

Dawlish Town Council Road requests of Devon County Council

Introduction:

The items below fall into the direct responsibility Devon County Council (DCC). It is unlikely that Dawlish Town Council (DTC) would be responsible for the actual delivery, however, DTC should be the lead requester and be driving the other (more remote) councils to deliver what the town needs.

This approach aims to have a more integrated plan of works between the councils, and to be more co-operative and work in partnership between the different levels of council.

The success of the Civic Amenities closer working with Teignbridge District council through the use of the action list – principally aimed at the maintenance of TDC controlled spaces, shows that this approach can work well.

Residents tend not to be aware of which council delivers which service, and as such expect their Town Council to be involved.

It is proposed that DTC sets up a standing list of road improvement / changes asked for by the town as a TODO list for DCC. This to include speed limits, traffic calming, one-way systems, road signs, cycle way issues yellow lines and more.

DTC acknowledges that it may not get these immediately, but will continue to lobby for these changes. The list of changes to be added to / amended over time to be kept current.

DTC anticipates that the County Councillor will report back progress on this list to the Town Council and actively assist in the task to lobby for any changes that DCC Highways may resist or initially reject.

Initial road layout change and speed limit change requests

Dawlish Town:

- 1) 20mph limits around the Town Centre and in residential areas.
Including (but not limited to):
A379 Town Centre (Iddsleigh Terrace through to Teignmouth Hill) , Elm Grove Road, Old Town St, Park Rd, The Strand, Alexandra Rd, Brunswick Place, High St, Queens St, Church St, Oak Hill, John Nash Drive, Newlands, Elm Grove Drive, Sandy Lane, Kingsdown Crescent, Clover Drive.
- 2) Cycle way warnings for cyclists where driveways exit over the path on Exeter Road and Dawlish Warren Road.
- 3) Shutteron Lane – 20MPH speed limit. Speed reduction measures (speed humps?)
Possible one way restriction. (Country park and pedestrian safety)

- 4) Exeter Rd – move 40MPH sign and limit from Littleweek to beyond Sainsbury's roundabout.
- 5) Brunswick Place / Swan Toilets (Old Fire Station) – change the brick wall on the end of the bridge to link the river walk to be in line of sight with the Brunswick Place pavement, and put in a pedestrian (Zebra?) crossing to link the two paths and ease disabled access and crossing. (Cycle route plans show a table crossing.)
- 6) Change Harrisons crossings to reflect the desire paths and synchronise the traffic lights to improve pedestrian crossing and traffic flows.
- 7) Secmaton Lane – residential access only – width and weight restriction.

Cockwood:

- 1) Cofton Hill – width (6ft 6 inch) and weight (7Ton) limit, one way system up Cofton Hill (School Hill to remain two way)
- 2) Cockwood Bridge – yield signs on the causeway around the harbour corners.
- 3) Cockwood Bridge / A379 Junction signage – separate directions to Cofton (camp site)
- 4) Mamhead Hill – speed, weight and width restriction – 40 mph limit, 7ft width.
- 5) A379 – New footpath inside the hedge between the Country Park and Sainsbury's

Dawlish Warren:

- 1) Cycle path re-layout – shared road not specific cycle lanes. Re-establish central white line.
- 2) Persistent water puddle by traffic speed reduction hump on Warren Road

Holcombe

- 1) Widen footpath from Smugglers dip up to Teignmouth hill
- 2) Pedestrian crossing at some point appropriate for greater access to smugglers lane for new coast footpath and seawall access.