

Traffic Order Proposals for Sidmouth Town Centre Pedestrian Zone

Devon County Council propose to make these under the Road Traffic Regulation Act 1984 for Sidmouth

Devon County Council (Sidmouth Pedestrian Zone) Amendment Order to introduce

NO WAITING EXCEPT FOR DISABLED BADGE HOLDERS ONLY AT ANY TIME on specified lengths of Market Place and New Street

LOADING ONLY AT ANY TIME on specified lengths of Church Street and Market Place

NO WAITING EXCEPT FOR PERMIT HOLDERS on a specified length of Church Street

Devon County Council (Town Centre, Sidmouth) (Prohibition of Vehicles) Order to introduce

PROHIBITION OF MOTOR VEHICLES AT ANY TIME EXCEPT FOR LOADING, ACCESS, TAXIS OR BLUE BADGE HOLDERS on specified lengths of New Street, Dove Lane, Market Place, Road from New Street to Dove Lane, Church Street, Chapel Street and Old Fore Street

Draft orders, plan and statement of reasons may be seen at <https://devon.cc/tro> from 28th May. Free computer use (bookable in advance) is available during their opening hours at most Devon Libraries. Documents are also available to view, by appointment, during normal office hours at the address below. To book an appointment please contact 0345 155 1004 or use the online form at <https://devon.cc/tro>

Objections and other comments specifying the proposal and the grounds on which they are made must be in writing to the address below or via <https://devon.cc/tro> to arrive by 2nd July 2021. If you make a submission be aware that contact details and 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 and may be shared within Devon County Council and our partners. Further information on personal data at <https://devon.cc/troprivacy>

28th May 2021

reference IMR/B18181 | website references 5890 and 5875

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

Statement of Reasons

The proposal is to improve road safety by reducing the volume of traffic in streets which are narrow, are often without footways and which generate significant pedestrian flows, while allowing access to parking spaces for those who require it. It will improve the character and amenity of the local area and make the town centre more attractive for pedestrians, particularly the older and younger road users. It will reduce traffic congestion and potentially improve air quality and the character of the environment.