

Phil Norrey
Chief Executive

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

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

(See below)

Your ref :
Our ref :

Date : 27 May 2016
Please ask for : Gerry Rufolo, 01392 382299

Email: gerry.rufolo@devon.gov.uk

TORRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Monday, 6th June, 2016

A meeting of the Torridge Highways and Traffic Orders Committee is to be held on the above date at 10.00 am at Town Hall, Bridge Street, Bideford 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 29 February 2016 (previously circulated).
- 4 Items Requiring Urgent Attention
Items which in the opinion of the Chairman should be considered at the meeting as matters of urgency.

MATTERS FOR DECISION

- 5 Proposals for the delivery of an Annual Waiting Restrictions Programme (Pages 1 - 6)
Report of the Head of Highways, Capital Development and Waste (HCW/16/40) on requests for waiting restrictions to be introduced or amended, attached.

Electoral Divisions(s): All Divisions

- 6 Request for a One Way System - Westward Ho! (Pages 7 - 10)
Report of the Head of Highways, Capital Development and Waste (HCW/16/41), attached.

Electoral Divisions(s): Northam

- 7 Request for a Formal Pedestrian Crossing on the A386, Northam (Pages 11 - 16)
In accordance with Standing Order 23(2) Councillor Eastman has requested that the Committee consider this matter.

Report of the Head of Highways, Capital Development and Waste (HCW/16/42), attached.

Electoral Divisions(s): Northam

- 8 A39 - Condition of the Road and Signage Issues
In accordance with Standing Order 23(2) Councillor Julian has requested that the Committee consider this matter.

Head of Highways, Capital Development and Waste to report.

Electoral Divisions(s): Bideford South & Hartland

- 9 Mill Street, Bideford: Road Drainage
In accordance with Standing Order 23(2) Councillor Julian has requested that the Committee consider this matter.

Head of Highways, Capital Development and Waste to report.

Electoral Divisions(s): Bideford East

STANDING ITEMS

- 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 (<https://new.devon.gov.uk/democracy/guide/constitutionparts2-4/part-4-section-7-petition-scheme/>)].

MATTERS FOR INFORMATION

- 11 Actions Taken Under Delegated Powers (Pages 17 - 18)
Report of the Head of Highways, Capital Development and Waste (HCW/16/43), attached.

Electoral Divisions(s): Bideford East; Bideford South & Hartland; Holsworthy Rural; Northam

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

MEMBERS ARE REQUESTED TO SIGN THE ATTENDANCE REGISTER

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.

MembershipCounty Councillors

Councillors A Boyd (Chairman), G Dezart, A Eastman, R Julian and B Parsons

Exeter City Council

Councillors D Brenton, R Wiseman and A Hewitt

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

Webcasting, Recording or Reporting of Meetings and Proceedings

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

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

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

Public Participation

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

third working day before the relevant meeting.

For further information please contact Gerry Rufolo on 01392 382299.

Emergencies

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

Mobile Phones

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

HCW/16/40

Torridge Highways and Traffic Orders Committee
6 June 2016

Proposals for the delivery of an annual local Waiting Restrictions Programme

Report of the Head of Highways, Capital 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 to date on the annual waiting restrictions programme and the prioritisation process applied is noted;**
- (b) waiting restriction schemes are progressed through advertising and sealing of subsequent Orders as presented in Appendix I;**
- (c) specific detail of individual schemes are developed with the locally effected County Member prior to advertising.**

1. Summary

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

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

The agreed process is set out in this report for Members for information, along with the proposed programme for this Committee's area for approval.

The funding to take forward the schemes has been allocated from the On Street Parking Account as part of the wider highways budget setting process.

2. Background/Introduction

The proposal was reported to this Committee at previous meetings and in subsequent months officers have refined the process as follows:

- Local Members were contacted by the Neighbourhood Highways Team earlier in 2016 requesting suggestions for sites to be included in the review. As several Traffic Management Reviews have recently been completed in the Torridge District, including Bideford, Northam, Appledore and Holsworthy, the level of outstanding issues of which Members were aware was low. Officers have subsequently compiled a list of proposals principally intended to make enforcement more sustainable. The proposals can be viewed in Appendix I.

Once agreed by Committee, the programme will be fixed and Officers will plan delivery of the in-year programme. Progress updates will be provided at future Committee meetings.

Agenda Item 5

- In order that next year's programme should be well developed at an early stage, members are advised that requests for inclusion in next year's programme can now be submitted to the Neighbourhood Highways Team with the intention of reporting the programme to the February 2017 Committee.
- The proposals will be assessed against cost, legal compliance, and compatibility with current parking strategy, wider impacts and any significant ongoing revenue implications.
- A prioritisation tool has been developed to consider the following elements to score positively:
 - Community Benefit/Support
 - Positive effect on congestion and safety
 - Maintenance Category (A roads score highest)
 - Assists in the delivery of on-street parking enforcement

With the following receiving a negative score or variable score:

- Likelihood of parking displacement to other areas
- Potential for objections
- Cost (Higher costs score lower)
- Deliverability (Pass/Fail) (eg affordable, potential for Public Enquiry, can signs/lines be placed etc).

Proposed schemes identified as beneficial to the network, which are in line with Policy and identified as deliverable and non-controversial will form the programme.

Each proposal will have a notional value assigned to it so the Committee can consider what may be delivered. Cabinet has agreed an allocation of up to £12,500 per HATOC area in the financial year 2016/17. Funding levels for 2017/18 are subject to further Cabinet Approval.

3. Proposal

Approval is sought for the 16/17 programme for this Committee's area. It is proposed that the schemes identified in Appendix I form the programme.

The proposals will then be designed and the associated Traffic Order drafted, to be advertised following consultation on the detailed design with the locally effected County Members and Committee Chair.

4. Consultations/Representations/Technical Data

As several Traffic Management Reviews have recently been completed within the Torridge District, the 2016/17 project focuses on changes intended to make enforcement more sustainable. These have been reviewed by Officers and identified as beneficial to the network, in line with Policy, as deliverable and non-controversial.

With Member support, it is proposed to proceed to advertising a Traffic Order for public consultation.

5. Financial Considerations

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.

Each proposal as presented in Appendix I has an approximate value assigned to it so this Committee can consider what may be delivered dependent on the funding formula agreed by Cabinet. Each HATOC has been allocated up to £12,500 from a total budget of £100,000.

These costs will be met from the On Street Parking account.

6. Sustainability Considerations

There is not considered to be any sustainability issue neutral impact.

7. Carbon Impact Considerations

There is not considered to be any carbon emission effect neutral impact.

8. Equality Considerations

There is not considered to be any equality effect neutral impact.

9. Legal Considerations

Any changes to parking restrictions will require a new Traffic Order. In order to minimise cost, one Traffic Order will need to be advertised for each HATOC area, and any objections considered.

As care has been given to ensuring proposals are beneficial and non-controversial it is not anticipated that significant objections would be received. Therefore it is proposed that any objections received will be dealt with under delegated powers in consultation with the effected local County Member and Committee Chair.

If significant objection is received for any specific site, it is advised that site is dropped from the programme for this financial year so that progress of the wider programme is not impeded.

10. Risk Management Considerations

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

There is a reputational risk to not addressing parking issues raised by communities and Members.

11. Public Health Impact

There is not considered to be any public health impact.

Agenda Item 5

12. Reason for Recommendation/Conclusion

In order to deliver a programme of works for 16/17 officers will focus on the agreed local programme. Any additional non-safety critical requests arising during the year will be considered locally for inclusion as part of a future years programme.

Agreement is sought for the schemes to be progressed as presented in Appendix I, to match funding agreed by Cabinet.

David Whitton
Head of Highways, Capital Development and Waste

Electoral Divisions: All

Local Government Act 1972: List of Background Papers

Contact for enquiries: Chris Rook

Room No: ABG Lucombe House, County Hall, Exeter. EX2 4QD

Tel No: (01392) 382112

Background Paper	Date	File Ref.
------------------	------	-----------

Nil

cr250516torh
sc/cr/waiting restrictions programme
03 260516

Location	What is being proposed	Parish/Town	County Councillor	Is the Restriction Deliverable? If No scheme will not be progressed.	Safety (+ve)	Maintenance category	Reduce Congestion (+ve)	Community Benefit (+ve)	Displacement (-ve)	Likely Community Objections (-ve)	Anticipated Work Costs	Disruptive Parking	Can Scheme be Delivered without Additional Works?	Are there parking restrictions in close proximity?	Total
New Road	Turn unused Public Service Vehicle Parking in to POLICE only bays	Bideford	Gaston Dezart	Yes	No	3	No	Yes	No	No	<£1000	No	Yes	Yes	13
Chanters Road	Turn 4hr no return 1hr into 4hr no return 8hr	Bideford	Andrew Eastman	Yes	No	7	No	Yes	No	No	<£2000	No	Yes	Yes	8
Glenfield Road	Turn 4hr no return 1hr into 4hr no return 8hr	Bideford	Andrew Eastman	Yes	No	9	No	Yes	No	No	<£500	No	Yes	Yes	9
Glenorr Road	Turn 4hr no return 1hr into 4hr no return 8hr	Bideford	Andrew Eastman	Yes	No	10	No	Yes	No	No	<£500	No	Yes	Yes	9
Chantry Avenue	Turn 4hr no return 1hr into 4hr no return 8hr	Bideford	Andrew Eastman	Yes	No	10	No	Yes	No	No	<£1000	No	Yes	Yes	9
Park Lane	Turn 4hr no return 1hr into 4hr no return 8hr	Bideford	Gaston Dezart	Yes	No	9	No	Yes	No	No	<£500	No	Yes	Yes	9
Rectory Park	Turn 4hr no return 1hr into 4hr no return 8hr	Bideford	Gaston Dezart	Yes	No	9	No	Yes	No	No	<£1000	No	Yes	Yes	9

HCW/16/41

Torridge Highways and Traffic Orders Committee
6 June 2016

Request for a One Way System – Westward Ho!

Report of the Head of Highways, Capital 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 assessment made from the information currently available in the Northam Traffic Management Plan is noted;**
- (b) any further work is undertaken by officers in connection with the request for a one-way system based upon the recommendations of the Northam Traffic Management Plan.**

1. Summary

This report considers the request made for the provision of a defined one-way system in Westward Ho!

2. Background/Introduction

At the request of the chairman the imposition of a one-way system in Westward Ho! settlement involving Stanwell Hill, Atlantic Way and Fosceth Hill has been considered. This request was made in connection with concern over the volume of traffic on Stanwell Hill and the potential for vehicle conflict.

In July 2015, the Northam Traffic Management Plan was produced which covered the settlements of Appledore, Northam, Orchard Hill and Westward Ho!. Following a meeting with Northam Town Council a working party was set up to review, process and develop the Traffic Management Plan. This group contained representatives from the Town Council, District Council, the local County Councillor and representatives from local residents. The working group was supported by representatives of the County Council's Traffic Team and the Local Neighbourhood Highway Officer.

A whole range of local highway schemes were submitted for consideration by the working group from which a programme of Short, Medium and Long Term Proposals was devised for delivery. A complete list of these schemes is contained within Appendix A to the final Northam Traffic Management Plan.

3. Proposal

The review that was undertaken during 2013/2014 by the formalised Working Party to produce the Northam Traffic Management Plan included a detailed assessment of the viability of introducing a one-way system on Stanwell Hill and Fosceth Hill. It was recommended by the working party, after due consideration that the proposal for the implementation of a one-way system on Stanwell Hill and Fosceth Hill should not be progressed. The main reason for this recommendation centred on serious concerns over

Agenda Item 6

increased vehicle speeds and accidents, especially on corners where drivers currently have to proceed with caution due to the presence of on-coming vehicles.

As a consequence of the earlier rejection of the one-way system on Fosceth Hill, a 95 metre length of a new footpath has been constructed from its upper junction with Stanwell Hill downhill as far as Fosceth House. Funded by a nearby development, this footway has significantly reduced the width of the carriageway, particularly on the bend, which will make the safe passage of HGVs impracticable due to this and in combination with the steepness in gradient.

In terms of route hierarchy, records indicate that Stanwell Hill is classified as a B Road whereas Fosceth Hill is an Unclassified Road which in terms of winter maintenance would not form part of the Primary Salting Network. This could very well present a logistical problem to local traffic during periods of icy road conditions.

4. Consultation & Representations

There is a legal requirement to advertise a traffic regulation order for the introduction of any change to the direction of traffic flow. Any subsequent objections must be considered by the Highway Authority before progressing to making and sealing the order.

5. Financial Considerations

The costs of introducing a change in the direction of travel on any section of the highway network will include the cost of progressing a Traffic Regulation Order which is around £3,500 to cover the legal, advertising, survey and design work involved. To this must be added the actual cost of the required number of road signs and their installation.

6. Equality Considerations

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

7. Legal Considerations

There is a legal requirement for the Highway Authority to give due consideration to the Road Traffic Regulation Act 1984, Traffic Management Act 2004, The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and all other enabling powers.

It is the duty of the local authority in exercise of its functions under the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic and the provision of suitable and adequate parking facilities having regard, so far as it is practicable, to the following factors:

- (a) the desirability of securing and maintaining reasonable access to premises;
 - *Officer recommendation: Not relevant to this proposal.*
- (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
 - *Officer recommendation: Not relevant to this proposal.*
- (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
 - *Officer recommendation: Not relevant to this proposal.*

- (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles;
 - *Officer recommendation: Not relevant to this proposal.*
- (d) any other matters appearing to the local authority to be relevant;
 - *Officer recommendation: Not relevant to this proposal.*

8. Risk Management Consideration

The risks that have been identified, associated to the recommendations above, are in relation to the location and robustness of the drainage systems and public utilities that currently exist within the extent of the carriageway in Fosceth Hill.

9. Options/Alternatives

The considered option would be to undertake a one-way trial study to test the viability of undertaking such a change to the local road network. This will involve conducting a detailed investigative survey to determine the location and assessed vulnerability of drainage and public utilities situated in Fosceth Hill and to track the path of HGVs so as to determine the ongoing safety of other road users. It is estimated that this exercise would cost in the order of £10k to £12k for which there is no identified source of funding.

The alternative measure that has been considered, in brief outline, is to consider making Stanwell Hill one-way coming into Westward Ho! which would require traffic having to go out via Atlantic Way. This option has not been tested as resources are restricted.

10. Reason for Recommendation

The reason for the recommendations set out in this report is that the requests for any changes to existing local road network must be introduced in accordance with best practice.

David Whitton
Head of Highways, Capital Development and Waste

Electoral Division: Northam

Local Government Act 1972: List of Background Papers

Contact for enquiries: Peter J R Brunt

Ryefields, Avery Hill, Kingsteignton, Devon, TQ12 3QG

Tel No: (01392) 380193

Background Paper	Date	File Reference
1 Northam Traffic Management Plan	July 2015	

pb260516torh
sc/cr/request one way system westward ho!
03 260516

Agenda Item 6



HCW/16/42

Torridge Highways and Traffic Orders Committee
6 June 2016

Request for a formal Pedestrian Crossing on the A386 – Northam

Report of the Head of Highways, Capital 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 assessment made of the current conditions that exist at the two informal crossing points on the A386 in Northam is noted;**
- (b) officers conduct a full survey assessment of the selected pedestrian crossing point to determine the design and delivery of the type of crossing required together with all associated costs;**
- (c) officers negotiate to secure funding from local development, as appropriate, to deliver the pedestrian crossing.**

1. Summary

This report sets considers the request made for the provision of a formal pedestrian crossing on the A386 in Northam.

2. Background/Introduction

At the request, the local County Member, investigations have been undertaken into the establishment of a formal Pedestrian Crossing at a location on the A386 adjacent to the Jehovah Witness Church, signified by a cross on the location map contained within Appendix A to this report. The lines of sight from both directions for pedestrians and vehicle drivers are considered to be sufficient to dispel any safety concerns on visibility at this location. Please refer to the photograph in Appendix A to this report.

Currently, there are two informal crossing points on the A386 in the vicinity. The first being at the position mentioned above and the second some 70 metres further north towards the centre of Northam and opposite the public swimming pool. Both crossing points have a central island within the carriageway.

Pedestrian safety concerns have been increasingly expressed in relation to the positioning of this informal crossing which is located opposite the public swimming pool. It is considered to be poorly positioned in that the forward visibility, particularly from the approach from the north, is restricted due to the topography of the road. Furthermore, pedestrians crossing at this point have to negotiate the width of the main carriageway and also the full depth of a bus bay, which could very well be occupied, therefore inhibiting clear and safe passage.

To the west and adjacent to this crossing is a large parcel of unaccommodated land with a site entrance within distance of 2 metres. The potential for this land to be developed would require relocation of this informal crossing and removal of the associated traffic island to facilitate all turning movements entering and exiting the site.

Agenda Item 7

3. Proposal

The primary concern of Devon County Council, as the highway authority, is to safeguard the travelling public from exposure to undue risk. Where conditions exist that provide for the establishment of a formalised crossing that meets with this fundamental requirement, due consideration needs to be given to provide for such a facility. This will require the commissioning of a detailed survey to establish volume of traffic flow in relation to the number of persons crossing the carriageway at this location. This will determine the type of pedestrian crossing that will be required and consequently the design, layout and associated traffic measures that will be required to be put in place. To ensure legal compliance a full independent Road Safety Audit will also need to be conducted prior to use.

It is estimated that the costs associated with the establishment of fully functional and operational pedestrian crossing would be in the region of £40k - £45k. Potentially funding may be available through development and officers have been advised that such a development proposal is currently being considered not far from the preferred crossing point on the A386.

4. Consultation and Representations

There is a legal requirement to advertise a traffic regulation order for the introduction of any change to traffic management on the highway. Any subsequent objections must be considered by the Highway Authority before progressing to making and sealing the order.

5. Financial Considerations

To be progressed the costs of establishing a formalised pedestrian crossing would need to be secured through development or another external source of funding. The cost of the Traffic Regulation Order (TRO) process is around £3,500 to cover the legal, advertising, survey and design work involved. To this must be added the actual cost of the required number of road signs and their installation.

6. Equality Considerations

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

7. Legal Considerations

There is a legal requirement for the Highway Authority to give due consideration to the Road Traffic Regulation Act 1984, Traffic Management Act 2004, The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and all other enabling powers.

It is the duty of the local authority in exercise of its functions under the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic and the provision of suitable and adequate parking facilities having regard, so far as it is practicable, to the following factors:

- (a) the desirability of securing and maintaining reasonable access to premises;
 - *Officer recommendation: Not relevant to this proposal.*
- (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
 - *Officer recommendation: Not relevant to this proposal*

- (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
 - *Officer recommendation: Not relevant to this proposal.*
- (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles;
 - *Officer recommendation: Not relevant to this proposal.*
- (d) any other matters appearing to the local authority to be relevant;
 - *Officer recommendation: Not relevant to this proposal.*

8. Risk Management Consideration

No risks have been identified associated to the recommendations above.

9. Options/Alternatives

The alternative measure that has been considered is where a suitable funding source could not be secured to deliver a formal pedestrian crossing, to remove the upper crossing point and to leave the existing lower crossing point unaltered.

10. Reason for Recommendation

The reason for the recommendations set out in this report is that the request for the determination and implementation of a pedestrian crossing is in accordance with best practice.

David Whitton
Head of Highways, Capital Development and Waste

Electoral Divisions: Northam

Local Government Act 1972: List of Background Papers

Contact for enquiries: Peter J R Brunt

Ryefields, Avery Hill, Kingsteignton, Devon, TQ12 3QG

Tel No: (01392) 380193

Background Paper	Date	File Reference
Nil		

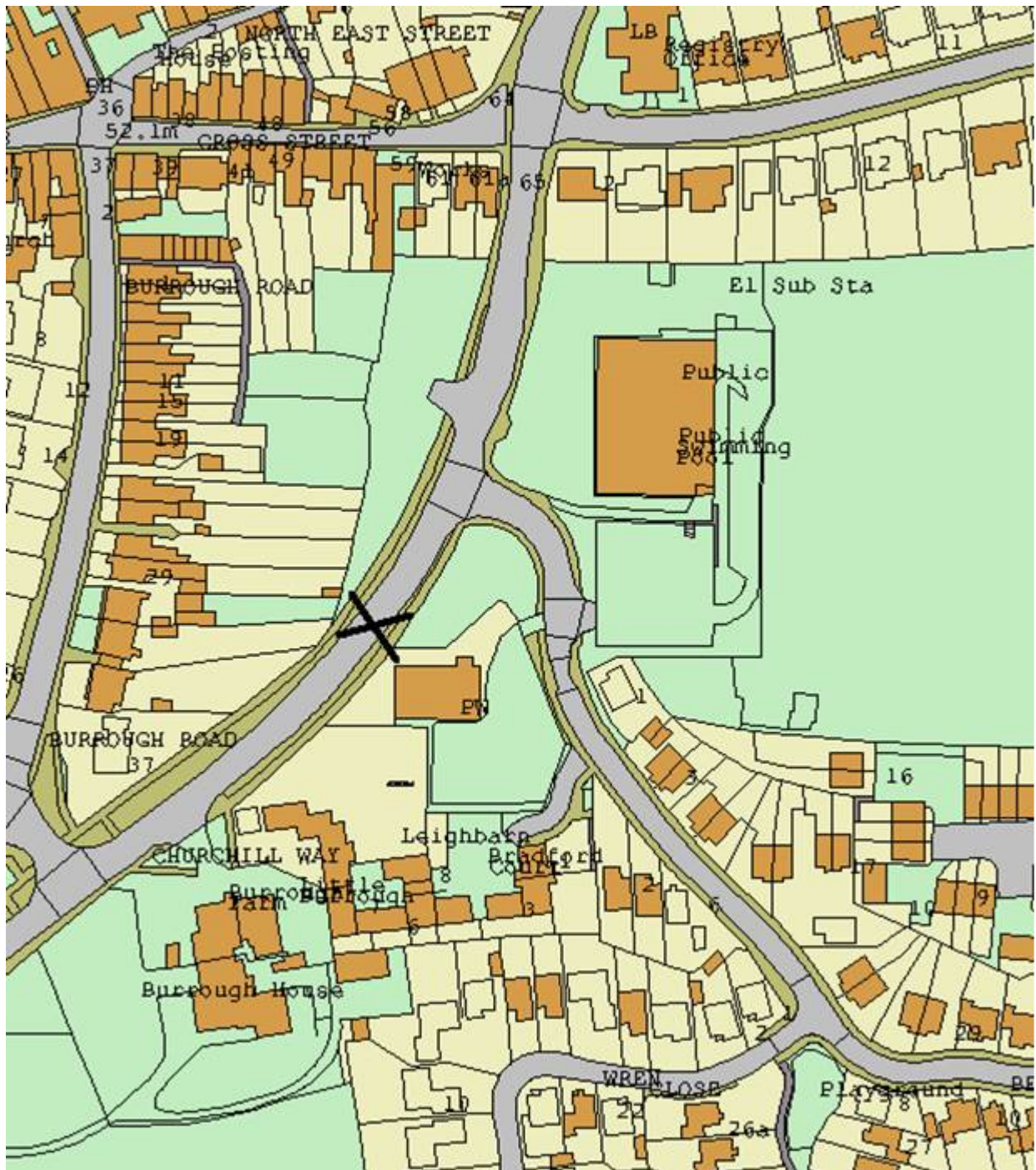
pb260516torh
sc/cr/pedestrian crossing a386 northam
02 270516

Agenda Item 7

**APPENDIX A
To HCW/16/42**

Locational Picture & Map of proposed formal pedestrian crossing on the A386 Northam





HCW/16/43

Torridge Highways and Traffic Orders Committee
6 June 2016

Actions Taken Under Delegated Powers

Report of the Head of Highways, Capital 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 *2 of the Meeting of this Committee on 2 July 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 Streets, Holsworthy	Various restrictions introduced as part of the Holsworthy Traffic Management Plan	Traffic regulation order advertised, modified, objections resolved and amended order sealed after consultation with Local Member and HATOC Chair.
Glentorr Road & Pynes Lane, Bideford	Introduction of mandatory disabled parking bays	Traffic regulation order advertised, modified, objections resolved and order sealed after consultation with Local Member and HATOC Chair.

David Whitton
Head of Highways, Capital Development and Waste

Electoral Divisions: Holsworthy Rural, Northam, Bideford East and Bideford South & Hartland

Local Government Act 1972

List of Background Papers

Contact for enquiries: James Bench

Tel No: 0345 155 1004

Background Paper

Date

File Ref.

None

jb250516torh
sc/cr/delegated
2 hq 260516

