

Phil Norrey  
Chief Executive

To: The Chairman and Members of  
the North Devon Highways and  
Traffic Orders Committee

County Hall  
Topsham Road  
Exeter  
Devon  
EX2 4QD

(See below)

Your ref :  
Our ref :

Date : 23 March 2017  
Please ask for : Gerry Rufolo, 01392 382299

Email: gerry.rufolo@devon.gov.uk

## **NORTH DEVON HIGHWAYS AND TRAFFIC ORDERS COMMITTEE**

Friday, 31st March, 2017

A meeting of the North Devon Highways and Traffic Orders Committee is to be held on the above date at 10.00 am at Taw View to consider the following matters.

P NORREY  
Chief Executive

## **A G E N D A**

### **PART 1 OPEN COMMITTEE**

- 1 Apologies for Absence
- 2 Minutes  
Minutes of the meeting held on 24 November 2016 (previously circulated).
- 3 Items Requiring Urgent Attention  
Item which in the opinion of the Chairman should be considered at the meeting as matters of urgency.

### **MATTERS FOR DECISION**

- 4 Annual Local Waiting Restriction Programme (Pages 1 - 24)  
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/17/31) attached

*Electoral Divisions(s): All Divisions*

- 5 Rising Bus Bollards on Greenbank Road and Gould Road Barnstaple (Pages 25 - 30)  
Report of the Head of Planning, Transportation and Environment (PTE/17/18) attached

*Electoral Divisions(s): Barnstaple South*

- 6 Traffic Calming, St Georges Road, Barnstaple (Pages 31 - 34)  
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/17/32) attached

*Electoral Divisions(s): Barnstaple North*

- 7 Cedars Roundabout, Barnstaple: Bideford and Barnstaple Transport Strategy  
Presentation by the Head of Planning, Transportation and Environment

### **MATTERS FOR INFORMATION**

- 8 Closures of Goodleigh Road, Barnstaple for Utility Works (Pages 35 - 40)  
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/17/33) attached

*Electoral Divisions(s): Barnstaple North; Barnstaple South; Chulmleigh and Swimbridge; Ilfracombe; South Molton*

- 9 Petitions/Parking Policy Reviews  
[An item to be taken under s18 of the Traffic Management Act 2004 relating to any reviews of parking policy sought in line with the Council's Petition Scheme (<https://new.devon.gov.uk/democracy/guide/constitutionparts2-4/part-4-section-7-petition-scheme/>)].

- 10 Dates of Meetings  
29 June, and 30 October 2017 and 17 April 2018 all at 10.30 am at Taw View, Barnstaple

County Council Committee dates available on the website:

<http://democracy.devon.gov.uk/mgCalendarMonthView.aspx?GL=1&bcr=1>

### **PART II - ITEMS WHICH IN THE OPINION OF THE CHAIRMAN MAY BE TAKEN IN THE ABSENCE OF THE PRESS AND PUBLIC**

#### **Agenda Items and Attendance of District & Town/Parish Councillors**

*Under the provisions of Standing Order 23, any member of the HATOC (including the District Council representatives) may put an item on the Agenda for the HATOC relevant to the functions of the Committee, subject to them giving notice in writing to the Chief Executive of the matter to be discussed by 9.00am on the eighth working day before the meeting.*

*Any member of the District Council for the area covered by the HATOC who is not a member of the Committee, or a Town or Parish Councillor within the area covered by the HATOC, may, after giving 24 hours' notice in writing to the Chief Executive, attend and speak to any item on the Agenda with the consent of the Committee.*

*For further information please contact Gerry Rufolo on 01392 382299.*

## Membership

### County Councillors

Councillors J Yabsley (Chairman), F Biederman, C Chugg , A Davis, R Edgell, M Edmunds, B Greenslade and J Mathews

### North Devon District Council

Councillors J Chesters, M Manuel, G Lane

### DALC

Cllr D Chalmers

## Declaration of Interests

Members are reminded that they must declare any interest they may have in any item to be considered at this meeting, prior to any discussion taking place on that item.

## Access to Information

Any person wishing to inspect any minutes, reports or lists of background papers relating to any item on this agenda should contact Gerry Rufolo on 01392 382299.

Agenda and minutes of the Committee are published on the Council's Website and can also be accessed via the Modern.Gov app, available from the usual stores.

## Webcasting, Recording or Reporting of Meetings and Proceedings

The proceedings of this meeting may be recorded for broadcasting live on the internet via the 'Democracy Centre' on the County Council's website. The whole of the meeting may be broadcast apart from any confidential items which may need to be considered in the absence of the press and public. For more information go to: <http://www.devoncc.public-i.tv/core/>

In addition, anyone wishing to film part or all of the proceedings may do so unless the press and public are excluded for that part of the meeting or there is good reason not to do so, as directed by the Chairman. Any filming must be done as unobtrusively as possible from a single fixed position without the use of any additional lighting; focusing only on those actively participating in the meeting and having regard also to the wishes of any member of the public present who may not wish to be filmed. As a matter of courtesy, anyone wishing to film proceedings is asked to advise the Chairman or the Democratic Services Officer in attendance so that all those present may be made aware that is happening.

Members of the public may also use Facebook and Twitter or other forms of social media to report on proceedings at this meeting. An open, publicly available Wi-Fi network (i.e. DCC) is normally available for meetings held in the Committee Suite at County Hall. For information on Wi-Fi availability at other locations, please contact the Officer identified above.

## Public Participation

Any member of the public resident in the administrative area of the County of Devon may make a presentation on any proposed traffic order being considered by the Committee. Any request to make a presentation must be given to the Chief Executive's Directorate, County Hall, Exeter by 12 noon on the third working day before the relevant meeting.

For further information please contact Gerry Rufolo on 01392 382299.

## Emergencies

In the event of the fire alarm sounding leave the building immediately by the nearest available exit, following the fire exit signs. If doors fail to unlock press the Green break glass next to the door. Do not stop to collect personal belongings, do not use the lifts, do not re-enter the building until told to do so.

## Mobile Phones

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Induction loop system available



HIW/17/31

North Devon Highways and Traffic Orders Committee  
31 March 2017

## **Annual Local Waiting Restriction Programme**

Report of the Chief Officer for Highways, Infrastructure Development and Waste

***Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.***

**Recommendation: It is recommended that:**

- (a) work on the annual waiting restrictions programme and the prioritisation process applied in 16/17 is noted;**
- (b) the recommendations contained in Appendix I. of this report are agreed and the proposals implemented where recommended;**
- (c) pending Cabinet support, and decisions on funding and scope of works; a further programme is developed for 17/18.**

### **1. Background**

The County Council regularly receives requests for waiting restrictions to be introduced or amended. These can be difficult to deliver due to resource and funding pressures which, in turn, can have a negative impact on the County Council's relationship with local communities.

Recognising this difficulty, a managed process has been developed to deliver an annual local programme for each HATOC area for the funding and delivery of waiting restriction schemes.

The agreed process was reported to Members at the April 2016 meeting along with the proposed programme for this Committee's area for approval.

Building on the success of this process, officers propose that a further programme is developed for 2017/18.

### **2. Proposal**

Pending Cabinet support, decisions on funding and scope of works, officers propose that:

- (a) the sites that have received objections in the 2016/17 programme are reported to this committee and decided individually, in line with the recommendations in Appendix I.**
- (b) consideration is given to extending the scope of the programme in 2017/18 to include other restrictions and minor aids to movement improvements such as dropped crossing points.**

In preparation for the 17/18 programme, and assuming Cabinet support, Members may wish to discuss sites for consideration with local officers in the Neighbourhood Highways Teams.

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## 3. Consultations

The 2016/17 Programme advertised proposals from Exeter City and all District Council Areas. A budget of £100,000 was allocated to the project with indicative budgets of £12,500 for each area. The number of requests received in some areas significantly exceeded others but have all been contained within the overall budget.

The table below shows the number of proposals advertised in each area, the number of sites progressed without significant objection, the number of sites to be reported to HATOC in each area and the number of objections received respectively.

Area	Available Funding	No. of Sites advertised	No. of Sites Progressed	No. of Sites to be reported to HATOC	No. of Objections received
Torridge	£12,500	8	6	2	1
Mid Devon	£12,500	10	9	1	5
East Devon	£12,500	58	21	37	49
West Devon	£12,500	14	8	6	39
South Hams	£12,500	54	32	22	71
Exeter	£12,500	81	58	23	43
Teignbridge	£12,500	34	20	14	28
North Devon	£12,500	22	14	8	8
<b>Total</b>	<b>£100,000</b>	<b>282</b>	<b>168</b>	<b>114</b>	<b>247</b>

## 4. Summary of Representations Received in the North Devon Area

The proposals were advertised from 17 November until 8 December 2016 and received 17 responses. A summary of these responses along with the councils responses and recommendations can be found in Appendix I.

Plans relating to the comments received above are contained in Appendix II to this report. The petition submitted by the twelfth respondent is contained in Appendix III to this report.

## 5. Financial Considerations

The total costs of the scheme are contained within a countywide budget of £100,000 which has been allocated from the On Street Parking Account.

## 6. Environmental Impact Considerations

The scheme rationalises on street parking within North Devon and are designed to:

- Encourage turnover of on street parking to benefit residents and businesses.
- Enable enforcement to be undertaken efficiently.
- Encourage longer term visitors to use off street car parks.
- Encourage those working in the town make more sustainable travel choices eg Car Share, Public Transport, Walking and Cycling.

The Environmental effects of the scheme are therefore positive.

## 7. Equality Considerations

There are not considered to be any equality issues associated with the proposals. The impact will therefore be neutral.

## 8. Legal Considerations

The lawful implications and consequences of the proposal have been considered and taken into account in the preparation of this report.

When making a Traffic Regulation Order it is the County Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, secures the expeditious, convenient and safe movement of traffic and provision of parking facilities. It is considered that the proposals comply with Section 122 of the Act as they practically secure the safe and expeditious movement of traffic in and around Cullompton and to its associated parking facilities.

## 9. Risk Management Considerations

There are thought to be no major safety issues arising from the proposals.

## 10. Public Health Impact

There is not considered to be any public health impact.

## 11. Reasons for Recommendations

The proposals rationalise existing parking arrangements within the town by:

- Encouraging turnover of on street parking to benefit residents and businesses.
- Enabling enforcement to be undertaken efficiently.
- Encouraging longer term visitors to use off street car parks.
- Encouraging those working in the town make more sustainable travel choices eg Car Share, Public Transport, Walking and Cycling.

The proposals contribute to the safe and expeditious movement of traffic in and around North Devon and therefore comply with S 122 of the Road Traffic Regulation Act 1984.

David Whitton  
Chief Officer for Highways, Infrastructure Development and Waste

## Electoral Divisions: All in North Devon

Local Government Act 1972: List of Background Papers

Contact for enquiries: Mike Jones

Room No: ABG Lucombe House

Tel No: 0345 155 1004

Background Paper	Date	File Ref.
None		

mj210317ndh  
sc/cr/annual local waiting restriction programme  
02 230317

# Agenda Item 4

Appendix I  
To HIW/17/31

## Devon County Council (Various Roads, North Devon) (Waiting Restrictions) Amendment Order

### Summary of Comments Received

Comments	Devon County Council (DCC) Response
<b>COMBE MARTIN</b>	
<b>West Challacombe Lane - Plan: ENV5554-005</b>	
<b>First Respondent: Resident of West Challacombe Lane, Combe Martin</b>	
Resident supports proposals. They have observed people park in the road and get lifts to elsewhere.	Support noted.
There have been incidents where commercial vehicles have parked and blocked the road. Caused issues for the refuse lorry unable to gain access and then their bins not being collected.	Proposals should resolve any issues regarding access for larger vehicles.
Concerns the current parking practices block emergency vehicles getting through, believes the proposals will help with this issue.	Comment noted.
Residents of Shackhayes may object to the proposals, however they acknowledge there is an access problem because they leave bins for collection on West Challacombe Lane, but this is not an option for the respondent and their neighbours, therefore the refuse lorry must be able to access the respondent's property.	Comment noted.
There is a National Trust Property at the top of the road with significant old wood beams. Emergency access would be essential and "time of the essence".	Proposals should help access for emergency services.
Vehicles parked against the hedge are parking further and further out as the hedge gets wider.	Over grown hedges can be reported via our website or through our Customer Service Centre who can then pass to the appropriate Officer to take action.
<b>Second Respondent: Resident of West Challacombe Lane, Combe Martin</b>	
Resident supports the proposals.	Support noted.
The parking has deteriorated in the last 2 years. A car was abandoned for months causing access issues. Residents from other areas are parking on this section of West Challacombe Lane and making it difficult to access the lower part of the road. Resident has had near misses in July and August and feels the safety and access issues are worse during the tourist season.	Proposals should resolve any issues regarding access for larger vehicles.

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Comments	Devon County Council (DCC) Response
Parking has caused issues for the refuse lorry unable to gain access and then their bins not being collected. Deliveries have been cancelled as they were unable to access the properties	Comment noted.
Resident concerned about a fire engine being needed at their property as they would not be able to get there.	Proposals should help access for emergency services.
Residents of Shackhayes leave their bins for collection on West Challacombe Lane, this causes an obstruction.	Proposals should mean the refuse lorry will be able to access all properties, meaning the requirement to place bins in an obstructive place is no longer required.
Resident also has ill members of the family and is concerned an ambulance would not be able to reach their property.	Proposals should help access for emergency services.
<b>Third Respondent: Resident of West Challacombe Lane, Combe Martin</b>	
Resident supports the proposals.	Support noted.
They farm from their property and require access for trailers and horse boxes etc. Current parking makes it impossible or very difficult to access their property and land.	Proposals should resolve any issues regarding access for larger vehicles.
Concerns and experience of emergency vehicle being required and unable to access their property due to vehicles parked on this section of road.	Proposals should help access for emergency services.
<b>Fourth Respondent: Resident of West Challacombe Lane, Combe Martin</b>	
Resident supports the proposals.	Support noted.
Feels the road is highly dangerous to drivers, pedestrians and ramblers, especially due to the blind bend and vehicles being forced to drive on the wrong side of the road by parked vehicles.	Proposals should resolve safety issues and vehicles will be able to drive on the correct side of the highway.
Parking has caused issues for the refuse lorry unable to gain access and then their bins not being collected.	Proposals should resolve any issues regarding access for larger vehicles.
Concerns and witnessed an emergency vehicle being required and unable to access a patient due to vehicles parked on this section of road.	Proposals should help access for emergency services.
20 years ago the same restrictions were requested and a "no parking" sign was officially put in place. Restriction was not enforced and the sign ignored and vandalised.	Devon County Council Civil Enforcement Officers will be asked to enforce the new restrictions.
<b>Fifth Respondent: Resident of West Challacombe Lane, Combe Martin</b>	
Resident supports the proposals.	Support noted.
This is a dangerous blind corner, for drivers but also pedestrians, especially children. Pre-school and primary school children use the footpath leading to this corner and are unable to see oncoming vehicles due to the parked cars.	Proposals should resolve any issues regarding visibility for pedestrians.

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Comments	Devon County Council (DCC) Response
Difficult to avoid vehicles on the blind corner and feels a slow sign may also help; otherwise there is definite danger of an accident.	The situation can be monitored and if further action is required this can be investigated.
<b>Eighth Respondent: Resident of West Challacombe Lane, Combe Martin</b>	
Resident supports proposals.	Support noted.
Parking has caused issues for the refuse lorry, removal lorries, delivery vehicles, caravans and horse boxes. There have been times when the refuse lorry was unable to gain access and then their bins were not collected.	Proposals should resolve any issues regarding access for larger vehicles.
Concerns the current parking practices would block emergency vehicles getting through. A number of elderly people live beyond this “pinch point” and they could be put at risk in an emergency.	Concerns noted. Proposals should resolve issues regarding access for emergency vehicles.
There is a historical National Trust Property and farmlands at the top of the road with a flow of visitors and farm vehicles.	Concerns noted.
Parked vehicles force residents onto the right side of the road just before a very sharp blind right hand bend.	Proposals should resolve this issue.
<b>Tenth Respondent: Resident of Shackhayes, Combe Martin</b>	
Resident objects to the proposals in West Challacombe Lane, believes it will just move the parking further along West Challacombe Lane and into Five Turnings, which will be unpopular with other residents.	Objection noted.
Large vehicles can get through if there are just cars parked, so suggests that a box is painted only wide enough for cars and the appropriate signage for just cars to park.	There is insufficient road width to allow parking and access for larger vehicles
Proposals for this restriction have been raised before and a residents’ meeting was held and some lengths of double yellow lines were implemented. However, there was not a majority support for the stretch that is being proposed now.	We have recently had a further request for this restriction to be considered.
<b>Thirteenth Respondent: Combe Martin Parish Council</b>	
Support the proposals on West Challacombe Lane, currently large vehicles are obstructed from accessing some properties.	Support noted.
<b>RECOMMENDATION – Implement proposals as advertised.</b>	
<b>ILFRACOMBE</b>	
<b>Wilder Road – Plan ENV5554-014</b>	
<b>Sixth Respondent: Email submission with no address</b>	
Resident supports all proposals in Ilfracombe.	Support noted.

Comments	Devon County Council (DCC) Response
Requesting double yellow lines on Wilder Road where there is currently a single yellow line. Vehicles parking cause an obstruction.	It is too late to submit additional restrictions. This can be considered as part of a future review.
<b>Seventeenth Respondent: Resident of Wilder Road, Ilfracombe</b>	
Objects to the proposals on Wilder Road, as parking is already difficult.	Objection noted.
Resident has a carer visit their property for a family member four times a day and need to be able to park nearby.	There is still available space for the carer to park outside of current prohibited times.
Proposals will cause disruption for the shop as deliveries won't be able to be made.	The restriction directly outside the shop is not changing.
Requesting cheaper permit parking to make it affordable for locals to park.	Devon County Council does not have permit parking on Wilder Road.
<b>RECOMMENDATION – Implement proposals as advertised.</b>	
<b>St Brannocks Park Road – Plan ENV5554-019 Hillsborough Road – Plan ENV5554-020</b>	
<b>Seventh Respondent: Ilfracombe Town Council</b>	
Suggesting the double yellow lines on the west side of St Brannocks Park Road should only extend for 106m not 124m on and beyond this there should be no restriction and the single yellow line removed.	<b>It is recommended that the proposed no waiting at any time is relaxed to the boundary of Red House and 7 St Brannocks Park Road.</b>
Suggesting the double yellow lines on the east side of St Brannocks Park Road should be extended to the property boundaries of number 2 and 4 to avoid parking on the bend.	It is not possible to extend the restrictions at this time. Therefore, it is proposed to implemented the restrictions on the east side of St Brannocks Road as advertised and if further restrictions are required then could be considered as part of a future review.
Parking problems have been compounded by the hospital not allowing staff to park on the hospital grounds. Parking increases on St Brannocks Park Road and Furze Hill Road during the summer, when restrictions apply on Highfield Road.	Noted. Parking on the hospital campus is outside the jurisdiction of DCC, nor is it the responsibility of DCC to provide parking for hospital staff.
Believes parents will park on double yellow lines on St Brannocks Park Road regardless, when dropping off or collecting their children. There would be fierce resistance to the issuing of tickets.	The restrictions are introduced to indicate where it is not appropriate to park and the Civil Enforcement Officers will issue Penalty Charge Notices to those vehicles in contravention.
Believes the proposals for the St Brannocks Park Road and Furze Hill Road area will make a bad situation worse. Feel that Devon County Council should compromise and give consideration to the current situation where available parking is occupied all day.	The restrictions are being introduced to better control parking at all times all year round and secure visibility at junctions.

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Comments	Devon County Council (DCC) Response
Support the proposal for double yellow lines on the junction of St Brannocks Park Road with Windsor Court, but feels that they should be on the north east corner as visibility problems are worse this way.	The situation can be monitored and considered as part of a future review.
Horne Road is not heavily used and suggest that room for 3 cars should remain all year round with a restriction on length of time.	<b>It is recommended that a section of no waiting at any time is relaxed to no waiting 10am - 6pm to allow 3 overnight parking spaces all year.</b>
The loss of parking on Hillsborough Terrace is going to cause unnecessary problems to the residents in this area. Suggesting that the length of road from the boundary of Lower Maybourne/Sheffield House to the entrance of Hillsborough Terrace should remain as parking from 6pm to 10am and this should be allowed all year round.	<b>It is recommended that a section of the no waiting at any time is relaxed to no waiting 10am - 6pm to allow some overnight parking spaces all year. The extent is to be agreed with the local member and HATOC chair following a site meeting and dealt with by the Chief Officer under delegated powers.</b>
Town Council suggestion to extend the double yellow lines on St Brannocks Road, on the east side near the medical centre has been ignored. Extending these lines for two car lengths towards the Medical Centre would largely prevent the narrowing of the carriageway at this point which currently results in a single lane highway on the main route into the Town.	It is recommended that a proposal to change the seasonal no waiting to all year is considered as part of the next review to ensure the route is kept clear during the day.
Devon County Council appear to have taken no notice of a request to reduce the summer parking restriction, apart from on the 'A' roads, so that these apply between 1st May to 30th September instead of 15th March to 31st October. Apart from the Easter weekend, traffic volumes up until the end of April and after 30th September are similar to the winter period.	Such a change falls outside the scope of the annual waiting restriction review due to the resource that would be required. However, the request will be noted for consideration when such resources are available.
<b>Eleventh Respondent: Resident of Lantern Court, Hillsborough Road, Ilfracombe</b>	
Resident objects to the proposals on Hillsborough Road. There are many elderly residents who invite families and friends in the winter as they are able to park on Hillsborough Road. Nearest alternative parking is at the swimming pool which is half a mile away and pay and display on Portland Street is always full with car owners from Portland Street.	Objection noted. There are no rights to park on the public highway, it is allowed where it does not cause an issue. However, parking in this location causes visibility issues on an A road.
Does not believe traffic is a problem and there is a bus only once an hour.	View noted. This A road is used by other traffic.
Residents of Lantern Court also require parking for care workers, contractors and cleaners.	View noted see above.

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Comments	Devon County Council (DCC) Response
When Lantern Court was built planners restricted the private parking to 19 spaces for 42 apartments. McCarthy and Stone (developers of retired living) confirmed that winter parking was allowed when the apartments were sold, resident feels the developer should be involved.	View noted. On street parking cannot be guaranteed as there are no rights to park on the public highway. The statutory consultation did not prevent McCarthy and Stone from responding.
Feels there are worse problems with daily congestion on the main road at Church Street and St Brannocks Road.	Noted. This falls outside the scope of these proposals as this cannot be resolved by amending the adjacent waiting restrictions.
<b>Twelfth Respondent: Resident of Lantern Court, Hillsborough Road, Ilfracombe</b>	
Resident objects to the proposals on Hillsborough Road.	Objection noted.
This is a retirement complex and the majority of visitors are elderly or families with small children. The nearest car parks are the Cove, the Harbour or the Leisure Centre which are considerable distances away.	There are no rights to park on the public highway, it is allowed where it does not cause an issue. However, parking in this location causes visibility issues on an A road.
One or two residents require carers who call regularly.	View noted see above.
Acknowledges car parking is a premium in summer, but it would be unfair and unnecessary to take it away in the evenings and winter months.	Parking in this location causes visibility issues on an A road all year round. However, it is recommended that some overnight parking is retained.
Would like to know why these restrictions have been proposed, as they are not aware of any incidents in the past four years. The road is wider than other roads that also allow parking in Ilfracombe.	These were proposed to prevent parking at all times all year round and improve visibility on this A road. However, It is recommended to relax some of the no waiting at any time to no waiting 10am - 6pm to allow some overnight parking spaces all year.
Petition enclosed from homeowners, visitors and local business people. (58 signatures)	Noted.
<b>Fifteenth Respondent: Resident of Lantern Court, Hillsborough Road, Ilfracombe</b>	
Resident objects to the proposals on Hillsborough Road and is deeply concerned.	Objection noted.
Have seen vehicles slow down to give way to oncoming traffic, but believe this to be no more than an inconvenience to drivers.	View noted.
Removal of the parking will cause hardship to residents of Lantern Court as it allows them to have visitors, friends and family.	There are no rights to park on the public highway, it is allowed where it does not cause an issue. However, parking in this location causes visibility issues on an A road.
Already carers are finding it difficult to park as they have no concessions. This also applies to doctors and trades people.	View noted see above.

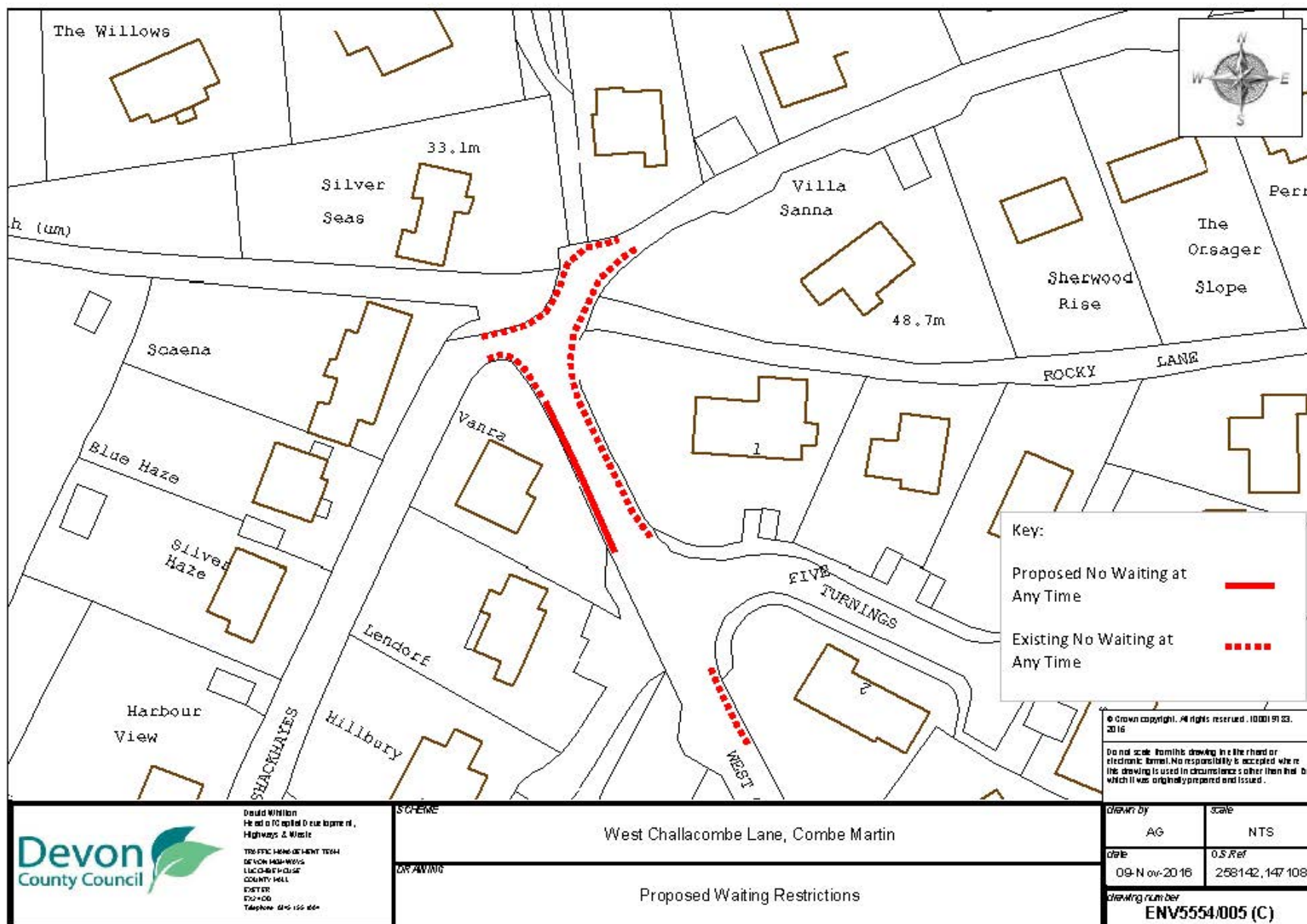
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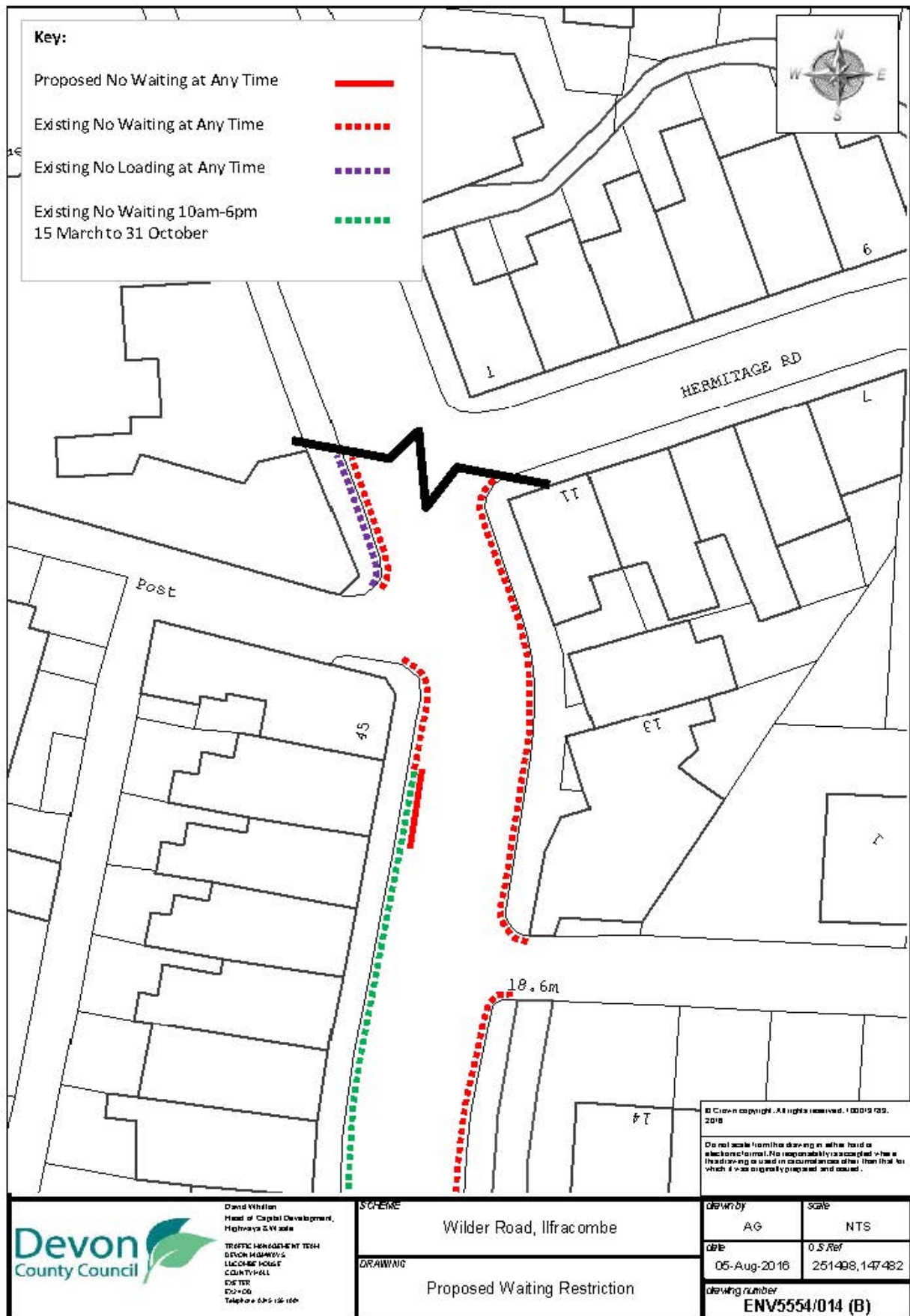
Comments	Devon County Council (DCC) Response
<b>RECOMMENDATIONS – it is recommended that:</b>	
<ul style="list-style-type: none"> <li>the proposed no waiting at any time on the west side of St Brannocks Park Road is relaxed to the boundary of Red House and no. 7</li> <li>a section of no waiting at any time is relaxed to no waiting 10am - 6pm to allow 3 overnight parking spaces all year.</li> <li>that a section of the no waiting at any time is relaxed to no waiting 10am - 6pm to allow some overnight parking spaces all year. The extent to be agreed with the local member and HATOC chair following a site meeting and dealt with by the Chief Officer under delegated powers.</li> </ul>	
<b>Richmond Road - Plan ENV5554-021</b>	
<b>Fourteenth Respondent: Resident of Belmont Road, Ilfracombe</b>	
Objects to the proposals on Belmont Road, Richmond Road and Richmond Avenue.	Objection noted.
Proposals will reduce the amount of on street parking which is already at capacity and it will not improve safety.	The restrictions were proposed to secure visibility at the junctions at all times in line with the Highway Code.
Junction of Belmont Road and Richmond Road has no accident record and is on a bus route where vehicles have been able to access the road without issue for decades.	Noted see above.
Proposals would be unacceptable to residents who already cannot park. Does not understand the need for the restriction where a problem does not exist and who will police the restrictions.	Restrictions will be enforced by Devon County Council Civil Enforcement Officers.
Suggests a single yellow line from 8am - 6pm.	This would not secure visibility at the junctions at all times.
Has no objection to the Station Road, Richmond Road junction, agrees this would improve highway safety.	Support noted.
<b>RECOMMENDATION – Implement proposals as advertised.</b>	
<b>Highfield Road - Plans ENV5554-015 and ENV5554-016</b>	
<b>Sixteenth Respondent: Resident of Worth Road, Ilfracombe</b>	
Concerns over the planned car parking restrictions in residential roads in Ilfracombe, including, but not exclusively, Hillsborough Road and Highfield Road.	Concern noted.
Concerns over the 'knock on' effect this will have on neighbouring unrestricted roads. Already facing extreme problems because of the new build at Ilfracombe Academy.	Roads outside of the proposals may see an increase in demand for parking. However, it is not sufficient justification not to proceed with the introduction of new restrictions.
Many people who live in these roads are elderly and will experience much disruption and inconvenience in using their own cars, friends and family visiting and also parking for carers and support workers. Would therefore like to know what provision is being made for them to park.	There are no rights to park on the public highway, it is allowed where it does not cause an issue. It is not the responsibility of the council to specify alternative parking.

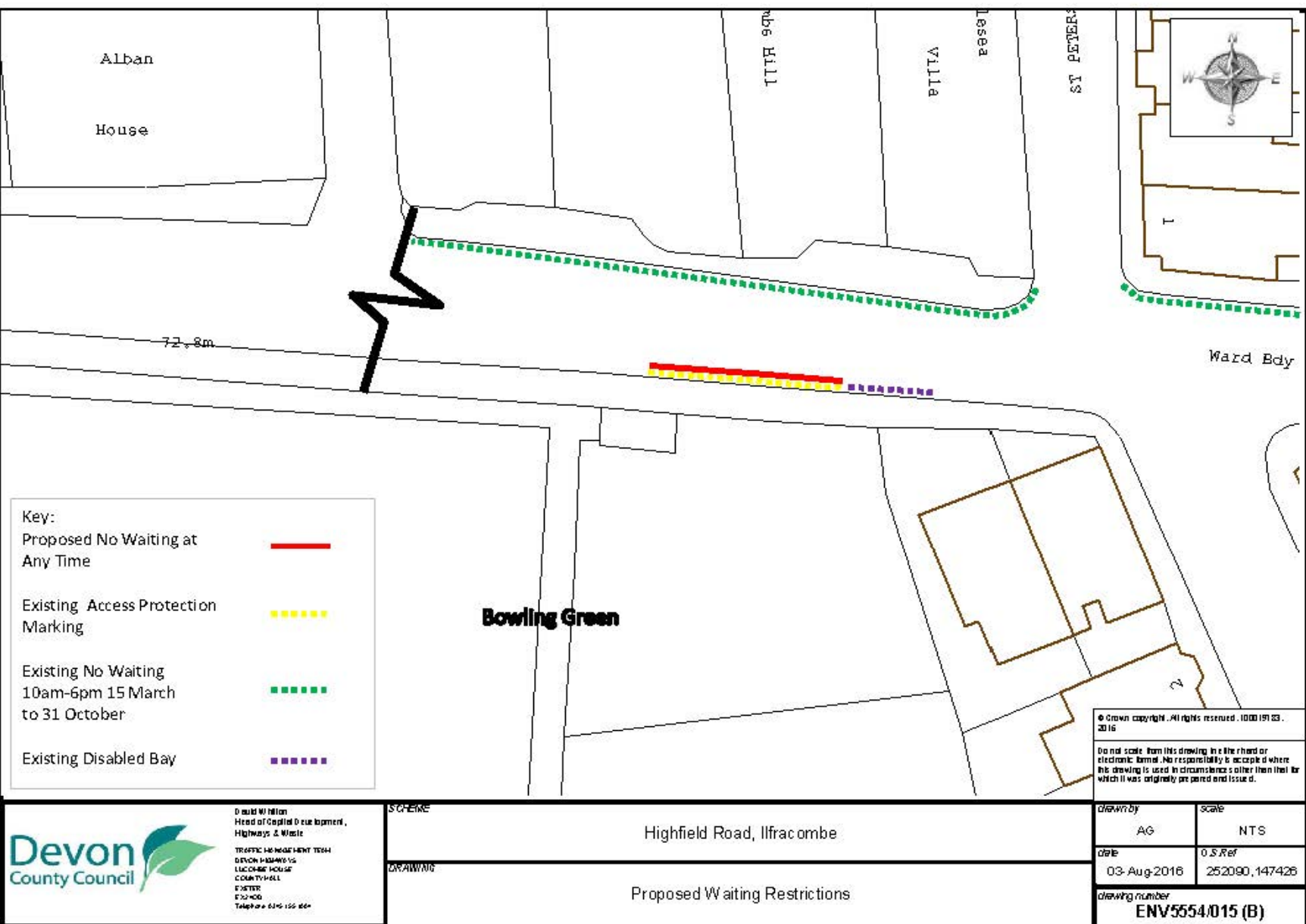
# Agenda Item 4

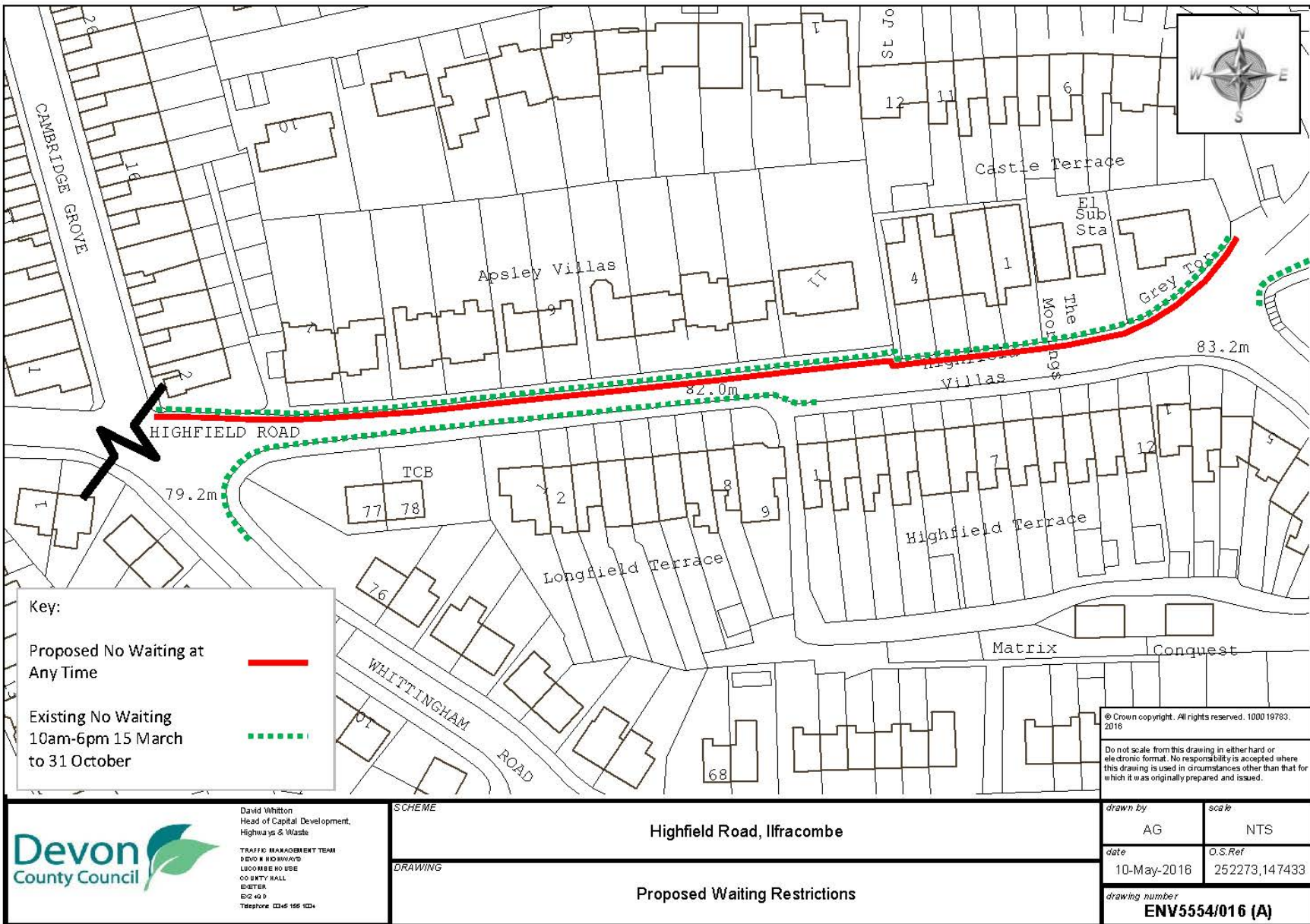
Comments	Devon County Council (DCC) Response
Concerned that house prices will drop and it will be difficult to sell with nowhere to park.	Concern noted.
Aware this is a public highway but as members of the local community they have a right to enjoyment of their property and taking away a necessity such as parking is violating that right. Suggesting that permit parking is the answer; at least they will then be secure in the knowledge that they will be able to park near to their homes.	There is no right to park on the public highway outside your property.
Little publicity of the proposals, and couldn't see any notices on Highfield Road. Concerned others won't be aware and put their views forward.	Notices were erected on site and it was advertised in the local newspaper, in accordance with legislation.
<b>RECOMMENDATION – Implement proposals as advertised.</b>	

Appendix II  
To HIW/17/31

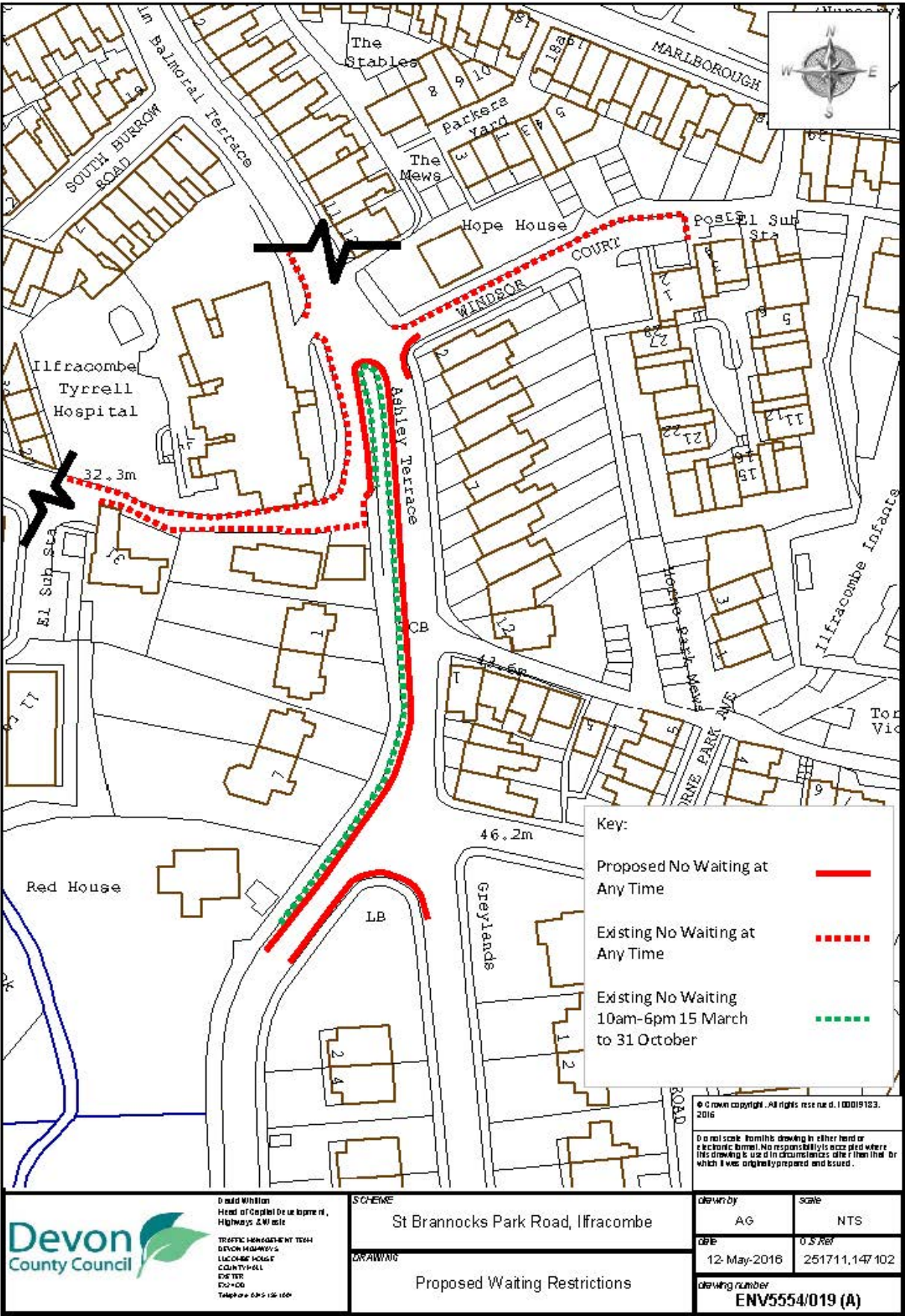




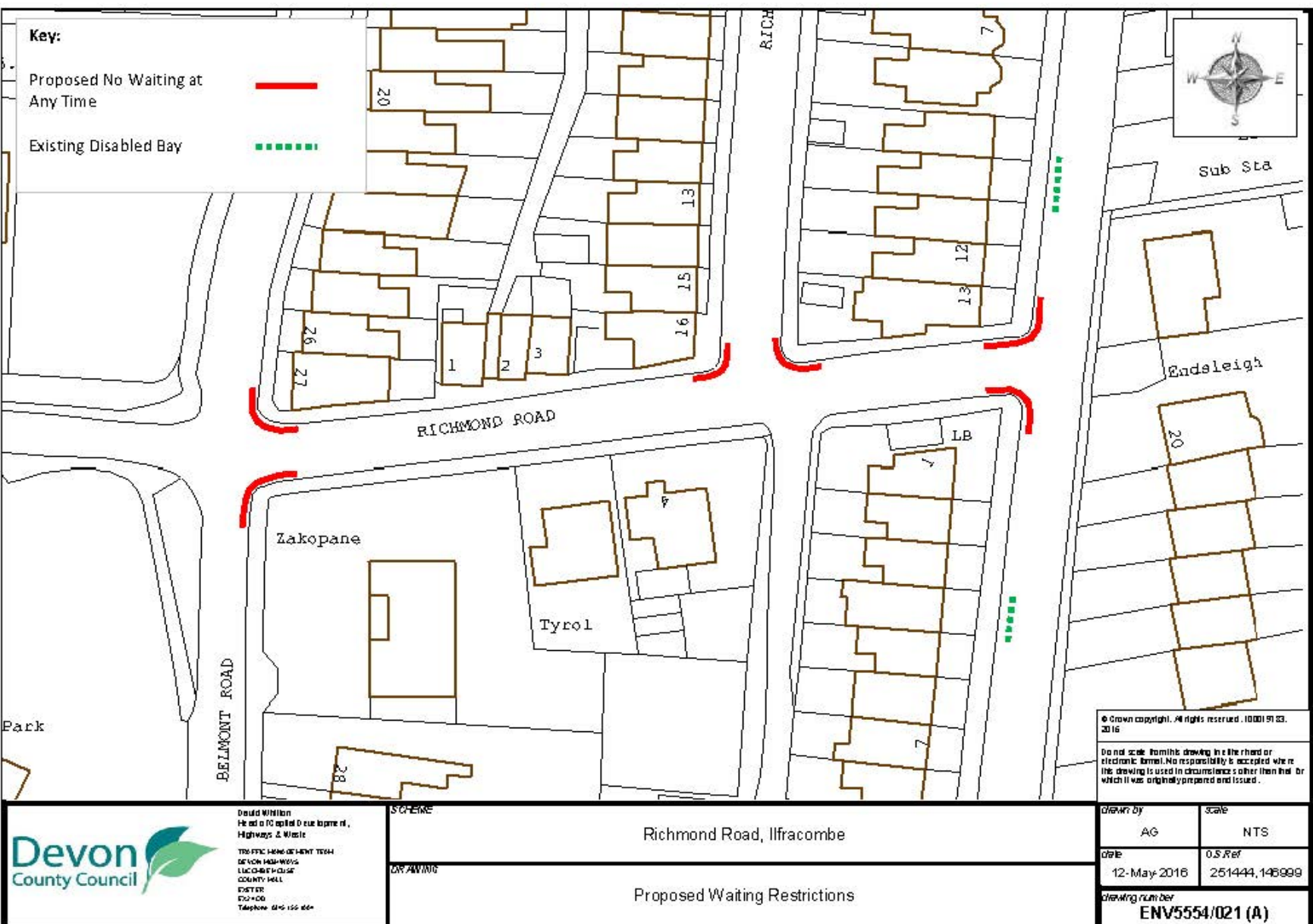




Agenda Item 4







  
2<sup>nd</sup> December 2016.

Subject: Proposal for "No Waiting at any time" on Hillsborough Road, Ilfracombe.

Dear Sirs,

Lantern Court, Hillsborough Road, is a Retirement Complex, comprising of 42 Apartments, with limited parking, and our residents have an age range of 60 to 90+ years.

A large majority of our visitors are elderly people, or families with small children, and the nearest car parks are at the Cove, the Harbour, or the Leisure Centre, which is a considerable distance away. One or two home owners have "carers" who call very regularly.

It is acknowledged that car parking is at a premium in the summer months, but in the evenings and during the winter months surely it is neither fair or necessary to impose a total ban along our road.

We are curious as to what prompted this proposal for such a ban, as to the best of my knowledge in the past four years there have not been any accidents on this road, and it is much wider than many other streets in the town where parking is allowed.

I have enclosed a petition, which includes home owners, visitors, and local business people, therefore we would ask you to seriously consider the hardship this parking ban would cause many people, also the comments from the local Council.

Yours truly,



# Agenda Item 4

12/1/2016

RE: No Parking in Hillsborough Road.

-----Original Message-----

From: [REDACTED]  
Sent: 29 November 2016 10:30  
To: [REDACTED]  
Subject: No Parking in Hillsborough Road.

Good Morning, [REDACTED]  
[REDACTED] and I write on behalf of the Homeowners at Lantern Court, Hillsborough road, regarding the proposed intention of the Devon County Council to impose a total ban on parking in our road. Our residents are between the ages of 60 and 90+ years, and consequentially many of our visitors are elderly, or include families with young children. The nearest car park is at the Leisure Centre or the Cove Car Park down at the Harbour, which is a distance away and includes steep hills to climb. The Parking meters in Portland Street are few, and are nearly always occupied. It is acknowledged that parking is at a premium in the summer months, but is it necessary to inflict a total ban in the the evenings and during the winter months?  
I have organised a petition to send to the Council, but would appreciate any help or support you could give us.  
kind regards, [REDACTED]  
[REDACTED]

From: [REDACTED]  
To: [REDACTED]  
Date: 01/12/2016 12:55  
Subject: RE: No Parking in Hillsborough Road.

Hi

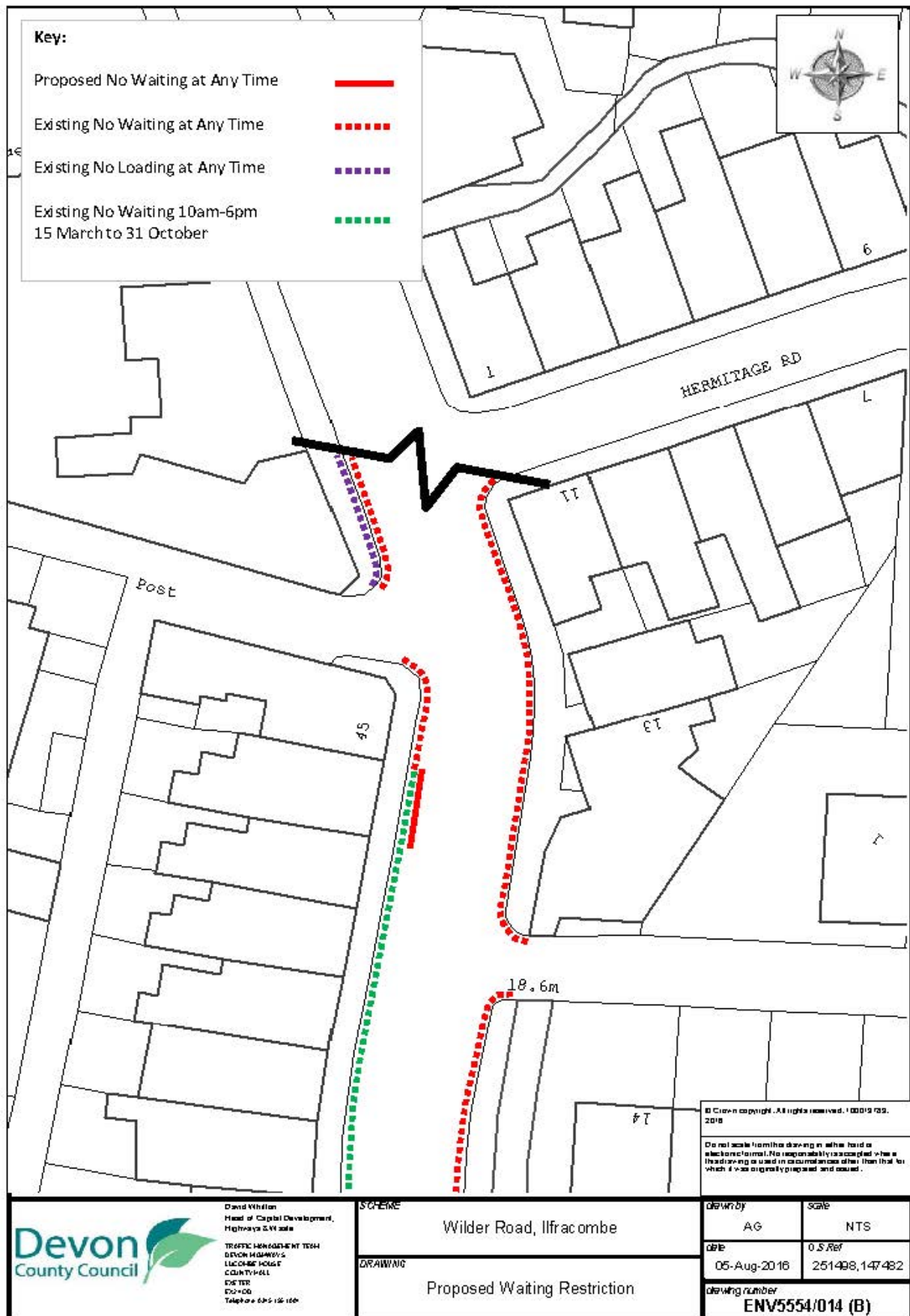
Thanks for your email.

This issue was discussed at our last town council meeting as we were shown the plans for parking restrictions in Ilfracombe from North Devon Council.

We did note the proposed changes along Hillsborough road and made comment regarding the difficulties this would cause and asked for consideration by NDC.

We have not had a reply from NDC as yet but hopefully they will take note of the comments of ITC when they reply.

[REDACTED]

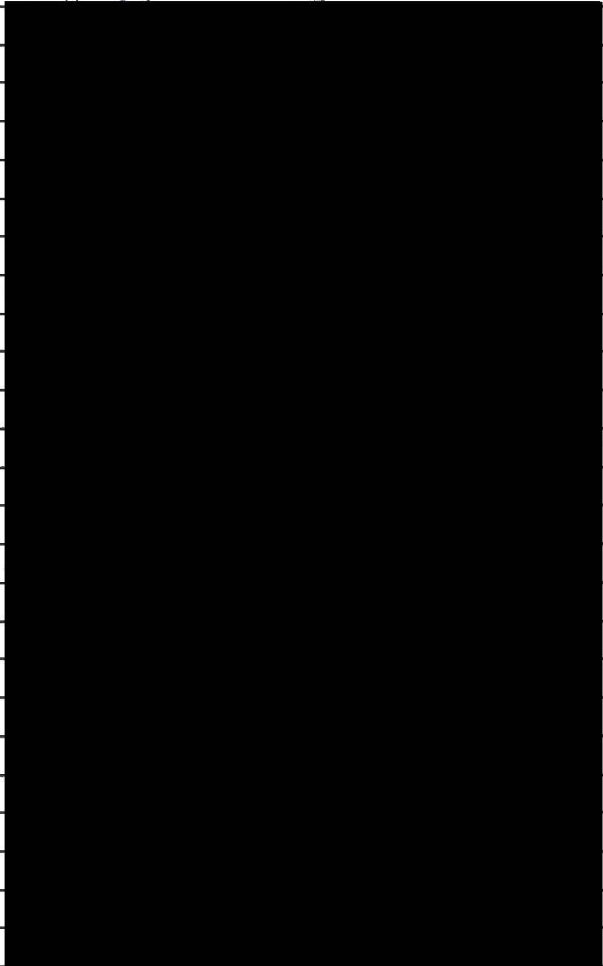
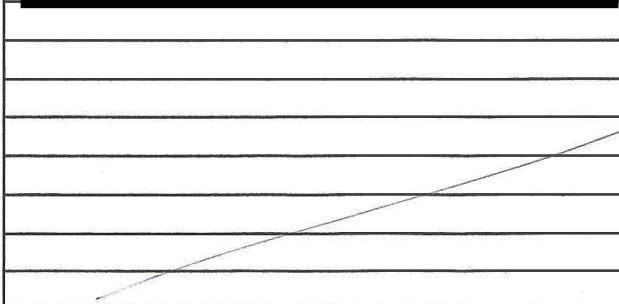
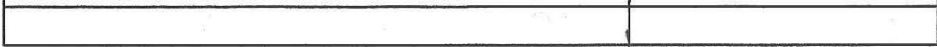


# Agenda Item 4

WE THE UNDERSIGNED STRONGLY OBJECT TO THE DEVON COUNTY COUNCIL  
PROPOSAL TO APPLY A "NO WAITING AT ANY TIME" ORDER FOR HILLSBOROUGH  
ROAD, ILFRACOMBE, DEVON

NAME

POSTCODE

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	EX32-CAF
	EX32-7FB
	EX32 7FB
	EX31 1GL
	PE29 3AS
	EX34 9QC
	EX34 9NR
	EX34 9QL
	EX34 8JT
	EX33 2LT
	EX34 9ES
	EX34 8DZ
	EX31 4RY
	EX34 9NW
	EX34 9NL
	EX31 1ET
	EX31 2ET
	EX31 2HB
	EX31 3NW
	EX33 2DY
	EX31 2DH
	EX34 9NL
	EX34 9NL
	

P.T.O

NAME \_\_\_\_\_

**POSTCODE**

[illegible]



PTE/17/18

North Devon Highways and Traffic Orders Committee  
31 March 2017

## **Rising Bus Bollards on Greenbank Road and Gould Road Barnstaple**

Report of the Head of Planning, Transportation and Environment

***Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.***

**Recommendation:** It is recommended that the automatic bus bollards on Gould Road and Greenbank Road, Barnstaple shall be removed and a revocation of the existing traffic regulation order (document number 45393 reference IMR/B09373 ID 5328) be advertised to allow all traffic to use the currently bollarded sections in either direction.

### **1. Background/Introduction**

Planning application number 49761 approved by North Devon Council on 22 February 2011 required automatic rising bus bollards to be installed on Gould Road and Greenbank Road. These have been installed by the developer.

The bollards were locked in the down position on 8 October 2016 following repeated faulty operation caused by damage to the bollards.

This report reasons to remove these bollards and the traffic regulation order permanently to reduce the future ongoing maintenance cost of repairing the bollards and to provide more flexible bus service routes and better emergency vehicle access.

Motor vehicles authorised to travel through the restricted sections are:

- (a) emergency service vehicles
- (b) local buses
- (c) solo motorcycles
- (d) vehicles being used in the service of a local authority in pursuance of statutory powers or duties;
- (e) vehicles being used with a Council permit for other essential purposes (recycling and refuse lorries)

### **2. Discussion**

The bollards and restricted sections remain part of the public highway but are maintained at private expense at the current time under the provisions within the combined section 106/278/38 agreement for the site. The developer has spent a considerable amount of money repairing the bollards going to the site approximately 30 times between their installation in August 2015 and their lock down in October 2016.

It is not considered a good use of the County Council's resources to continually repair these bollards in the future with the already stretched maintenance budget. The bollards would probably be locked in the down position permanently, rendering them useless.

# Agenda Item 5

The bollards operate on a system that requires a tag to lower the bollard, and they are set up so that vehicles can only pass through them in one direction.

Emergency vehicles and vehicles on Council duties are exempt from the traffic order, but must have a tag in order to lower the bollard. Not all of these vehicles have the required tags and therefore are unable to pass through the restricted section when the bollards are in normal operation.

It has been reported that ambulances have had problems accessing houses on the other side of the bollards due to not being able to lower the bollards when they were in operation.

Removal of the bollards would make it easier for vital emergency service vehicles to access all houses on the estate without the need for a tag to lower the bollard in each emergency vehicle.

Stagecoach operates the number 11A and 11C bus services that use Gould Road and Greenbank Road and has recently changed these routes to serve the doctors surgery in Newport.

It is understood that Stagecoach would like more flexibility in their routes by being able to travel through both restricted sections in either direction. Rather than in one direction only which is the current set up. Removal of the bollards would allow this.

### **3. Options/Alternatives**

Two other alternative options have been considered.

1. No change. The developer keeps fixing the bollards and they are made to operate as the agreement states before the County Council takes on their maintenance.
2. The bollards are removed but the traffic regulation order is kept in place. This would prohibit all vehicles except those listed in section 1 above to use the road. This would allow buses to use Greenbank Road and Gould Road in either direction, but there would be no physical barrier to enforce the prohibition to vehicles.

These options have not been recommended due to the future maintenance costs of alternative option 1 and the future enforcement requirements of alternative option 2 on the police.

### **4. Consultations/Representations**

A nearby convenience store has previously requested the removal of the bollards due to a loss of trade. It is not known if any loss of trade is directly related to the bollards having been installed.

The local police have indicated their preference would be to remove both the bollards and the traffic order as recommended. Enforcement of the existing traffic order with no bollards in place would be extremely low priority for the police.

### **5. Financial Considerations**

The developer (North Devon Homes/Pearce Construction) would carry out the works to the satisfaction of the County Council. This would be removal of the bollards, signs and resurfacing of the road.

A section 106 contribution of £10,000 towards maintenance of the bollards that has been paid by North Devon Homes would have to be paid back with interest.

As discussed in section 2 above, the ongoing maintenance cost for the County Council would reduce considerably. And the cost of paying back the interest on the section 106 contribution would be paid back within a short time when considering the very low maintenance cost of the road if the bollards are not in place.

## **6. Environmental Impact Considerations**

No formal environmental assessments have been undertaken.

If the bollards are removed bus services can be planned more flexibly to go either way on either road instead of having to go one way through the bollarded sections.

## **7. Equality Considerations**

This decision is considered to not result in any discrimination, harassment, victimisation or any other prohibited conduct towards people of any particular age, disability, race/ethnicity, gender and gender identity, religion and belief, sexual orientation, pregnant women, new and breastfeeding mothers, marriage/civil partnership status or any other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

## **8. Legal Considerations**

The lawful implications/consequences of the proposals/recommendations/proposed course of action have been considered and taken into account in the preparation of this report/formulation of the recommendations set out above.

When making a Traffic Regulation Order it is the County Council responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, secures the expeditious, convenient and safe movement of traffic and provision of parking facilities.

## **9. Risk Management Considerations**

This proposal has been assessed and all necessary safeguards or action have been taken to safeguard the Council's position.

No risks have been identified.

## **10. Public Health Impact**

No impacts to public health have been identified as a result of the proposal.

## **11. Summary/Conclusions/Reasons for Recommendations**

Removal of the bollards and traffic order would:

- reduce the future highway maintenance cost to the County Council;
- make it easier for vital emergency service vehicles to access all houses on the on both sides of the restricted sections;
- Provide more flexibility for bus service routes in the local area;
- Remove the need for enforcement of the order by the police.

# Agenda Item 5

Dave Black  
Head of Planning, Transportation and Environment

**Electoral Division: Barnstaple South**

Local Government Act 1972: List of Background Papers

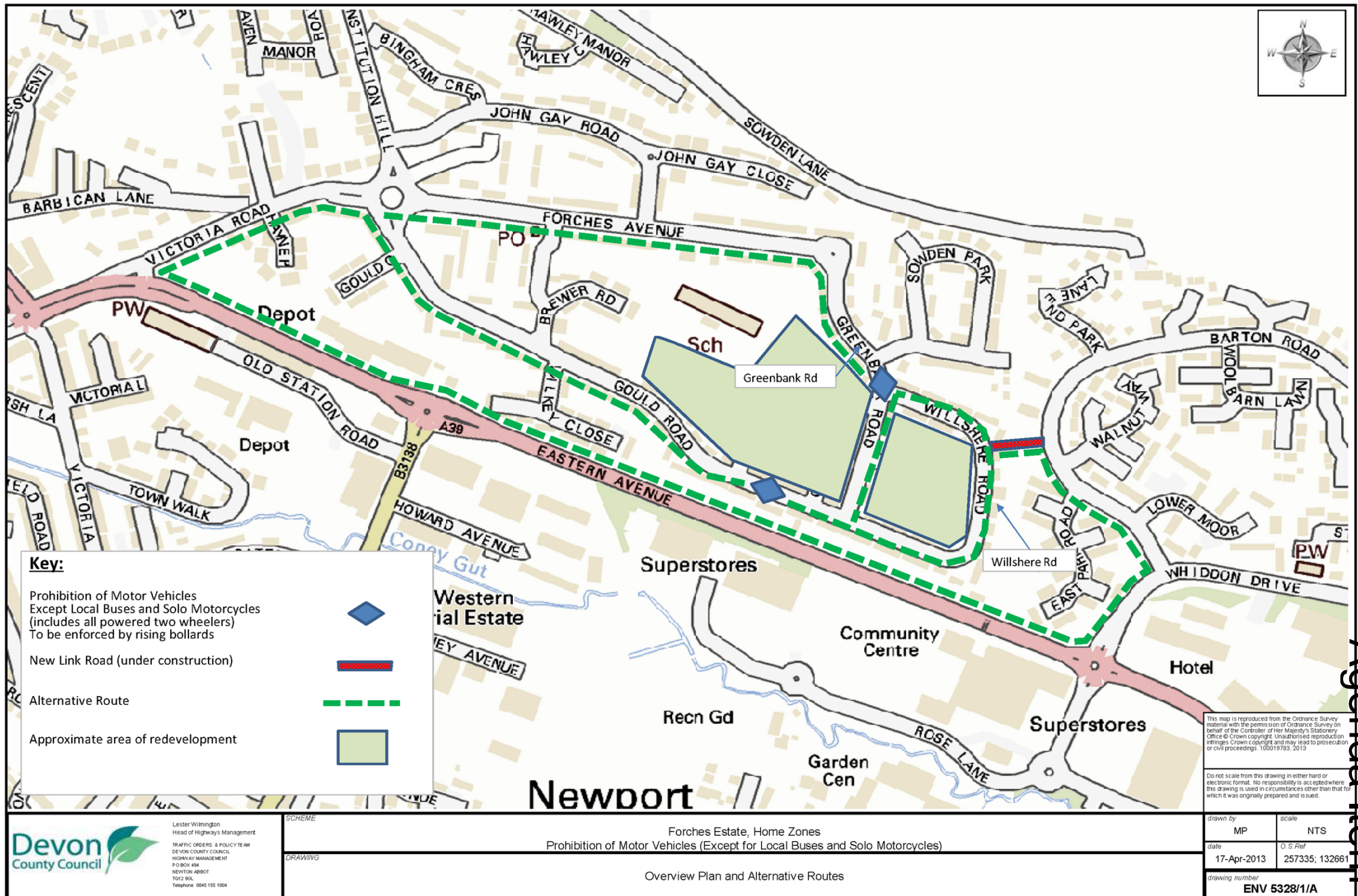
Contact for enquiries: Matthew Collins

Room No: Taw View, Barnstaple

Tel No: 01271 388510

Background Paper	Date	File Ref.
North Devon Council Planning Reports	February 2010	49761

mc080317ndh  
sc/cr/rising bus bollards greenbank road gould road barnstaple  
02 230317





HIW/17/32

North Devon Highways and Traffic Orders Committee  
31 March 2017

## **Traffic Calming, St Georges Road, Barnstaple**

Report of the Chief Officer for Highways, Infrastructure Development and Waste

***Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.***

### **Recommendation: It is recommended that:**

- (a) The scheme shown on the Consultation Plan included in Appendix I be approved for construction at an estimated cost of £41,656;**
- (b) That approval is given to advertise the associated traffic regulation order and notices to introduce a 20mph Zone and road humps.**

### **1. Introduction**

In order to manage traffic speeds in St Georges Road and promote safety for vulnerable road users, this report seeks approval to introduce a 20mph speed restriction supported by the introduction of speed reducing traffic calming measures.

### **2. Proposal**

In response to concerns about speed and road safety in St Georges Road, the committee at its meeting of 24 November 2014 agreed that traffic calming measures be investigated in liaison with the local member. With financial support through the Investing In Devon fund, design work and consultations were commenced in 2015 to prepare traffic calming proposals for the road.

St Georges Road is currently subject to a 30mph speed restriction. The adjacent streets around Yeo Vale to the south are part of a 20mph Zone. The scheme shown on the Consultation Plan in Appendix I details the proposal to extend the Yeo Vale 20mph Zone to cover St Georges Road between its junctions with Riddell Avenue and Vale Close.

‘A build-out will be constructed at the western end to protect parking on the northern side of the road and form a gateway feature to the new 20mph Zone. A gateway feature to the eastern end of the 20mph Zone will be created by utilising an existing pedestrian refuge crossing point’.

To reduce vehicle speeds to 20mph standards, traffic calming features will be incorporated at regular intervals by providing pairs of speed cushion roads humps.

The current on-road painted cycle lane to the south of the road will be removed as part of this scheme. The cycle lane is narrow and only makes provision for westbound cyclists. Speed cushions will still provide level space on either side of the road for cyclists to pass the road hump features in both directions and it is anticipated that the reduction in vehicle speeds will be of greater benefit to vulnerable road users including cyclists. Speed cushions are also a more bus friendly form of traffic calming that allows wide tracked vehicles like buses and fire engines to pass with less disruption.

# Agenda Item 6

## **3. Options/Alternatives**

Traffic calming options to reduce speeds were considered as part of the feasibility design process. The recommended scheme makes consideration for local parking needs and the use of the route by buses, emergency services and cyclists.

## **4. Consultations**

Statutory consultation has been undertaken in 2015\16 with key stakeholders including the bus operators, cycle groups and the emergency services. Statutory consultation with residents has been undertaken by the local member through letter drops and public meetings. Any additional responses to the consultation process will be summarised and considered with the local member prior to proceeding to formal advertisement.

## **5. Financial Considerations**

The estimated cost of the works is £41,656. £38,521 is being funded through Investing In Devon and £3,135 is being funded through the County member locality budget.

## **6. Environmental Impact Considerations**

The scheme will have a minor but positive impact on the environment by reducing traffic speeds, vehicle emissions and by supporting sustainable modes of travel.

## **7. Equality Considerations**

An Equality Impact and Needs Assessment (EINA) was undertaken for the Local Transport Plan. No negative impacts were identified. No new policies are being recommended in this report and therefore an individual Equality Impact and Needs Assessment for the scheme is not considered necessary.

## **8. Legal Considerations**

The scheme will require advertisement for a Traffic Regulation Order to implement a 20mph Zone. And advertisement of a notice under the Road Hump Regulations to construct speed cushions.

When making a Traffic Regulation Order it is the County Council responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, secures the expeditious, convenient and safe movement of traffic and provision of parking facilities.

## **9. Risk Management Considerations**

No risks have been identified.

## **10. Public Health Impact**

The scheme aims to reduce traffic speeds and promote a safer environment for walking and cycling. St Georges Road is a key route for walking and cycling access to schools in the Pilton area. The scheme is anticipated to have a positive impact on public health.

## 11. Reasons for Recommendations

The scheme has been developed in response to local needs. Following positive feedback from consultation, it is recommended that the scheme be approved for construction following formal advertisement.

David Whitton  
Chief Officer for Highways, Infrastructure Development and Waste

### **Electoral Division: Barnstaple North**

#### Local Government Act 1972: List of Background Papers

Contact for enquiries: Bill Banting

Room No: Taw View, Barnstaple

Tel No: 01271 388898

Background Paper	Date	File Ref.
None		

bb210317ndh  
sc/cr/traffic calming st georges road barnstaple  
02 230317

# Appendix I To HIW/1732

Do not scale from this drawing in either hard or electronic format. No responsibility is accepted where this drawing is used in circumstances other than that for which it was originally prepared and issued.

## NOTES

details

- Existing 20mph Zone
- Proposed Extended 20mph Zone

Rev Date Drawn Revisions

1 July 2015 PCR Original Issue

2 Aug 2015 PCR Build out added

3 Aug 2016 PCR Intermediate build out removed

4 Sept 2016 PCR Build out Added to remaining build out

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HIW/17/33

North Devon Highways and Traffic Orders Committee  
31 March 2017

## **Report on the closures of Goodleigh Road, Barnstaple for utility works**

Report of the Chief Officer for Highways, Infrastructure Development and Waste

***Please note that the following recommendation is subject to consideration and determination by the Committee before taking effect.***

**Recommendation:** It is recommended that the Committee note the contents of this report.

### **1. Background**

A planning consent was granted to Wainhomes to build dwellings near Barnstaple on land adjacent to the C459 (Goodleigh Road), now known as Goodleigh Rise.

Two closures of Goodleigh Road took place to facilitate connection of utility services to the development; the first over 4 days (4-7 July 2016) and the second over 14 days (22 October to 4 November 2016). A diversion route was identified using roads of the same or higher standard entailing a re-route of about 20 miles. Goodleigh Road carries a 'C' classification and development of the outlying area over the years has seen increased traffic volumes regularly using it, predominantly as a commuter route to Barnstaple.

This report intends to distil the role of the Local Traffic Authority in managing the highway and review the process with diversions, signing, consultation, emergency services and local member involvement all in the context of the experiences with the Goodleigh Road closures.

### **2. Overview**

#### **(a) Role of the Local Traffic Authority (LTA)**

The LTA has a statutory responsibility under the Traffic Management Act 2004 to fulfil its Network Management Duty (NMD) which requires it to do what is reasonably practicable to manage its road network effectively and "*secure the expeditious movement of traffic*".

Clearly, there are competing demands and the NMD states LTA's must establish processes, as far as reasonably practicable, to ensure the identification of causes or potential causes of congestion (or other traffic disruption) on their network. Potential action is considered in response to, or in anticipation of, causes which is wide ranging. This involves monitoring and managing roads, co-ordinating and directing works trying to minimise their impact.

The LTA balances its duty against the conflicting interests of road users, utility services and customers. Utilities have statutory obligations to provide and maintain a supply or service to customers and regulators (OFWAT, OFGEM, and OFCOM) monitor performance ensuring services are restored, maintained or provided in set time scales. If not achieved, customers can be entitled to compensation.

The New Roads & Street Works Act 1991 (NRSWA) requires LTA's to use best endeavours to co-ordinate the execution of works of all kinds (including road works) in streets for which they are responsible (Sec 59). A duty is placed on works undertakers to co-operate with the

# Agenda Item 8

LTA and each other to achieve the same objectives. Both LTA's and utilities are required in the interests of safety, to minimise the inconvenience to persons using the street and protect the structure of the street and the integrity of apparatus in it (e.g. mains, ducts, pipes).

The primary objective is co-ordination. This entails management of competing demands for space or time in the street, including traffic, to resolve in a positive and constructive way and minimise disruption while allowing utilities to complete their activities. For Goodleigh Road, the County Council liaised closely with utilities ensuring co-operation for the first closure. Negotiations reduced the duration of the second closure to 14 days and planned it to coincide with the school half term week.

Utilities have no statutory right to close roads but apply to the LTA for traffic management, including road closures, to enable them safe highway access. The LTA has no direct involvement in granting consents for development but must perform its duty in managing the highway and gaining co-operation of utilities wishing to lay or maintain apparatus.

Road closure applications are not merely rubber stamped but scrutinised for co-ordination to minimise potential disruption while balancing conflicting interests. In co-ordinating applications the LTA may place conditions on works timings or suggest reasonable and appropriate supplementary actions to mitigate disruption. Some actions can be seen as viable, however proportionality and justification in the circumstances must be considered.

Inevitably, disruption could not be eliminated with the Goodleigh Road closures and there will be differing views over what is, or is not, acceptable disruption. Proportionate actions were taken to reduce disruption as far as practicable with statutory duties and obligations being observed with both closures. It is acknowledged that some disruption resulted, but the NRSWA Code of Practice itself identifies that disruption can occur with any street works.

## **(b)     Extent of works, diversions and signing**

Significant co-ordination work was carried out to ensure optimum use of the first closure in bringing together utility's timings and for the second, in reducing the closure duration.

Any supplementary action to reduce disruption is influenced by the traffic sensitivity of the road. This prompts extended working hours, weekend or night working, a requirement to re-open at times of no operations if feasible and maintaining bus or emergency access. Night working was inappropriate in this case due to the proximity of residences and likely disturbance. But, extended working hours took place (7.30am to 6pm or beyond) with weekend working.

A 'Traffic Sensitive' designation requires a detailed procedure and wide consultation by the LTA. The County Council's traffic sensitive routes are currently being reviewed. However, Goodleigh Road does not meet the existing criteria defined in the Code of Practice and applied by the County Council. Despite this, as illustrated, supplementary actions were introduced for Goodleigh Road to mitigate the potential disruption and were considered justifiable and proportionate.

As the first closure in July was for no more than 5 days it was made under a Temporary Traffic Regulation Notice (TTRN) where advertising requirements are reduced. On 7 June an official notice was sent to Barnstaple Town Council, North Devon District Council and the local County elected member. On 15 June, local residents likely to be impacted were sent an explanatory letter by the works promoter. Public transport companies were consulted and about two weeks before the closure, advanced signing was displayed locally.

Challenges were experienced on the first day of the July closure. Several utilities were on site and limited liaison led to some confusion over responsibility for the closure. This closure was scheduled for 5 days, but the road was open in 4 days. The second closure was under a Temporary Traffic Regulation Order (TTRO) with advertisement and a notice distributed on 1 July and 16 August. Improved notification and media engagement was asked of South West Water (SWW) to local parishes, mindful that what is broadcast rests with the media.

Complaints were made about the signing adequacy of the first closure which was reviewed. The next closure had the signing schedule independently checked against the signs placed to confirm compliance. Contractors on site reported much abuse directed at them from motorists, irrespective of the adequately signed diversion. Some drivers either failed to see or chose not to act on road closure signing and use an alternative route before reaching the site itself. A signed diversion does not compel all traffic to use it if alternatives are viable and legal to use. For these closures, other local lower standard routes were available to use.

The use of local roads in a one way system for light traffic as an alternative to the diversion was proposed through the County Member for Chulmleigh & Swimbridge. Local one way systems restricting the type of traffic using them cannot only be complex and challenging but lead to limited observance with increased potential danger. A high level of disturbance is created for those living on the routes and, while not impossible to achieve, such systems can be disproportionate often only benefiting commuters and not the local residents.

The action of 'plating' an excavation is rarely undertaken for safety and practicality reasons. On occasions it may be used over a very limited space to facilitate access to premises from the road, but it is rarely implemented for more general trafficking. If the excavation is shallow, plating may at times be used on streets deemed to be 'traffic sensitive'.

An email from SWW dated 25 August 2016 to a customer cited emergency service access would be maintained; "... by laying a temporary road plate and moving barriers should access be required." Enquiries reveal neither Kier Group (SWW's contractor) nor the County Council had prior knowledge of this information. This has been challenged with SWW and they now fully acknowledge it was an erroneous comment and incorrectly provided. It is hugely regretful as this created misunderstanding between the County Council, SWW, their contractor and the public over access intentions, elevating local expectations.

The issue of why all works did not occur in one closure was raised. Connection of the mains services (gas, electricity, water and communications) was co-ordinated once closure applications were received and allowing 3 months' notice. The contract for laying sewerage services was let at a later stage by the developer meaning a delayed application for that work. While this is not an unusual practice by developers, consideration could be given to stipulating in planning consents (i.e. Section 106 agreements) assurances over meaningful co-ordination by a developer in utility service connection to help limit highway disruption.

## **(c) Emergency services**

Contention was expressed over not maintaining emergency service access through the works. Formal notification was sent to all three emergency services in advance of the closure with the diversion route allowing for representations to be made. Once notified, the emergency services may request consideration of maintaining access if the route is operationally strategic with limited alternatives. If unfeasible, mitigation options for the services include the strategic pre-location of reactive assets and staff briefing.

No representations were received from the emergency services hence there were no discussions on maintaining access. The County Council also received no communication from any emergency service during or after the works detailing any consequential

# Agenda Item 8

operational challenges with either closure. It is incumbent on the emergency services to advise of any operational issues once notified, not for the LTA to seek them out.

A supplementary issue concerned the impact on in-home care services. Advanced signing of the closure on local roads informed regular users, whether on domestic journeys or business. While the closures did impact both, an anticipated approach as a responsible business continuity decision is to forward plan and adjust travel and call arrangements.

## **(d) Local Member involvement**

Throughout the process the local County Member was consulted with road closure details circulated in advance. The existing notification processes for a TTRO/TTRN requires circulation to the elected County Member for the area the closure is taking place. As the impact extended beyond, other elected members subsequently became involved. Future consideration can be given to notifying neighbouring elected members of road closures to ensure earlier, wider knowledge and awareness during the consultation process.

Ahead of the second closure, a meeting took place in Barnstaple on 11 August to discuss a strategy to reduce the duration. While the County Member for Chulmleigh & Swimbridge was unable to attend, those present included the County Member for Barnstaple North, SWW, Keir and County Council officers from Highway Enforcement, Neighbourhood Highways and Development Control. During the works, there was regular liaison with elected County Members through the local Highway Enforcement and Neighbourhood officers and subsequent to the works, Councillor Edgell met with County Council officers.

## **3. Conclusions**

Evidently the Goodleigh Road works caused inconvenience and some disruption, particularly for regular users of the road living in the outer parishes.

The closures and diversion route were unavoidable and while other options were suggested, they have questionable proportionality and viability. In all circumstances, if a road is closed the official signed diversion route used must be of a similar or higher standard. While acknowledging the signing on the first closure required improvement; it was for the second with wider notification and consultation.

Essentially, it may have benefitted if the works occurred together under one closure. Good co-ordination and negotiation did take place with the utilities to limit both closure periods. Multiple utilities accessed the closure over 4 days in July. However, mains sewerage work could not be incorporated due to inconsistent contractual issues and timing of works.

All emergency services were all contacted about both road closures with no representations received by the County Council before, during or after the works. Checks have been made with the services confirming systems are in place to deal with these notifications.

Future consideration can be given to notifying neighbouring elected members of road closures to ensure earlier, wider knowledge and awareness during the consultation process.

David Whitton  
Chief Officer for Highways, Infrastructure Development and Waste

***Electoral Divisions: Barnstaple North; Barnstaple South; South Molton Rural; Chulmleigh & Swimbridge; Ilfracombe***

Local Government Act 1972: List of Background Papers

Contact for enquiries: Richard Pryce

Room No: Lucombe House, County Hall, Exeter

Tel No: 01392 383000

Background Paper	Date	File Ref.
None		

ms160317ndh  
sc/cr/closures goodleigh road barnstaple for utility works  
03 230317

