

**Lifton Parish Council Meeting – 23<sup>rd</sup> May 2024**  
**Agenda item 8.1 – Highways Update**

The following notices/issues have been reported to or from Devon Highways since the last meeting, as follows:

W241744441 - Pothole, Pothole (Single or multiple). Location: Fore Street, Lifton. Thank you for contacting us about this issue, which was originally reported on 27-April-2024. The record was completed on the 02-May-2024. The following information is now available;  
A repair has already been undertaken, or is due to be undertaken, at the location you provided. No further action is necessary.

W241744928 - Thank you for the following report: Problem: Broken Manhole Cover, Public Information Portal, Broken Manhole Cover. Location: Fore Street, Lifton. Date Reported: 29/04/2024. The details have been sent to our team so that an assessment can be carried out. We anticipate that this assessment will be completed by 06/05/2024.

W241749432 - Thank you for the following report:  
Problem: Overgrown Vegetation, Public Information Portal, Overgrown Vegetation. Location: Station Road, Tinhay. Date Reported: 13/05/2024. The details have been sent to our team so that an assessment can be carried out. We anticipate that this assessment will be completed by 10/06/2024.

'RoadMap' - Devon highways updates: Highway trees and vegetation edition:  
<https://content.govdelivery.com/accounts/UKDEVONCC/bulletins/39a5945>

Response received from DCC Highways Officer regarding the matters raised at April's Annual Parish Assembly and the April Parish Council meeting:

Regarding the request for a pedestrian crossing at North Road, opposite The Crescent; this location would not be suitable for a pedestrian crossing such as a zebra crossing. There are many criteria which would need to be met for the implementation of a zebra crossing, or any type of signalised crossing. Chapter 6 of the traffic signs manual clarifies these in full here [Traffic Signs Manual – Chapter 6 - Traffic Control \(publishing.service.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/394594/TSM-Chapter-6-Traffic-Control.pdf), but I will summarise the key location specific reasons why a zebra crossing would not be possible here. Firstly, the minimum width for a zebra crossing is 2.4m. This is wider than the footway at The Crescent, meaning part of it would protrude over the junction or be up against the private wall. We would only consider a zebra crossing in a location where there was a full footway on both sides of the road, and we would not approve one right next to a junction. There is also insufficient visibility on approach to the location, due to parked vehicles, and the private wall and fence, which on approach from the opposite direction to that in the photo above, would obstruct the visibility of pedestrians waiting to cross. This is an issue at a zebra crossing where pedestrians would have priority. Where visibility of pedestrians is limited, it is important that it is the responsibility of pedestrians to cross the road when it is safe to do so, as oppose to giving a false illusion that it is safe to cross on a zebra crossing, when drivers would have no idea if there is someone about to step into the road onto the crossing. Zebra crossings are only suitable in locations where there is good visibility from either side, so this location is not appropriate.

The request for double yellow lines for 30 yards either side of the entrance to The Crescent would be unlikely to be approved. In a location where there are no existing double yellow lines, the creation of a single set of double yellow lines risks giving the implication that locations which have not been marked out with double yellow lines are therefore safe to park. This is not the case, and in a rural setting with varying road widths and bends in the road, there are many locations where parking is not safe, and others where it would be considered safe for vehicles of a certain size, but not for larger vehicles. A responsibility lies with drivers to park safely. I am aware that vehicles park on both sides of the road to the north of the junction to "The Crescent," and implementing double yellow lines will only mean that these vehicles would have to park elsewhere, potentially creating new

issues. Removing parking also widens the road space available, which means that drivers would likely travel faster. Parked vehicles act as a natural traffic calming measure. It should also be pointed out that a single set of double yellow lines in a rural area would not realistically receive regular enforcement, and drivers would soon realise this.

The volume of vehicles using the road is not something which Devon County Council can specifically alter. If it has been noted that a large proportion of vehicles are using the road are accessing the school, the Parish Council may choose to approach the school to ask whether the school could put in place further measures to encourage and support active travel. This isn't something which Devon County Council Highways Department would have control over, so the school would have to be approached informally by the Parish Council if the school traffic volumes are of concern to Councillors.

Regarding the blocked drain on Leat Road, could you provide further details on the location of this drain. If it is easier to do so, it can be reported here, along with any necessary additional information. <https://www.devon.gov.uk/roads-and-transport/maintaining-roads/managing-the-network/flooding-and-drainage/report-standing-water-flooding-or-blocked-drains/>

Potholes will be repaired if they meet our criteria of 30cm across and 4cm deep with a straight edge. This criteria is in place to ensure we can prioritise resources for the most necessary locations. If the pothole is believed to meet the criteria, it can be reported at this web address: <https://www.devon.gov.uk/roads-and-transport/report-a-problem/report-a-pothole/>

We do not have any plans to increase the length of the section of 30mph speed limit out to the Methodist Chapel in Liftondown. Speed limits are set in accordance with our policies, and for a 30mph limit, we would typically require at least 20 property frontages within a 600m stretch of road. This is in accordance with government speed limit policy which can be found at this web address: <https://www.gov.uk/government/publications/setting-local-speed-limits/setting-local-speed-limits#rural-speed-management>

We would be unable to alter a speed limit due to a single property or building. Having checked our collision data, we do not have record of any reported collisions at the entrance to the Methodist Chapel for the 5-year period for which data is available between 2018 and 2022. Having checked Land Registry records, the Methodist Chapel is privately owned.

It is the responsibility of the Methodist Chapel to ensure that usage of their car park does not cause issues on the A388, and if access to the car park causes congestion on the A388, it would be their responsibility to prevent this happening, for example by organising a shuttle bus from a location with larger parking capacity for larger events and ceremonies. I would not consider the entrance to be a concealed entrance, and therefore would not consider additional highway signage to be necessary.

**Lifton Community Speedwatch Group:** A hard copy of the latest speed data report will be made available at the meeting along with a verbal update.