

**Prohibition of Motor Vehicles (except buses), Gould Road and Greenbank Road  
Forches Estate, Barnstaple**

Report of the Head of Highways and Traffic Management

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

**Recommendation:** It is recommended that the advertised Devon County Council (Gould Road & Greenbank Road-Forches Estate, Barnstaple) (Prohibition of Vehicles) Order is not proceeded with.

**1. Summary**

As part of the planning conditions for Forches Estate redevelopment it was proposed to introduce a prohibition of motor vehicles along Gould Road and Greenbank Road. This was to be enforced by use of rising bollards (see drawings ENV5244/1(a) and ENV5244/2(a)). The (TRO) advertising process has resulted in a substantive objection from the police, and alternative traffic management options are available as part of the planning consent.

**2. Background/Introduction**

The Forches Estate, Barnstaple is currently being redeveloped by North Devon Homes (NDH). Planning consent has been granted for 3 stages of redevelopment, the second of which involves the redevelopment of Willshere Road, Greenbank Road and Gould Road. In total the development will comprise of 15 market sale homes, 15 social rented homes and 40 affordable homes. The aim of NDH is to provide a substantial change, both in nature and reputation, both locally and nationally, to the Forches Estate.

As condition of planning consent it has been stipulated that no part of phase 2 would commence until a traffic order to restrict the use of Gould Road and Greenbank Road (rising bollards) to Buses Only has been approved, or if that could not be approved then the 'road link between Barton Road and Willshere Road shall be restricted to use by Buses Only'....or 'that the road between Barton Road and Willshere Road is only available as an emergency link.'

**3. Consultation**

Following agreement to advertise from the local County Councillor and Chair of this Committee, a proposal for a prohibition of motor vehicles on Gould Road and Greenbank Road was formally advertised between 16 May and 8 June 2012. The Council received two formal representations.

**4. Representations**

One representation was received from the police. Their concerns relate to enforcement because rising bollards do not physically prevent powered two wheelers from using the access, yet enforcement will still be expected. As the enforcing authority, the police feel that enforcement of the prohibition would place an unreasonable demand on resources.

In addition concern was raised that the bollards will increase emergency response time and that the already busy local roads will become further congested.

Follow up meetings/conversations have also indicated that due to the nature of Forches Estate, the police are concerned that there is:

- an existing anti-social behaviour problem in the area;
- if they were pursuing a powered two wheeler then the rider could escape by riding past the bollard which would physically prevent the police from passing.
- The police also queried the level of the detail in the plan provided for consultation. It should be noted that this had been identified by officers during consultation and consequently the drawing ENV5244/2(a) was placed on deposit for the public to view.

One representation was received from a local resident on Greenbank Road who objects to the two roads being closed off. They felt that there should be only one road closed and objected to having to drive an extra mile on already heavily congested roads. They felt that whilst the regeneration is beneficial it is causing unnecessary hardship to the existing residents and that it would be more effective to have one bollard and not interrupt the resident's right of access.

In response, DCC feel that all residents will retain access to their properties and the prohibition will only introduce a small increase in journey time. It is anticipated that removing one bollard from the proposal could introduce a high volume of traffic throughout Forches Estate as drivers attempt to take a shortcut to access Eastern Avenue.

It is considered that if the prohibition is not self-enforcing and because the police are unable to commit resources to enforcement of the prohibition then the objection is substantial and the TRO should not proceed.

## **5. Financial Considerations**

The costs of the TRO and rising bollards were to be met by the developer at an estimated cost of £30,000. As part of the section 106, a maintenance budget of £10,000 has been agreed.

It should be noted that DCC do not have identified funding for the maintenance of rising bollards after the section 106 money has been exhausted.

Should the Committee agree to not proceed with the advertised TRO the cost of pursuing alternative traffic management measures identified in the planning consent and associated TRO will be met by the developer.

## **6. Sustainability Considerations**

Financial sustainability – it should be noted that the developer is concerned that if the rising bollards do not progress in their proposed locations then this may affect the financial viability of phase 2 of the development and they may have to consider with drawing from the development.

Environmentally the bus gate aims to improve the attractiveness of the existing bus routes by providing more expedient routes than by car.

## **7. Carbon Impact Considerations**

Improving bus routes should reduce the time that buses are in queues and increase patronage and therefore reduce the carbon footprint. However, it will increase emissions for some of those remaining in their personal vehicles as they might have slightly longer journeys.

## **8. Equality Considerations**

There are not considered to be any equality issues in regards to this scheme.

## **9. Legal Considerations**

There are no specific legal considerations of the proposed course of action. If the recommendations are approved, the appropriate TRO notification and advertising procedures will be followed.

## **10. Risk Management Considerations**

The rising bollards are intended to be self-enforcing for the majority of vehicles. However, as previously mentioned, there is a risk that powered two wheelers will contravene this prohibition and that the police will not enforce it.

## **11. Public Health Impact**

It is considered that there is no public health impact as a result of the proposals mentioned within this report.

## **12. Options/Alternatives**

Following the objection, a meeting between DCC, NDH and the police was held to identify whether alternative measures could be introduced to mitigate the police's concerns. The following alternative options were discussed and discounted:

- Provide police vehicles with tags to activate the rising bollard – this was discounted as it would be too costly to maintain and the police would still have to wait for the bollards to retract.
- Install 4 bollards across the width of the carriageway or a rising barrier – this was discounted by DCC as just one bollard is deemed costly to maintain and repair. Introducing 4 would place DCC in too greater financial risk regarding maintenance. The rising barrier is not a standard highway item and there could be safety issues with people being struck by the closing barrier.

## **13. Reason for Recommendation/Conclusion**

It is recommended that as the police are the enforcing authority, that their objection is upheld and the advertised TRO is not proceeded with.

Lester Willmington  
Head of Highways and Traffic Management

**Electoral Division: Barnstaple South**

Local Government Act 1972: List of Background Papers

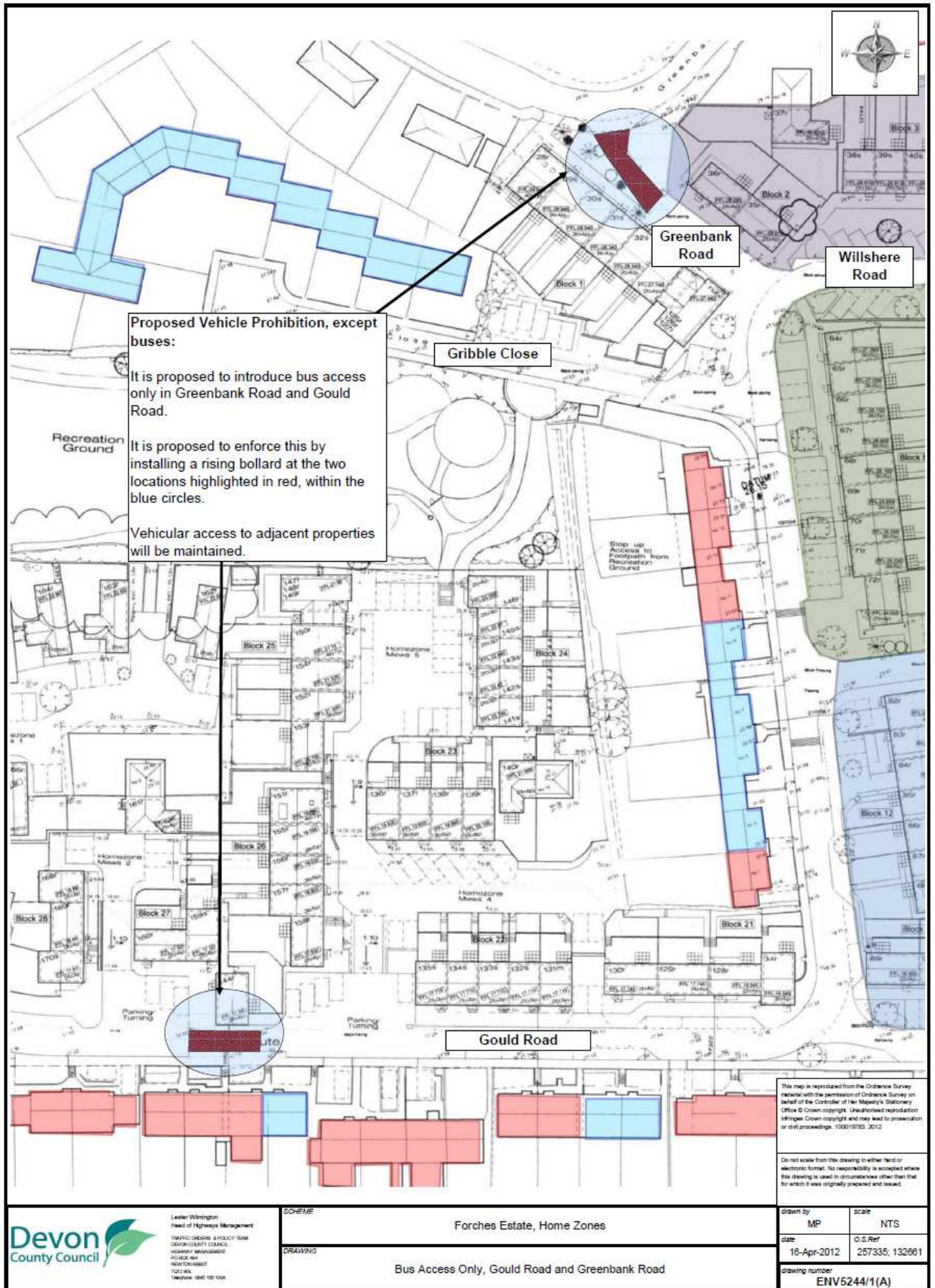
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Background Paper	Date	File Reference
Nil		

mp011012ndh  
sc/cr/prohibition of motor vehicles Gould rd Greenbank rd Forches estate  
05 hq 151012



**Proposed Vehicle Prohibition, except buses:**

It is proposed to introduce bus access only in Greenbank Road and Gould Road.

It is proposed to enforce this by installing a rising bollard at the two locations highlighted in red, within the blue circles.

Vehicular access to adjacent properties will be maintained.



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SCHEME

Forches Estate, Home Zones

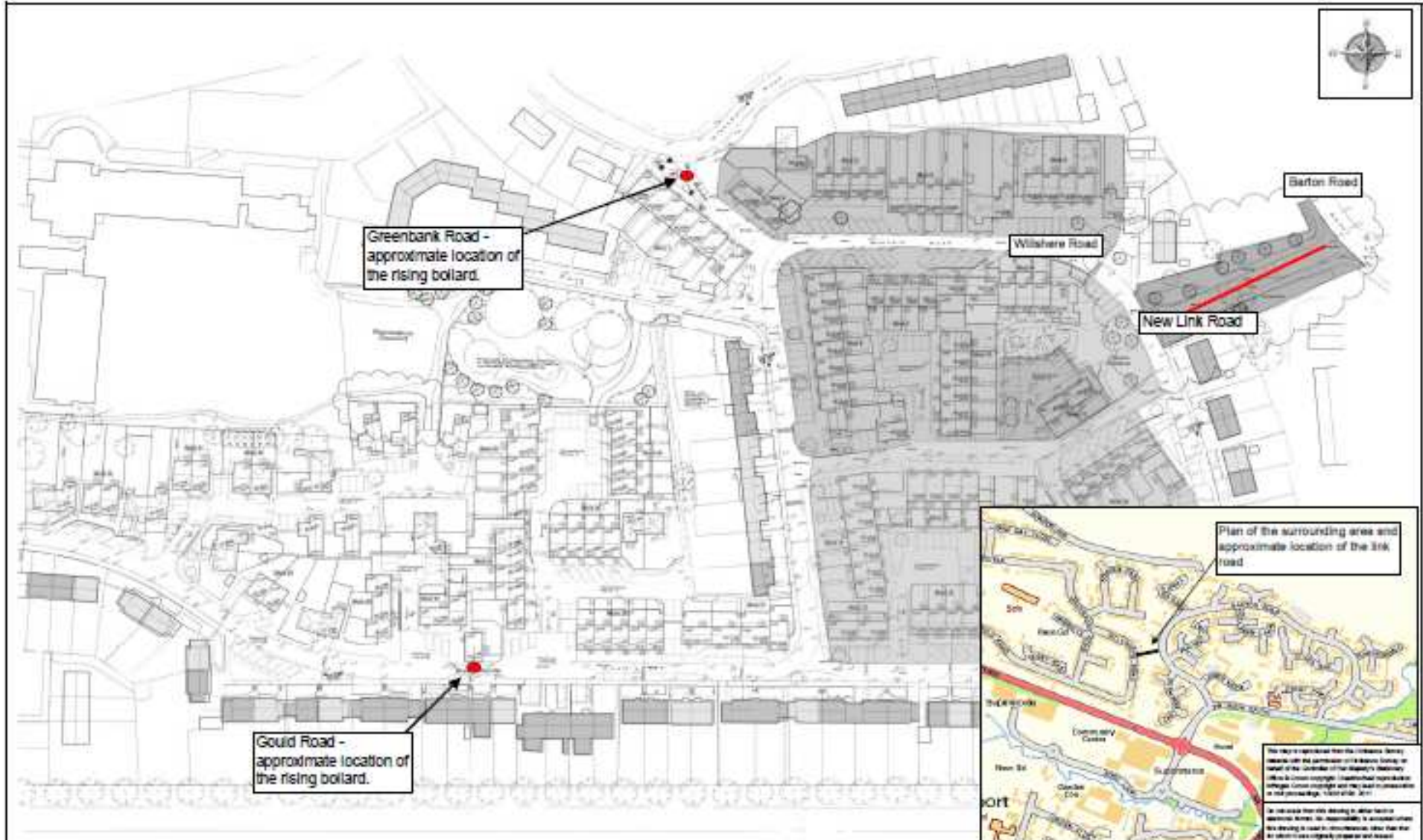
DRAWING

Bus Access Only, Gould Road and Greenbank Road

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drawn by	scale
MP	NTS
date	O.S. Ref
16-Apr-2012	257335; 132861
drawing number	
ENV5244/1(A)	



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FORCHES  
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Forches Estate, Home Zones

Bus Access Only and New Link Road, Gould Road and Greenbank Road

Drawn by	DATE
MP	NTS
15-May-2012	0.1:100
257335, 132061	
Drawing number	
ENV52442(A)	