

Phil Norrey
Chief Executive

To: The 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 : 21 June 2017
Please ask for : Gerry Rufolo, 01392 382299

Email: gerry.rufolo@devon.gov.uk

NORTH DEVON HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Thursday, 29th June, 2017

A meeting of the North Devon Highways and Traffic Orders Committee is to be held on the above date at 10.30 am at Meeting Rooms at Taw View, Barnstaple to consider the following matters.

P NORREY
Chief Executive

A G E N D A

PART 1 OPEN COMMITTEE

- 1 Apologies for Absence
- 2 Election of Chairman and Vice Chairman
(N.B. In accordance with the County Council's Constitution, the Chairman and Vice-Chairman must be County Councillors)
- 3 Minutes
Minutes of the meeting held on 31 March 2017, (previously circulated).
- 4 Matter of Urgency: Closure of the North Devon Link Road
Items which in the opinion of the Chairman should be considered at the meeting as matters of urgency.
- 5 Members' Induction
Presentation by the Acting Chief Officer for Highways, Infrastructure Development and Waste

- 6 Devon Highways Term Maintenance Contract
A manager from Skanska attending to discuss issues with Members

Electoral Divisions(s): All Divisions

MATTERS FOR DECISION

- 7 Annual Local Waiting Restrictions Programme (Pages 1 - 6)
Report of the Acting Chief Officer for Highways, Infrastructure Development and Waste (HIW/17/45) attached

Electoral Divisions(s): All in North Devon

- 8 Cedars Roundabout, Barnstaple (Pages 7 - 20)
Report of the Head of Planning, Transportation and Environment (PTE/17/33) attached

Electoral Divisions(s): Barnstaple South; Chulmleigh & Landkey; Fremington Rural

- 9 The Devon County Council (Nadder Lane & South Street, South Molton) (30mph Speed Limit & Restricted Road and 40mph Speed Limit Revocation) Order (Pages 21 - 34)
Report of the Acting Chief Officer for Highways, Infrastructure Development and Waste (HIW/17/46) attached

Electoral Divisions(s): South Molton

- 10 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 <http://democracy.devon.gov.uk/documents/s7626/Part%2004%20-%20Rules%20of%20Procedure%20for%20Meetings%20of%20the%20Council%20Cabinet%20and%20Committees.pdf>

MATTERS FOR INFORMATION

- 11 Actions Taken Under Delegated Powers (Pages 35 - 36)
Report of the Acting Chief Officer for Highways, Infrastructure Development and Waste (HIW/17/47) attached

Electoral Divisions(s): All in North Devon

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

Part II Reports

Members are reminded that Part II reports contain exempt information and should therefore be treated accordingly. They should not be disclosed or passed on to any other person(s).

Members are also reminded of the need to dispose of such reports carefully and are therefore invited to return them to the Democratic Services Officer at the conclusion of the meeting for disposal.

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 F Biederman, C Chugg, P Crabb, A Davis, R Edgell, B Greenslade, J Mathews and J Yabsley

North Devon Council

Councillors J Chesters, M Manuel, G Lane and 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 forth 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

Please switch off all mobile phones before entering the Committee Room or Council Chamber

If you need a copy of this Agenda and/or a Report in another format (e.g. large print, audio tape, Braille or other languages), please contact the Information Centre on 01392 380101 or email to: centre@devon.gov.uk or write to the Democratic and Scrutiny Secretariat at County Hall, Exeter, EX2 4QD.



Induction loop system available

HIW/17/45

North Devon Highways and Traffic Orders Committee
29 June 2017

Annual Local Waiting Restriction Programme

Report of the Acting 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 process for 2017/2018 is noted;***
- (b) the recommendations contained in the Appendix I to this report are agreed and subject to consultation with local Members on the details, the proposals are advertised.***

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 can then 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 Waiting Restriction Programme for each HATOC area for the funding and delivery of waiting restriction schemes.

The 2016/17 programme has delivered proposals at over 250 sites across Devon. These were mainly amendments to Yellow Lines and Limited Waiting, thought to be non-controversial, which had been requested by communities or by local Highway Officers.

Building on the success of this process, officers propose that a further programme is developed for 2017/18 to include minor aids to movement improvements such as drop crossing, footway improvements and bollards.

2. Proposal

Cabinet has allocated an amount of £100,000 countywide from the On Street Parking Account to this process in 2017/18 which equates to an amount of £12,500 to each HATOC area.

Approval is sought for the 2017/18 programme for this Committee's area. It is proposed that the schemes identified in Appendix I form the programme.

Following consultation on the detail with the locally affected County Members and Chair of HATOC the proposals will then be designed and the associated Traffic Order drafted and advertised.

Agenda Item 7

3. Consultations

Following advertisement:

- Proposals which do not attract objections can be implemented without the need to report back to Committee.
- Proposals which attract minor objections should be determined under delegated powers by the acting Chief Officer in consultation with the Local Member and the Chair of HATOC.
- Proposals attracting significant objections will be reported to the next available HATOC.

4. Specific Proposals

Specific Waiting Restriction Proposals are listed in Appendix I and there are currently no Aids to Movement proposals for the North Devon area. Costs are estimated to be in the region of £6,000 including Legal advertising charges. Detailed plans will be provided at the design stage.

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.

There will be a cost to the Council in advertising a new Traffic Order for each Committee Area, this will be approximately £1,500. In addition the costs of any changes to signing or lining will be attributed to that Order.

There remains scope within the programme to add more proposals if these can be agreed in time to undertake consultation before the next meeting of this Committee.

It is intended that any estimated underspend in delivering the waiting restriction proposals can be utilised to deliver the Aids to Movement proposals.

6. Environmental Impact Considerations

The proposals are intended to rationalise on street parking and improve mobility and access within the district 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 commuters to make more sustainable travel choices eg Car Share, Public Transport, Walking and Cycling.
- Assist pedestrians and other vulnerable road users in crossing the highway

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 the North Devon District.

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 North Devon District 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 the North Devon District and therefore comply with S 122 of the Road Traffic Regulation Act 1984.

Meg Booth
Acting Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: All in North Devon District

Local Government Act 1972: List of Background Papers

Contact for enquiries: James Bench

Room No: ABG, Lucombe House

Tel No: 0345 155 1004

Background Paper	Date	File Ref.
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None		
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mj140617ndh
sc/cr/annual local waiting restriction programme
02 200617

Waiting Restriction Proposals

Parish/Town	Location	What is being proposed	Statement of Reasons	County Councillor
Barnstaple	Ashleigh Road	Relaxation of some No Waiting At Any Time and No Waiting to create more residents parking and also upgrade some No Waiting to No Waiting At Any Time where parking should not be taking place.	To provide more opportunity for residents to park and better manage where they park.	Brian Greenslade
Barnstaple	Chestwood Avenue/ Beechwood Avenue	No Waiting At Any Time to keep cycle bypass clear.	To prevent parking across the cycle bypass.	John Mathews
Barnstaple	Corporation Terrace/ Corporation Crescent	No Waiting At Any Time at the junction.	To prevent inappropriate and obstructive parking and maintain visibility splay.	John Mathews
Barnstaple	Gloster Road (Outside Nos 39 & 40)	No Waiting At Any Time across accesses adjacent to 39 and 40.	To prevent obstructive parking across the accesses.	Brian Greenslade
Barnstaple	Gloster Road/ Broadfield Road	No Waiting At Any Time at the junction.	To prevent inappropriate and obstructive parking and maintain visibility splay.	John Mathews
Barnstaple	Gloster Road/ Norfolk Terrace	No Waiting At Any Time at the junction.	To prevent inappropriate and obstructive parking and maintain visibility splay.	John Mathews
Barnstaple	Ladies Mile (Rock Park)	Introduction of additional 3 hour limited waiting.	To ensure parking is available for park users and prevent commuter parking.	John Mathews
Barnstaple	Oakleigh Road	Relocation of residents parking bays, upgrade No Waiting to No Waiting At Any Time and extend.	To improve access for the Salvation Army and create additional residents parking.	Brian Greenslade
Barnstaple	Victoria Road	No Waiting At Any Time outside Haytor and Greenacre.	To prevent parking that obstructs Heavy Goods Vehicles manoeuvring entering/ exiting the Western Power Distribution Depot.	Brian Greenslade
Braunton	Field Lane	No Waiting At Any Time across accesses and opposite cricket club.	To prevent inappropriate and obstructive parking and maintain visibility splay.	Caroline Chugg
Braunton	North Street	No Waiting At Any Time at top of hill.	To prohibit parking that prevents refuse vehicles accessing parts of street.	Caroline Chugg
Braunton	Second Field Lane	Extension to No Waiting At Any Time across access to 1 Burrows Park.	To prevent inappropriate and obstructive parking across access.	Caroline Chugg

Agenda Item 7

Parish/Town	Location	What is being proposed	Statement of Reasons	County Councillor
Combe Martin	High Street	Introduction of 30 minutes limited waiting opposite the village hall.	To provide limited waiting for users of the village hall.	Andrea Davis
Combe Martin	Seaside Hill	Introduction of a loading bay opposite The Dolphin Public House to replace one of the bus parking bays.	To facilitate loading for adjacent businesses.	Andrea Davis
Combe Martin	Spurway Gardens	Introduction of No Waiting At Any Time on eastern side to match existing length on western side.	To prevent inappropriate and obstructive parking around the bend.	Andrea Davis
Ilfracombe	Hillsborough Terrace	Introduction of 30 minute limited waiting outside Lantern Court.	To provide parking for visitors to Lantern Court.	Paul Crabb
Ilfracombe	Park Hill Road	No Waiting At Any Time on junctions with St Brannocks Park Road/Furze Hill Road and Horne Park Avenue.	To prevent inappropriate and obstructive parking and maintain visibility splay.	Paul Crabb
Ilfracombe	Torrs Park	Introduction of No Waiting At Any Time to remove 3 parking bays outside Westaway.	To prevent parking that obstructs access for delivery lorries.	Paul Crabb
Lynton	Lee Road	Introduction of a loading bay opposite Costcutter store.	To provide a dedicated loading facility for businesses in the area.	Andrea Davis
Saunton	Saunton Road	Upgrade the No Waiting to No Waiting At Any Time.	To prevent obstructive parking and congestion.	Caroline Chugg
South Molton	Gunswell Lane	Introduction of No Waiting At Any Time on both sides from West Street to north of the access to Beech House.	To prevent obstructive parking in the narrow part of the lane.	Jeremy Yabsley
South Molton	North Street	Removal of School Keep Clear, upgrade a length of No Waiting to No Waiting At Any Time and introduction of No Waiting Mon-Sat 8am-6pm.	To remove an unnecessary restriction as the school has relocated and to better manage parking along the road.	Jeremy Yabsley
South Molton	The Square Broad Street	Introduction of No Waiting At Any Time at pedestrian crossing points.	To introduce restrictions to protect pedestrian dropped crossings.	Jeremy Yabsley
South Molton	Widgery Drive	Introduction of No Waiting and 2 hours limited waiting adjacent to South Molton Hospital.	To manage parking for the hospital and renal unit.	Jeremy Yabsley

PTE/17/33

North Devon Highways and Traffic Orders Committee
29 June 2017

Cedars Roundabout, Barnstaple

Report of the Head of Planning, Transportation and Environment

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

Recommendation: It is recommended that the contents of the report are noted and that feasibility scheme Option 8 shown on Plan DCCP15701-008 in Appendix I, be progressed subject to funding and final scheme approval.

1. Introduction

The report seeks to summarise the traffic situation at Cedars roundabout and the options that have been investigated to improve traffic priority from Bickington and Fremington.

2. Background

Journey time delays at Cedars Roundabout are experienced predominantly during the morning commuter period. This is typically 7:30am to 9:00am Mon-Fri during school terms. At these times there is strong travel demand inbound to Barnstaple from both Bickington and Roundswell directions. Right turning traffic from Roundswell has priority through the roundabout, which can lead to delays for traffic entering the junction from Bickington.

The capacity of the current roundabout junction is not the primary cause of journey time delays in the morning. The delays do not correlate with the highest morning traffic flows through the junction. These occur later in the morning, when demands on each main arm of the roundabout are more evenly distributed which in turn creates more gaps for traffic to enter the junction. The delays to Bickington traffic in the morning reflect the tidal pattern of commuting through this junction. The afternoon delays at Cedars are less severe as the commuting pattern out of town means that traffic volumes are concentrated on a single arm approach into the junction.

Traffic analysis has identified peak time capacity issues of the A3125 corridor to the east of Cedars roundabout. Any blocking of this exit from the roundabout can cause slow moving or stationary traffic that is turning right from Roundswell into Barnstaple. This reduces the opportunities for traffic from Bickington to enter the roundabout. There is also evidence that traffic from the Bickington\Fremington corridor uses alternative minor road routes to access Old Bideford Road and join Cedars roundabout from Roundswell. Both these factors can contribute to increased delays to traffic from Bickington.

The scheme options that have been investigated for Cedars junction have considered increasing priority through the junction for morning commuter traffic from Bickington.

3. Barnstaple Transport Strategy

The Transport Strategy for Barnstaple identifies other infrastructure that should be taken into consideration with any options proposed for Cedars junction. Two of the key traffic management issues affecting Cedars roundabout are firstly the traffic congestion and delays on the A3125 to the east of the junction and secondly access from Fremington and Bickington to alternative main road routes.

Agenda Item 8

- Under Policy BAR02 of the North Devon & Torridge Local Plan, it is proposed that the Larkbear allocation will be served by a new primary junction onto the A361 Western Bypass between Lake Roundabout and the “Squarabout” (Stones signalised roundabout junction). A secondary access for BAR02 will connect Larkbear with the A3125 at Roundswell via Old Torrington Road and Gratton Way. Gratton Way is currently restricted to bus traffic, when this new route is open to all traffic then Old Torrington Road will become restricted to entry for bus traffic only from both Gratton Way and Larkbear. One of the main sources of delay on the A3125 east of Cedars is currently the Old Torrington Road\A3125 roundabout at the top of Sticklepath Hill. Congestion at this junction is heavily influenced by the impact of Petroc College with its main entrance and most of the bus traffic using Old Torrington Road. A new road network and access to the rear of the college from the A361 and Roundswell will reduce the current traffic demands on the Old Torrington Road\A3125 roundabout. Any options for improving traffic flow at this junction are currently very constrained. But a reduction in traffic demand from Old Torrington Road will allow consideration of junction improvements to improve traffic flow on the A3125 east of Cedars junction.
- Under Policy BAR03 the development on Land West of Tews Lane is making provision for the delivery of a Tews Lane Link Road connecting the development to the A39. Longer term there is potential to connect through to the B3233 this could provide an improved access from Fremington and Bickington to the A39 corridor and alternative main road routes into town. A link road will also provide an alternative for traffic from Fremington wishing to turn right at the current Cedars Roundabout, reducing traffic demand on this arm of the roundabout.
- The A39 southern junction for the Tews Lane Link is currently identified within the consultation for improvements to the North Devon Link Road Corridor. Proposals for the North Devon Link Road Corridor will increase capacity and journey time reliability on this vital regional corridor and help to make this route more attractive for traffic from Torridge, Roundswell and the Bickington corridor.

4. Feasibility Options

Eight feasibility design options were identified for analysis and appraisal. Plans and supporting information were provided in a briefing note to HATOC members in November 2016. A copy of the plans are included in Appendices I and II and are summarised below:

Option 1 – allows for a dedicated lane for Bickington traffic to cross the roundabout. Traffic from Bickington and Roundswell would merge to a single lane east of the junction. Traffic on the roundabout will be separated by ghost islands that allow larger vehicles to overrun when negotiating the junction. (Estimate £75,000*)

Option 2 – allows vehicles to filter in turn within the junction. This option is based on junctions used in the Channel Islands where vehicles take it in turn instead of giving way to their right. (Estimate £186,000*)

Option 3 – signalises the southern A3125 approach for right turning vehicles from Roundswell. Vehicles turning left will use a segregated un-signalised lane onto the roundabout. The full or part time signals would delay vehicles approaching Cedars from Roundswell that are intending to turn right. (Estimate £105,000*)

Option 4 – is a more conventional signalised junction layout to replace the current roundabout. The layout incorporates a segregated and un-signalised lane for traffic turning left from Roundswell to Bickington. The rest of the junction would be signal controlled throughout the day. (Estimate £324,000*)

Option 5 – is a conventional signalised junction replacing a roundabout, where all approaches are controlled by signals at all times of the day. (Estimate £307,000*)

Option 6 – is conventional priority give way junction with traffic from Roundswell giving way to Bickington traffic. (Estimate £202,000*)

Option 7 - is a conventional priority give way junction with traffic from Roundswell giving way to Bickington traffic. And incorporating a dedicated right turn lane from Bickington towards Roundswell. (Estimate £231,000*)

Option 8 – provides a staggered pedestrian crossing facility with part time signals operation on the southern A3125 approach from Roundswell. At peak times the crossing would operate as part time signals (with or without pedestrian demand) to delay vehicles approaching Cedars from Roundswell. (Estimate £72,000*)

*Indicative costs are shown for comparison only. They do not represent detailed design cost estimates.

Technical feedback and comments on the options was sought from road safety and signal engineers. A VISSIM traffic flow simulation was also undertaken to compare the key types of option and covering scenarios for a; conventional priority junction, a full traffic signalised junction and options for part time traffic signals on the southern arm. This analysis excluded the impact of exit blocking to the east of the junction; the VISSIM model provides an indication of queue length differences on all main arms in the morning peak for each option in comparison to the current roundabout.

In order to improve priority for Bickington traffic and minimise the increase in delays from other directions, then the recommended option is for part time signal control to the south of the junction. Full signal control or priority junction layouts are not being recommended as alternatives to the current roundabout.

5. Consultation

Options 1 and 2, were initially prepared in May 2015 and discussed with the local member for Fremington Rural. These are both very innovative junction layouts that are not typically encountered on the UK road network. These options raised valid safety concerns and it was resolved that alternatives including signals should also be prepared for consideration.

The revised feasibility options were prepared and consulted initially with the local member for Fremington Rural in September 2016. The favoured single option identified to take forward was Option 8 for the pedestrian crossing with part time signals. A briefing note with plans of the eight options including supporting information and analysis was issued to HATOC members at the November 2016 committee.

As resolved by HATOC, the eight options were discussed with members for Fremington Rural, Barnstaple South and Chulmleigh & Landkey in December 2016. Option 8 was still favoured. But there was no resolution to take forward any single option without further understanding of the wider transport implications. It was requested that the full HATOC should be able consider improvements for Cedars junction in conjunction with the wider transport strategy. This was confirmed at the December 2016 HATOC.

A report on the Transport Strategy for Barnstaple was presented to the March 2017 HATOC.

Agenda Item 8

6. Scheme Proposal

The scheme shown on DCCP15701-008 provides a staggered signal controlled pedestrian crossing facility on the A3125 to south of the junction. The road would be widened on both sides to accommodate a central refuge area. Footpath links would connect to existing paths at Roundswell east and west of the crossing.

During the limited period of morning delays. The pedestrian signals inbound to Cedars roundabout would operate with or without pedestrian demand. Holding up A3125 traffic and introducing gaps for traffic from the Bickington B3233 traffic to enter Cedars roundabout.

This is not a typical engineering solution for a signalised junction. But it has been employed at limited location around the country and within Devon on the A379 at the Devon Hotel junction to the south west of Exeter. For the majority of the day this scheme option would provide a new pedestrian crossing linking Roundswell from east to west and provide an alternative to the current underpass located further to the south. This would improve current pedestrian links to Sticklepath Primary School and provide improved links to a new primary school site currently proposed on land to the north west of Tews Lane.

7. Options/Alternatives

Eight alternative scheme options for the junction have been considered as part of the feasibility design exercise as summarised in Section 4.

8. Financial Considerations

Sufficient funding has been secured by developer agreements that can be directed towards improvements to the A3125\B3233 corridor and/or Cedars junction. Payment triggers through completions and occupations of new dwellings have not been reached and no funds have been received to date.

9. Environmental Impact Considerations

By promoting sustainable alternatives to travel by car, and reducing delays on the urban B3233 Bickington corridor, the proposal will have a minor but positive effect on vehicle emissions and the environment.

10. 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.

11. Legal Considerations

To introduce a new or amended pedestrian crossing a public notice will be required to be advertised in accordance with Section 23 of The Road Traffic Regulation Act.

12. Risk Management Considerations

All option including Option 8 for a controlled signalised crossing will introduce additional delays to traffic on the A3125.

The operation of a controlled pedestrian crossing with no pedestrian demand will need to be carefully monitored in this location to assess the safety impacts for both pedestrians and motorists.

No commuted sum to cover future maintenance has been identified for this scheme.

12. Public Health Impact

Scheme Option 8 will improve crossing facilities and walking routes at this junction. Improving opportunities for walking will have a small but positive impact on public health.

13. Reasons for Recommendations

The key traffic management issue affecting Cedar roundabout is congestion on the A3125 to the east of the junction. But the journey time delays for traffic entering the junction from Bickington could be improved by providing additional priority through the junction into town at the detriment to traffic from Roundswell.

Of the options that have been investigated, Option 8 to provide a full time pedestrian crossing on the southern Roundswell approach with part time signal operation in the am peak, is the favoured proposal based on analysis and feedback from both engineers and local members. But it is recommended that the committee consider both the benefits and drawbacks associated with this scheme option.

Dave Black
Head of Planning, Transportation and Environment

Electoral Divisions: Fremington Rural, Barnstaple South, and Chulmleigh & Landkey

Local Government Act 1972: List of Background Papers

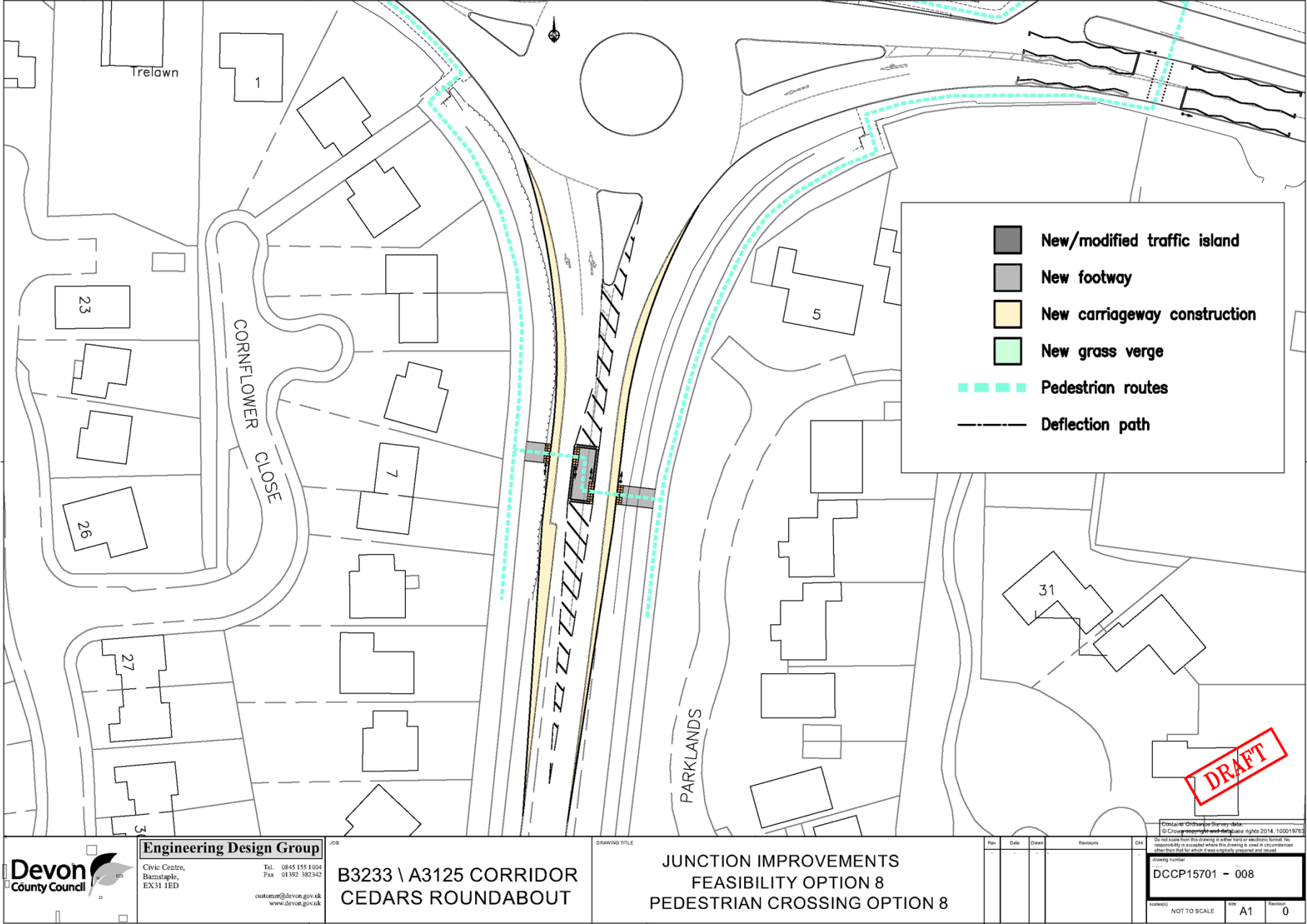
Contact for enquiries: James Anstee

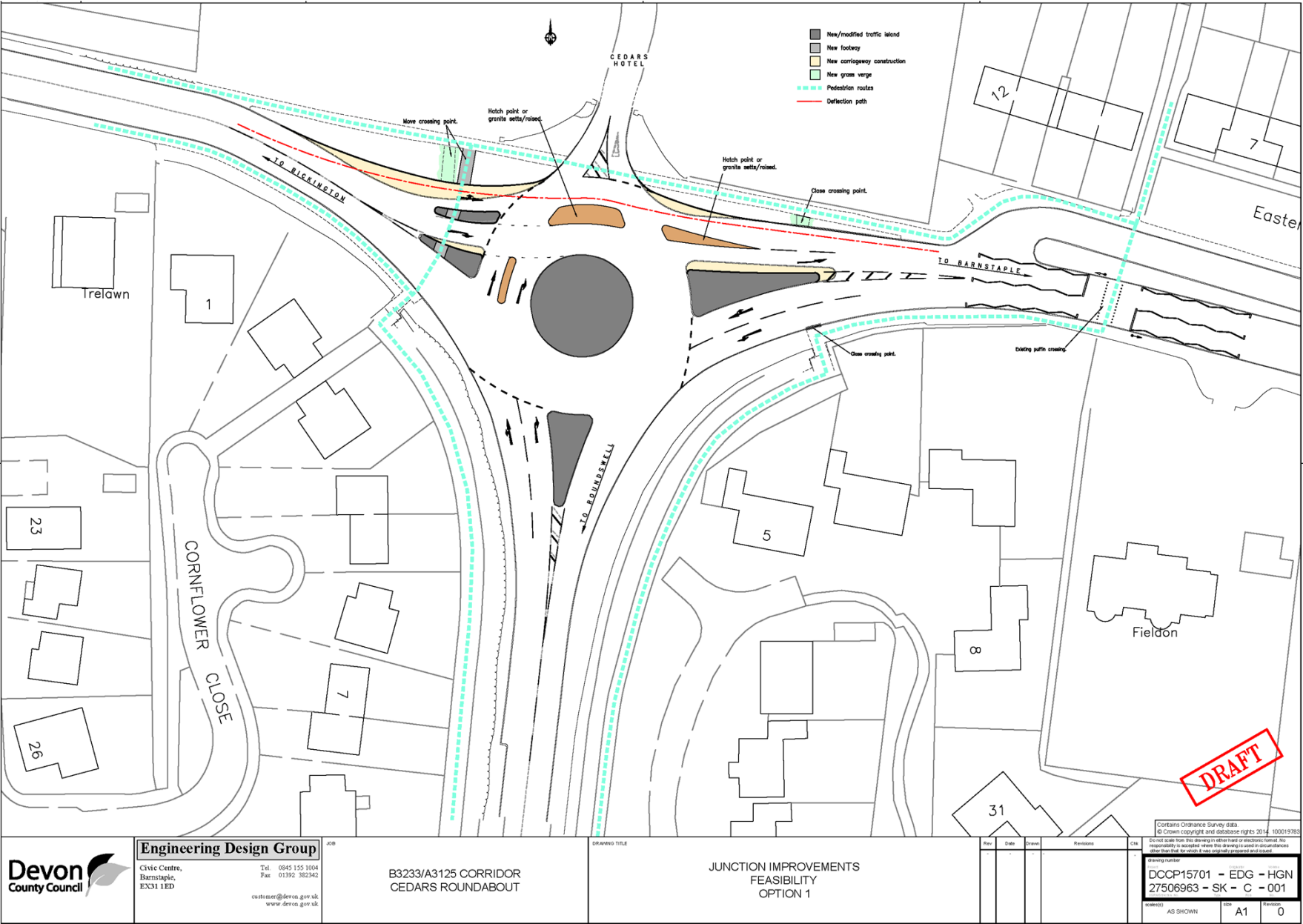
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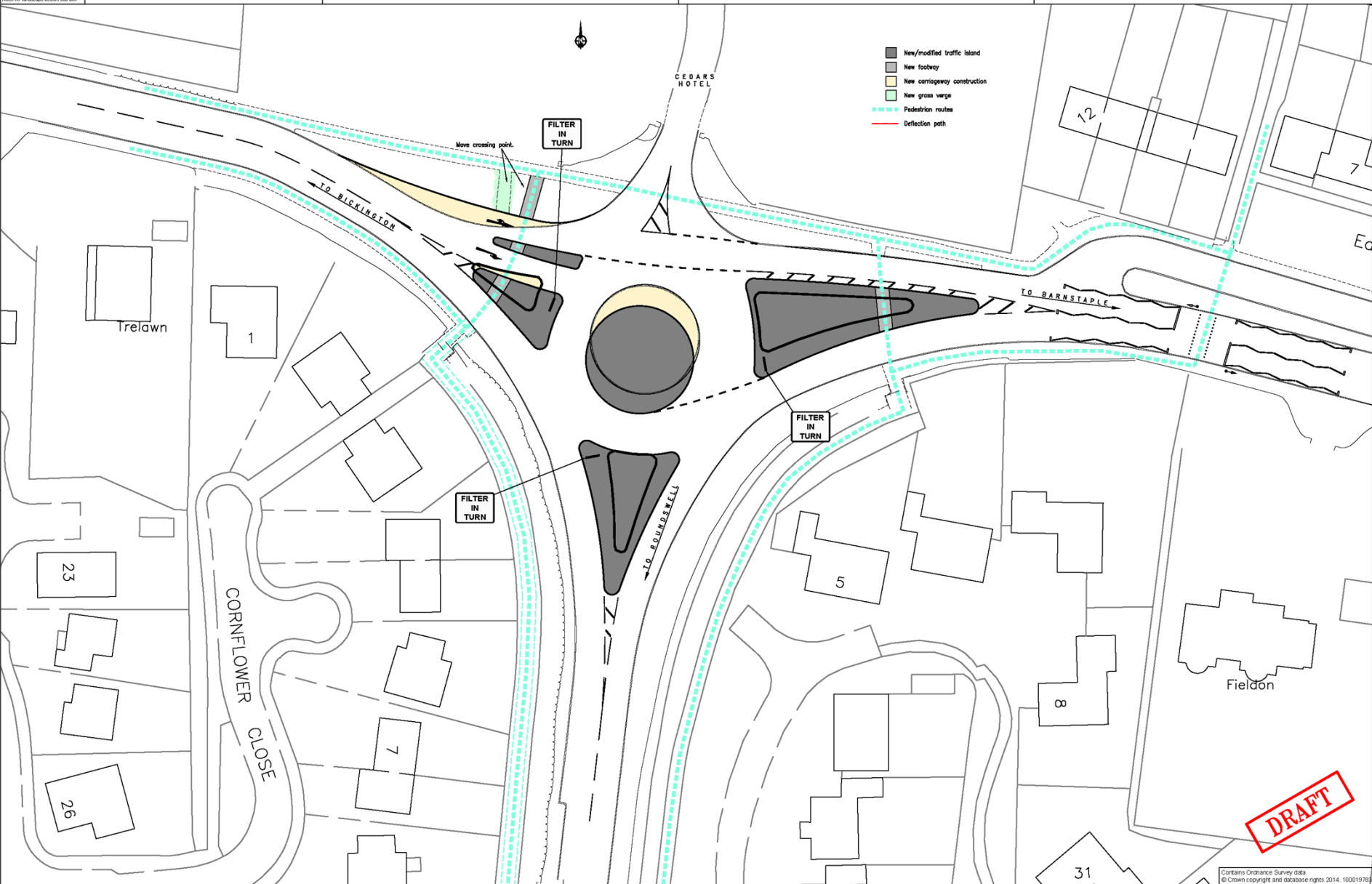
Tel No: (01392) 381652

Background Paper	Date	Reference
None		

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sc/cr/Cedars Roundabout Barnstaple
03 220617

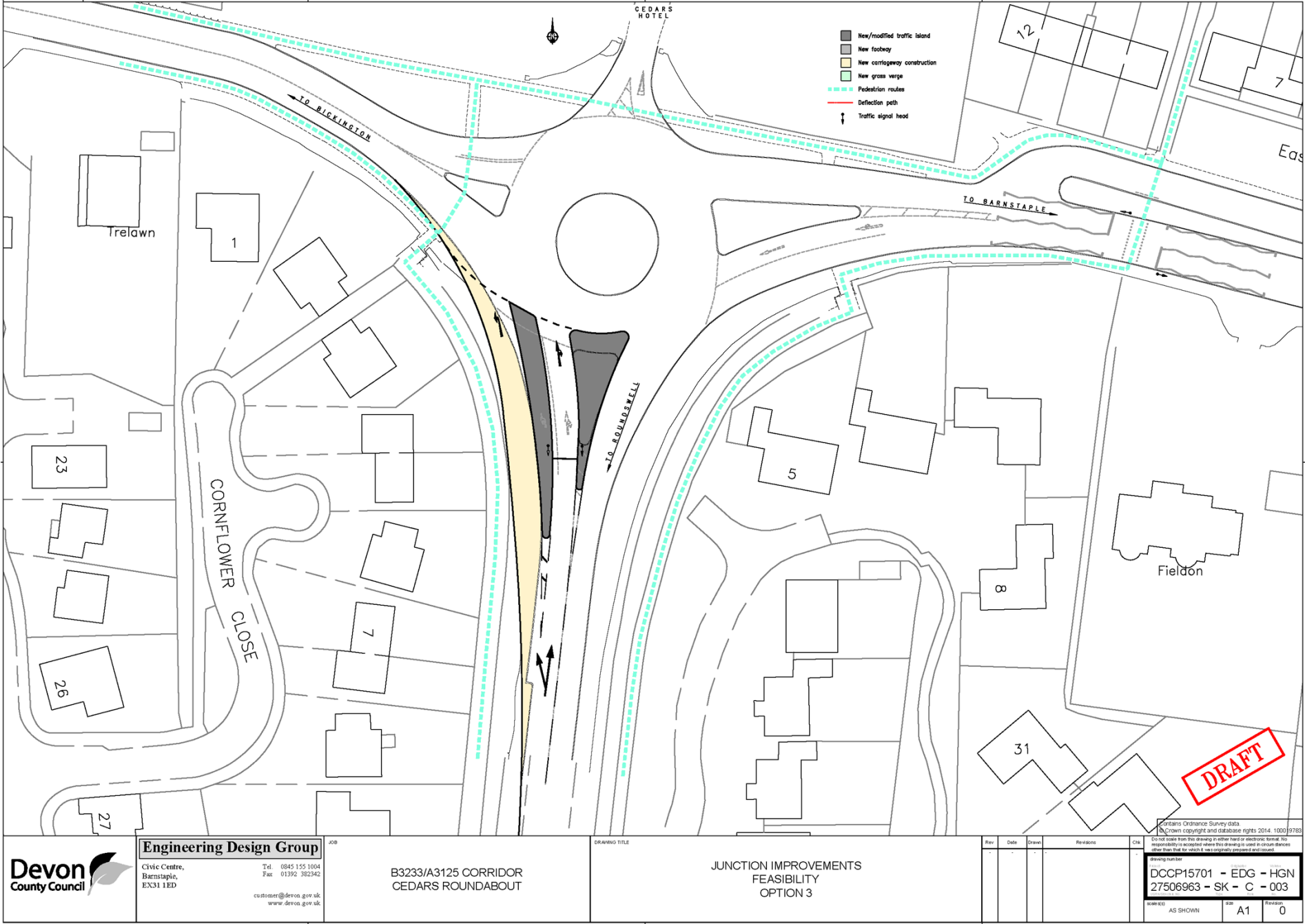


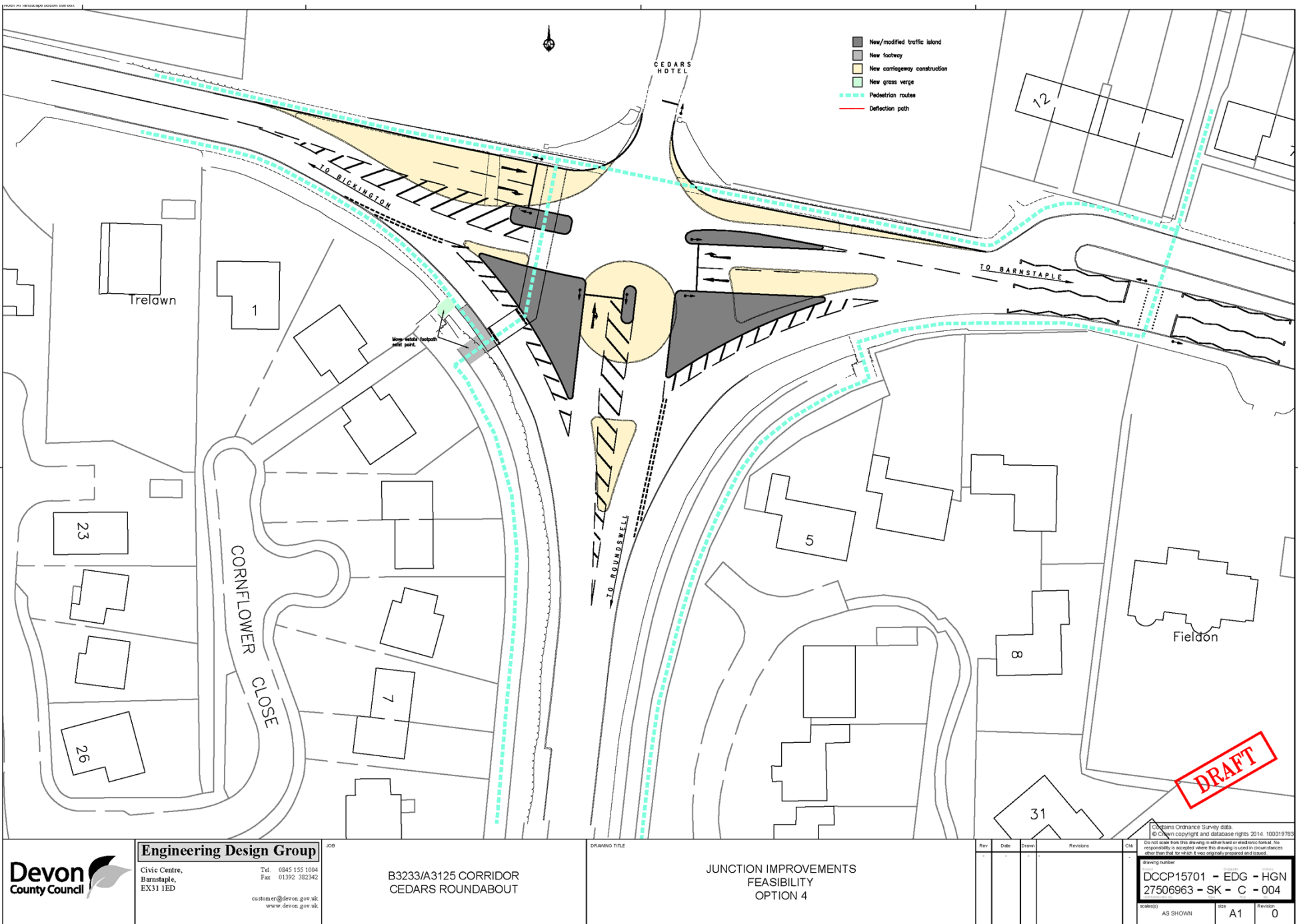


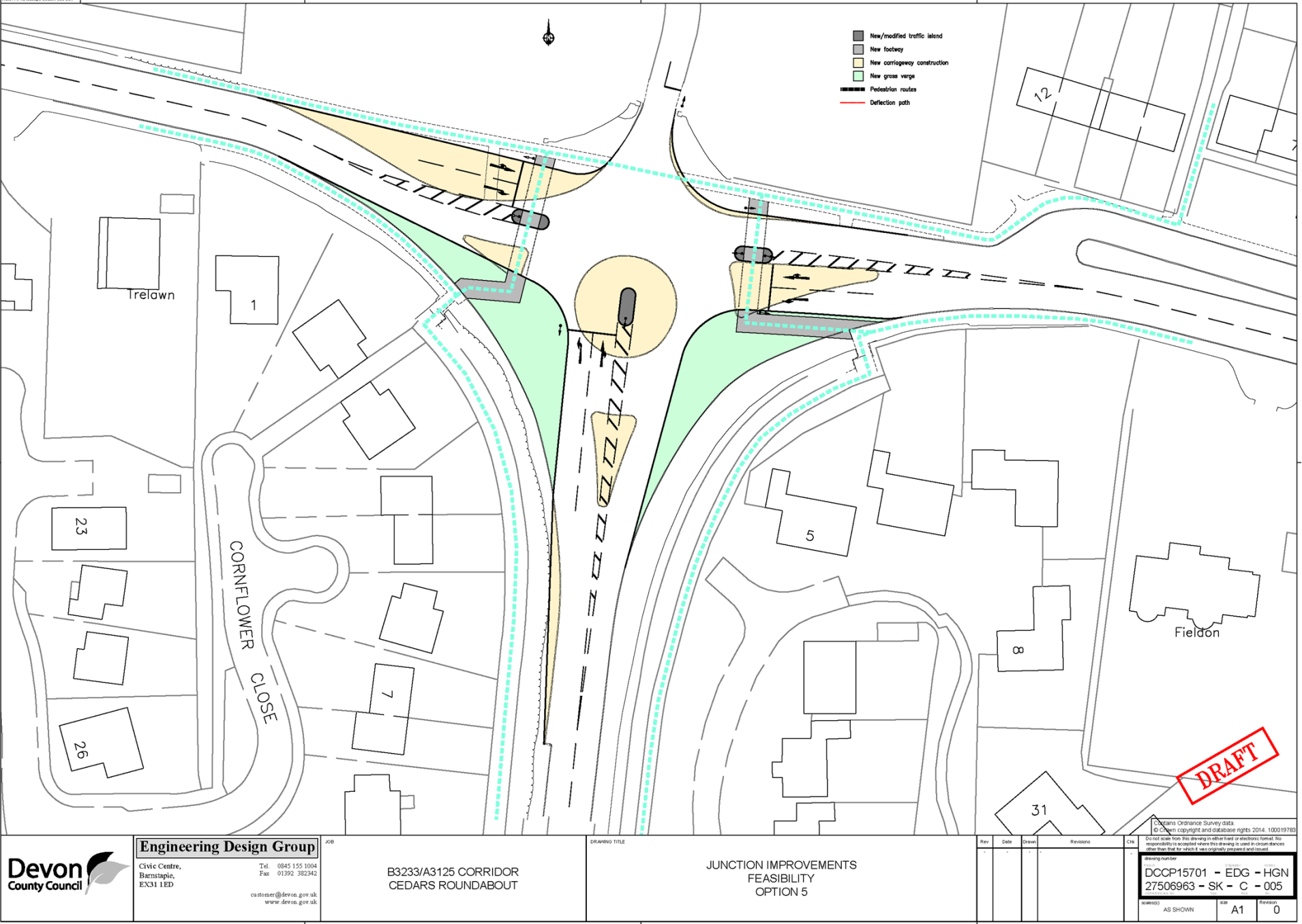


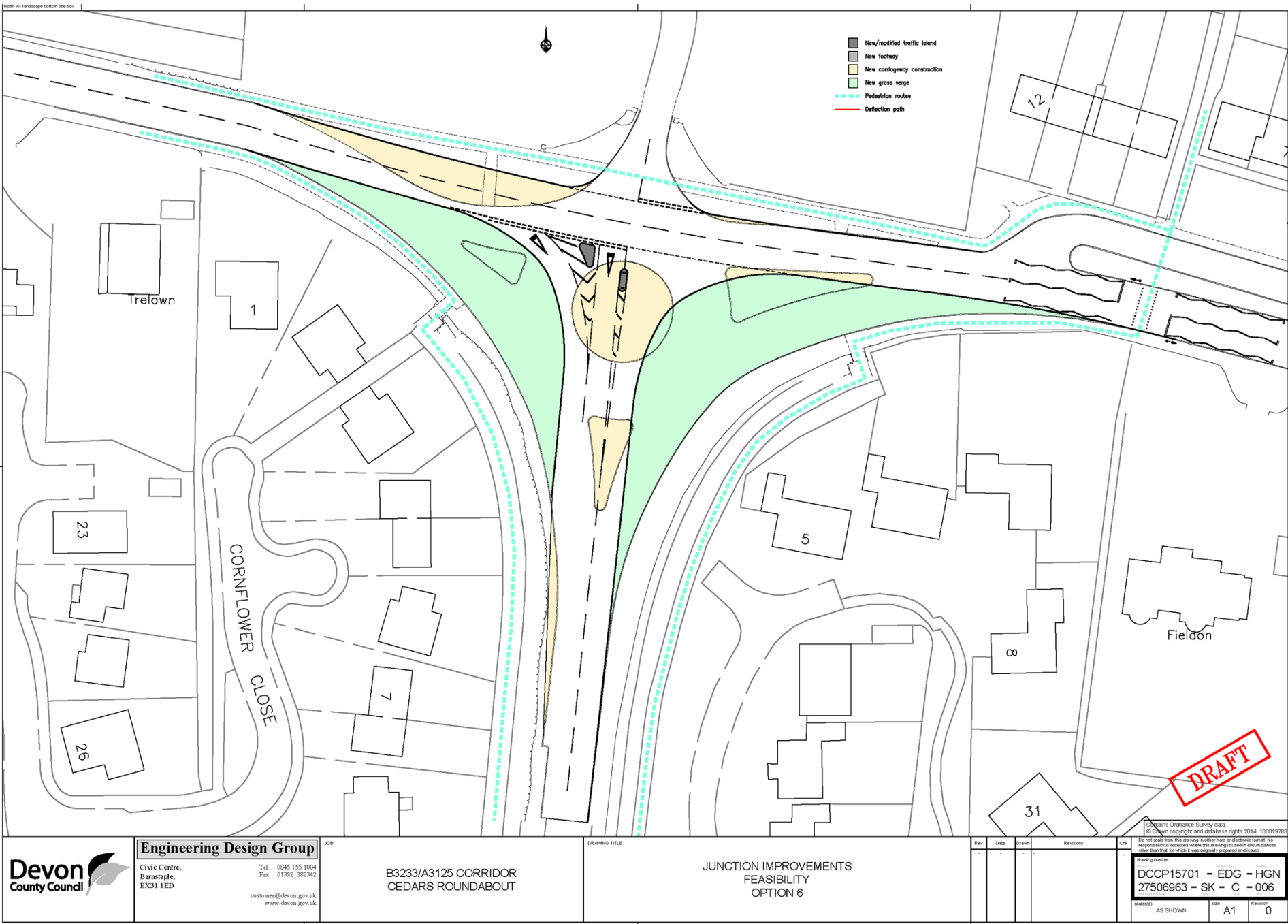
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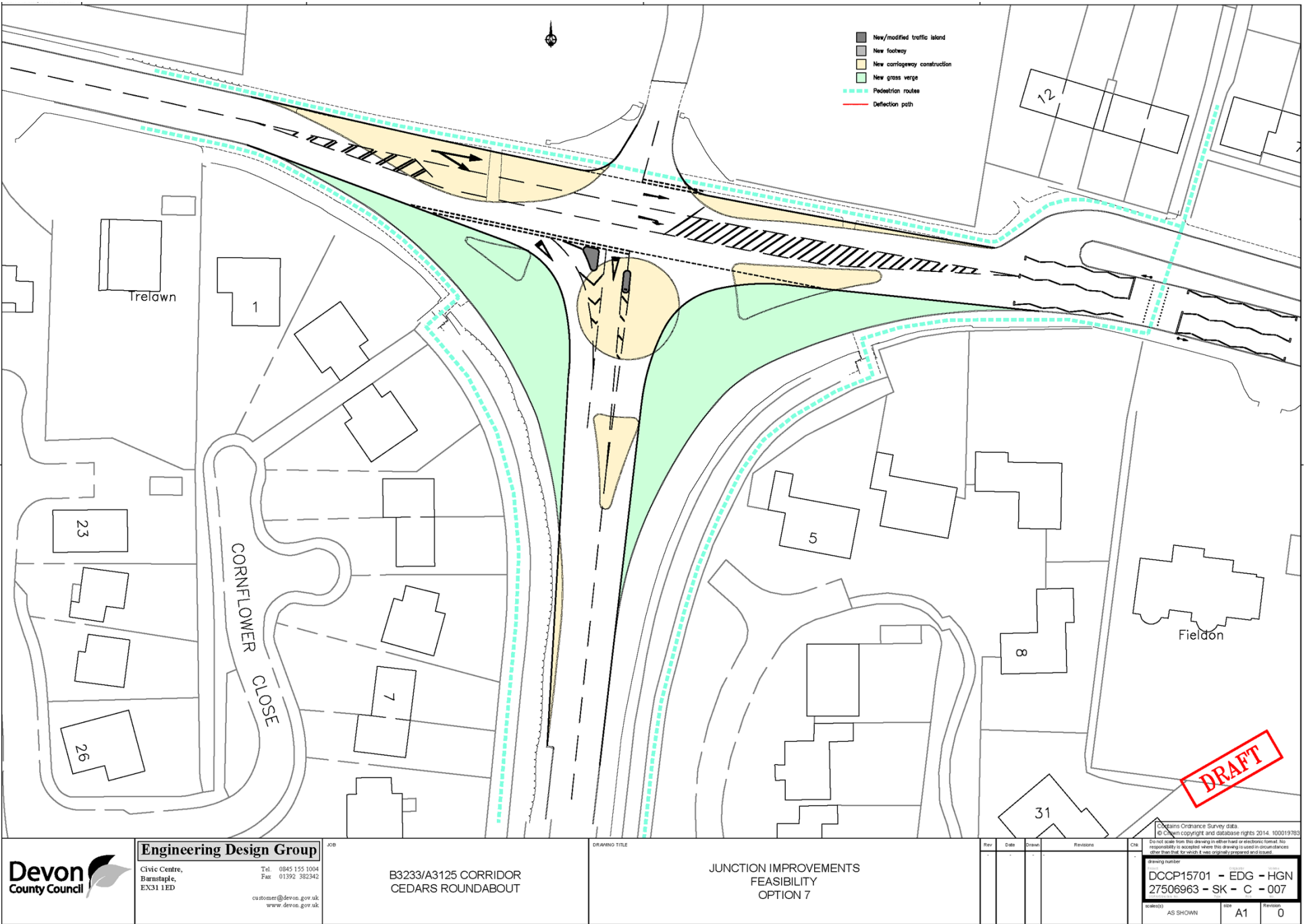
 Devon County Council	Engineering Design Group Civic Centre, Barnstaple, EX31 1ED Tel: 0845 155 1004 Fax: 01392 382342 customers@devon.gov.uk www.devon.gov.uk	JOB B3233/A3125 CORRIDOR CEDARS ROUNDABOUT	DRAWING TITLE JUNCTION IMPROVEMENTS FEASIBILITY OPTION 2	Revisions		Ck	Drawing number DCCP15701 - EDG - HGN 27506963 - SK - C - 002			
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HIW/17/46

North Devon Highways and Traffic Orders Committee
29 June 2017

The Devon County Council (Nadder Lane & South Street, South Molton) (30mph Speed Limit & Restricted Road and 40mph Speed Limit Revocation) Order

Report of the Acting Chief Officer, 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 responses to the proposed Traffic Order are noted;**
- (b) the Traffic Order as advertised, be made, sealed and implemented in respect of the 30mph Speed Limit Extensions;**
- (c) the remaining 40mph Transitional Speed Limit on Nadder Lane be left in place temporarily;**
- (d) in response to representations received and subject to a “Departure from Policy” being agreed, an amendment to the Traffic Order is advertised to provide an extended minimum Transitional 40mph speed limit on Nadder Lane.**

1. Background/Introduction

The purpose of this report is to consider the submissions received during the South Molton, Nadder Lane & South Street Traffic Regulation Orders and Traffic Calming consultation; in particular the submissions received to the proposed 30mph speed limit extension at Nadder Lane and the revocation of the 40mph speed limit.

2. Proposal

As part of a new residential development scheme at Honeymead Meadow at South Molton, it is proposed to extend the 30mph Speed Limit along Nadder Lane, incorporating the new roundabout into the new Honeymead Meadow development. The proposed extension to the speed limit will include the extent of the new street lighting installed as part of the development.

The location of the new 30mph Speed Limit terminal has been chosen to coincide with the existing Welcome to South Molton Sign. This location has ample verge width available and provides in excess of 150 metres forward visibility to the terminal point.

Extension of the 30mph limit into an existing transitional 40mph speed limit will reduce the 40mph section to 236 metres on a rural section of road with only 1 property access along its length. This is a very short length of road and is well below the 400m minimum length of speed limit recommended by the Department for Transport. It was therefore proposed that the remaining section of 40mph should revert to National Speed Limit.

The proposals can be seen on drawing number ENV5577/1 (A) in Appendix I.

In addition at South Street as part of the new Church of England Primary school development it is proposed to extend the 30mph speed limit past the new access to the school with additional features such as speed cushions and a zebra crossing.

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3. Options/Alternatives

- Consideration has been given to extending the 30mph Speed Limit on Nadder Lane to cover the remaining length of the existing 40mph Speed Limit. Devon County Council minimum criteria for extension of a 30mph limit is 3 frontages over a 100m length of road. As the remaining 236m of 40mph limit has only 1 property access along its length this option is not supported.
- Consideration was also given to an extension of the 40mph limit to meet the 400m minimum recommended. DCC Policy is that 40mph speed limits should only be installed in response to a recognised personal injury collision issue. There have been no reported personal injury collisions within the 40mph limit on Nadder Lane for at least 6 years. There would therefore be no case to justify extending the current 40mph limit into the National Speed Limit so that a minimum transitional limit could be installed

As with all Traffic Orders relying on signing, dimensions have been chosen carefully to allow the required signing to be installed safely in locations where the signs will be clearly visible to approaching drivers.

4. Consultations & Representations

Following approval by the local County Councillor and the Vice Chair of North Devon Highways and Traffic Orders Committee formal consultation on the proposed traffic regulation orders began on 27 April until 19 May 2017. During the consultation period, eight submissions were received in total. One submission relates to the traffic calming on South Street outside of the new primary school and the other submissions relate to the 30mph speed extension and 40mph speed limit revocation at on the B3227, Nadder Lane.

The submissions call for either the 30mph speed limit on Nadder Lane to be extended further out than originally proposed or to retain the 40mph Transitional speed limit.

In response to the submissions received it is proposed that a “Departure from Policy” is applied for to enable a Transitional 40mph Speed Limit to be advertised to cover all remaining residential development on Nadder Lane. The proposal can be seen in Appendix III to this report.

A summary of the submissions and the County Council’s responses can be seen in Appendix II.

5. Financial Considerations

The funding for this traffic regulation order is being met from a contribution received by the developer.

6. Environmental Impact Considerations

The objective of the proposals is to reduce speed adjacent to the Honeymead Meadow Housing development on the approach into South Molton and therefore the environmental effects of the scheme are positive.

7. Equality Considerations

There are no equality issues relevant to the proposal.

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 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/included to safeguard the Council's position.

10. Conclusions for Recommendations

The recommendation is to proceed with the sealing of the order as advertised on drawing number ENV5577/1 (A), subject to a departure from Policy to be agreed with respect to the 40mph Transitional Speed Limit in response to representations received. The proposal reflects the need to stay within DCC policy and national guidance with respect to the length of speed limits and density of development on the road as well as the practical considerations involved installing the required regulatory signing.

Meg Booth
Acting Chief Officer, Highways, Infrastructure Development and Waste

Electoral Division: South Molton

Local Government Act 1972: List of Background Papers

Contact for enquiries: Mike Jones

Room No: ABG Lucombe House, County Hall, Exeter

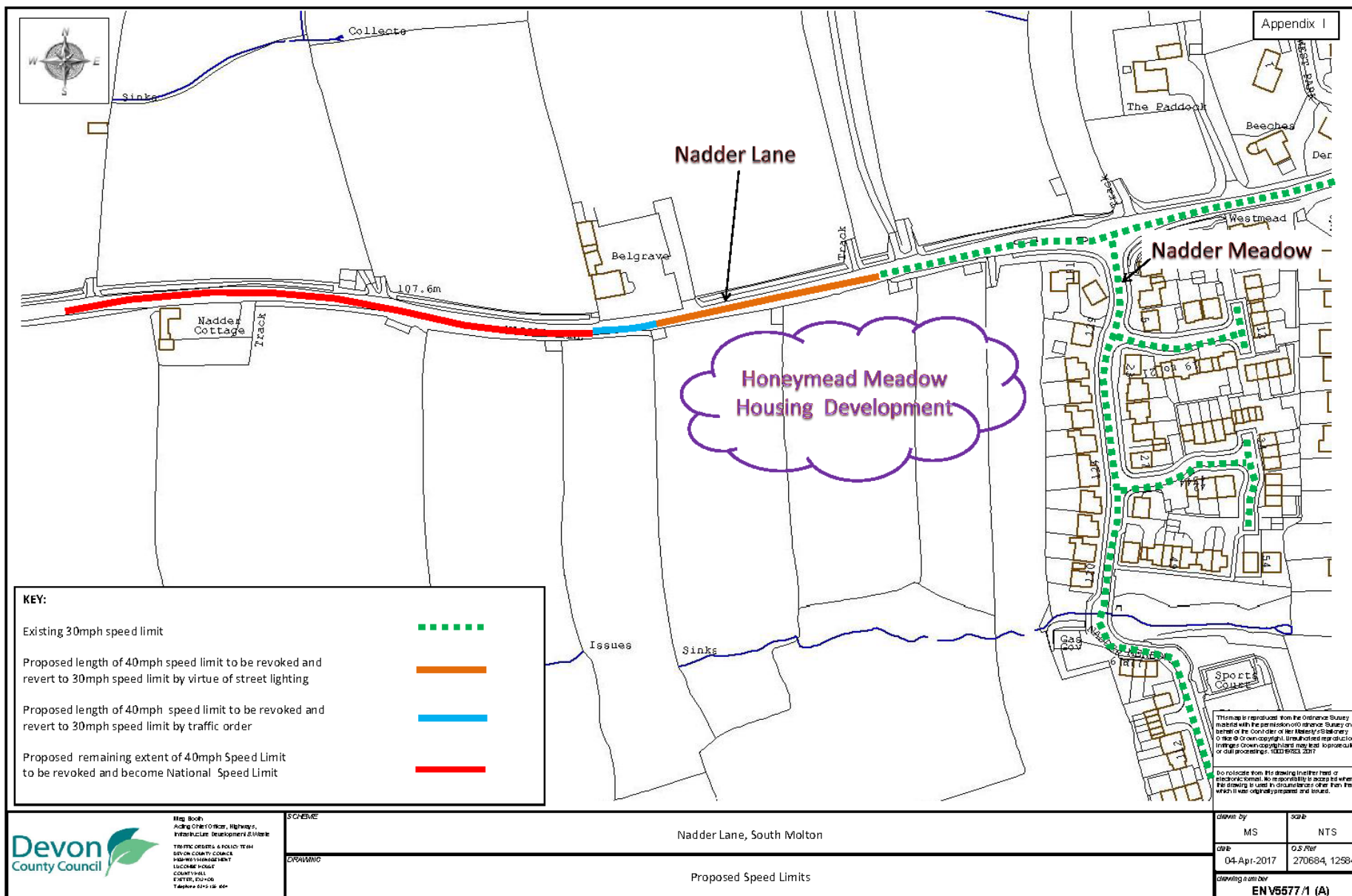
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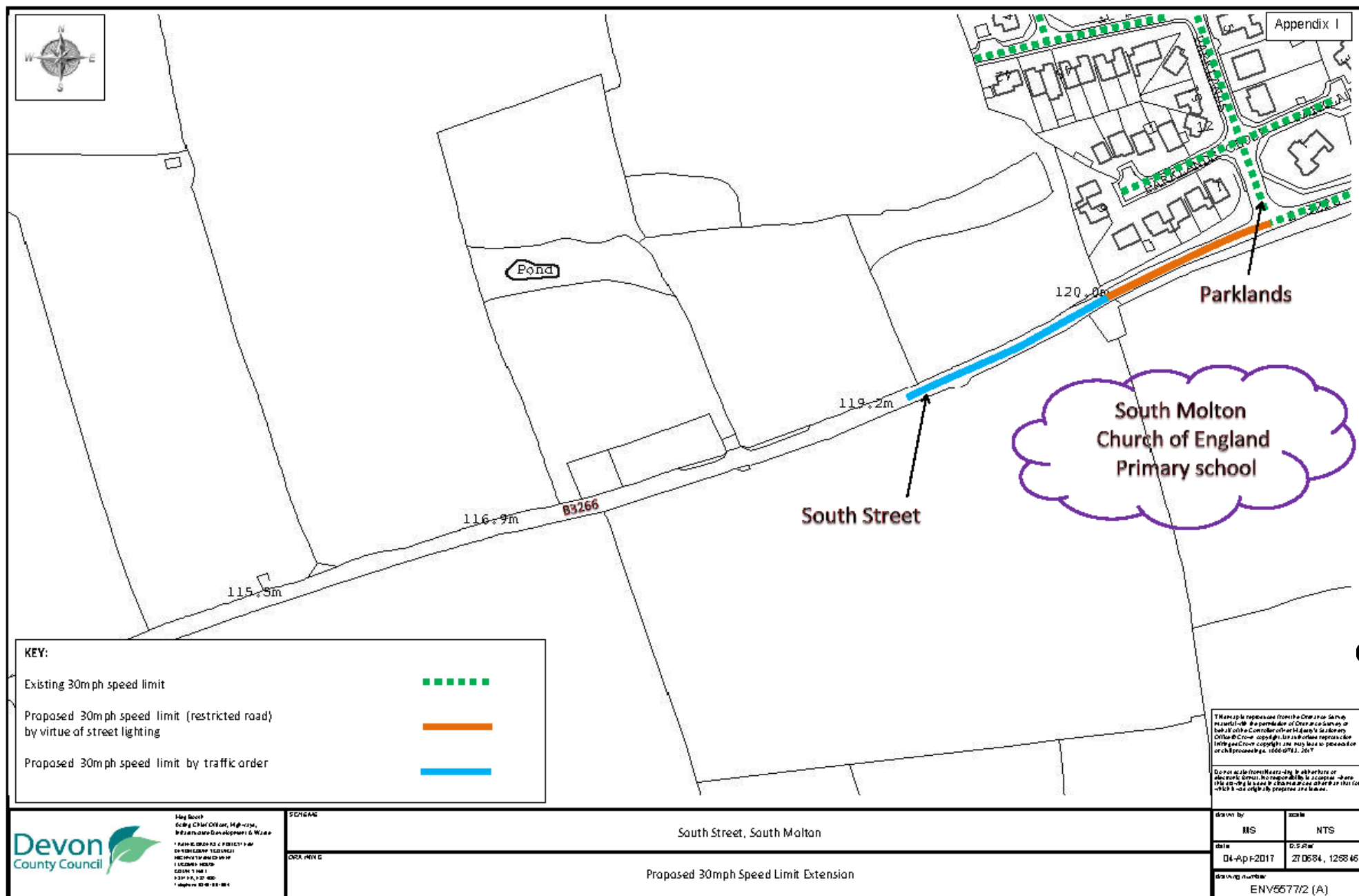
Background Paper	Date	File Ref.
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None		
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sc/cr/nadder lane south street south molton 30mph 40mph
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Appendix I
To HIW/17/46





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Appendix II
To HIW/17/46

**5577 Devon County Council
(Nadder Lane & South Street, South Molton Traffic Regulation Orders and Traffic Calming**

Summary of Submissions

Comment	Devon County Council Response
First Respondent: South Molton Town Council	
Councillors resolved to agree the 30mph speed restriction on the B3226 South Street but there were concerns expressed that lorries were unable to manoeuvre between the two traffic calming bollards if two lorries were in that area at the same time.	Support for the speed limit extension is welcomed. Good inter-visibility between the 2 traffic calming features should ensure that drivers of larger vehicles wait in turn to negotiate the features.
Regarding the revocation of the 40mph speed limit on the B3227 Nadder Lane this was unanimously rejected by Councillors.	Objection is noted.
i) The original 40mph speed limit was imposed for a reason, this being that there would be a transition between length of roadway subject to the national speed limit and the 30mph limit in the town. The Department of Transport states six benefits for local speed limit which are all relevant to the original 40mph section.	Department for Transport advice is that “the use of such transitional limits should be restricted to sections of road where immediate speed reduction would cause risks or is likely to be less effective.” In this case the excellent forward visibility to the new terminal, the lack of development and rural nature of the road do not support extension of the 40mph Speed Limit.
ii) Due to increased pedestrian activity because of the westward extension of South Molton it would appear logical to slow traffic down and not to increase it.	Introduction of a signed speed limit of a rural section of road with limited development is not guaranteed to have any effect on vehicle speeds. DCC has no speed data for Nadder Lane but will be arranging for counts to be undertaken in the near future.
iii) The 40mph limit is in keeping with the criteria in that Nadder Lane has closely spaced intermittent areas with frontage development. Residents with frontages only wish to keep a reasonable speed limit in front of their properties.	DCC would not consider that 2 frontages in the 750m between Belgrave and Kingsland Cross constitutes closely spaced frontage development.
The Council therefore requests that the 30mph limit be extended to past Nadder Cottage and that a further 40mph limit be introduced to past the junction heading up to Hill Village.	In the light of representations received DCC proposes, subject to HATOC approval to seek a departure from policy to allow extension of the 40mph transitional Speed Limit to the west of the property known as Lynhayes. This will cover all residential properties on Nadder Lane outside of the 30mph Speed Limit.

Comment	Devon County Council Response
Second Respondent: Police - Road Casual Reduction Officer	
<p>Asks that consideration be given to extending the 40mph transitional speed limit to achieve the 400m minimum requirement. Also comments that there is no signing proposed warning of the roundabout and suggests that speed data should be taken to better understand the issues.</p>	<p>Agreed.</p>
Third Respondent: Resident of South Molton	
<p>Believe the published plan reference ENV5577/1 (A) is misleading because it does not show the highway as currently exist nor as they will exist when the proposed development to the north of Nadder Lane takes place. The plans are historic and do not afford a true representation of what is propose, anyone looking at the plan who did not know the layout would not fully appreciate.</p>	<p>No Ordnance Survey Plans are yet available of the new road layout as it is still under construction. The plans show the lengths of road involved and are not intended to be misleading.</p>
<p>There appears to be no good reason for increasing the speed limits on the approach to the town particularly in the context of the significant development taking place and envisaged.</p>	<p>The proposals comply with DCC Policy and National Guidance. National Speed Limit does not indicate that drivers should attempt to achieve a maximum of 60mph rather that they should drive at speeds appropriate to the road conditions.</p>
<p>The statement of reasons whilst it deals with the small section of 40mph speed limit which would result from the extension of the street lit area, does not deal specifically with longer section of 40mph speed limit to be revoked, a distance of 235 metres.</p>	<p>The Notice contains the following paragraph: "However, by extending the 30mph speed limit this will leave a substandard 40mph speed limit which would not meet the current Devon County Council policy on speed limits and therefore it is proposed to revoke the remaining short section of 40mph and return it back to national speed limit."</p>
<p>Clients fully support the proposed changes to implement 30mph speed limit adjacent to the new roundabout but object to the defacto increase in speed limits. What you fail to address is that that the 40mph speed was imposed for a reason. The reason being primarily to afford a transition between length of roadway subject to the national speed limit and the 30mph limit in town.</p>	<p>Department for Transport advice is that "the use of such transitional limits should be restricted to sections of road where immediate speed reduction would cause risks or is likely to be less effective." In this case the excellent forward visibility to the new terminal, the lack of development and rural nature of the road do not support extension of the 40mph Speed Limit.</p>

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Comment	Devon County Council Response
<p>Department of Transport Circular 1/93 states 6 benefits for local speed limits, all of which are applicable to the whole of the original 40mph section:</p> <p>Accident Savings: Belgrave property is residential and also a bed and breakfast business. This use generates additional traffic and the entrance onto the roadway is not ideal. Vehicles have to pull out onto the carriageway to turn to the left and visibility to the right with the sweeping bend down through Nadder Lane is not ideal. Any reduction of the speed of approaching vehicles will be a significant improvement and is likely to result in a meeting the criteria of accident savings.</p> <p>Vehicles turning into the property from the west already have to slow down significantly to complete the manoeuvre, a general slowing down of traffic in the areas would be beneficial for these manoeuvres to be accomplished safely. As an indication, the Post Office refused to deliver mail to property because it considers the roadway adjacent to Belgrave even currently to be unsafe.</p>	<p>DCC does not agree that the 6 benefits referred to are all applicable to this rural section of road but has agreed, subject to HATOC approval, to pursue a departure from policy to enable the transitional 40mph speed limit to be extended to cover all remaining residential development on Nadder Lane.</p>
<p>Reduced Emissions and Improvement to the Environment: There will inevitably be an increase of traffic as a consequence of the development to the north and south of Nadder Lane and slowing down of vehicles in a more structured way will result in a decrease in emissions.</p>	<p>Introduction of a signed speed limit of a rural section of road with limited development is not guaranteed to have any effect on vehicle speeds.</p>
<p>Improvement in Amenities: The westward extension of South Molton would logically suggest that speed of traffic approaching the town should be slowed and not increased. It is inevitable that there will be more pedestrian activity in Nadder Lane and it is likely that the residents of Nadder Lane will also seek to walk or cycle in a westerly direction. No provision is being included in the development for pedestrian improvements along Nadder lane notwithstanding the increase in population and retaining the lower speed limit will represent a considerable improvement in the amenities for the new residents.</p>	<p>The issue of local amenities is outside of the scope of this report. DCC has agreed, subject to HATOC approval to pursue a departure from policy to enable the transitional 40mph speed limit to be extended to cover all remaining residential development on Nadder Lane.</p>

Comment	Devon County Council Response
<p>Reduction in Public Anxiety and Improve Facilities: those people who use Nadder Lane on a regular basis will already consider the traffic flow to be increasing significantly and as previously mentioned the potential hazards to pedestrians and road users are increasing rather than diminishing. Nadder Lane is subject to significant peaks and troughs in usage. The nearby Norbord factory draws many of its employees from South Molton. The effect of the Norbord shift pattern is that there are significant peaks in traffic along Nadder Lane, many of those working at the factory will have worked twelve hour night shifts and even those on the day shifts are often 'keen' to get home at the end of the working day. It is therefore important to encourage these users to approach the residential areas in a much more measured way and the existing speed limits have this effect in practice. Lowering speed limits encourages cyclists to use the roadways.</p>	<p>Introduction of a signed speed limit of a rural section of road with limited development is not guaranteed to have any effect on vehicle speeds.</p>
<p>Dealing with disbenefits, it would appear that none of these are particularly relevant to this stretch of road. There is unlikely to be a significant delay in traffic. There would be little or no additional cost of signing nor engineering measures required by the Highways Authority. Cost of enforcement should not change.</p>	<p>Agreed.</p>
<p>It would seem that that retention of a 40mph speed limit would fit in with Devon County's criteria in that the section of Nadder Lane has closely spaced intermittent areas with frontage development and it is those frontagers who are seeking to keep a reasonable speed limit in front of their homes.</p>	<p>DCC would not consider that 2 frontages in the 750m between Belgrave and Kingsland Cross constitutes closely spaced frontage development.</p>

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Comment	Devon County Council Response
<p>In summary, the proposed changes might appear to follow the policy guidelines but in our view do not actually fit those guidelines. Your guidelines seem to suggest that 30mph should be the norm in communities which may give argument that the existing 40mph along Nadder Lane should be reduced to 30mph. To increase the speed limit to 60mph would appear to be completely contrary to the Policy; variation of the existing speed limit of 30mph over the whole length would be much more appropriate and would seem to sit well with Department of Transport guidance and provide actual improvements for the local inhabitants at minimum cost to the public purse.</p>	<p>Extension of a 30mph limit along a rural road with limited frontage development is not supported by DCC policy or national guidance. Providing Gateways into settlements where the driver can relate directly to the road environment is effective. Installing gateways where there is little or no visible development is usually ineffective and deprives the community of an effective and relevant gateway.</p>
Fourth Respondent: Resident of South Molton	
<p>Currently SW roads have erected a 'sleeping policeman' (humped crossing) outside the new South Molton Middle School the current height of the crossing is 160mm in height and by law this should be 100mm.</p>	<p>Accepted. The developer undertaken remedial works to ensure that the traffic calming features are constructed as advertised.</p>
<p>There are two temporary signs SLOW and HUMP and with the Country clamping down on diesel vehicles accelerating from a sleeping policeman (humped crossing) this crossing should be made more in keeping with level of noise and pollution currently under discussion.</p>	<p>See above.</p>
<p>If it is felt necessary to have a children's crossing attendant plus a traffic control then why not a simple crossing (similar to the one a little further along) from this one) which is currently used by the South Molton Community College.</p>	<p>Whilst beyond the scope of this report, the Zebra Crossing formed part of the overall plan for the school and future-proof's any increase in pedestrian footfall from further development in the area.</p>
<p>A number of vehicles have already had damage done to their vehicles (only have to look at the marks on the crossing and on the road) and I do not want to be one of those vehicle owners.</p>	<p>See above.</p>
Fifth Respondent: Resident of South Molton	
<p>Writing to express my concern about the possibility of the instatement of a revised speed limit outlined in proposal CMT/B14013.</p>	<p>Comment noted.</p>

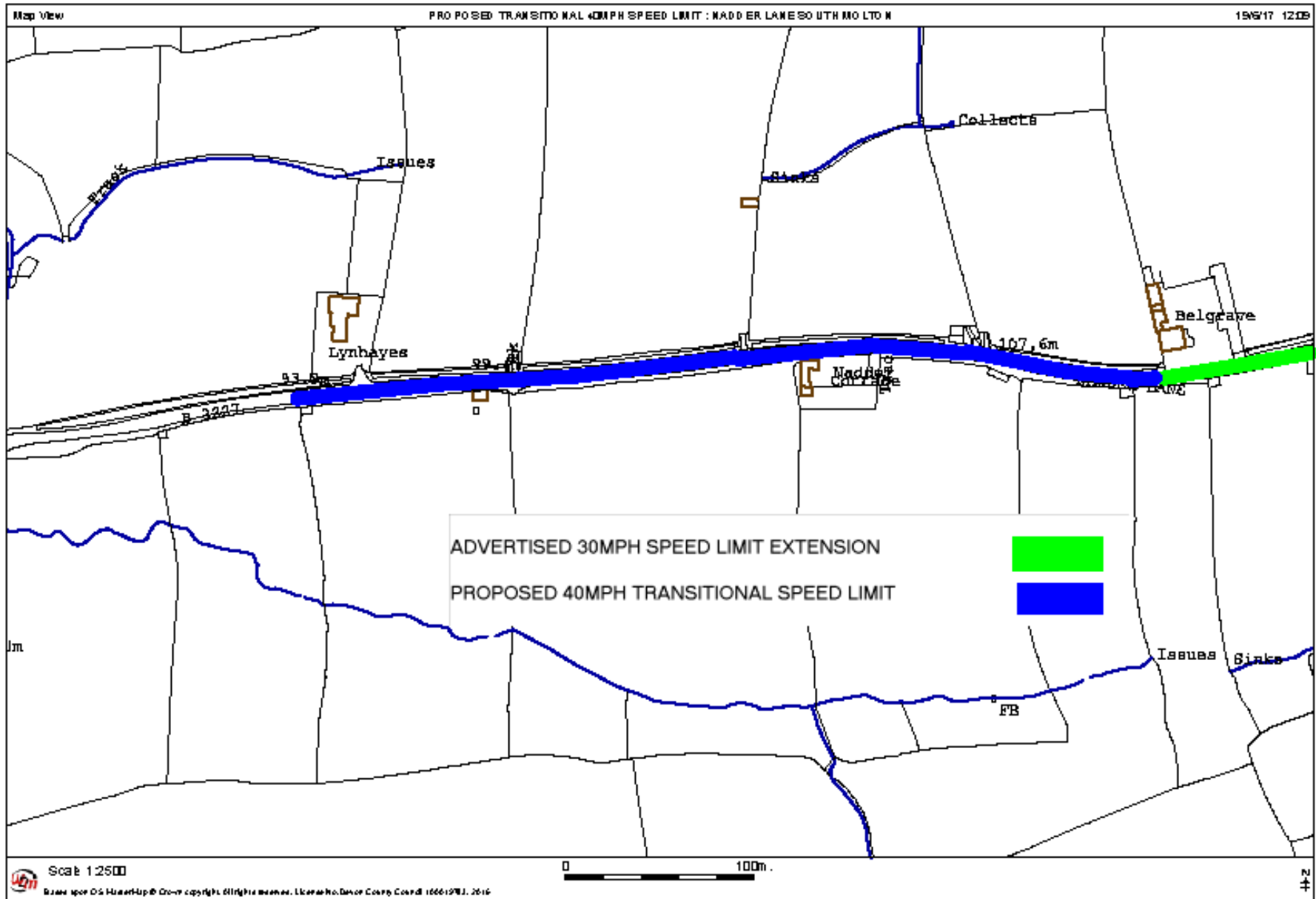
Comment	Devon County Council Response
<p>This would involve the revocation of a 40mph speed limit to a 60mph limit for the section of B227 outside the Honeymead Meadows development to just west of Nadder Cottage going into South Molton. Belgrave B&B would be very much affected with their entrance on this stretch. Although I now live in central South Molton I have stayed in Belgrave from time to time when visiting the area. It is already dangerous enough coming out onto this road but to raise the speed limit would make it doubly so.... an accident waiting to happen in my opinion. Please consider the consequences of any such decision.</p>	<p>See previous responses.</p>
Sixth Respondent: Resident of South Molton	
<p>The plan for the proposed changes along Nadder Lane is exceedingly misleading as it does not show the new road layout (e.g. the roundabout) or the extent of the Honeymead Meadow development.</p>	<p>See Previous Responses.</p>
<p>The planned new pavement along the south of Nadder Lane, with associated pedestrian and cycle access to the western edge of the development is only a couple of meters away from the proposed site of the 30mph boundary. Traffic leaving the town will speed up as soon as the derestricted sign is spotted. This could cause safety issues as this traffic may well come into conflict with cycle traffic entering and leaving the Honeymead Meadow development.</p>	<p>See Previous Responses.</p>
<p>From the west, the proposed site of the new 30mph sign on the north of Nadder Lane is on a blind bend mere meters away from the new proposed and even closer to the entrance to Belgrave. Traffic won't slow down for several seconds after passing the 30mph sign. This will create a real hazard for traffic entering and exiting Belgrave and is likely to cause problems on the new roundabout as well.</p>	<p>See Previous Responses.</p>

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Comment	Devon County Council Response
<p>In short the proposed 30mph limit should extend the full length of the existing 40mph zone. Ideally the 40mph zone should also be extended to slightly westward of the junction at Kinglands Barton thus facilitating sustainable modes of transport to the chipboard factory at Hill. This will provide a greater degree of safety, will encourage sustainable modes of transport and will reduce noise pollution for adjacent properties.</p>	<p>See Previous Responses.</p>
<p>Additional questions and comments:</p> <ol style="list-style-type: none"> 1. Why does the 'old' email notification system for TROs seem to have vanished? 2. Why is it so difficult to find out where to comment on TROs? Whilst the url in your advert does, eventually, lead to the appropriate web page it is still inordinately difficult to navigate to the appropriate order in order to make comments. 3. Why is there no plan associated with the order on your website? There should be. 4. Why is there no scale on the plan associated with the order? 5. Why is there no email address to which comments/objections can be made? 6. Why have the speed calming measures in South Street been introduced in advance of the TRO? 	<p>Instructions on how to respond to TRO advertisements are provided in the press and on site notices. Improvements to the online notification and consultation process are currently being considered. It is hoped to be able to include plans in these improvements.</p> <p>The Traffic Calming was installed by the Developer in error. Observations on the construction have been passed to the developer who has undertaken remedial works. No objections to the actual proposals and advertised dimensions of the traffic calming have been received.</p>
<p>Seventh Respondent: Resident of South Molton</p>	
<p>Wishes to register my objection to the above named order, specifically the revocation of a length of 40mph speed limit on the B3227 Nadder Lane reverting to the national speed limit.</p>	<p>Comment noted.</p>
<p>Whilst this section of road does not appear to be associated with a poor personal injury accident rate, raising the speed limit will increase the impact/likelihood of accident involving vehicles entering the road from within the existing restricted zone.</p>	<p>See Previous Responses.</p>
<p>There appears to be no evidence of any base data being collated for a speed limit review for this section of road, and is based solely on the policy for the introduction of "new" 40mph restrictions.</p>	<p>See Previous Responses.</p>
<p>Arrangements exist for similar 40mph speed limits elsewhere in South Molton, namely Station Road.</p>	<p>Noted.</p>

Comment	Devon County Council Response
At times the speed of road users in the area already present difficulty for vehicles exiting properties onto this section of road.	Noted.
There will be an adverse environmental impact from vehicle emissions containing pollutants, which research demonstrates increase as a result of speed. (DfT 2009) Additionally air displacement, engine noise and rolling (tyre) noise also increase as a function of speed. (Inrets 2005). All the above will have adverse impact on the quality of life of residents adjacent to this stretch of road.	Introduction of a signed speed limit of a rural section of road with limited development is not guaranteed to have any effect on vehicle speeds.
This proposal does not accord with Devon County's policy document for speed limits which appears to reference only the reduction of speed limits. No policy seems to exist for increases in speed.	See Previous Responses.
The changes to the existing road layout at the entrance to Honeymead Meadows have had no material effect on the characteristics of the road to which the current 40 mph restriction applies. This would re-enforce the view that the original reasons and conditions for imposing the existing speed restrictions are still current and valid.	See Previous Responses.

Appendix III
To HIW/17/46



HIW/17/47

North Devon Highways and Traffic Orders Committee
29 June 2017

Actions Taken Under Delegated Powers

Report of the Acting 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 report be noted.

1. Summary

In accordance with Minute *3 of the Meeting of this Committee on 1 August 2003 this report details the actions taken under Delegated Powers since the last meeting and, where appropriate, in consultation with the Chairman and Local Members.

2. Actions on Advertised Traffic Orders

Since the last meeting of this Committee, a number of Traffic Orders have been progressed and where objections have been received, these have been dealt with by a consultation with the Chairman and Local Members. Details of these matters are listed below.

Location	Proposal	Action
Various Roads in Barnstaple, Bickington, Croyde, Georgeham, Instow, Lynton, Morteohoe & South Molton	Various restrictions proposed as part of the annual local waiting restriction programme.	Traffic regulation order advertised following HATOC and local member approval and order part sealed for those elements that received no objections.
North Road, Barnstaple	New Toucan Crossing as part of roundabout works.	Crossing advertised after consultation with Local Member and HATOC Chair.

Meg Booth
Acting Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: Barnstaple North, Barnstaple South, Braunton Rural, Combe Martin Rural, Fremington Rural and South Molton

Local Government Act 1972

List of Background Papers

Contact for enquiries: James Bench

Tel No: 0345 155 1004

Background Paper

Date

File Ref.

None

jb060617ndh
sc/hq/action under delegated powers
2 hq 200617

