preclude access to the church or the Exe Estuary Trail. Failure to support this would leave a through road, when the Trail was vastly more used with increased visitors attracted to the local area.

Additionally, full access for residents, the Estate and yacht club (used by their members with large trailers) was maintained. An alternative option for a complete closure with access only from the Red Lodge junction was not appropriate for local access needs.

Members supported the proposals and in response to some member concern expressed regarding potential conflict between cyclists and pedestrians and the speed of some cyclists, Officers acknowledged further work could be done to heighten awareness between different users in addition to the current quiet lanes designation and 20 mph speed restrictions. Although the road had width for cyclists and pedestrians there was still a potential for conflict between cars, cyclists and pedestrians.

It was MOVED by Councillor Connett and SECONDED by Councillor Brook and RESOLVED:

that the permanent implementation of the Experimental Traffic Regulation Order (ETRO) be approved.

\* 100

**Newton Abbot East-West Strategic Active Travel Corridor, Exeter Road/Jetty Marsh Road: Toucan Crossings; and Pedestrian/Cyclist Improvements**

The Committee considered the following two reports relating to the final stage of the development (Phase 3A) of this strategic active travel corridor:-

(a) Exeter Road and Jetty Marsh Road Toucan Crossings - Report of the Head of Planning, Transportation and Environment (PTE/20/17), regarding a proposal for two new toucan crossings and associated shared use provision north of Wain Lane and south of Westgolds roundabout; and

(b) Exeter Road and Jetty Marsh Road Pedestrian and Cyclist Improvements - Report of the Head of Planning, Transportation and Environment (PTE/20/17),

regarding works (including flat top road humps) and the removal of white lining to convert segregated footways to shared use.

The Government's COVID-19 Emergency Active Travel Fund supported walking and cycling and provided a unique opportunity to accelerate delivery and address the corridor's missing gaps, tackling barriers to active travel along heavily trafficked roads. This corridor linked residential areas with the train station, schools, recreational trails and employment locations and would help to encourage a reduction in short distance car trips.

Proposals in both reports were subject to funding approval within the Fund's criteria.

The local County Councillor supported the recommendations contained in both Reports and commented that:-

- Newton Abbot was a growing town with significantly more house building in progress.
- Completing the active travel corridor was really important to help ease Newton Abbot's traffic congestion and road capacity was not planned to be increased through the town. A shift by the public was therefore required towards walking and cycling, as seen in Exeter over recent months, encouraging the increase in cyclists during and after the Covid 19 pandemic.
- In monitoring the locations on various occasions (eg school times) and meeting with Officers on site, whilst there was some desire for the crossing to be where the current Exeter Road island and bus stop was the report recommendations now proposed the best location given physical restraints. It was hoped that pedestrians would become used to crossing at the new safer location instead of waiting some time to cross at the current location.
- Proposed improvements at Jetty Marsh linking onto the Bovey Tracey-Newton Abbot cycle route would address current width issues e.g. for pushchairs and cyclists.
- Although cyclists had the right to use both the road and cycle path, the off road facility was particularly aimed at encouraging those who were less confident to walk and cycle (including families and children) without the fear of danger from the road.
- specifically in relation to the proposed pedestrian/cyclist improvements, she had been persuaded by Officer advice that to change the segregated facility to shared use was necessary due to constraints and was safe in this location.

Additionally, Councillor Hocking (DALC observer) had submitted a written comment advising that he could not support the recommendations as he felt the proposed crossings were in the wrong place and the public would not use them.

Other Member comments included:-

- That any observations of how the Ashburton Road and Balls Corner schemes were working should be taken into account in this Phase.

- Consideration should be given to cyclist priority over vehicles when crossing side roads.
- Queries regarding segregated/shared use facilities.

In response to Members' further questions regarding the crossing locations, Officers further advised that they had reviewed the Exeter Road toucan location, including any blocking back and that the existing bus layby could not be relocated due to width. Further south the approach to the roundabout was too close for a toucan crossing. The proposals were the best compromise taking into account all the constraints.

It was MOVED by Councillor (J) Hook and SECONDED by Councillor Dewhirst and

RESOLVED:

(i) that the proposed toucan crossings and improvements shown on the plans provided in Appendices B and C to Report (PTE/20/17) be approved for construction at an estimated cost of £215,000; and

(ii) the Head of Planning, Transportation and Environment be given delegated powers, in consultation with the Chair of HATOC and the local County Councillor, to make minor amendments to the scheme details; and

It was MOVED by Councillor Brook and SECONDED by Councillor Gribble and

RESOLVED:

(iii) that the proposed improvements shown in Appendix D of Report (PTE/20/18) and the conversion of the segregated cycle path between Exeter Road and Jetty Marsh Road to provide shared use, are approved for construction at an estimated cost of £55,000;

(iv) that the proposed flat top road humps are advertised and, if no objections received, be constructed; and

(v) that the Head of Planning, Transportation and Environment be given delegated powers, in consultation with the Chair of HATOC and the local County Councillor, to make minor amendments to the scheme details.

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### **Calendar of Meetings**

Please use link below for County Council Calendar of Meetings;  
<http://democracy.devon.gov.uk/mgCalendarMonthView.aspx?GL=1&bcr=1>

Meetings to be held at 10.30am. Please check venue in the current situation.

2020/21:

Thursday 5 November 2020 – virtual meeting.

Thursday 4 March 2021.

2021/22:

Thursday 10 June 2021

Thursday 4 November 2021

Thursday 3 March 2222.

**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 2.15 pm and finished at 3.15 pm

