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

County Hall  
Topsham Road  
Exeter  
Devon  
EX2 4QD

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Date: 20 June 2023

Contact: Wendy Simpson

Email: [wendy.simpson@devon.gov.uk](mailto:wendy.simpson@devon.gov.uk)

**NORTH DEVON HIGHWAYS AND TRAFFIC ORDERS COMMITTEE**

Wednesday, 28th June, 2023

A meeting of the North Devon Highways and Traffic Orders Committee is to be held on the above date at 10.30 am at Barnstaple Library meeting room to consider the following matters.

Donna Manson  
Chief Executive

**A G E N D A**

**PART 1 OPEN COMMITTEE**

- 1 Apologies for Absence
- 2 Election of Chair and Vice-Chair

In accordance with the Council's Constitution, the Chair and Vice-Chair must be County Councillors.

- 3 Minutes

Minutes of the meeting held on 16 November 2022 (previously circulated).

- 4 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**

5 **Traffic Sensitive Routes Review** (Pages 1 - 4)

Report of the Director of Climate Change, Environment and Transport (CET/23/2).

*Electoral Divisions(s): All in North Devon*

6 **Bus Users and Stakeholders (BUS) Forum**

A Bus Users and Stakeholders (BUS) Forum has been established by Devon Bus Enhanced Partnership Board under the new Enhanced Partnership arrangements (more information on the Travel Devon website: [DevonBus Enhanced Partnership - Travel Devon](#)).

This would be an opportunity to share information, receive feedback and discuss relevant issues amongst stakeholder representatives. The Board has agreed that one representative from each Highways and Traffic Orders Committee (8 in total) should be appointed to the Forum to help ensure adequate geographical representation of elected Members. Other key stakeholders and interested parties will be invited to join the Forum.

The date of the first meeting of the Forum was 9 February 2023. The Forum will meet 3 times a year.

**RECOMMENDED** that a representative from this Committee be appointed.

7 **Barnstaple Longbridge Junction Scheme** (Pages 5 - 12)

Report of the Director of Climate Change, Environment and Transport (CET/23/40).

*Electoral Divisions(s): Barnstaple South*

8 **Local Waiting Restriction Programme** (Pages 13 - 50)

Report of the Director of Climate Change, Environment and Transport (CET/23/41).

*Electoral Divisions(s): All in North Devon*

9 **Activities of Dragon Patchers across Devon for last financial year**

In accordance with Standing Order 23(2) Councillor Biederman has requested that the Committee consider this matter.

10 Road to Heanton village from Chivenor Cross

In accordance with Standing Order 23(2) Councillor R Knight has requested that the Committee consider this matter.

11 Parking on Road top of hill leaving Bishops Tawton towards Barnstaple

In accordance with Standing Order 23(2) Councillor R Knight has requested that the Committee consider this matter.

**STANDING ITEMS**

12 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](#).

13 Delegated Powers (Pages 51 - 52)

Report of the Director of Climate Change, Environment and Transport (CET/23/42).

*Electoral Divisions(s): All in North Devon*

**MATTERS FOR INFORMATION**

14 Future Meetings

2 October 2023 and 6 February 2024.

**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 the relevant Clerk.

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Members of the public may also use social media to report on proceedings.

### **Declarations of Interest for Members of the Council**

It is to be noted that Members of the Council 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.

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**Induction Loop available**



CET/23/2

All Highways and Traffic Orders Committees  
January-April 2023

## Traffic Sensitive Streets Review 2023

### Report of the Director of Climate Change, Environment and Transport

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

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#### **1) Recommendation**

It is recommended that the Committee notes that Devon County Council propose to undertake a full review of the traffic sensitive streets network across the county.

#### **2) Background**

Devon County Council has a legal duty under the Traffic Management Act 2004/Section 59 New Roads and Street Works Act 1991 to Co-ordinate works activities on the road network. As part of this duty, a power is afforded to Devon County Council to enable the designation of certain streets as 'Traffic Sensitive'. When a street is designated 'Traffic Sensitive', timings of works can be better regulated to ensure the free flow of traffic so far as reasonably practicable through the council's Permit for Works Scheme. E.g. Restrict works on Topsham Road, Exeter during peak traffic flow times.

The project works in line with Devon County Council's strategic objective in the Better Place vision, 'Help Communities be safe, connected and resilient'. The last recorded full review was undertaken in 2018. The proposed review forms part of a 5 yearly routine review, designed to ensure that designations remain fit for purpose.

The Department for Transport (DfT) recent consultations also indicate that changes to the legal powers for designations may be imposed. Proceeding with this review will put Devon in the best place to react to any statutory changes.

#### **3) Proposal**

Statutory Regulations outline when a street can be designated traffic sensitive. The following steps must be completed before a designation can be updated:

- Each street is cross referenced against the statutory criteria.
- Proposals for revised designations are outlined.
- Communications are undertaken with affected stakeholders.
- A 1-month statutory consultation period is held.
- The updating of Devon's mapping data is completed.

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	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23
Internal assessment of designations						
Informal communications with stakeholders						
Formal Consultation						
Review of Consultation						
Update Designations						

## What are the Impacts?

It is envisaged that some designations will be decreased due to the statutory requirements being adjusted (as indicated by a recent DfT consultation). This may mean reduced controls for the following areas:

- Winter gritting routes.
- Tourist areas.
- Special events.

The proposal aims to consider strategic visions for network growth wherever possible. Works promoters may find adjusted restrictions on working practices/timescales (this includes Devon County Council's contractors). However, the overall objective is to trigger early communication and better planning. It is not to prevent works taking place.

## 4) Options

The process is determined by statute, therefore there is no alternative.

## 5) Consultations

Statutory consultation proposed for April 2023 and this will include County Councillors.

## 6) Strategic Plan

<https://www.devon.gov.uk/strategic-plan>

This proposal helps network management and aims to keep traffic flowing. It also reducing idling traffic for lengthily queues at road works sites, reducing the amount of CO2 emitted into the atmosphere. The following areas of the strategic plan are drivers for this review:

- Respond to the climate emergency.
- Help communities be safe, connected and resilient.

## 7) Financial Considerations

There are no additional costs as the review will be undertaken by existing highway staff.

## 8) Legal Considerations

This change is required to remain compliant with Devon County Council's duties under the Traffic Management Act 2004 and ensure our Permit for Works Scheme remains lawful in its application.



## 9) Environmental Impact Considerations (Including Climate Change)

This review will offer a method of better managing road works and give controls for idling traffic. The environmental impacts are therefore positive and in line with Devon County Council's Carbon Plan objectives.

## 10) Equality Considerations

No areas have been identified. Project is operating to standard designation tolerances and will be implemented consistently across the county.

## 11) Risk Management Considerations

The recent DfT consultation indicates that local authorities would have reduced powers for designating routes that impact on winter gritting locations, tourist areas and special events. *(To be confirmed if this will proceed)*. This may result in Devon having to deregulate some of the existing traffic sensitive routes. This will be led by statutory changes to regulations.

The proposed review aims to help identify the areas where powers may be reduced so Devon can consider other forms of designations/education to minimise the impacts on end road users.

## 12) Summary

This review is required for 2 purposes:

- To ensure Devon's traffic sensitive network is in line with network changes and reflects the current traffic choices of our communities.
- To ensure compliance with statutory changes.

**Meg Booth**

**Director of Climate Change, Environment and Transport**

**Electoral Divisions: All**

## **Local Government Act 1972: List of background papers**

Background Paper Nil

Date

File Reference

### **Contact for enquiries:**

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vw040123alh

sc/cr/Traffic Sensitive Streets Review 2023

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CET/23/40  
North Devon Highways and Traffic Orders Committee  
28 June 2023

## Barnstaple Longbridge Junction Scheme Report of the Director of Climate Change, Environment and Transport

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

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### **1) Recommendation**

**It is recommended that:**

- (a) the scheme shown in Appendix 1 is approved in principle for public consultation; and**
- (b) subject to the outcomes of public consultation, the necessary Traffic Regulation Orders are advertised;**
- (c) the Director of Climate Change, Environment and Transport be given delegated powers, in consultation with the Chair of HATOC and the local member to make amendments to the scheme details for a preferred scheme for approval at a future meeting of Devon County Council's Cabinet.**

### **2) Summary**

The scheme aims to improve pedestrian and cycle facilities through the Longbridge Junction by rationalising vehicle movements through this junction and the Station Road Roundabout to make crossings easier for people walking, wheeling and cycling to and from the town centre.

The scheme removes the left turn for vehicles from the Longbridge to Seven Brethren Bank and the right turn from the opposite approach. This allows for the removal of all traffic signals and the replacement of only one signalised crossing of the main A3125 at the end of the Longbridge.

This report seeks in principle support for the scheme shown in Appendix 1 to be consulted upon with the public including key stakeholders.

### **3) Introduction**

The recently approved Local Cycling and Walking Infrastructure Plan (LCWIP) for Barnstaple with Bideford and Northam identifies a high priority route for cycling between Roundswell and Pilton via the Longbridge. Public consultation on this was very positive with 110 out of 131 responses (84%) supporting the entire route. However, the consultation did not provide the level of detail to understand what specific improvements could be achieved at the junctions to support increased walking, wheeling and cycling.

Subject to HATOC approval, a public consultation on the proposed scheme will take place. The outcomes of this will influence any amendments to the design, ahead of a

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Cabinet decision to approve the works including cost of the scheme. The aims are to commence works in 2024.

The scheme will play a vital role in enabling active travel, helping to keep people healthy and reduce greenhouse gas emissions from transport. This will also aid with the government's aim for 50% of short urban trips to be by walking or wheeling by 2030.

The existing junction arrangement significantly hinders ease of access for walking, wheeling and cycling between the rail station, retail park and the town centre (see Appendix 2). The Longbridge Junction signals are beyond their design life and the bulbs used are no longer manufactured. These signals need upgrading by being replaced with more modern designs, or as proposed – removed entirely. This is therefore an opportunity to address both a critical maintenance pressure while also delivering an enhancement in active travel infrastructure in the town.

## 4) Proposal

Approval is sought in principle for the scheme shown on plan 21163-03-00 in Appendix 1 which is a preliminary design that has been subject to stage one road safety audit. Subject to the results of the public consultation, further design amendments may be necessary and traffic regulation orders will need advertising as well as a stage two road safety audit.

The proposal includes:

- New and improved segregated walking and cycling paths and areas of shared use paths connecting multiple existing paths together.
- Removal of multiple traffic signals and replacement with a priority junction and one new signalised crossing of the main road for pedestrians and cyclists.
- Changes to the road layout and removing vehicles turning left from the Longbridge to Seven Brethren Bank.
- Changes to the road layout and removing vehicles turning right from the A3125 into Seven Brethren Bank.
- Narrowing of Seven Brethren Bank road on pedestrian and cyclist desire line and building of raised table crossing.
- Changes to the markings and layout of the Station Road roundabout so that on the approach from the Longbridge vehicles in the left lane will turn left only, and the right hand lane will be for vehicles straight ahead (to Sticklepath Terrace), ahead/slight right (towards Sticklepath) and U-turn (towards town centre).
- From discussions with the Local Member the crossing of Station Road adjacent to the Roundabout will also be improved.

The improved walking and cycling links are needed as this junction is the intersection for five key walking and cycling routes:

- To the north is the new path alongside the river through the Anchorwood Bank housing development and onto the Tarka Trail,
- To the south is the path to the leisure centre and onto the Iron Bridge, part of the NCN3 route.
- To the west are links to the train station and up the hill towards ASDA. One link goes between Halfords and the Barnstaple Retail Park car park (the official route of NCN3), another on the roundabout side of Halfords – both go onwards to the

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train station and link to the recently built parallel crossing (zebra for pedestrians and cyclists).

- To the east is the link to the town centre over the Longbridge. This is one of the busiest walking and cycling routes in the area, but is constrained by the width of the bridge. The footways are 1.8m at their narrowest (in the middle of the bridge) and cyclists have to use the carriageway with a large volume of vehicles. This is part of the NCN3 route and official link to NCN27 (Tarka Trail to Braunton).

Traffic counts have shown the following number of users on the Longbridge:

Thursday 13<sup>th</sup> October 2022

Towards Town Centre			Towards Seven Brethren	
Total	Peak Hour		Peak Hour	Total
2,522	291 (4pm to 5pm)	Pedestrians	268 (3pm to 4pm)	2,391
115	48 (8am to 9am)	Cycles on footway	52 (3pm to 4pm)	109
163		Cycles on road		198
8,696	891 (5pm to 6pm)	Vehicles	755 (4pm to 5pm, and 5pm to 6pm)	7,535

Further modelling work is taking place and more detailed analysis will be provided as part of the public consultation and any future reports for decision making purposes.

The road network in this area is already congested at peak times, and there is insufficient room to create additional road space for vehicle capacity. With the additional level of housing approved to be built and more planned, a 'decide and provide' approach is to be taken in this area instead of the more traditional 'predict and provide' approach. This means that to cater for new growth, it is decided how travel should take place and provision made for that, instead of predicting how many people want to drive and providing for that. If proper walking and cycling links are provided, people will use it for everyday trips.

The proposal has been designed in accordance with the principles of the current guidance on walking and cycling LTN1/20. This includes that routes should be safe, direct, coherent, attractive and comfortable.

With traffic growth constrained due to existing queues and delays in the peak periods, additional growth in the town needs to be accommodated through reducing the need to travel and improving pedestrian and cycle links. Peak hour pedestrian flows are near to 300, and this is expected to continue to grow along with cycling numbers as development expands. Improving access will also attract more people to consider walking, wheeling or cycling for shorter-distance journeys. In accordance with guidance LTN1/20 this level of active travel would require segregated pedestrian and cyclist links, and this scheme has been designed with some segregated facilities and can easily be adapted to fit with any future plans to enhance accessibility for pedestrians and cyclists using the Longbridge.

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## **5) Options/Alternatives**

The only other alternative option is a simple replacement of the existing traffic signals by the traffic signals team, which would continue to create barriers for people walking, wheeling and cycling through needing to navigate a circuitous route involving multiple, inconvenient crossings.

The proposed scheme could be considered a phase 1 of a possible larger scheme that would involve potential upgrades to the Longridge on the upstream side; however, this would require significant external funding. The improvements described in this report are beneficial as a standalone scheme and has been designed to adapt to any future enhancements on the Longbridge.

## **6) Consultations**

Consultation was carried out on the principle of improved cycle and pedestrian facilities between the Hospital and Roundswell as part of the approved Barnstaple with Bideford and Northam Local Cycling and Walking Infrastructure Plan and were well supported. Those consultations did not consider detailed proposals described in this report.

The recommendation is to carry out a public consultation on this scheme.

## **7) Financial Considerations**

The estimated cost of the scheme will be finalised following public consultation and further design; however the cost will likely be funded by section 106 contributions from the Anchorwood development.

As described, the existing traffic signals are at the end of their life and require replacement and a small part of the scheme total would be funded by the traffic signal maintenance budget

## **8) Legal Considerations**

To introduce a controlled crossing, the Council is required to issue a public notice in accordance with Section 23 of The Road Traffic Regulation Act 1984.

When introducing new traffic schemes 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. While this scheme will result in additional delay to some motorists, it is designed to reduce journey times for others including but not limited to public transport users.

Traffic Regulation Orders (TROs) shall be required for the proposed changes to the junction, specifically:

these being the prohibition of motor vehicles turning left from the A3125 Longbridge to Seven Brethren Bank and the opposite vehicular movement turning right from the A3125 to Seven Brethren Bank.

If the scheme is supported through public consultation, this report recommends that approval is given for the advertisement and consultation of the necessary TROs.

The public and statutory bodies (e.g. emergency services) will be notified of the restrictions with a public notice placed in the local press. It may be necessary to come back to this committee for consideration of any objections/representations to the TROs.

## **9) Environmental Impact Considerations (Including Climate Change)**

The proposed scheme will greatly improve pedestrian and cyclist facilities at the Longbridge Junction making it easier and more attractive for people to make journeys by walking or wheeling.

In 2017 28% of Devon's (Devon, Plymouth and Torbay) greenhouse gas emissions came from on road transport. Devon County Council has declared a climate emergency and adopted the Devon Carbon Plan aiming to achieve net zero carbon emissions by 2030. Getting more people to walk and cycle will help to achieve this aim, and also keep people healthier and happier for longer. Encouraging people to walk and cycle more will only be possible if the necessary infrastructure is in place.

The proposed scheme will result in changes to vehicle flows in the area due to the proposed changes to the road network. The proposed changes at the roundabout are likely to mitigate the removal of turns into Seven Brethren Bank, however it is likely to result in some localised changes to queuing in the vicinity of the proposal. It should be noted that significant queuing already occurs with the current road layout at peak periods but that there is an overall benefit by enhancing accessibility and strengthening the active travel links between the rail station, retail park and the town centre.

Bus routes will be unaffected by the proposed scheme changes, as none use Seven Brethren Bank.

## **10) Risk Management Considerations**

The proposal will have an ongoing requirement for the Council to maintain the new crossing, however there will be a reduction in overall maintenance of traffic signals due to removing the traffic signals for the right turning traffic movements. 22 existing signal poles will be removed, and depending on the detailed design, approximately 4 new poles will be installed.

The proposal is considered to reduce risk to the travelling public on the public highway by providing new facilities for pedestrians to cross the carriageway designed to recent active travel design guidance LTN1/20.

## **11) Public Health Impact**

Almost every aspect of people's lives impacts on their health, including the quality of transport infrastructure. Enabling active travel, especially walking and cycling, can reduce length of time lived in ill health, and reduce premature death. By increasing opportunities to use active travel we can enable people to become active as part of their everyday life. People in the most deprived areas can find themselves marginalised with reduced mobility options where they are limited in choice for transport – this can impact on their health. Providing additional options through

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active travel provides more choice and opportunities to level up access and improve population health.

## **12) Summary**

Approval is sought for approval in principle of the scheme to go to public consultation. There are significant health and active travel benefits by improving pedestrian and cycle facilities through the Longbridge Junction. Rationalising vehicle movements through this junction and at the Station Road Roundabout enables fewer crossings and more direct, convenient routes for walking, wheeling and cycling.

The scheme proposed changes to the road network and the removal of almost all traffic signals at this junction will be funded mostly by section 106 contributions and will deliver maintenance budget savings by removing equipment from the highway.

### **Meg Booth**

Director of Climate Change, Environment and Transport

**Electoral Division: Barnstaple South**

### **Local Government Act 1972: List of background papers**

Background Paper Nil

#### **Contact for enquiries:**

Name: Matt Collins

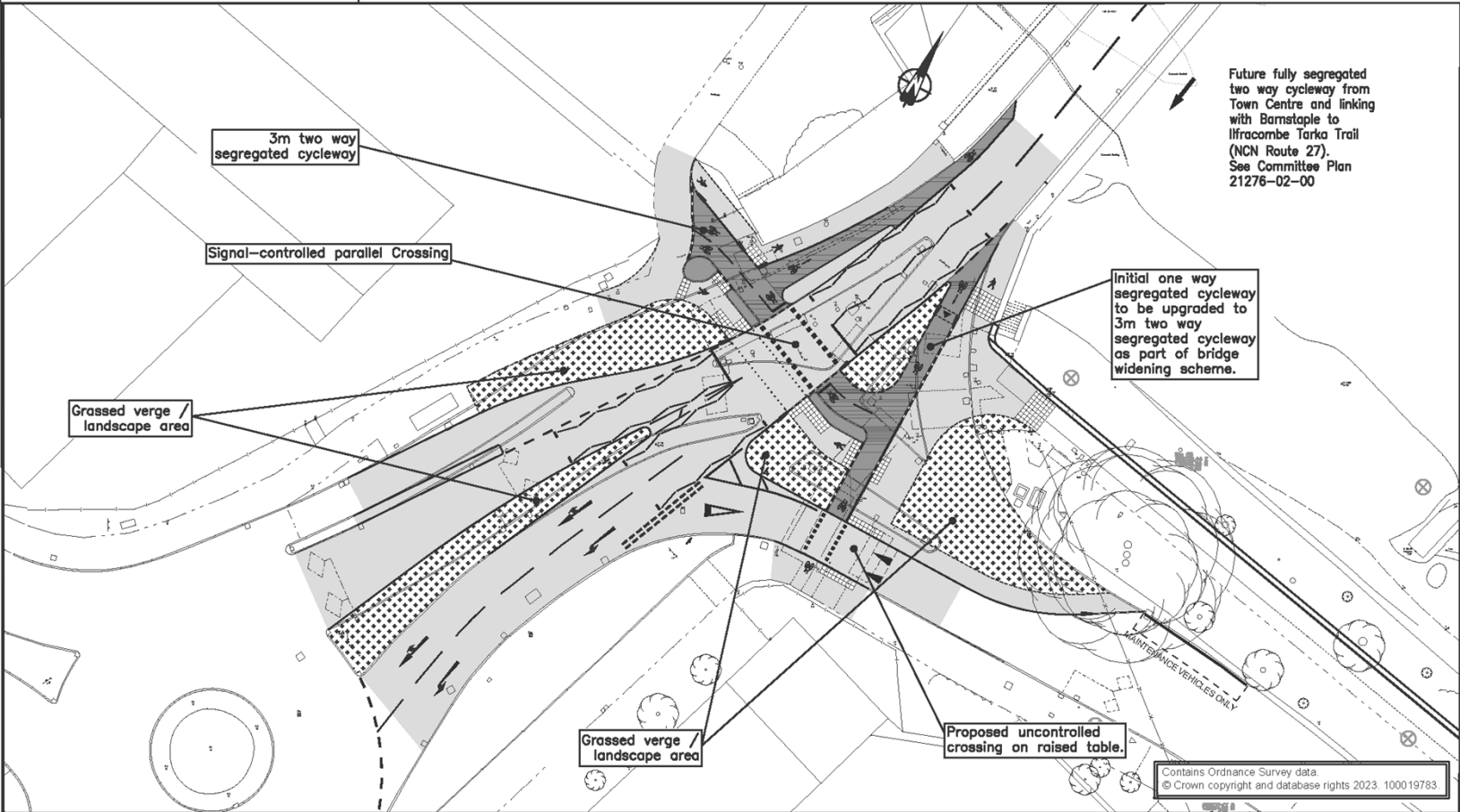
Telephone: 01271 388510

Address: Taw View, Barnstaple

Barnstaple Longbridge Junction Scheme - Final



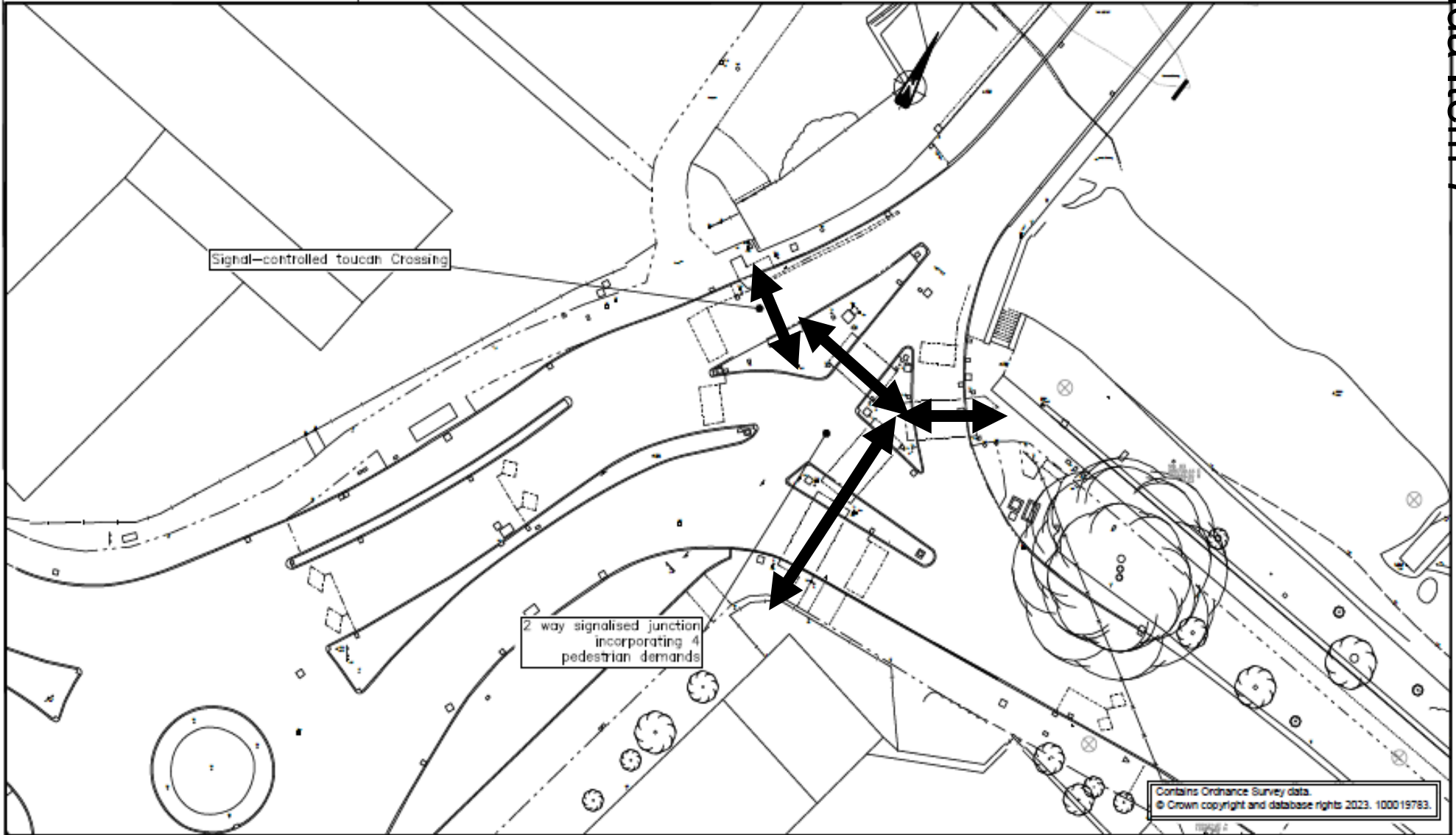
Appendix 1 to CET/23/40



	<b>Engineering Design Group</b>	Cabinet	date April 2023	scale NTS
		job/title/proposal Seven Brethren Junction Changes Preliminary proposals - Subject to consultation.	number 21163-03-00	

# Appendix 2 to CET/23/40: Existing layout and crossing facilities

Roads A4 FRAME Committee landscape - Version 2.0



**Engineering Design Group**

Cabinet

job/title/proposal

Seven Brethren Junction Changes  
Existing Layout

date

June 2023

scale

NTS

number

21163-04-00

CET/23/41  
North Devon Highways and Traffic Orders Committee  
28 June 2023

## Local Waiting Restriction Programme

### Report of the Director of Climate Change, Environment and Transport

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

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#### **1) Recommendation**

That the Committee be asked to:

- (a) note the work on the local waiting restriction programme; and
- (b) agree the recommendations contained in Appendix 2 to this report.

#### **2) Background**

In October 2022, a list of requests for new or amended waiting restrictions for the area was collated by the council. These requests have been considered by officers and proposals drafted. Officers have consulted the relevant local County Councillors and Chair/Vice Chair before they were advertised from 23 February until 16 March 2023.

A summary of the proposals advertised can be found in Appendix 1 and the associated plans have been attached as supplementary information to this report.

#### **3) Consultations/Representations**

Details of the objections received to these proposals, and the County Council's response are shown in Appendix 2 to this report.

Following advertisement:

- Proposals which did not attract objections will be implemented.
- Proposals that received objections are detailed in Appendix 2 to this report with recommendations for each location.

#### **4) Strategic Plan**

The restrictions proposed support the priorities in the Strategic Plan as they aim to improve road safety to improve health and wellbeing and to better manage traffic and parking in the areas to respond to the climate emergency and support sustainable economic recovery.

#### **5) Financial Considerations**

The total costs of the scheme will be funded from the Minor Traffic Management Improvements budget, funded by Local Transport Plan grant.

There is 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.

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## 6) 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.

## 7) Environmental Impact Considerations (Including Climate Change)

The proposals are intended to rationalise on street parking and improve mobility and access within the district and are designed to:

- Enable enforcement to be undertaken efficiently.
- Encourage commuters to make more sustainable travel choices e.g. 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.

## 8) Equality Considerations

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

## 9) Risk Management Considerations

No risks have been identified.

## 10) Reasons for Recommendations

The proposals rationalise existing parking arrangements within the HATOC area by:

- Enabling enforcement to be undertaken efficiently.
- Encouraging those working in the town to make more sustainable travel choices e.g. Car Share, Public Transport, Walking and Cycling.
- Assist pedestrians and other vulnerable road users in crossing the highway.

The proposals contribute to the safe and expeditious movement of traffic in the area and therefore comply with Section 122 of the Road Traffic Regulation Act 1984.

### Meg Booth

Director of Climate Change, Environment and Transport

**Electoral Divisions: All in North Devon**

## **Local Government Act 1972: List of background papers**

Background Paper Nil

### **Contact for enquiries:**

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Address: M8, Great Moor House

jb250423ndh

sc/cr/Local Waiting Restriction Programme

02 200623

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## Appendix 1 - to CET/23/41

### Details of Proposals Advertised

Councillor	Plan Reference	Location	Parish/ Town	Proposals	Statement of Reasons
Caroline Leaver	ENV6032-213	Old Torrington Road	Sticklepath	Revocation of 3 No. lengths of existing restrictions to allow parking to take place	To improve on street parking capacity
Frank Biederman	ENV6032-128	Bickington Road	Bickington	Introduce "No Waiting At Any Time"	To improve road safety
Frank Biederman	ENV6032-137	New Road	Instow	Introduce "No Waiting At Any Time"	To improve road safety and improve access to properties
Ian Roome	ENV6032-99	Abbey Road	Barnstaple	Change "No Waiting 8am-6pm" to "No Waiting At Any Time" between School Keep Clear and Residents Parking Bay	To prevent obstructive parking
Ian Roome	ENV6032-82	Boutport Street	Barnstaple	Introduce "Loading Only At Any Time (Exemption for Queens Theatre Permit Holders)" for existing Loading Bay	To improve access to the Queens Theatre
Ian Roome	ENV6032-107	Chaddiford Lane	Barnstaple	Change "No Waiting Mon-Sat 8am-6pm" to "No Waiting At Any Time" at No 60, 62 and 53 Chaddiford Lane	To prevent obstructive parking
Ian Roome	ENV6032-84	Paternoster Row	Barnstaple	Introduce "No Waiting At Any Time" and "No Loading At Any Time" on both sides of the road	To improve access to Barnstaple Parish Church
Ian Roome	ENV6032-100	Sowden Lane	Barnstaple	Extend "No Waiting At Any Time" from No 55 to No 58 Sowden Lane	To improve access at Ravelin Gardens onto Chanters Hill

# Agenda Item 8

<b>Councillor</b>	<b>Plan Reference</b>	<b>Location</b>	<b>Parish/ Town</b>	<b>Proposals</b>	<b>Statement of Reasons</b>
Ian Roome	ENV6032-124	Vicarage Lawn	Barnstaple	Introduce “No Waiting At Any Time” in front of the access of the garage belonging to No 49 Vicarage Street, between Residents Parking Bays	To prevent obstructive parking
Ian Roome	ENV6032-79	Victoria Lawn	Barnstaple	Extend “No Waiting At Any Time” to No 3 Victoria Lawn and Introduce “No Waiting At Any Time” between No 5 and No 7 Victoria Lawn	To prevent obstructive parking
Paul Crabb	ENV6032-226	Church Road	Ilfracombe	Change “No Waiting 10am-6pm Between 15 March and 31 October” to “No Waiting At Any Time” on both the sides of the road	To prevent obstructive parking
Paul Crabb	ENV6032-229	Fore Street	Ilfracombe	Change Access Protection Marking to “No Waiting At Any Time” at No 49 Fore Street	To prevent obstructive parking
Paul Crabb	ENV6032-228	High Street	Ilfracombe	Introduce ‘Loading Only’ in front of No. 58 High Street	To improve access to business
Paul Crabb	ENV6032-227	Princess Avenue	Ilfracombe	Introduce two disabled bays on the northern end of the southern school keep clear (east side of the road) and “No Loading Mon-Fri 8.30am – 9.15am and 3pm-3.30pm” restriction on the east side	To improve parking provision and prevent obstructive parking
Paul Crabb	ENV6032-225	St Brannocks Road	Ilfracombe	Change “No waiting 10am-6pm between 15 Mar and 31 Oct” to “No Waiting At Any Time”	To prevent obstructive parking

# Agenda Item 8

<b>Councillor</b>	<b>Plan Reference</b>	<b>Location</b>	<b>Parish/ Town</b>	<b>Proposals</b>	<b>Statement of Reasons</b>
Paul Crabb	ENV6032-92	The Quay	Ilfracombe	Change western end of Loading Only Bay to "No Waiting At Any Time" and "No Loading At Any Time"	To reduce obstructive parking within the loading bay
Pru Maskell	ENV6032-214	Seven Acre Lane	Braunton	Introduce "No Waiting At Any Time" on the junction of Seven Arce Lane with Higher Park Road	To improve visibility and prevent obstructive parking
Pru Maskell	ENV6032-60	Toms Field	Croyde	Extend "No Waiting At Any Time" restriction on both sides of the road	To prevent obstructive parking
Pru Maskell	ENV6032-138	Longland Lane	Georgeham	Introduce "No Waiting At Any Time" at the junction of Longland Lane and Rock Hill	To improve visibility and prevent obstructive parking
Pru Maskell	ENV6032-148	Wrafton Road	Wrafton	Extend "No Waiting At Any Time" on both sides of the road	To improve access to/at Braunton Academy



## Summary of Submissions

ENV6032-213 - Old Torrington Road, Sticklepath 15 respondents – 15 residents of Old Torrington Road	
Comments	Devon County Council Response
<p>3 respondents support and 12 respondents oppose the proposals.</p> <p><b>Objections:</b></p> <ul style="list-style-type: none"> <li>- There is no problem with existing restrictions.</li> <li>- Increased volume of traffic creates road safety issues.</li> <li>- Proposals would narrow road, leading to damage to parked cars.</li> <li>- Proposals would have a negative impact on the character of the road.</li> <li>- Proposals would reduce visibility.</li> <li>- Proposals would reduce access to properties.</li> <li>- There are no issues with parked cars.</li> </ul> <p><b>Supporting arguments:</b></p> <ul style="list-style-type: none"> <li>- Parked vehicles slow traffic speed.</li> </ul> <p><b>Suggestions:</b></p> <ul style="list-style-type: none"> <li>- Volume of traffic on Old Torrington Road needs to be addressed.</li> <li>- Introduce bus gate before making changes to consider impact.</li> <li>- Needs a speed limit especially for the buses that frequently race through.</li> <li>- Changes should be relocated towards the crematorium. Similarly, the area alongside 2a Old Bideford Road needs to be further towards the Petroc roundabout.</li> <li>- Existing signs need to be changed to say except bank/public holidays to allow parking for residents' families at Christmas/easter/bank holidays.</li> <li>- Existing lines to be removed from outside No. 25 to give a natural break and to slow traffic down.</li> <li>- Parking restrictions should be lifted outside No.8.</li> <li>- The parking bay adjacent to 43 is a little close to the junction.</li> </ul> <p><b>Questions/Additional Info:</b></p> <ul style="list-style-type: none"> <li>- Why has the bus gate not been resolved?</li> <li>- Resident reports speeding.</li> </ul>	<p><b>Reason for Proposal:</b> Revocation of 3 No. lengths of existing restrictions to allow parking to take place to improve on street parking capacity.</p> <p><b>Officer comments:</b> Support noted.</p> <p>The relaxation of the restrictions will allow parking that will act as traffic calming and help reduce the speed of traffic.</p> <p>It is not possible to move or add additional parking areas at this time. However, it is recommended the restrictions are implemented as proposed and if it is considered necessary, further restrictions can be considered as part of a future review.</p> <p>It would not be possible or appropriate to change the no waiting restriction to exclude Bank Holidays due to the nature of the restriction and signing regulations.</p> <p>Works to implement the bus gate are ongoing.</p>
<p><b>Recommendation</b> It is recommended that the proposals are implemented as advertised.</p>	

# Agenda Item 8

ENV6032-128 - Bickington Road, Barnstaple	
2 respondents – 1 resident of Orchard Terrace and 1 resident of Bickington	
Comments	Devon County Council Response
<p>2 respondents oppose the proposals.</p> <p><b>Objections:</b></p> <ul style="list-style-type: none"> <li>- Restrictions would have a negative impact on safety for disabled parking. - Isolated disabled car would be more prone to being hit by passing traffic.</li> <li>- Restrictions would increase traffic speed.</li> <li>- Parked vehicles slow traffic speed.</li> <li>- Restrictions would not increase road safety.</li> </ul> <p><b>Suggestions:</b></p> <ul style="list-style-type: none"> <li>- Could road through Bickington be made into a 20mph zone?</li> </ul>	<p><b>Reason for Proposal:</b> Introduce “No Waiting At Any Time” to improve road safety.</p> <p><b>Officer comments:</b> Parking is only permitted at locations where it does not cause an obstruction to traffic/pedestrians.</p> <p>The nature of the road in this location does not encourage parking and the restrictions have been proposed to mitigate any displacement from previous restrictions implemented Spring 2023.</p> <p>The Council has recently consulted Parish Councils on requests for 20mph schemes. We have not received a request for Bickington and would therefore suggest the respondent discusses this with the Parish Council.</p>
<p><b>Recommendation</b> It is recommended that the proposals are implemented as advertised.</p>	

ENV6032-82 - Boutport Street, Barnstaple	
2 respondents – 2 residents of Boutport Street	
Comments	Devon County Council Response
<p>1 respondent opposes the proposals. 1 respondent did not indicate whether they support or oppose the proposals.</p> <p><b>Objections:</b></p> <ul style="list-style-type: none"> <li>- Restrictions would have a negative impact on access for deliveries.</li> </ul> <p><b>Questions/Additional Info:</b></p> <ul style="list-style-type: none"> <li>- Do proposals affect the loading bays outside the Queens Theatre?</li> </ul>	<p><b>Reason for Proposal:</b> Introduce "Loading Only At Any Time (Exemption for Queens Theatre Permit Holders)" for existing Loading Bay to improve access to the Queens Theatre.</p> <p><b>Officer comments:</b> The proposed bay will be dual use so anyone can use it for loading/unloading but vehicles essential to the operation of the theatre would be permitted to park with a permit issued by the Theatre.</p>
<p><b>Recommendation</b> It is recommended that the proposals are implemented as advertised.</p>	

**ENV6032-84 - Paternoster Row, Barnstaple**  
**2 respondents - 2 residents of Boutport Street**

Comments	Devon County Council Response
<p>1 respondent supports the proposals. 1 respondent did not indicate whether they support or oppose the proposals.</p> <p><b>Suggestions:</b></p> <ul style="list-style-type: none"> <li>- Provide more provision for local businesses for loading.</li> </ul> <p><b>Questions/Additional Info:</b></p> <ul style="list-style-type: none"> <li>- Resident would like to apply for an exemption certificate to allow them half an hour loading.</li> </ul>	<p><b>Reason for Proposal:</b>            Introduce “No Waiting At Any Time” and “No Loading At Any Time” on both sides of the road to improve access to Barnstaple Parish Church.</p> <p><b>Officer comments:</b>            It is recognised that there may be a need for loading within the road and therefore it is recommended not to proceed with the No Loading at any Time restriction. It should be noted that any vehicles causing obstruction are still committing an offence which is why it is recommended to implement the No Waiting At Any Time.</p>

**Recommendation:**  
 It is recommended that only the No Waiting At Any Time is implemented.

**ENV6032-124 – Vicarage Lawn, Barnstaple**  
**2 respondents - 2 residents of Vicarage Lawn**

Comments	Devon County Council Response
<p>2 respondents oppose the proposal.</p> <p><b>Objections:</b></p> <ul style="list-style-type: none"> <li>- There is already a lack of parking</li> </ul> <p><b>Suggestions:</b></p> <ul style="list-style-type: none"> <li>- Create more parking by removing all one hour no return parking in permit holder C or adding new parking outside Barrow Clark furniture store, which is currently in daily use as free disabled parking on double yellow lines.</li> </ul>	<p><b>Reason for Proposal:</b>            Introduce “No Waiting At Any Time” in front of the access of the garage belonging to No 49 Vicarage Street, between Residents Parking Bays to prevent obstructive parking.</p> <p><b>Officer comments:</b>            Parking is only permitted at locations where it does not cause an obstruction to traffic, and it is not appropriate for parking to block access to the garage.</p>

**Recommendation:**  
 It is recommended that the proposals are implemented as advertised.

# Agenda Item 8

**ENV6032-79 - Victoria Lawn, Barnstaple**

**30 respondents – 9 residents of Victoria Close, 17 residents of Victoria Lawn and 4 residents of Victoria Street**

<b>Comments</b>	<b>Devon County Council Response</b>
<p>32 respondents oppose the proposals.</p> <p><b>Objections:</b></p> <ul style="list-style-type: none"><li>- Reducing available parking would create problems for residents.</li><li>- Restrictions would:<ul style="list-style-type: none"><li>- have a negative impact on residents</li><li>Restriction would have a negative impact on the value of properties.</li><li>- not solve parking issues/dangerous parking.</li><li>- just move parking issues/make issues worse.</li><li>- force resident to park even further away causing safety concerns.</li><li>- have a knock-on effect on parking in surrounding streets.</li><li>- exacerbate conflict between residents.</li><li>- lead to people having to pay for parking.</li></ul></li><li>- Existing restrictions are not enforced.</li><li>- There are no issues:</li><li>- Refuse collection vehicles do not access the street.</li><li>- Households have multiple cars.</li><li>- There is already a lack of parking.</li><li>- Resident needs parking close to home.</li><li>- No alternative parking available.</li><li>- Resident needs car due to poor public transport services.</li></ul> <p><b>Suggestions:</b></p> <ul style="list-style-type: none"><li>- Introduce parking permits (Allocate only 1 per house)</li><li>- Victoria Street is made into residents parking only and more permit parking spaces at Victoria Street/Victoria Lawn end are made available to local residents.</li><li>- Extending the double yellow line by one car length will improve the entrance to Victoria Lawn.</li><li>- Implement DYL on Victoria Lawn on opposite side of the road.</li><li>- Knock down garages and make better parking spaces.</li><li>- Make changes to the Portmarsh Lane Car Park</li><li>- Just introduce the original restrictions on the very corners</li><li>- Enforcing the parking restrictions at the junction.</li></ul>	<p><b>Reason for Proposal:</b></p> <p>Extend “No Waiting At Any Time” to No 3 Victoria Lawn and introduce “No Waiting At Any Time” between No 5 and No 7 Victoria Lawn to prevent obstructive parking.</p> <p><b>Officer comments:</b></p> <p>Parking is only permitted at locations where it does not cause an obstruction to traffic, and we have received reports that parking causes issues for refuse collection.</p> <p>However it is recognised there is a high demand for parking in the road and therefore it is recommended that a site visit is carried out to investigate whether there is scope to relax the restrictions.</p> <p>A residents parking scheme falls outside the scope of these proposals and would require significant community support and resourcing, which is not something the council can progress at this time.</p> <p>The Portmarsh Lane Car Park is the responsibility of North Devon District Council and outside the jurisdiction of the County Council.</p> <p>It is recommended that the respondent discusses changes in Vicarage Lawn with the local County Councillor to identify whether changes can be made as part of a future review.</p>

<p><b>Questions/Additional Info:</b></p> <ul style="list-style-type: none"> <li>- Resident has requested permit parking.</li> <li>- Resident reports commuter parking.</li> <li>- Resident reports parking by visitors and employees of nearby businesses.</li> </ul>	
<p><b>Recommendation:</b></p> <p>It is recommended that a site meeting is undertaken with the local County Councillor to review objections and the site prior to making a decision on whether the advertised restriction (or any part of that restriction) should be progressed with the final decision delegated to the Director of Climate Change, Environment and Transport in consultation with the local County Councillor and HATOC Chair.</p>	

ENV6032-226 - Church Road, Ilfracombe	
2 respondents – 1 resident of Worth Road and 1 resident of Osborne Road	
Comments	Devon County Council Response
<p>1 respondent supports and 1 respondent opposed the proposals.</p> <p><b>Objections:</b></p> <ul style="list-style-type: none"> <li>- Restrictions would               <ul style="list-style-type: none"> <li>- have a knock-on effect on parking in surrounding streets.</li> <li>- move obstructive parking to surrounding streets.</li> <li>- reduce available parking.</li> <li>- make parking issues worse.</li> <li>- just move parking issues.</li> </ul> </li> </ul> <p><b>Suggestions:</b></p> <ul style="list-style-type: none"> <li>- If implemented, ensure enforcement.</li> <li>- A comprehensive parking plan for this area.</li> </ul>	<p><b>Reason for Proposal:</b></p> <p>Change “No Waiting 10am-6pm Between 15 March and 31 October” to “No Waiting At Any Time” on both the sides of the road to prevent obstructive parking.</p> <p><b>Officer comments:</b></p> <p>Support noted.</p> <p>Parking is only permitted at locations where it does not cause an obstruction to traffic.</p> <p>However it is recognised there is a demand for parking in the road and therefore it is recommended that a site visit is carried out to investigate whether there is scope to relax the restrictions.</p>
<p><b>Recommendation:</b></p> <p>It is recommended that a site meeting is undertaken with the local County Councillor to review objections and the site prior to making a decision on whether the advertised restriction (or any part of that restriction) should be progressed with the final decision delegated to the Director of Climate Change, Environment and Transport in consultation with the local County Councillor and HATOC Chair.</p>	

# Agenda Item 8

## ENV6032-229 - Fore Street, Ilfracombe

1 respondent – 1 resident of Worth Road

Comments	Devon County Council Response
1 respondent supports the proposals.	<p><b>Reason for Proposal:</b> Change Access Protection Marking to “No Waiting At Any Time” at No 49 Fore Street to prevent obstructive parking.</p> <p><b>Officer comments:</b> Support noted.</p>
<p><b>Recommendation:</b> It is recommended that the proposals are implemented as advertised.</p>	

## ENV6032-228 - High Street, Ilfracombe

1 respondent – 1 resident of Worth Road

Comments	Devon County Council Response
<p>1 respondent supports the proposals.</p> <p><b>Suggestions:</b></p> <ul style="list-style-type: none"> <li>- If implemented, ensure enforcement.</li> </ul>	<p><b>Reason for Proposal:</b> Introduce ‘Loading Only’ in front of No. 58 High Street to improve access to business.</p> <p><b>Officer comments:</b> Support noted.</p> <p>The restriction will be enforced by Devon County Councils’ Civil Enforcement Officers.</p>
<p><b>Recommendation:</b> It is recommended that the proposals are implemented as advertised.</p>	

## ENV6032-227 - Princess Avenue, Ilfracombe

1 respondent – 1 resident from Worth Road

Comments	Devon County Council Response
<p>1 respondent supports the proposals.</p> <p><b>Suggestions:</b></p> <ul style="list-style-type: none"> <li>- If implemented, ensure enforcement.</li> </ul>	<p><b>Reason for Proposal:</b> Introduce two disabled bays on the northern end of the southern school keep clear (east side of the road) and introduce “No Loading Mon-Fri 8.30am – 9.15am and 3pm-3.30pm” restriction on the east side to improve parking provision and prevent obstructive parking.</p> <p><b>Officer comments:</b> Support noted.</p> <p>The restriction will be enforced by Devon County Council Civil Enforcement Officers.</p>
<p><b>Recommendation</b> It is recommended that the proposals are implemented as advertised.</p>	

**ENV6032-225 - St Brannocks Road, Ilfracombe**  
**10 respondents – 8 residents of St Brannocks Road, 1 resident of Worth Road and 1 resident of Burrow Road**

Comments	Devon County Council Response
<p>2 respondents support and 8 respondents oppose the proposals.</p> <p><b>Objections:</b></p> <ul style="list-style-type: none"> <li>- Resident needs parking for visitors/essential visitors.</li> <li>- There are no issues with parked cars/overnight parking.</li> <li>- Parked vehicles slow traffic speed.</li> <li>- Restrictions would increase traffic speed.</li> <li>- Parked vehicles reduce issues associated with speeding.</li> <li>- Resident needs parking close to home.</li> <li>- Residents would not be able to park overnight.</li> <li>- There is already a lack of parking.</li> <li>- No alternative parking available.</li> <li>- Restrictions would force resident to park even further away.</li> <li>- Safety concerns about having to park further away.</li> <li>- Restrictions would have a knock-on effect on parking in surrounding streets.</li> <li>- Restrictions would just move parking issues.</li> <li>- Restrictions will not stop people from parking.</li> <li>- Existing restrictions are ignored.</li> <li>- Restrictions would have a negative impact on residents.</li> <li>- Restrictions would cause road safety issues.</li> <li>- Bus is causing obstruction:</li> <li>- Congestion caused by bus stop in combination with parked cars on the opposite side of the road.</li> <li>- There is little traffic in winter months.</li> <li>- Spaces are used mainly by visitors of the medical centre.</li> </ul> <p><b>Supporting arguments:</b></p> <ul style="list-style-type: none"> <li>- Existing restrictions are not effective.</li> </ul> <p><b>Suggestions:</b></p> <ul style="list-style-type: none"> <li>- Relocate bus stop, widen the road or create lay by</li> <li>- If implemented, enforce it.</li> <li>- Compensation should be made to the residents affected.</li> </ul> <p><b>Questions/Additional Info:</b></p> <ul style="list-style-type: none"> <li>- Where are residents supposed to park?</li> <li>- Resident reports speeding and inconsiderate driving.</li> </ul>	<p><b>Reason for Proposal:</b>            Change “No waiting 10am-6pm between 15 Mar and 31 Oct” to “No Waiting At Any Time” to prevent obstructive parking.</p> <p><b>Officer comments:</b>            Support noted.</p> <p>Parking is only permitted at locations where it does not cause an obstruction to traffic, and it is considered that the parking here impacts on the congestion.</p> <p>However, it is recognised that the volume of traffic overnight will be at a lower level and therefore it is recommended the proposed No Waiting At Any Time be relaxed to No Waiting 10am – 6pm all year.</p> <p>It would not be appropriate to install a bus layby and it is accepted that the bus may briefly hold up traffic as it picks up and sets down passengers.</p>
<p><b>Recommendation:</b>            It is recommended the proposed No Waiting At Any Time be relaxed to No Waiting 10am – 6pm all year.</p>	

# Agenda Item 8

ENV6032-92 - The Quay, Ilfracombe 1 respondent – 1 resident of Worth Road	
Comments	Devon County Council Response
<p>1 respondent supports the proposals.</p> <p><b>Suggestions:</b></p> <ul style="list-style-type: none"> <li>- The Quay should be pedestrianised.</li> </ul>	<p><b>Reason for Proposal:</b> Change western end of Loading Only Bay to “No Waiting At Any Time” and “No Loading At Any Time” to reduce obstructive parking within the loading bay.</p> <p><b>Officer comments:</b> Support noted.</p> <p>Pedestrianisation of The Quay is a bigger scheme that would fall outside the scope of these proposals. However it would impact access to the Pier car park at the end of The Quay.</p>
<p><b>Recommendation:</b> It is recommended that the proposals are implemented as advertised.</p>	

ENV6032-214 - Seven Acre Lane, Braunton 2 respondents – 2 residents of Higher Park Road	
Comments	Devon County Council Response
<p>1 respondent supports and 1 respondent opposes the proposals.</p> <p><b>Objections:</b></p> <ul style="list-style-type: none"> <li>- Restrictions are not necessary or appropriate.</li> <li>- There are no issues (with access/parked cars/road safety)</li> <li>- Restrictions would not <ul style="list-style-type: none"> <li>- increase road safety.</li> <li>- improve visibility.</li> <li>- be enforced 24/7</li> </ul> </li> <li>- Restrictions would have a negative impact on residents.</li> <li>- increase in number of dwellings without the consideration for sufficient parking.</li> <li>- Issues arise due to design of the junction.</li> </ul> <p><b>Suggestions:</b></p> <ul style="list-style-type: none"> <li>- Ban parking on the whole of the lane.</li> </ul>	<p><b>Reason for Proposal:</b> Introduce “No Waiting At Any Time” on the junction of Seven Acre Lane with Higher Park Road to improve visibility and prevent obstructive parking.</p> <p><b>Officer comments:</b> Support noted.</p> <p>Parking is only permitted at locations where it does not cause an obstruction to traffic. Vehicles should not park around a junction as detailed in the Highway Code.</p> <p>It is considered that removal of parking at the junction is necessary to ensure there is sufficient visibility for traffic to safely travel around the corner.</p>
<p><b>Recommendation:</b> It is recommended that the proposals are implemented as advertised.</p>	



**ENV6032-60 - Toms Field, Croyde**  
**7 respondents – 1 resident of Toms Field, 1 resident of Quantocks, 4 residents of Lane Head Close and 1 resident of Penny Hill**

Comments	Devon County Council Response
<p>1 respondent supports the proposals.                      6 respondents oppose the proposals.</p> <p><b>Support:</b>                      Respondent initiated the request on behalf of residents of Toms Field.</p> <p><b>Objections:</b></p> <ul style="list-style-type: none"> <li>- There are no issues (with access/parked cars/road safety)</li> <li>- Restrictions are not necessary.</li> <li>- Visitors would be prevented from parking.</li> <li>- Parking slows traffic speeds and increase road safety.</li> <li>- Proposals would have a negative impact on the character of the road.</li> <li>- There is very limited traffic.</li> <li>- Proposals are based on complaints of a single homeowner.</li> <li>- Restrictions would reduce available parking and have a knock-on effect on parking in surrounding streets.</li> </ul>	<p><b>Reason for Proposal:</b>                      Extend “No Waiting At Any Time” restriction on both sides of the road to prevent obstructive parking.</p> <p><b>Officer comments:</b>                      After considering the comments submitted and reviewing the road layout it is considered that the proposed restrictions could be relaxed. Therefore, <b>it is recommended to prohibit parking at problem locations (in the northern turning head and around the junction with the western spur).</b></p>
<p><b>Recommendation</b>                      It is recommended that the proposals are relaxed and restrictions are only introduced to protect the northern turning head and the junction with the western spur (around no. 1) and outside no. 9.</p>	

**ENV6032-138 - Longland Lane, Georgeham**  
**2 respondents – 1 resident of Longland Lane and 1 resident of Spreacombe**

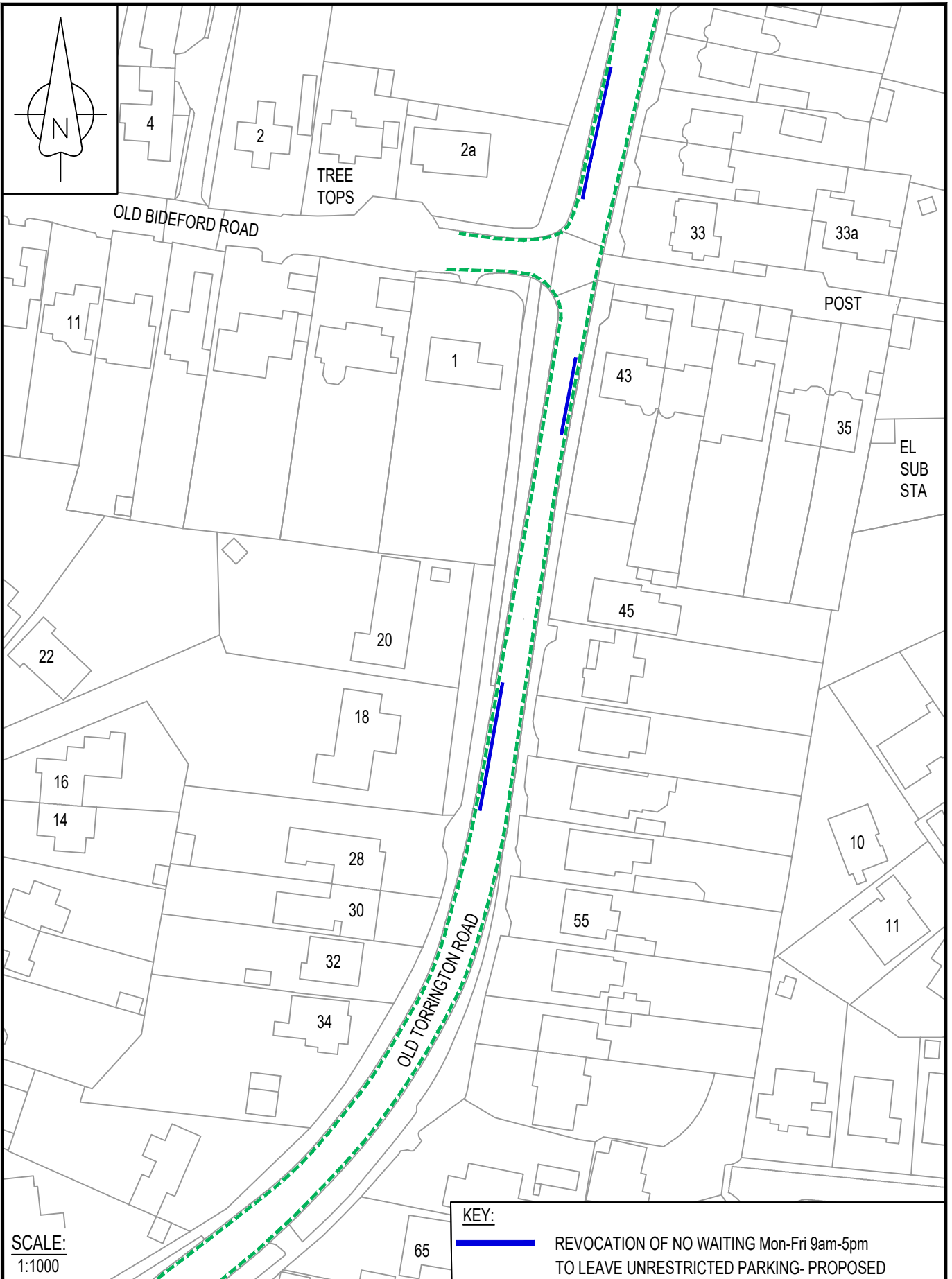
Comments	Devon County Council Response
<p>2 respondents support the proposals.</p> <p><b>Supporting arguments:</b></p> <ul style="list-style-type: none"> <li>- Resident reports pavement/footpath frequently being obstructed by parked vehicles.</li> <li>- Parked vehicles cause obstruction.</li> </ul> <p><b>Suggestions:</b></p> <ul style="list-style-type: none"> <li>- The no parking zone needs to be extended to the entrance of No.26 and double yellow lines to clearly enforce the no waiting zone.</li> </ul>	<p><b>Reason for Proposal:</b>                      Introduce “No Waiting At Any Time” at the junction of Longland Lane and Rock Hill to improve visibility and prevent obstructive parking.</p> <p><b>Officer comments:</b></p> <p>Support noted.</p> <p>The no waiting restrictions cannot be extended at this stage but can be monitored and if problems arise further changes can be considered as part of a future review.</p>
<p><b>Recommendation</b>                      It is recommended that the proposals are implemented as advertised.</p>	

# Agenda Item 8

**ENV6032-148 - Wrafton Road, Wrafton**

**3 respondents – 2 residents of Capern Close and 1 resident of Moor Lea**

<b>Comments</b>	<b>Devon County Council Response</b>
<p>3 respondents support the proposals.</p> <p><b>Supporting arguments:</b></p> <ul style="list-style-type: none"> <li>- Restrictions would improve road safety.</li> <li>- Current parking behaviour creates potential road safety issues.</li> <li>- Existing restrictions are not effective.</li> <li>- Parking at school arrival and departure time and volume of traffic make it difficult to navigate the road.</li> </ul> <p><b>Suggestions:</b></p> <ul style="list-style-type: none"> <li>- Lines to be extended towards Travis Perkins yard or an additional line placed halfway between proposed restrictions and T/P's yard to allow a passing place.</li> <li>- Double yellow lines in Lower Park Rd at junction with Barnfield Rd o/side Tyspane.</li> </ul> <p><b>Questions/Additional Info:</b></p> <ul style="list-style-type: none"> <li>- How would restrictions be implemented and managed?</li> </ul>	<p><b>Reason for Proposal:</b> Extend “No Waiting At Any Time” on both sides of the road to improve access to/at Braunton Academy</p> <p><b>Officer comments:</b> Support noted.</p> <p>It is not possible to extend the restrictions at this time. However, it is recommended the restrictions are implemented as proposed and if it is considered necessary, further restrictions can be considered as part of a future review.</p> <p>There are restrictions at the junction of Barnfield Road and Lower Park Road</p> <p>The restriction will be marked with double yellow lines and will be enforced by Devon County Council Civil Enforcement Officers.</p>
<p><b>Recommendation</b> It is recommended that the proposals are implemented as advertised.</p>	



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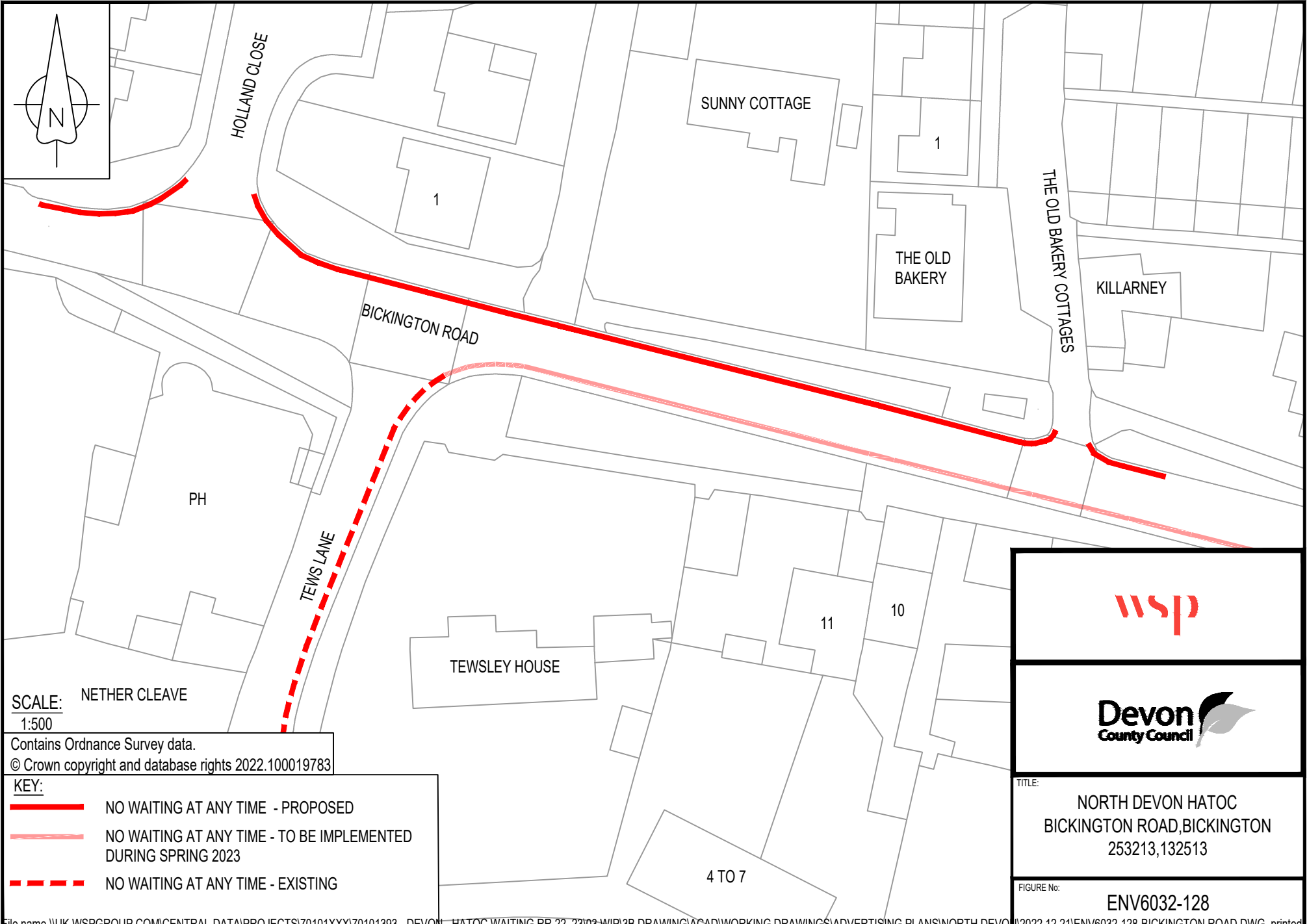
KEY:

- REVOCATION OF NO WAITING Mon-Fri 9am-5pm TO LEAVE UNRESTRICTED PARKING- PROPOSED
- - - NO WAITING MON-FRI 9am-5pm - EXISTING



TITLE:  
NORTH DEVON HATOC  
OLD TORRINGTON ROAD, STICKLEPATH  
254687 160013  
Page 20

FIGURE No:  
ENV6032-213



SCALE: NETHER CLEAVE  
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**KEY:**

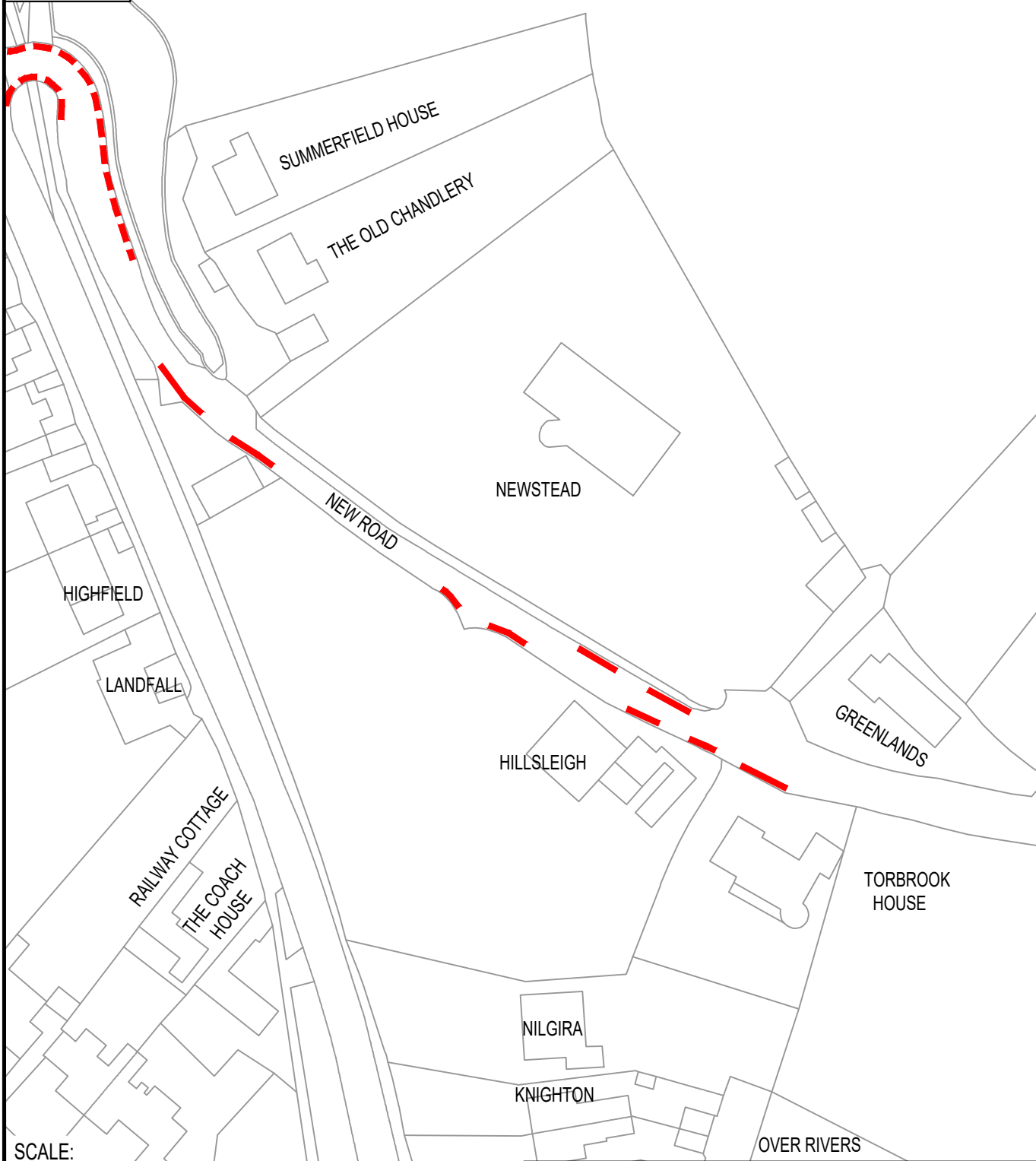
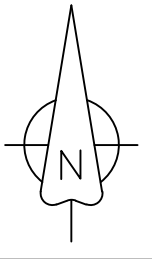
	NO WAITING AT ANY TIME - PROPOSED
	NO WAITING AT ANY TIME - TO BE IMPLEMENTED DURING SPRING 2023
	NO WAITING AT ANY TIME - EXISTING







TITLE:  
NORTH DEVON HATOC  
BICKINGTON ROAD, BICKINGTON  
253213, 132513

FIGURE No:  
ENV6032-128



SCALE:  
1:1000

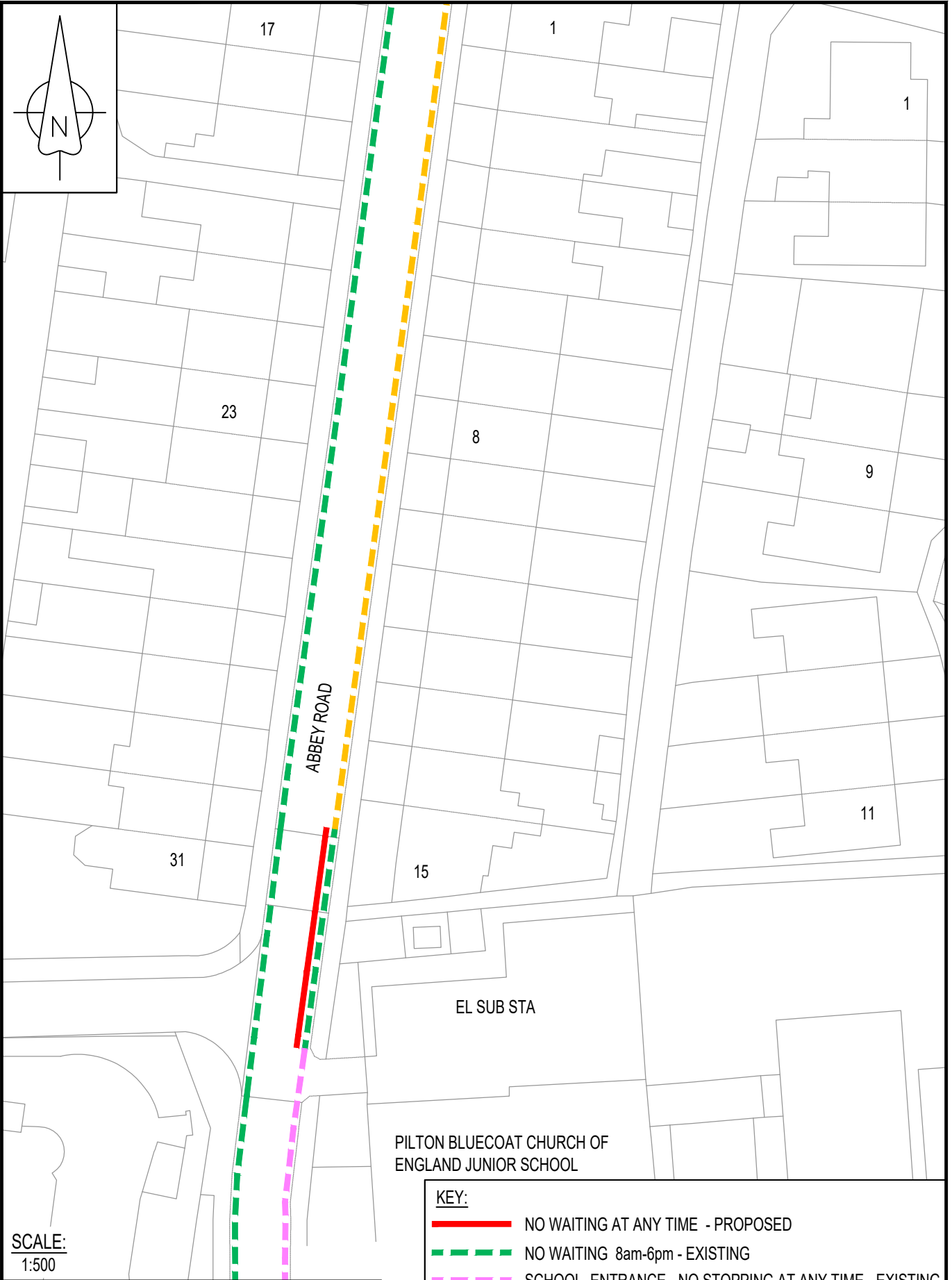
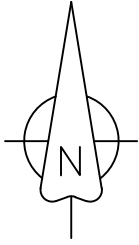
Contains Ordnance Survey data.  
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KEY:	
	NO WAITING AT ANY TIME - PROPOSED
	NO WAITING AT ANY TIME - EXISTING



TITLE:  
NORTH DEVON HATOC  
NEW ROAD, INSTOW  
247414.160240  
Page 31

FIGURE No:  
ENV6032-137



SCALE:  
1:500

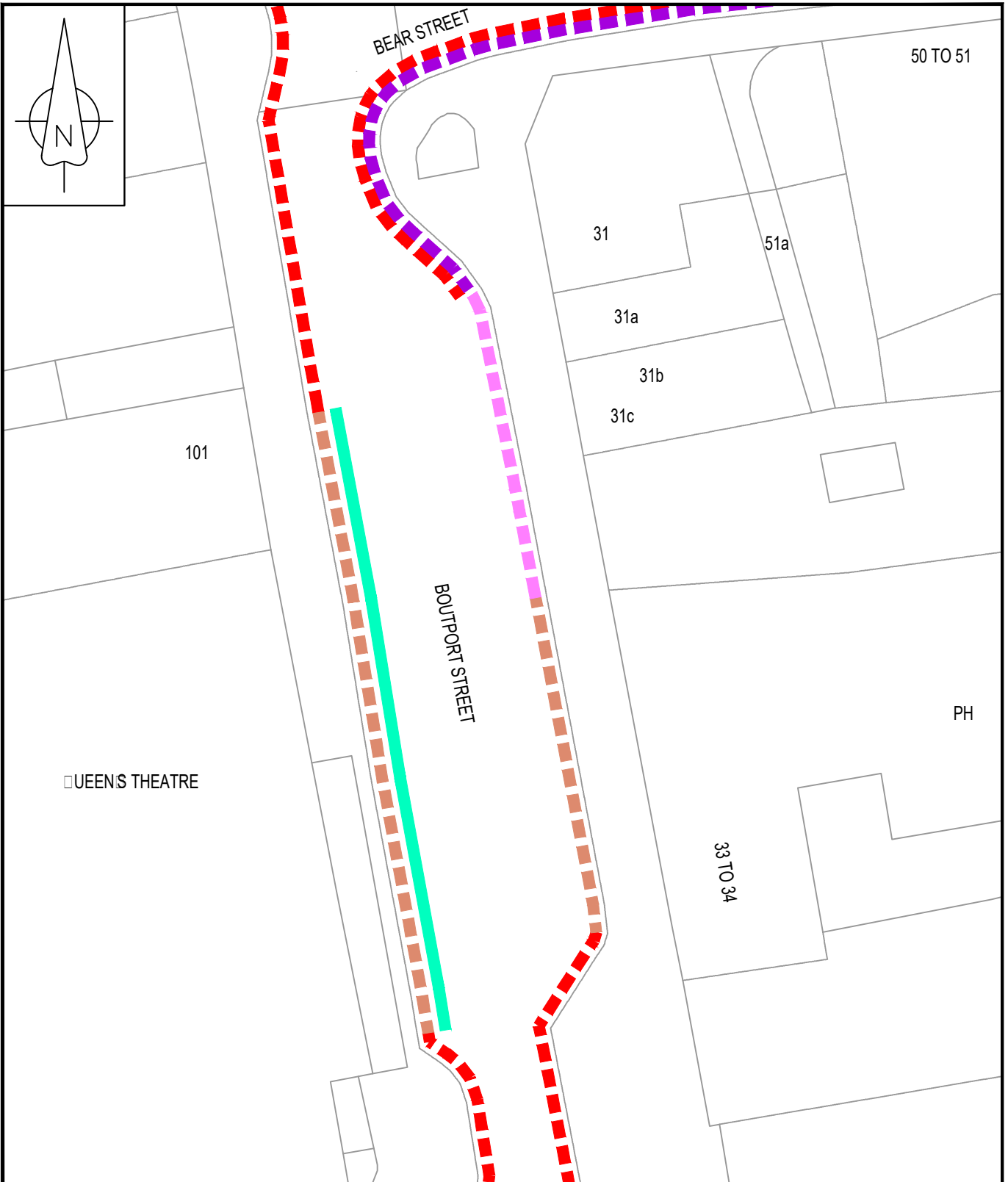
Contains Ordnance Survey data.  
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KEY:	
	NO WAITING AT ANY TIME - PROPOSED
	NO WAITING 8am-6pm - EXISTING
	SCHOOL ENTRANCE - NO STOPPING AT ANY TIME - EXISTING
	RESIDENTS PARKING 8am-6pm ZONE A - EXISTING



TITLE:  
NORTH DEVON HATOC  
ABBEY ROAD, BARNSTAPLE  
255461133969  
Page 32

FIGURE No:  
ENV6032-99

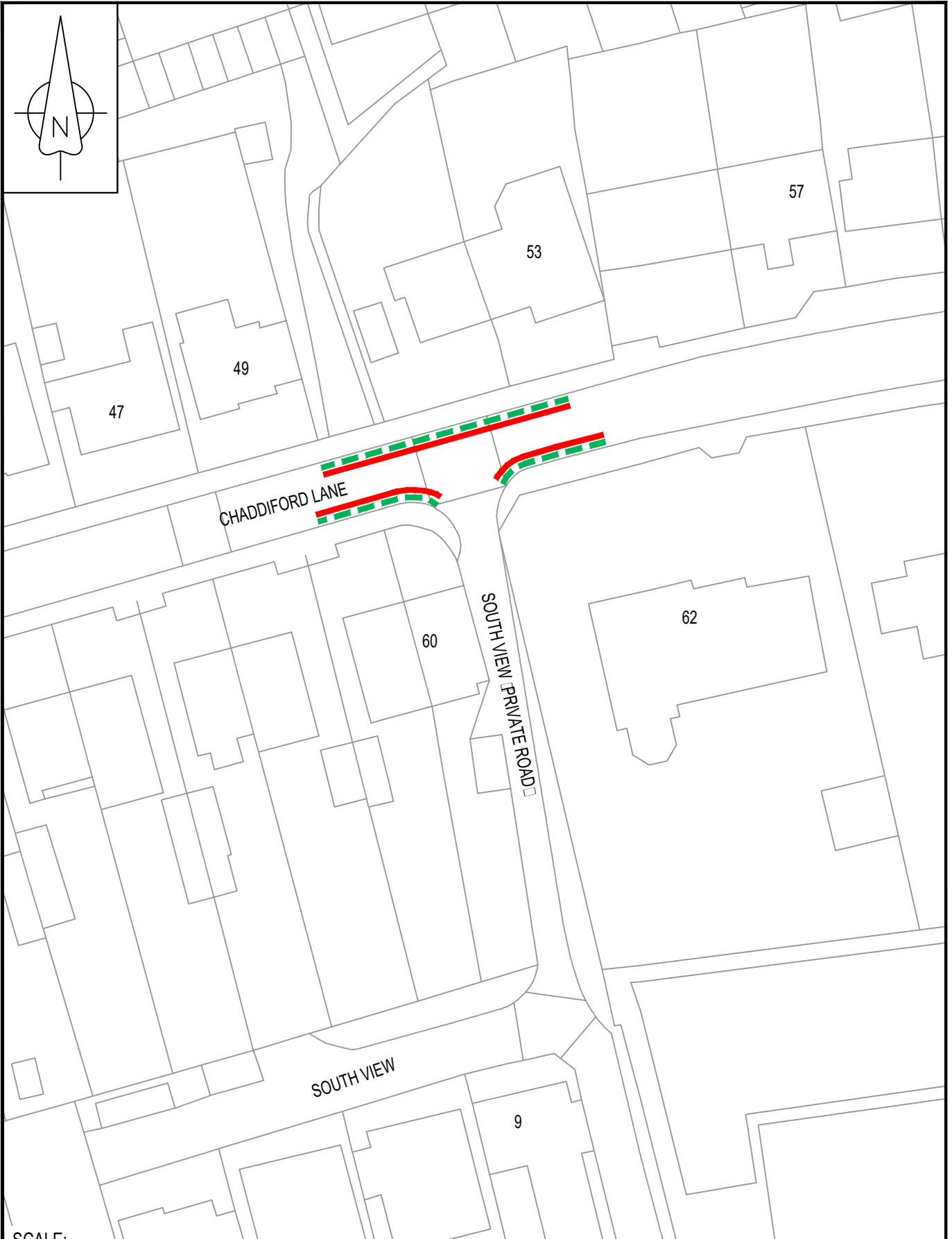
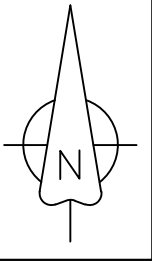


**KEY:**

	LOADING ONLY AT ANY TIME (Exemption for Queens Theatre Permit Holders) - PROPOSED
	NO WAITING AT ANY TIME - EXISTING
	DISABLED BADGE HOLDERS ONLY AT ANY TIME MAXIMUM STAY 3 HOURS - EXISTING
	NO LOADING AT ANY TIME - EXISTING
	LOADING ONLY AT ANY TIME - EXISTING

**SCALE:**  
1:250



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SCALE:  
1:500

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KEY:

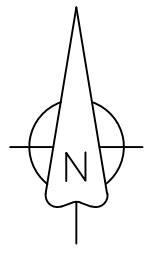
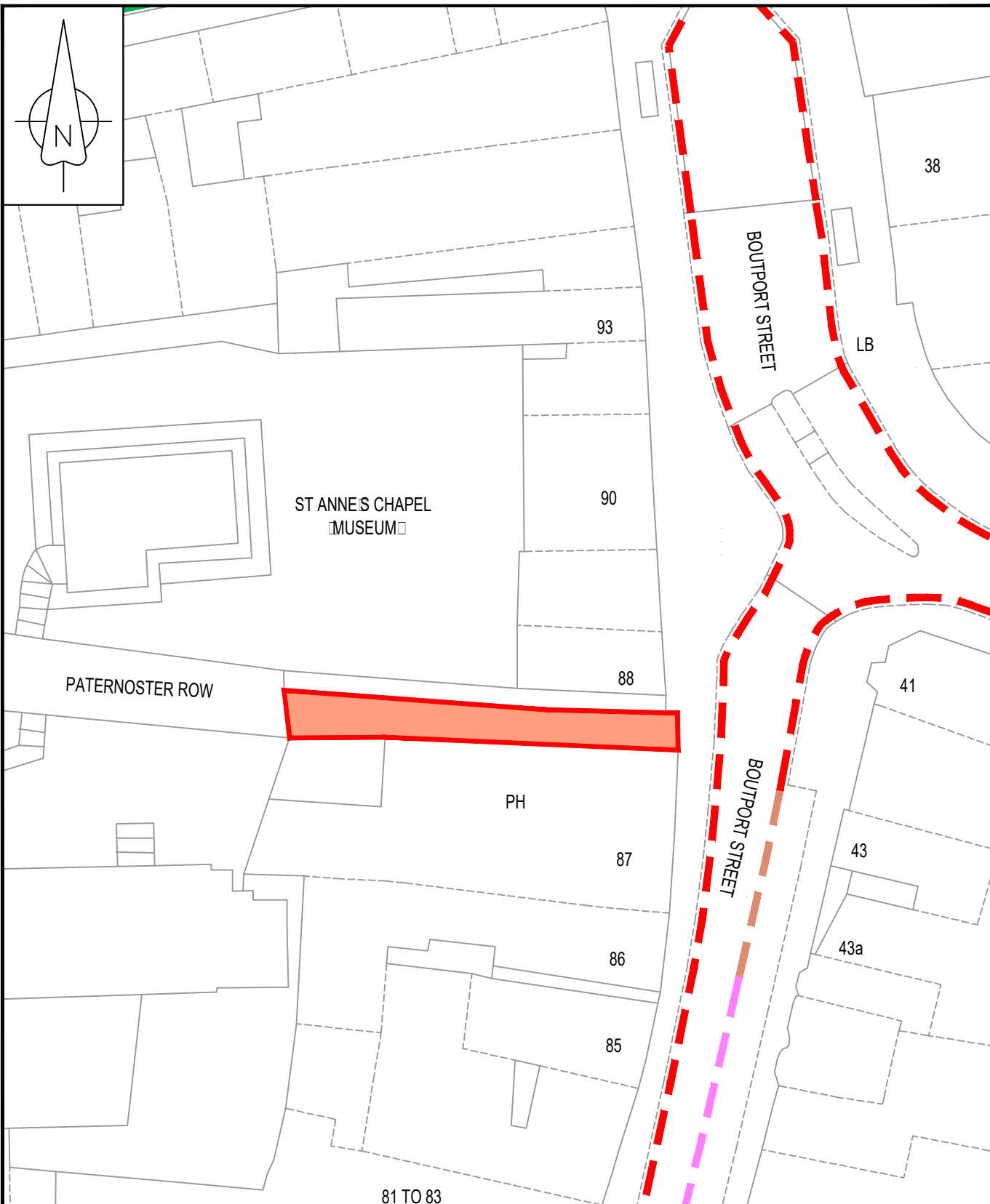
-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING MON-SAT 8am - 6pm - EXISTING



TITLE:  
NORTH DEVON HATOC  
CHADDIFORD LANE, BARNSTAPLE  
254959 184173  
Page 34





FIGURE No:  
ENV6032-107





SCALE:  
1:400

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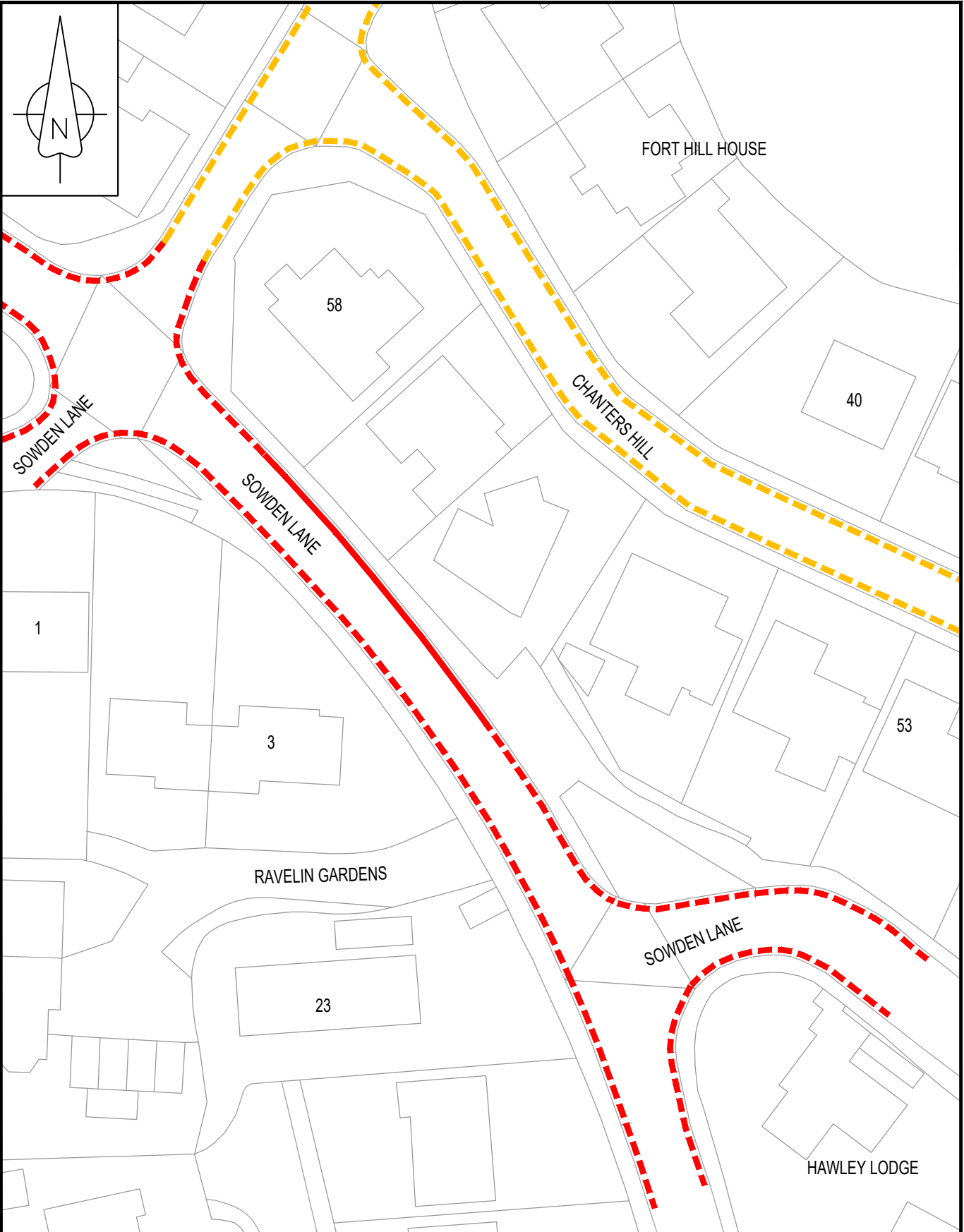
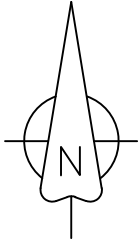
KEY:	
	RESTRICTED PARKING □ONE-NO WAITING AND NO LOADING AT ANY TIME - PROPOSED
	NO WAITING AT ANY TIME - EXISTING
	DISABLED PARKING MAXIMUM STAY 3 HOURS NO RETURN WITHIN 3 HOURS - EXISTING
	LOADING ONLY AT ANY TIME - EXISTING



TITLE:  
 NORTH DEVON HATOC  
 PATERNOSTER ROW, BARNSTAPLE  
 255017, 100005  
 Page 35

FIGURE No:  
 ENV6032-84




File name C:\USERS\INGR0502\1\DESKTOP\WSP\HATOC PROJECT\CAD\WORKING DRAWINGS\ADVERTISING PLANS\NORTH DEVON\ENV6032-100-SOWDEN LANE - BARNSTAPLE.DWG, printed on 02 December 2022 08:41:57, by Rajasekhar, Gaddavaleasa



SCALE:  
1:500

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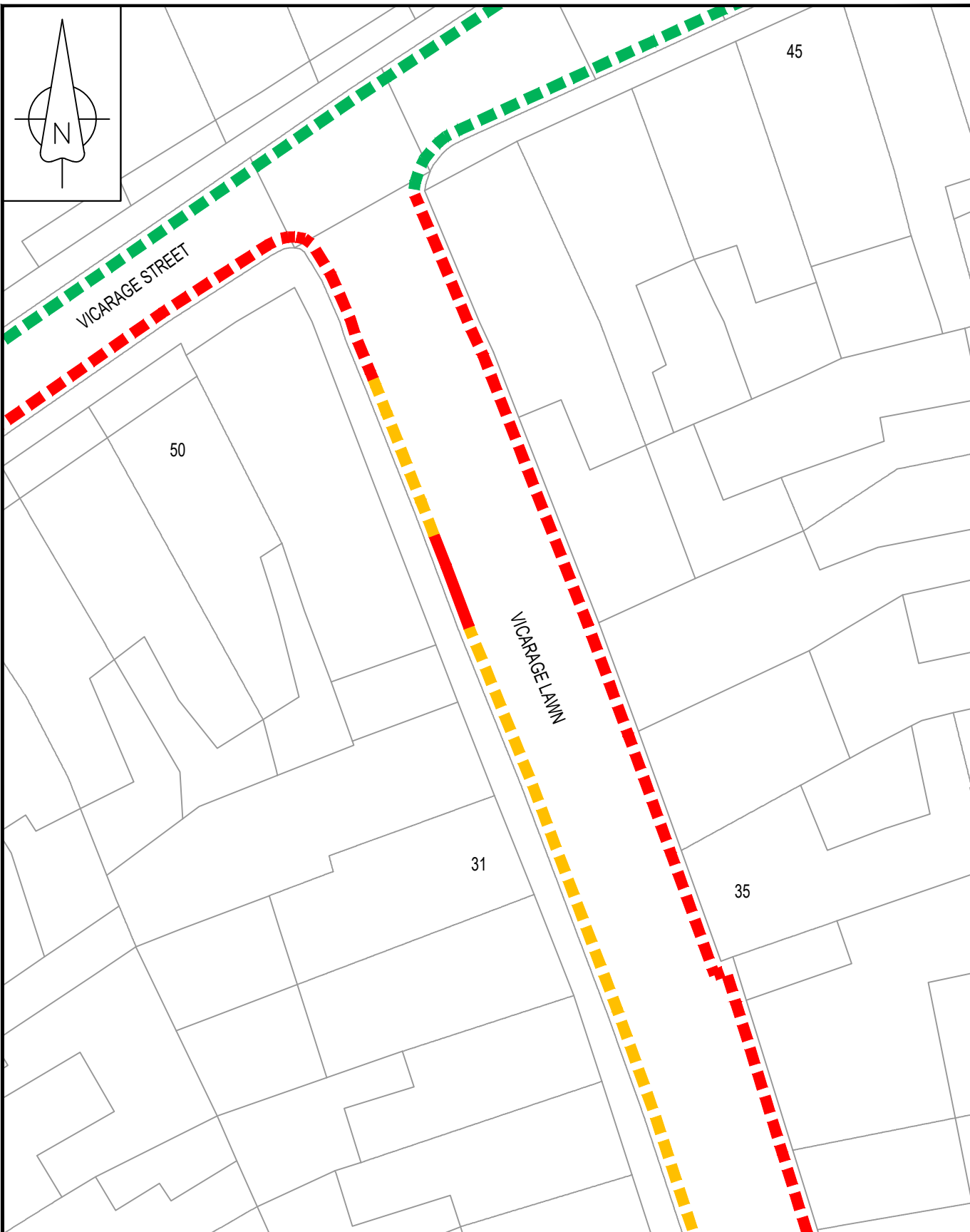
**KEY:**

-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING
-  RESIDENTS PARKING (ZONAL) MON-FRI 8am-5pm  
ZONE K2 - EXISTING



TITLE:  
NORTH DEVON HATOC  
SOWDEN LANE, BARNSTAPLE  
256802/133118  
Page 36

FIGURE No:  
ENV6032-100



SCALE:  
1:250

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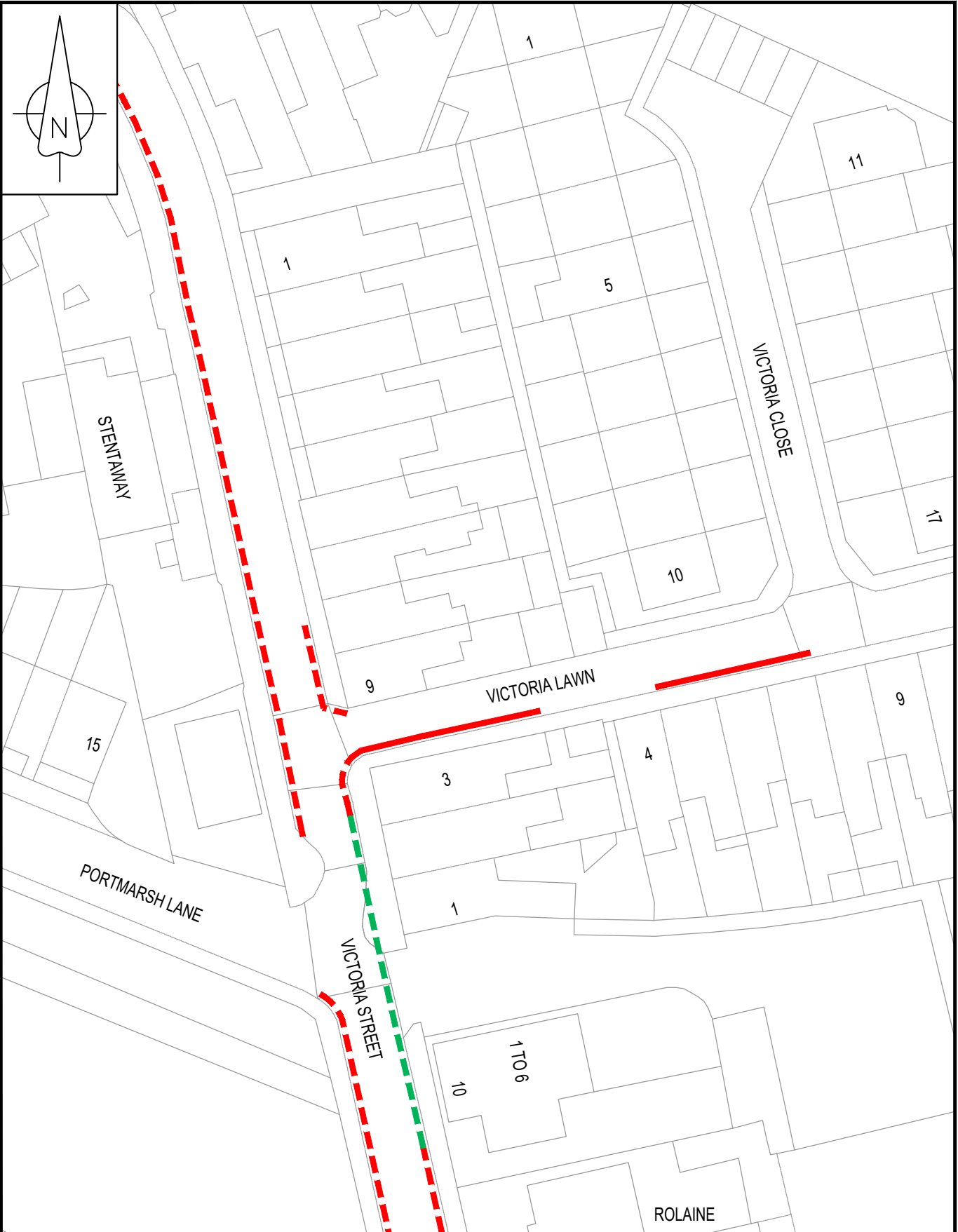
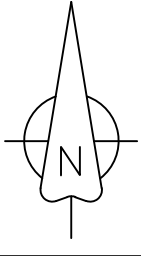
KEY:	
	NO WAITING AT ANY TIME - PROPOSED
	NO WAITING 8am - 6pm - EXISTING
	RESIDENTS PARKING AT ANY TIME ONE C - EXISTING
	NO WAITING AT ANY TIME - EXISTING



TITLE:  
 NORTH DEVON HATOC  
 VICARAGE LAWN, BARNSTAPLE  
 256020, 100197  
 Page 37

FIGURE No:  
 ENV6032-124




File name C:\USERS\INGR0502\1\DESKTOP\WSP\HATOC PROJECT\CAD\WORKING DRAWINGS\ADVERTISING PLANS\NORTH DEVON\ENV6032-79- VICTORIA LAWN,BARNSTAPLE NORTH.DWG, printed on 01 December 2022 19:19:24, by Rajasekhar, Gaddavala



SCALE:  
1:500

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KEY:

-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING
-  NO WAITING AT 8am-6pm - EXISTING



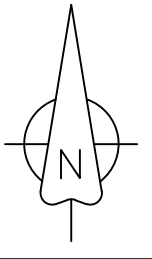
TITLE:

NORTH DEVON HATOC  
VICTORIA LAWN, BARNSTAPLE  
256576 182673  
Page 38

FIGURE No:

ENV6032-79

File name C:\USERS\INGR0502\1\DESKTOP\WSP\HATOC PROJECT\ACAD\WORKING DRAWINGS\ADVERTISING PLANS\NORTH DEVON\ENV6032-226-CHURCH STREET-ILFRACOMBE.DWG, printed on 14 December 2022 10:42:29, by Rajasekhar, Gaddavalasa



HOLLY COTTAGE

TRINITY COURT

CHURCH ROAD

10

9

3

1

5

2

1

17

16

14

GARDEN OF REMEMBRANCE




WAR MEML

CHURCH STREET

SCALE:  
1:500

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KEY:

-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING
-  NO WAITING 10am-6pm BETWEEN 15 MAR AND 31 OCT - EXISTING



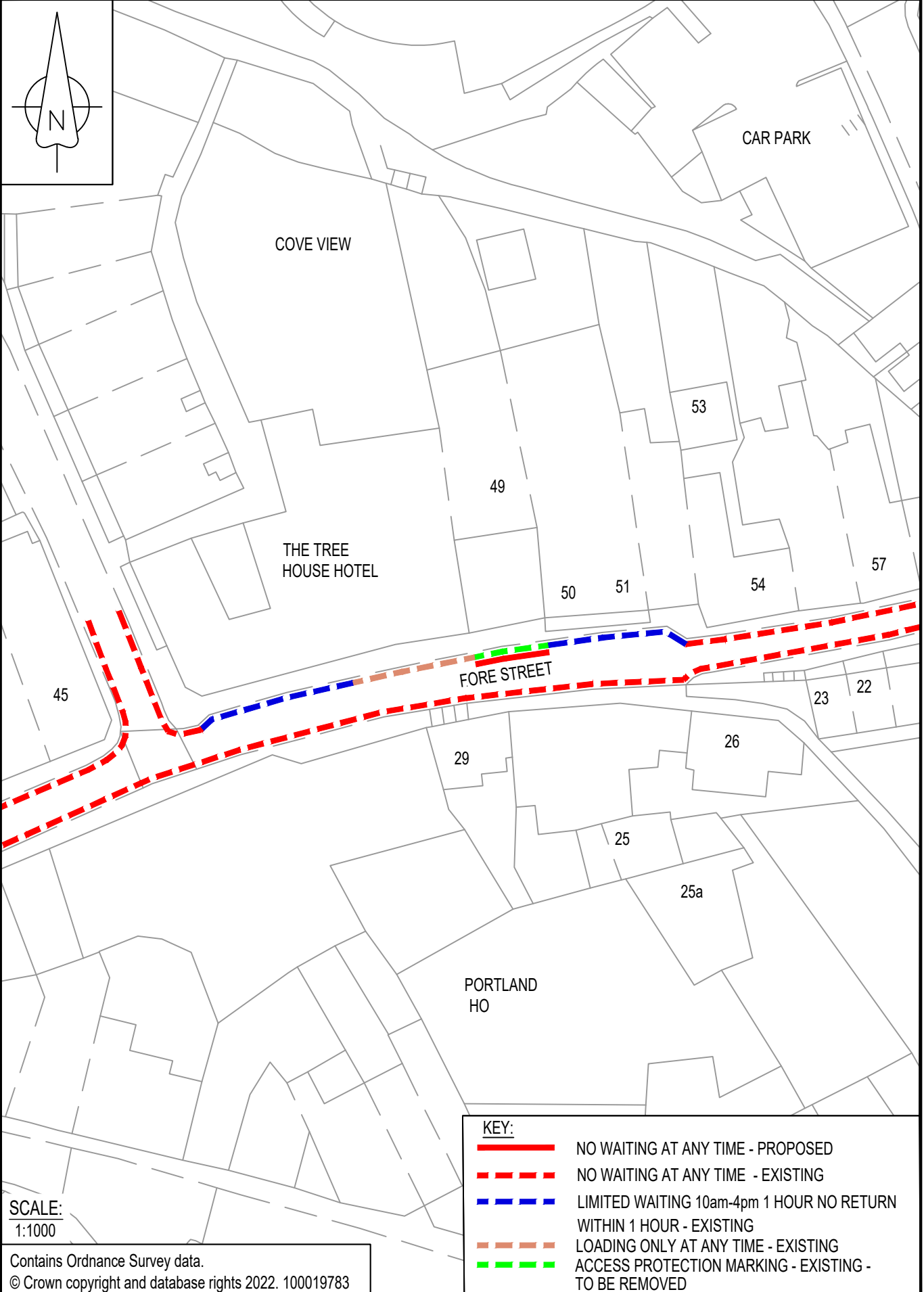
TITLE:

NORTH DEVON HATOC  
CHURCH ROAD, ILFRACOMBE

251469, 147619  
Page 39

FIGURE No:

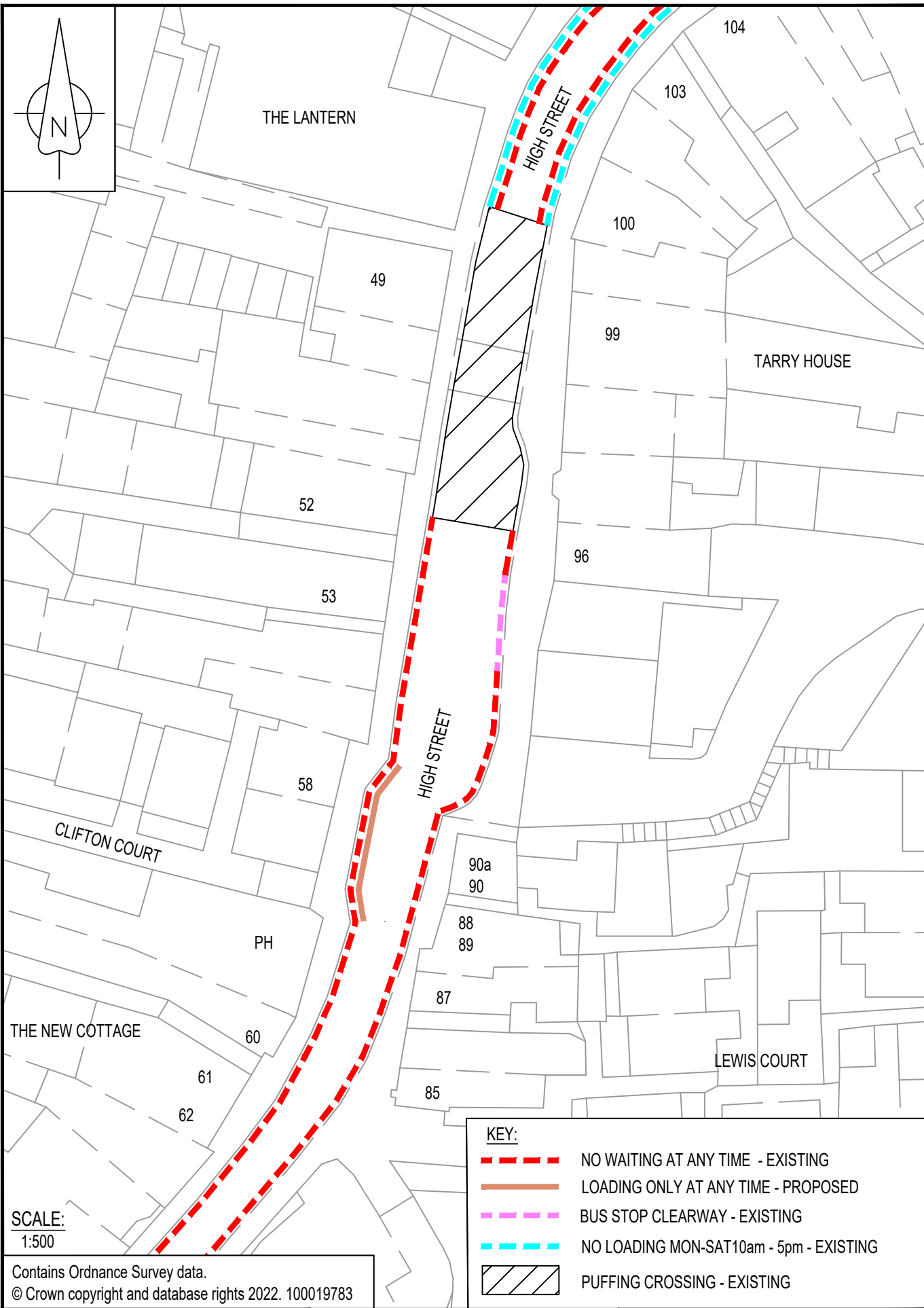
ENV6032-226

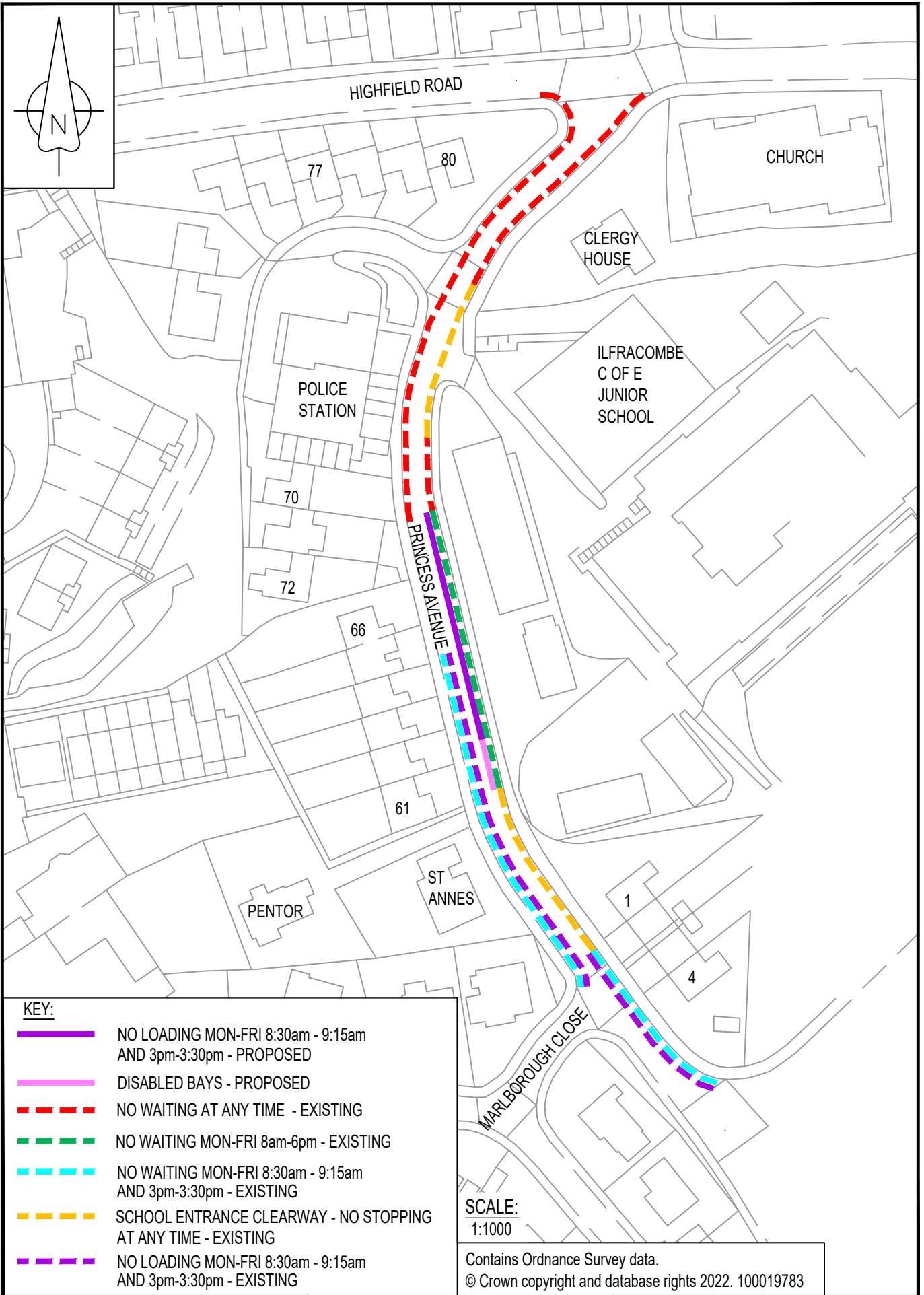


SCALE:  
1:1000

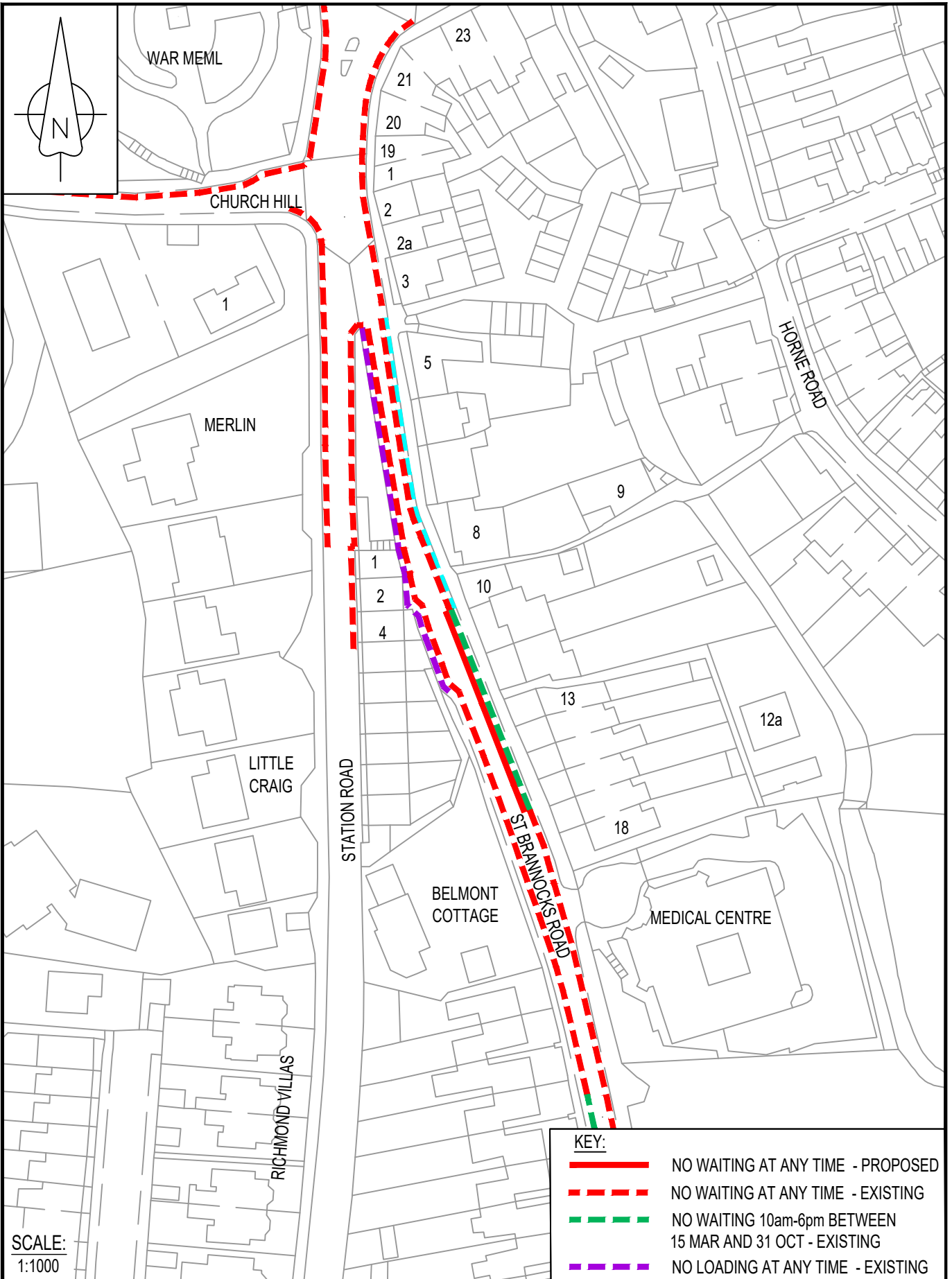
Contains Ordnance Survey data.  
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KEY:	
	NO WAITING AT ANY TIME - PROPOSED
	NO WAITING AT ANY TIME - EXISTING
	LIMITED WAITING 10am-4pm 1 HOUR NO RETURN WITHIN 1 HOUR - EXISTING
	LOADING ONLY AT ANY TIME - EXISTING
	ACCESS PROTECTION MARKING - EXISTING - TO BE REMOVED









SCALE:  
1:1000

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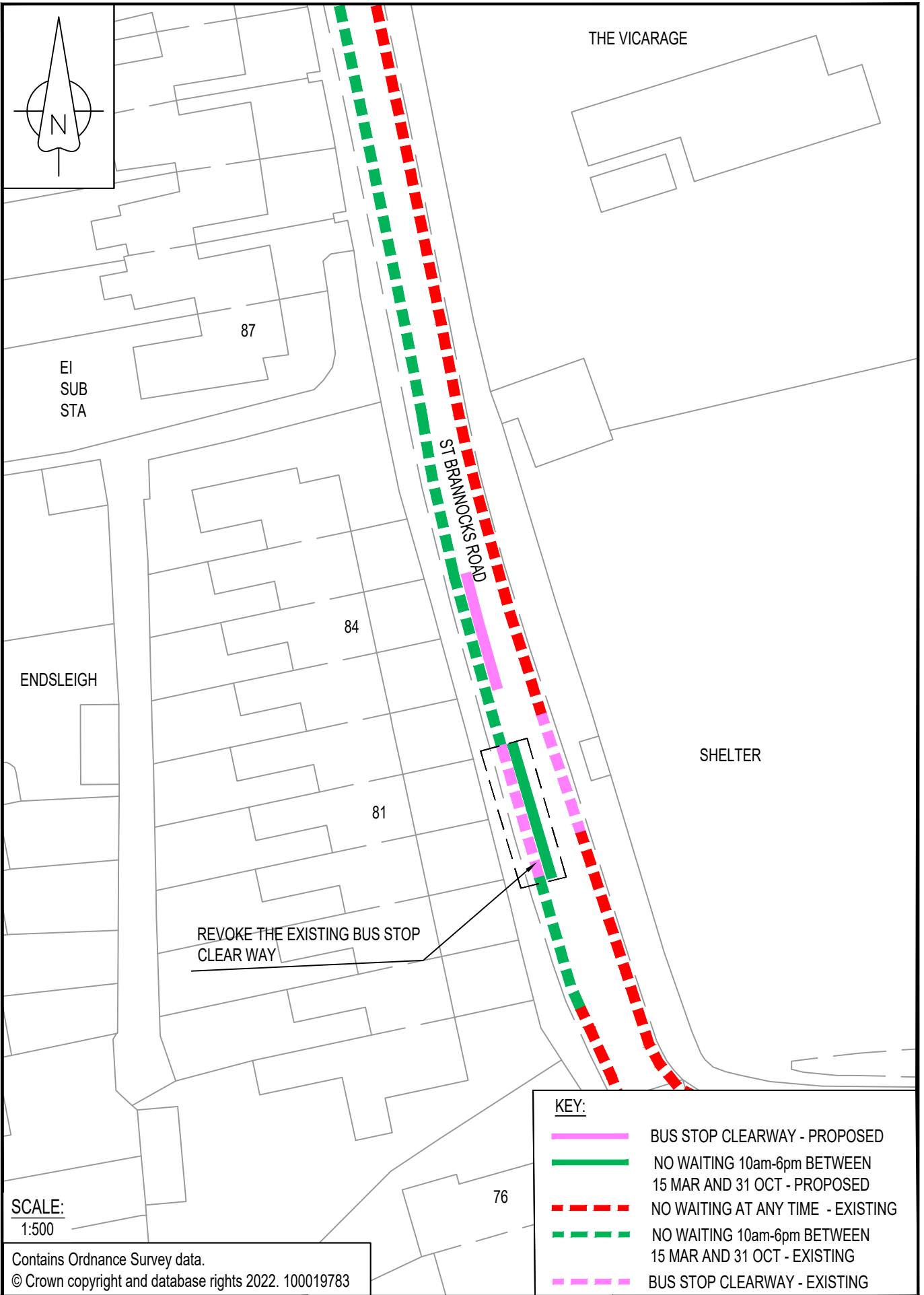
KEY:

- — — NO WAITING AT ANY TIME - PROPOSED
- - - NO WAITING AT ANY TIME - EXISTING
- - - NO WAITING 10am-6pm BETWEEN 15 MAR AND 31 OCT - EXISTING
- - - NO LOADING AT ANY TIME - EXISTING
- - - NO LOADING 10am - 6pm - EXISTING
- - - BUS STOP CLEARWAY - EXISTING



TITLE:  
NORTH DEVON HATOC  
ST BRANNOCKS ROAD, ILFRACOMBE  
251568 146978  
Page 43

FIGURE No:  
ENV6032-225 A



SCALE:  
1:500

Contains Ordnance Survey data.  
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KEY:	
	BUS STOP CLEARWAY - PROPOSED
	NO WAITING 10am-6pm BETWEEN 15 MAR AND 31 OCT - PROPOSED
	NO WAITING AT ANY TIME - EXISTING
	NO WAITING 10am-6pm BETWEEN 15 MAR AND 31 OCT - EXISTING
	BUS STOP CLEARWAY - EXISTING



TITLE:  
NORTH DEVON HATOC  
ST BRANNOCKS ROAD, ILFRACOMBE  
251568 116978  
Page 44

FIGURE No:  
ENV6032-225 B



SCALE:  
1:500

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**KEY:**

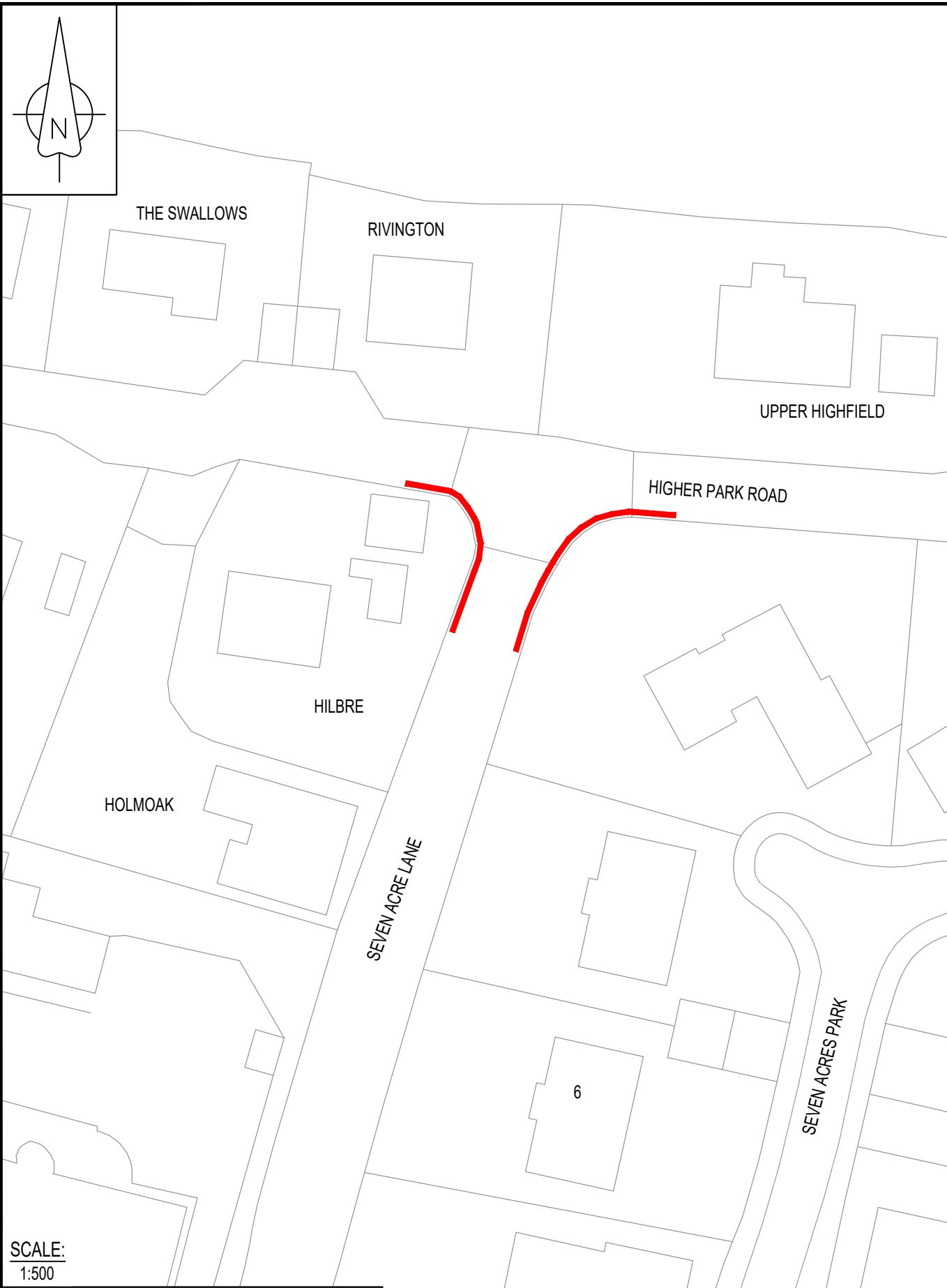
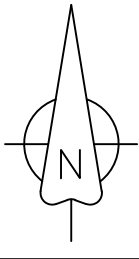
- NO WAITING AT ANY TIME - PROPOSED
- NO LOADING AT ANY TIME - PROPOSED
- NO WAITING AT ANY TIME TO BE IMPLEMENTED SPRING 2023
- NO LOADING AT ANY TIME TO BE IMPLEMENTED SPRING 2023
- - - - NO WAITING AT ANY TIME - EXISTING
- - - - LOADING ONLY AT ANY TIME - EXISTING
- - - - NO LOADING AT ANY TIME - EXISTING



TITLE:  
NORTH DEVON HATOC  
THE QUAY, ILFRACOMBE  
252343, 147836

FIGURE No:  
ENV6032-92

File name C:\USERS\INGR0502\1DESKTOP\WSP\HATOC PROJECT\ACAD\WORKING DRAWINGS\ADVERTISING PLANS\NORTH DEVON\ENV6032-214-SEVEN ACRE LANE\HIGHER PARK ROAD.DWG, printed on 02 December 2022 09:30:43, by Rajasekhar, Gaddavala



SCALE:  
1:500

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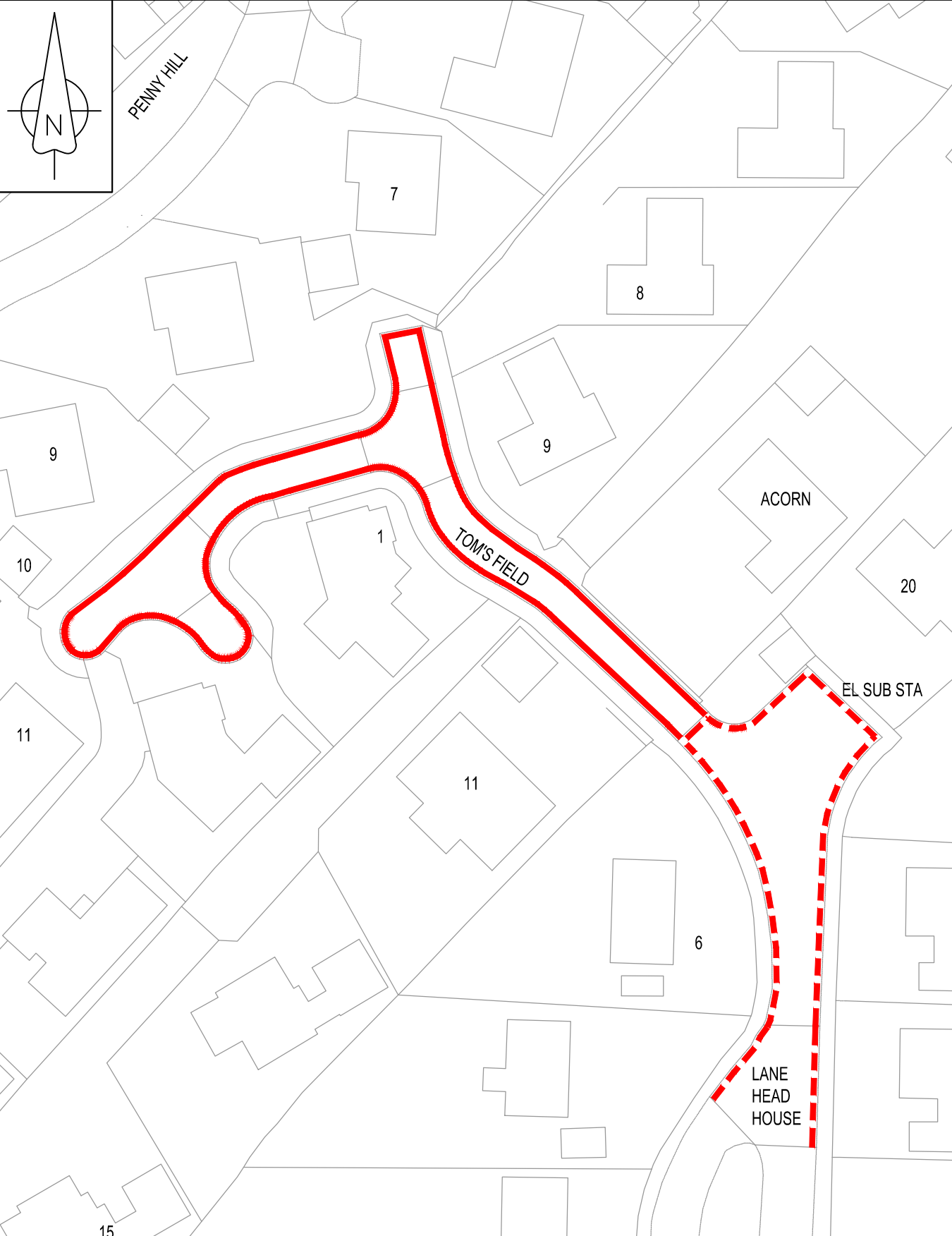
KEY:  
 NO WAITING AT ANY TIME - PROPOSED



TITLE:  
NORTH DEVON HATOC  
SEVEN ACRE LANE, BRAUNTON  
249400136456  
Page 46

FIGURE No:  
ENV6032-214

File name C:\USERS\INGR0502\1\DESKTOP\WSP\HATOC PROJECT\ACAD\WORKING DRAWINGS\ADVERTISING PLANS\NORTH DEVON\ENV6032-60-TOMS FIELD\_BARNSTAPLE.DWG, printed on 14 December 2022 08:49:23, by Rajasekhar, Gacdavallasa



SCALE:  
1:600

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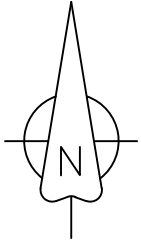
KEY:  
—— NO WAITING AT ANY TIME - PROPOSED  
- - - NO WAITING AT ANY TIME BETWEEN  
EASTER DAY AND 30 SEP - EXISTING



TITLE:  
NORTH DEVON HATOC  
TOMS FIELD, CROYDE  
24/12/2022  
Page 47

FIGURE No:  
ENV6032-60

File name C:\USERS\INGR0502\1\DESKTOP\WSP\HATOC PROJECT\ACAD\WORKING DRAWINGS\ADVERTISING PLANS\NORTH DEVON\ENV6032-138-LONGLAND LANE AND ROCK HILL.DWG, printed on 14 December 2022 10:06:13, by Rajasekhar, Gacdavallasa



HOLMLEA

RAMILL

GREENHAYES

FINSTOCK

TALISMAN

ROCK HILL

HIGHFIELD

GP

FIELD END

TRACK

12

26

LONGLAND LANE

SCALE:  
1:500

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KEY:



NO WAITING AT ANY TIME - PROPOSED

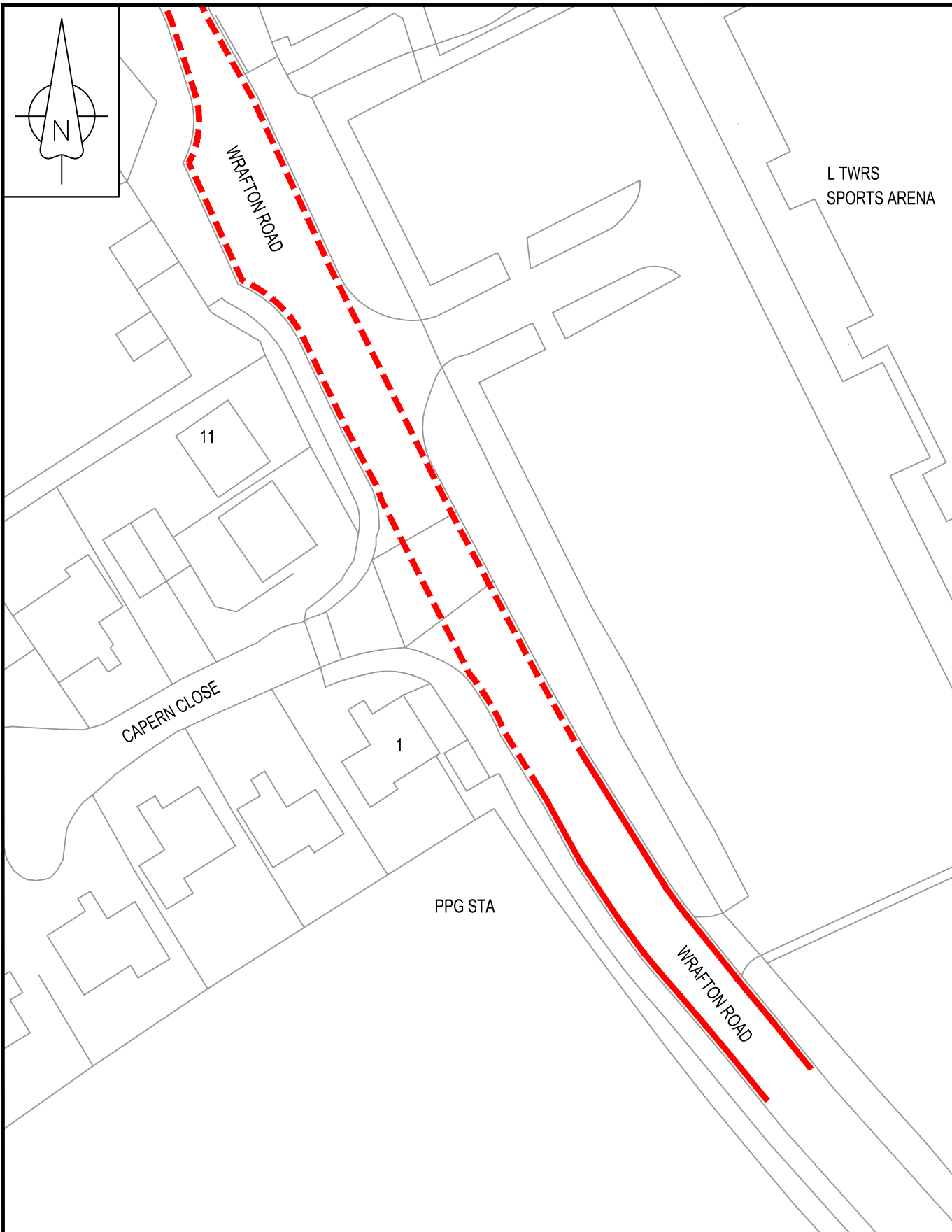


TITLE:

NORTH DEVON HATOC  
LONGLAND LANE/ROCK HILL,  
GEORGEHAM  
Page 48  
10744, 19878

FIGURE No:



ENV6032-138



SCALE:  
1:500

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KEY:

-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING





CET/23/42  
 North Devon Highways and Traffic Orders Committee  
 2 May 2023

## Actions Taken Under Delegated Powers

### Report of the Director of Climate Change, Environment and Transport

---

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

---

#### 1) Recommendation

That the Committee be asked to note the report

#### 2) Summary

In accordance with Minute \*4 of the Meeting of this Committee on 7 July 2021 this report details the actions taken in respect of traffic regulation orders under Delegated Powers since the last meeting.

#### 3) Actions on Advertised Traffic Schemes

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 Chair and local County Councillors. Details of these matters are listed below.

Location	Proposal	Action
North Walk, Lynton	Weight restriction on bridge over cliff railway	Traffic regulation order advertised, objections resolved and changes implemented following consultation with Local County Councillor and HATOC Chair.
Barnstaple – St Marys Road	Introduction of disabled parking bays	Traffic regulation order advertised, objections resolved and changes implemented following consultation with Local County Councillor and HATOC Chair.
Mole Ridge Way, South Molton	Introduction of No Waiting At Any Time	Traffic regulation order advertised, objections resolved and changes implemented following consultation with Local County Councillor and HATOC Chair.
North Devon	Experimental amendment to Restrictions for E-Scooter Trial (and decision not to continue experiment at the end of the 18 month period)	Experimental traffic regulation order implemented and dropped following consultation with Local County Councillor and HATOC Chair.

# Agenda Item 13

**Meg Booth**

Director of Climate Change, Environment and Transport

**Electoral Divisions: All in North Devon**

**Local Government Act 1972: List of background papers**

Background Paper Nil

**Contact for enquiries:**

Name: James Bench

Telephone: 0345 155 1004

Address: Room M8, Great Moor House

jb280323ndh

sc/cr/Actions Taken Under Delegated Powers

02 200623