

Various Roads, Newton Abbot - Proposed Prohibition of Motor Vehicles and Waiting Restrictions

Devon County Council propose to make these under the Road Traffic Regulation Act 1984 for the town of Newton Abbot

Devon County Council (Various Roads, Newton Abbot) (Control of Waiting) Amendment Order to introduce

NO WAITING AT ANY TIME on specified lengths of Highweek Street, Highweek Way and Market Street; NO LOADING AT ANY TIME on specified lengths of Highweek Street, Highweek Way and Market Street; DISABLED BADGE HOLDERS ONLY 9AM-6PM MAXIMUM STAY 3 HOURS on a specified length of Market Street; LOADING FOR GOODS VEHICLES ONLY AT ANY TIME on specified lengths of Highweek Way and Market Street; BUSES ONLY MAXIMUM STAY 1 HOUR on a specified length of Highweek Way and NO STOPPING 6PM-9AM EXCEPT TAXIS on a specified length of Market Street

BUS STOP CLEARWAY: NO STOPPING EXCEPT LOCAL BUSES AT ANY TIME (NOT PART OF THE PROPOSED ORDER) -

Market Street, the north-west side from a point 102 metres north-east of its junction with Highweek Street for a distance of 20 metres in a north-easterly direction

Highweek Way, the south-east side from a point 48 metres north-east of its junction with Wolborough Street for a distance of 13 metres in a north-easterly direction

BUS STAND: NO STOPPING EXCEPT LOCAL BUSES (NOT PART OF THE PROPOSED ORDER) -

Market Street, the north-west side from a point 46 metres north-east of its junction with Highweek Street for a distance of 21 metres in a north-easterly direction

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

Devon County Council (Highweek Way, Newton Abbot) (Prohibition of Motor Vehicles) Order to introduce

PROHIBITION OF MOTOR VEHICLES AT ANY TIME on Highweek Way from a point 46 metres north-east of its junction with Wolborough Street to its junction with Highweek Street

PROHIBITION OF MOTOR VEHICLES AT ANY TIME on Highweek Way from its junction with Wolborough Street to a point 46 metres north-east of that junction.

Draft orders, order being amended, plan and statement of reasons may be seen at <https://devon.cc/tro> from **20th June 2024**. Free bookable computer use is available during the opening hours of Devon Libraries. Documents are also available to view during normal office hours at the address below.

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 **11th July 2024**. Receipt of submissions may not be acknowledged but those received will be considered. If you make a submission, be aware that comments will be anonymised prior to being sent to Highways & Traffic Orders Committee (HATOC) members for consideration or being published on our website. Your data may be shared within the Council and with our partner agencies. Personal details will be kept confidential in line with the Privacy

Notice at <https://devon.cc/troprivacy> and will only be shared in accordance with the terms of that Notice or to comply with our legal obligations

20th June 2024

Reference **MK/DEV001/858** website references **6164 and 6165**

Director of Legal & Democratic Services, County Hall, Topsham Road, Exeter EX2 4QD

Statement of Reasons

As a result of inappropriate and obstructive parking, including that on the pavements and surrounding granite paved areas in the vicinity of Newton Abbot Library; namely on Highweek Street, Market Street and Highweek Way it has been agreed to undertake a full review of the traffic regulation orders on these roads. Additionally, the existing “moving traffic” traffic regulations on Highweek Way are insufficiently defined to allow enforcement, which in turn has then encouraged errant vehicles to drive over the pedestrianised crossing area between Asda and the town centre.

It is therefore proposed to implement sufficient measures to prevent inappropriate / obstructive parking and the use of Highweek Way (particularly over the pedestrianised area) from being used as a rat-run.

The proposals will prevent motorists parking in areas used by pedestrians, in loading bays, within the operating (detection) areas of the traffic signals and other points of access and egress that are required to be kept clear; improve stopping, standing and parking areas used by public transport (buses and coaches) leading to greater efficiency and the moving traffic orders will make it safer on the pedestrianised crossing area, prevent delays to public transport, allow access to local businesses and improve vehicle flows.

Specifically, the orders if made will avoid danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property and preserving or improving the amenities of the area through which the road runs.