

Phil Norrey
Chief Executive

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

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

(See below)

Your ref :
Our ref :

Date : 16 November 2016
Please ask for : Gerry Rufolo, 01392 382299

Email: gerry.rufolo@devon.gov.uk

NORTH DEVON HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Thursday, 24th November, 2016

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

P NORREY
Chief Executive

A G E N D A

PART 1 OPEN COMMITTEE

- 1 Apologies for Absence
- 2 Minutes
Minutes of the meeting held on 29 July 2016 (previously circulated).
- 3 Items Requiring Urgent Attention
Item which in the opinion of the Chairman should be considered at the meeting as matters of urgency.
- 4 Devon Highways Update
Presentation by the Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions(s): All Divisions

MATTERS FOR DECISION

- 5 Updated Warden Scheme (Pages 1 - 6)
Report of the Head of Highways, Capital Development and Waste (HCW/16/70) attached.

Electoral Divisions(s): All Divisions

- 6 Devon County Council (Various Roads, Barnstaple (Residents Parking Zone & Waiting Restrictions) Amendment Order (Pages 7 - 22)

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

Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/16/17) attached

Electoral Divisions(s): Barnstaple North

- 7 Butchers Row: Fatal Road Accident

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

Electoral Divisions(s): Barnstaple North

- 8 Taxi Rank - Oxford Grove, Ilfracombe, Alternative Temporary Taxi Rank

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

Electoral Divisions(s): Ilfracombe

STANDING ITEMS

- 9 Petitions/Parking Policy Reviews

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

MATTERS FOR INFORMATION

- 10 Transport Capital Programme (Pages 23 - 36)

The Report of the Head of Planning, Transportation and Environment (PTE/16/43) is attached for information, approved by the Cabinet at its meeting on 14 September 2016 (cabinet minute refers) attached

- 11 Delegated Powers (Pages 37 - 38)

Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/16/18) attached

- 12 Dates of Future Meetings

31 March, 29 June, and 30 October 2017 and 17 April

County Council Committee dates available on the website:

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

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

MEMBERS ARE REQUESTED TO SIGN THE ATTENDANCE REGISTER

Part II Reports
<p>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).</p> <p>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.</p>
Agenda Items and Attendance of District & Town/Parish Councillors
<p>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.</p> <p>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.</p> <p>For further information please contact Gerry Rufolo on 01392 382299.</p>

Membership
<p><u>County Councillors</u> Councillors J Yabsley (Chairman), F Biederman, C Chugg (Vice-Chair), A Davis, R Edgell, M Edmunds, B Greenslade and J Mathews</p> <p><u>North Devon District Council</u> Councillors J Chesters, M Manuel and G Lane</p> <p><u>DALC</u> Councillor D Chalmers</p>

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/16/70

All Highways and Traffic Orders Committees
October/November 2016

Community Road Warden Scheme

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 changes to the Community Road Warden Scheme described in this report are supported and welcomed.

1. Introduction

This report informs the Committee of changes to the Community Road Warden Scheme in light of feedback since the scheme's introduction 2 years ago. The scheme guidance is being simplified and updated, the scope of the scheme widened to include the option to undertake minor carriageway surfacing repairs, and a process to apply for financial grants towards materials, labour and equipment introduced. The intention is to relaunch the scheme through a number of local parish and town council events to be held during November.

The approach of Devon Highways to self-help is compatible with the County Council Operating Model. It is about a flexible and innovative approach by the service to enable communities and volunteers to deliver their priority needs where, due to year on year budget reductions, the service is no longer able to deliver some types of work as its core offer.

Various ad hoc self-help schemes informed the development of the Road Warden Scheme. The ad-hoc schemes demonstrated that with a positive approach to community self-help, and a measured approach to managing the risks of working on or adjacent to the highway, groups of volunteers can work with highway officers to do some useful work.

The Road Warden scheme came from local Councils' requests to be allowed to do more, and from the vision of developing community highway champions who could carry out a wide ranging role, from administration and signposting to information, to routine works, and to fixing minor defects in road surfaces.

Devon's Road Warden scheme has attracted a lot of attention from other highway authorities who are keen to learn from our experience and launch their own similar schemes.

The Department for Transport has shown an interest in Devon's work on the Road Warden scheme. It is expected to help Devon achieve the top banding in the Department for Transport assessment for the Incentive Fund, which should enable Devon to attract more funding for highway maintenance in the future.

2. Scheme guidance

Feedback has been received that the current guidance is confusing and overly bureaucratic.

Agenda Item 5

The guidance has been reviewed and is being rewritten, making it simpler and easier to understand. The Community Road Warden Scheme, in the context of the range of initiatives available for mobilising community support in the Highways Service, is shown in Appendix I.

The revised guidance will be available on the DCC website at:

<https://new.devon.gov.uk/roadsandtransport/maintaining-roads/self-help-and-community-support/road-warden-scheme/>

3. Pothole filling

Several parish councils have requested that the scope of the scheme be expanded to allow the filling of potholes that are of concern to the local communities, but do not meet the County Council's criteria as safety defects. A successful trial has been undertaken with 5 parish and town councils, following identification of a suitable repair product. As a result guidance is being produced to enable any community that is part of the scheme to undertake such works if they wish.

4. Financial support for communities

Over £100,000 has been allocated this financial year to enable communities to become involved in routine highway maintenance and undertake specific highway related projects, and funding bids will be made to enable this support to continue in future years.

Local councils are to be invited to apply for grants towards the costs of materials, labour and equipment to enable them to undertake works that contribute to the maintenance of the highway or to specific highway related projects. If the number of applications received exceeds the budget available, it is proposed that a panel including representatives of Devon Association of Local Councils will determine the allocation of the funds between the applicants.

5. Relaunch of the scheme

Following feedback from last year's highway conferences for parish and town councils a modified conference format is proposed this year. There will be more local events, with a less structured agenda, allowing representatives from the local councils to discuss the issues they want with the appropriate highway officers.

The events are due to be held during November.

The opportunity will be taken to relaunch the Community Road Warden Scheme at these events.

6. Options/Alternatives

The Community Road Warden Scheme could remain as at present, but the County Council would not be learning from experiences and feedback received over the first two years.

Consideration could be given to removing the scheme, and the opportunity for local communities who want to contribute to an improved and safer local environment would be lost.

7. Consultations

Feedback on the scheme since its introduction has been received ad hoc from local councils and County Members, and through presentations at the highway conferences for parish and town councils, DALC events and HATOC meetings.

8. Financial Considerations

£102,000 has been allocated in the revenue budget for 2016/17 to support highway community self help.

9. Legal Considerations

The lawful implications/consequences of the Community Road Warden Scheme have been considered and taken into account in the preparation of the guidance and associated agreement.

10. Risk Management Considerations

The required training for Community Road Wardens includes the risk assessment process to be undertaken for all work on the highways.

11. Reasons for Recommendation

The Community Road Warden Scheme has been reviewed and updated in light of feedback over the early years of its operation.

David Whitton
Head of Highways, Capital Development and Waste

Electoral Divisions: All

Local Government Act 1972: List of Background Papers

Contact for enquiries: Tony Matthews

Room No: AB1

Tel No: 01392 383000

Background Paper	Date	File Ref.
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None

tm210916h
sc/cr/community road warden scheme
03 220916

Mobilising Community Support in the Highways Service				
	Snow Warden Scheme	Parish Paths Partnership	Highway Self-Help Scheme	Community Road Warden Scheme
Brief Description of scheme	<p>Snow Wardens volunteers organise and deliver winter maintenance priorities of communities on routes not gritted by Devon Highways. For example:</p> <ul style="list-style-type: none"> • Ordering grit supplies, • Organising and deploying volunteers to clear snow, • Organising and deploying volunteers to spread grit when icy conditions are forecast. 	<p>Parish Partnership volunteers can organise and carry out work on the Public Rights of Way network in the Parish. For example:</p> <ul style="list-style-type: none"> • Cut back vegetation, • Repair fencing, • Improve stiles. 	<p>Highway Self-Help can allow a group of volunteers to carry out a highway maintenance or improvement projects on the local road network. For example:</p> <ul style="list-style-type: none"> • Repair a figure post signs, • Improve drainage systems, • Repair decorative fencing. 	<p>The Community Road Warden can be the highways “Champion” providing support in a community to:</p> <ul style="list-style-type: none"> • accessing highway information, • Carry out administrative work, • Survey highway features. • organise minor works programmes, • carry out minor work, • Interface with the local Neighbourhood Highways Officer
Link to Guidance	http://www.devon.gov.uk/snow-wardens.pdf	http://www.devon.gov.uk/index/environmentplanning/public rights of way/parish paths partnership scheme.htm	https://new.devon.gov.uk/roadsandtransport/maintaining-roads/self-help-and-community-support/	https://new.devon.gov.uk/roadsandtransport/maintaining-roads/self-help-and-community-support/

Mobilising Community Support in the Highways Service					
Snow Warden Scheme		Parish Paths Partnership	Highway Self-Help Scheme	Community Road Warden Scheme	
Outline of what DCC will provide	<p>DCC Provide:</p> <ul style="list-style-type: none"> • Training, • Advice, • Grit Bins, • Grit, once a year supply only. 	<p>DCC Provide:</p> <ul style="list-style-type: none"> • Training, • Grants for equipment, • Limited supply of materials 	<p>DCC Provides:</p> <ul style="list-style-type: none"> • Advice on schemes that are a priority for local people, • If agreed, a road closure, 	<p>DCC Provides:</p> <ul style="list-style-type: none"> • Training, • Advise, • Limited funding for materials or tools, • Limited supply of agreed materials • Third party insurance cover for work carried out as agreed with HNO. 	
	Outline of what volunteers can do	<p>Snow Wardens:</p> <ul style="list-style-type: none"> • Receive and respond locally to weather alerts, • Organise volunteers, • Organise purchase of more grit if needed, 	<p>Volunteers:</p> <ul style="list-style-type: none"> • Organise volunteer work, • Communication with PROW Officer 	<p>Self-Help Volunteers:</p> <ul style="list-style-type: none"> • Complete the work as agreed by the Local Neighbourhood Officer, • Materials as agreed, • Funding as agreed 	<p>Community Road Warden:</p> <ul style="list-style-type: none"> • Volunteering time, • Communications with NHO and within community, • Programmes of volunteer work, • Takes responsibility for following agreed method statements and risk assessment.

HIW/16/17

North Devon Highways and Traffic Orders Committee
24 November 2016

Devon County Council (Various Roads, Barnstaple) (Residents Parking Zone & Waiting Restrictions) Amendment Order

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

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

Recommendation: It is recommended that:

- (a) The responses to the advertised Traffic Regulation Order be noted;**
- (b) The proposals for implementation of No Waiting At Any Time, No Stopping Except Buses and the Exemption for Public Service Buses stopping on North Road be implemented as indicated in Section 5 a), b) and d).**
- (c) A decision regarding the Chanters Hill Residents Parking and Limited Waiting Proposals be delegated to the Chief Officer for Highways, Infrastructure, Development and Waste in consultation with the Chairman and Local Member.**

1. Summary

This report considers the objections to the advertised traffic regulation order and seeks approval to make and seal the order as recommended above.

2. Background/Introduction

Devon County Council has developed proposals designed to:

- Prevent obstruction of driveways and narrow roads by inappropriate parking during the day in the Chanters Hill area.
- To prevent obstruction at junctions and on the main bus route in the Chanters Hill Area.
- To encourage a turnover of available parking in the area to encourage commuters to make more sustainable travel choices eg Car Share, Public Transport, Walking and Cycling.
- To prevent obstruction of the public service bus by inappropriate parking on Youngs Drive.
- To prevent obstruction of bus services and larger vehicles by inappropriate parking at the junction of Littabourne and Beech Grove.
- To modify the existing Clearway Order on North Road allowing an exemption for public service buses.
- Encourage longer term visitors to use off street car parks.
- To make adjustments to the existing on-street parking arrangements to improve safety for vulnerable road users and drivers.

This report describes the proposals, and details responses received to the subsequent statutory consultation undertaken in April and May 2016.

3. Proposals

Proposals are shown in Appendix I: Hatoc Report Plans ENV5481/1 – 4.

Agenda Item 6

Specific proposals include

- **Littlebourne and Beech Grove** - No Waiting At Any Time junction protection for public service bus and large delivery lorries, on the junction of Littlebourne and Beech Grove.
- **Youings Drive** - Introduction of No Waiting at Any Time and No Waiting Mondays to Saturdays 8:30 am to 5:30pm.
- **Chanters Hill Area** – Introduction of a Residents Parking Zone, No waiting “At any time” at junctions and on the bus route, a bus clearway and Limited Waiting in Chanters Hill and Sowden Lane.
- **North Road** - Exemption allowing public service buses to stop on the North Road Clearway.

4. Representations Received

The following representations were received during the statutory consultation:

(a) Junction of Littlebourne and Beech Grove – Appendix I: ENV5481/1 (A)

4 objections have been received from local residents who feel that the existing Keep Clear Markings work most of the time and that the proposals could be reduced and achieve the same result.

(b) Youings Drive – No Waiting “At any time” and No Waiting “Mon to Sat 8.30am to 5.30pm” - Appendix I: ENV5481/2 (A)

4 Submissions have been received, all from local residents, 1 in support and 3 opposed. The objections refer to inadequate off road parking, use of the road by staff and visitors to the Hospital and suggest that the restrictions should operate only at times the bus service is timetabled.

(c) Chanters Hill Resident Parking – Appendix I: ENV5481/3 (A)

69 submissions have been received in objection to the proposals along with a Letter from the Chair of Governors of Our Lady’s Catholic Primary School containing a 49 name petition objecting to the proposals (Appendix II).

34 submissions have been received in support of the proposals.

A plan showing the distribution of addresses of the respondents supporting and objecting to the proposals can be seen in Appendix III. Most objections are from non-residents associated with the School. This has been indicated on the plan.

The petition and objection submission arguments can be summarised as:

Safety	25	<ul style="list-style-type: none">• Increased dangers due to increased speeds.• Greater distance to walk.• Cannot drop off children and let them walk to school.
Driveways	16	<ul style="list-style-type: none">• All residents have driveways which they can use.
Bus/Car parks	8	<ul style="list-style-type: none">• Lack of bus service and nearby car parks.
School 40 years	10	<ul style="list-style-type: none">• School has been there 40 years residents should have thought about this before buying their properties.

Staff Issues	9	<ul style="list-style-type: none"> • Need to carry heavy resources.
School Impact	15	<ul style="list-style-type: none"> • Impact greatly on school life assemblies and parent involvement within the school.
Faith School	17	<ul style="list-style-type: none"> • This is the only Faith School pulling from very wide area so the only option for many parents is to use private cars.
Affect parents	11	<ul style="list-style-type: none"> • Will lose job or need to decrease hours as won't be able to make work on time.

(d) North Road Clearway - Appendix I: ENV5481/4 (A)

No submissions received.

5. Recommendations

(a) Junction of Littlebourne and Beech Grove

The proposals largely cover lengths of road within the junction where parking could already be regarded as obstruction. The proposals could only be reduced marginally without compromising access and it is recommended that the proposals are implemented as advertised.

(b) Youings Drive – No Waiting “At any time” and No Waiting “Mon to Sat 8.30am to 5.30pm”

The No Waiting “At and time” proposals largely cover lengths of road within the roundabout and its approaches where parking could already be regarded as obstruction. It is recommended that the proposals are implemented as advertised on the roundabout and its approaches but that the remaining length of “At any time” restriction to the north of the roundabout on the eastern side of the road is relaxed to No Waiting “Mon to Sat 8.30am to 5.30pm”.

(c) Chanters Hill Resident Parking

The proposals include provision for limited waiting on Chanters Hill and there are area’s of limited waiting and unrestricted parking on much wider roads within walking distance of the school.

Residents within the proposed parking zone report that their relatively narrow driveways allow for only limited manoeuvrability which is easily compromised when vehicles are parked on these narrow roads, sometimes for several hours.

The proposals seek to encourage a shift to more sustainable travel choices. It is recognised that these choices may sometimes result in increased journey times or require more flexibility in travel planning.

Traffic and transport usage have changed significantly since the school and housing estate were constructed. Concerns expressed by residents indicate that the parking capacity of the local road network is often at capacity and that this is having a detrimental effect on both quality of life and traffic flows in the area. The proposals will encourage a change of approach which should assist in the long term sustainability of the school site.

Agenda Item 6

It is intended to discuss staff transport concerns with the school in the near future. It is hoped that the need to deliver heavy resources to the school can form a part of these discussions.

It is accepted that the wide catchment area of the school presents particular issues for parents travelling for long distances. However, it is suggested that many of these problems could be addressed by a more flexible approach to travel planning. This will also form part of discussions with the school referred to above.

(d) North Road Clearway - Appendix I: ENV5481/1 (A)

It is recommended that the proposal is implemented as advertised.

6. Financial Considerations

The total costs of the scheme are estimated to be contained within an overall budget of £10,000. Councillor Greenslade has made £5,000 available from his Locality Budget with the remainder being funded from the On Street Parking Account.

7. Environmental Impact Considerations

The stated objectives of the scheme include:

- Prevent obstruction of driveways and narrow roads by inappropriate parking.
- Prevention of obstruction at junctions and other roads to improve access for buses.
- To encourage a turnover of available parking in the area to encourage commuters to make more sustainable travel choices. eg Car Share, Public Transport, Walking and Cycling.
- Encourage longer term visitors to use off street car parks.
- To make adjustments to the existing on-street parking arrangements to improve safety for vulnerable road users and drivers.

The Environmental effects of the scheme are therefore positive.

8. Equality Considerations

No new policies are being recommended in this report.

9. Legal Considerations

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

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

10. Risk Management Considerations

There are thought to be no major safety issues arising from the proposal. However, a Minor Schemes Safety Assessment will be undertaken to consider signing and lining elements agreed by Committee.

11. Public Health Impact

It is considered that there will be a positive public health impact as the proposals encourage modal shift to sustainable transport. Supporting active travel, such as walking and cycling, is a key component of the Devon 'Joint Health and Wellbeing Strategy 2013 to 16.

12. Summary/Conclusions/Reasons for Recommendations

The proposals rationalise and extend existing parking arrangements within Barnstaple by:

- prohibiting parking at junctions, within visibility splays and on narrow sections of roads.
- addressing the concerns of residents over access to their properties and their ability to park within a reasonable walking distance of their house.
- enabling effective enforcement to be undertaken.

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

David Whitton
Chief Officer, Highways, Infrastructure Development and Waste

Electoral Division: Barnstaple North

Local Government Act 1972: List of Background Papers

Contact for enquiries: Mike Jones

Room No: ABG Lucombe House

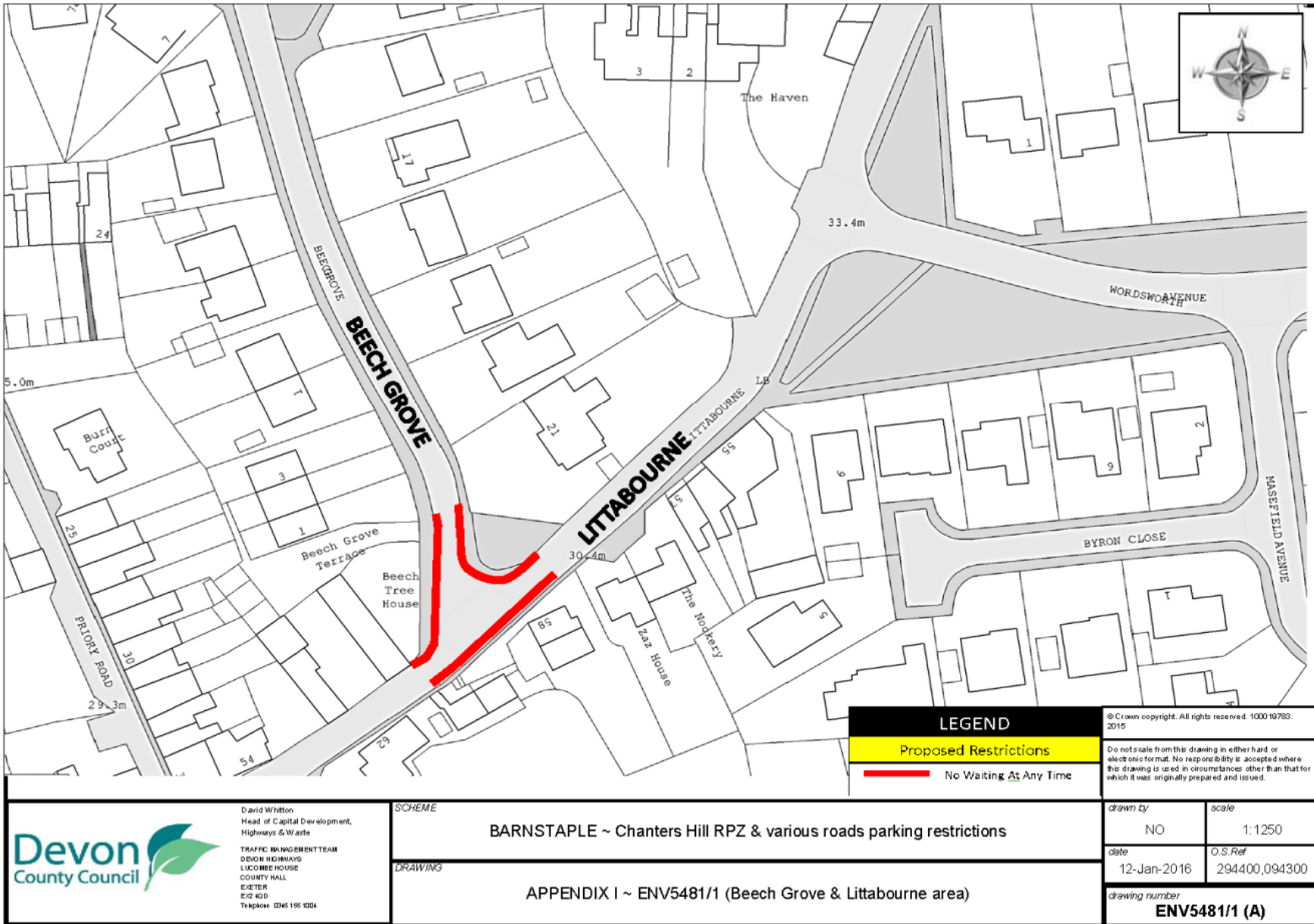
Tel No: (01392) 383000

Background Paper	Date	File Ref.
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Nil

mj161116ndh
sc/cr/residents parking zone amendment order chanters hill Barnstaple
03 171116

Appendix I
To HIW/16/17



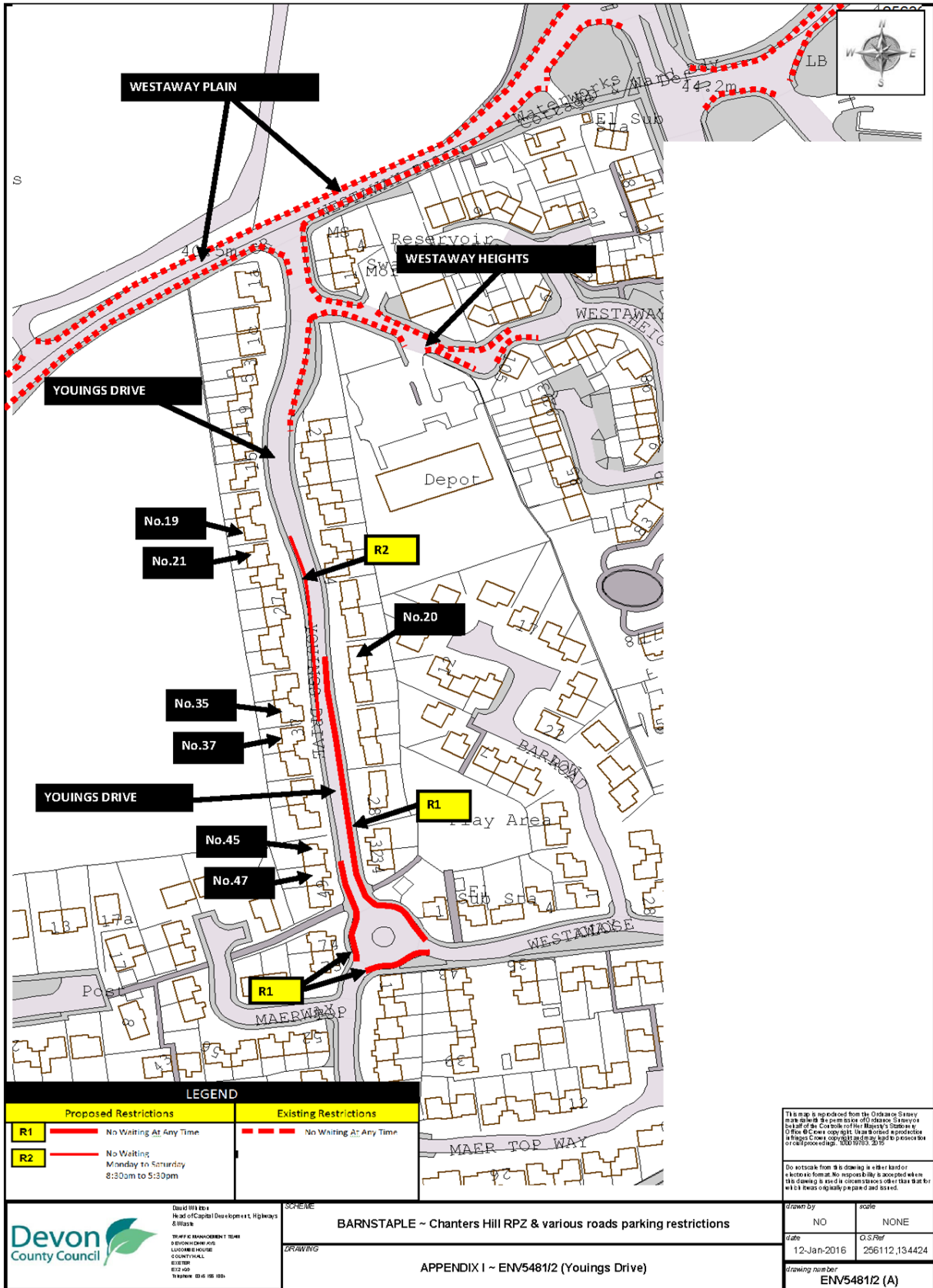
Devon County Council

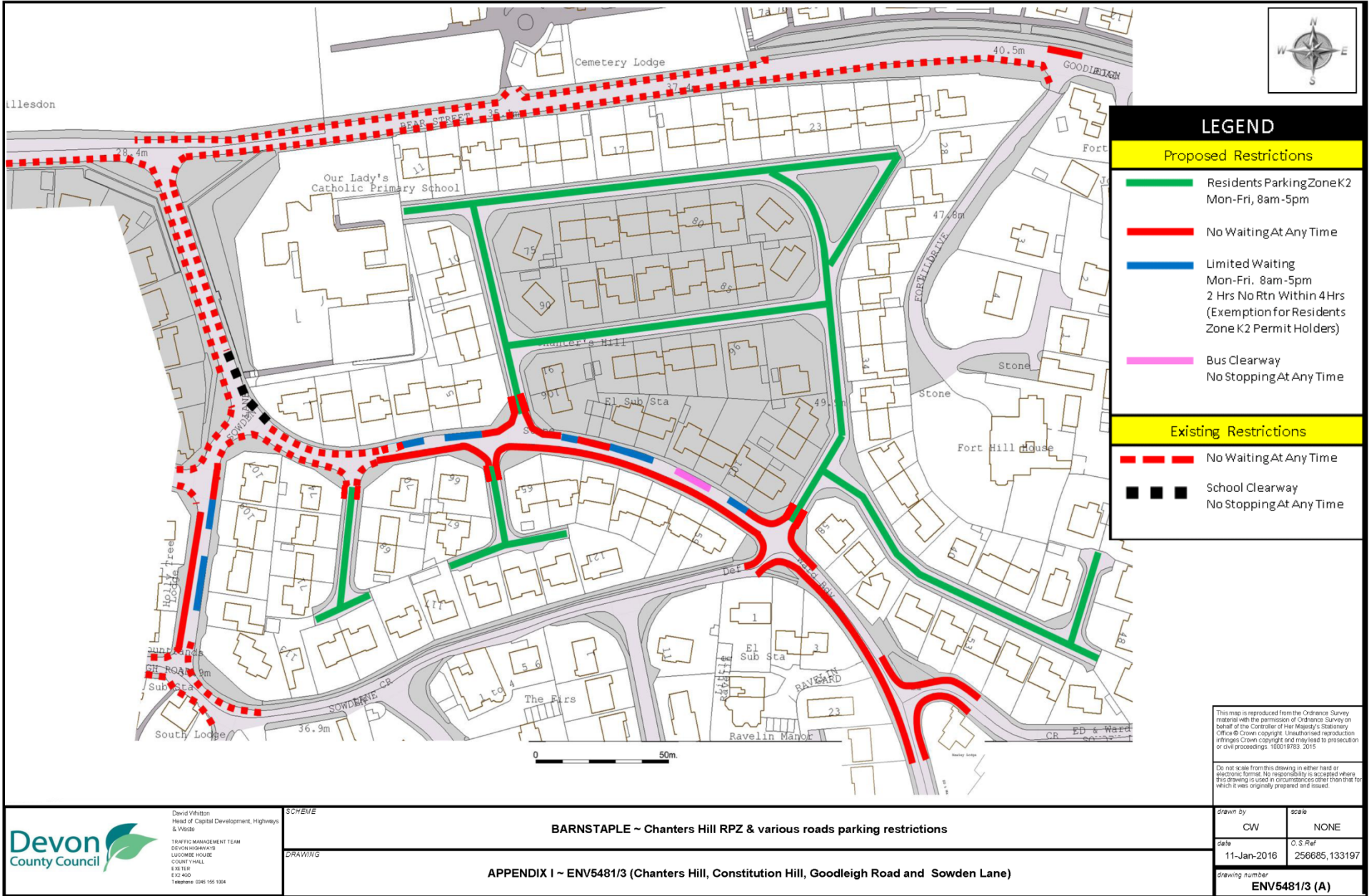
David Whittin
Head of Capital Development,
Highways & Waste

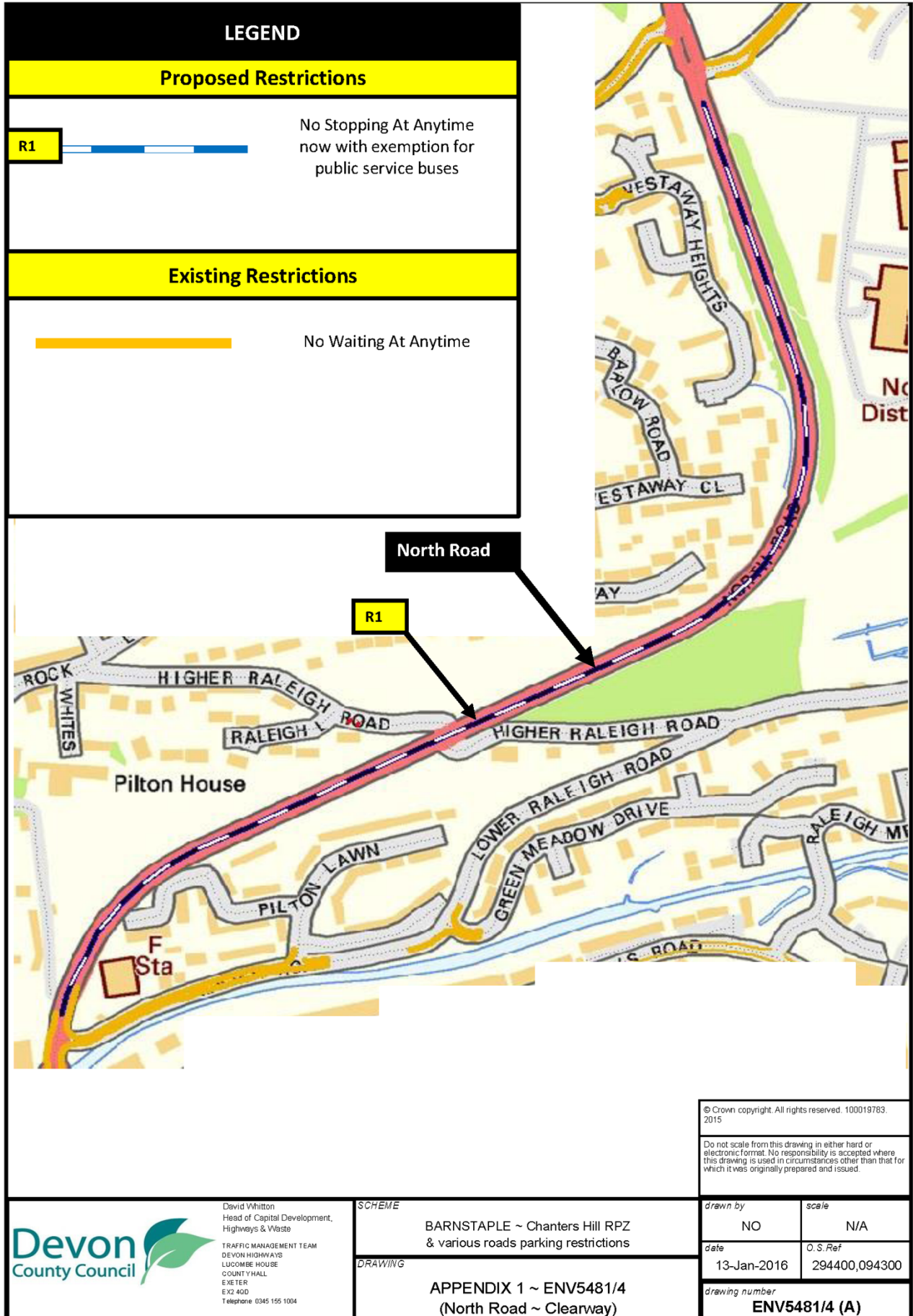
TRAFFIC MANAGEMENT TEAM
DEVON HIGHWAYS
LUCOME HOUSE
COUNTY HALL
EXETER
EX2 4DD
Telephone: 01392 155 1004

SCHEME	BARNSTAPLE ~ Chanters Hill RPZ & various roads parking restrictions	
DRAWING	APPENDIX I ~ ENV5481/1 (Beech Grove & Littabourne area)	

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drawn by	scale
NO	1:1250
date	O.S. Ref
12-Jan-2016	294400,094300
drawing number	
ENV5481/1 (A)	







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Devon County Council

David Whitton
Head of Capital Development,
Highways & Waste

TRAFFIC MANAGEMENT TEAM
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COUNTY HALL
EXETER
EX2 4DD
Telephone: 0345 155 1004

SCHEME

BARNSTAPLE ~ Chanters Hill RPZ
& various roads parking restrictions

DRAWING

APPENDIX 1 ~ ENV5481/4
(North Road ~ Clearway)

<i>drawn by</i>	<i>scale</i>
NO	N/A

<i>date</i>	<i>O.S. Ref</i>
13-Jan-2016	294400,094300

<i>drawing number</i>
ENV5481/4 (A)



OUR LADY'S CATHOLIC PRIMARY SCHOOL

Chanters Hill Barnstaple Devon EX32 8DN

Telephone: 01271 345164 Fax: 01271 328584

Email: admin@ourladys.devon.sch.uk www.ourladys.devon.sch.uk

Principal: Robert Meech

29th April 2016

Mr Neil Oxton
Devon Highways
Lucombe House
County Hall
Exeter
Devon
EX2 4QD

Dear Sir

Thank you for your letter with regard to the proposed resident's parking area for roads surrounding Our Lady's Catholic Primary School and Barn-A-B's Pre-School, which operates from the same site.

I understand that Our Lady's Catholic Primary School and Barn-A-B's Pre School are to be excluded from the Resident's Parking Scheme and as such will not be eligible for sufficient permits for all members of staff, visitors and parents. We will thus only be eligible for up to 3 charity business occupier permits at £30 each.

The statement of reasons for seeking a resident's parking order normally start with reference to improve road safety. The order for Chanters Hill starts with reference to "improve opportunity for local residents to locate a parking space". This is not a safety issue, which would be the usual justification for the introduction of such orders. It is especially surprising considering almost all the houses have a private drive with parking for a minimum of 2 cars.

The School currently employs 40 members of staff and has 190 children on role while Barn-A-B's employs 12 staff and has 43 children on role. There are only 9 car parking spaces on site. The school gates are locked during the school day for safeguarding and safety issues, further negating the availability of on site short-term parking.



We have a travel plan that encourages people to travel to the school using sustainable transport measures, such as car sharing and walking where possible. However, the School is unique in North Devon in that it does not have a catchment area. Pupils attend from across the North Devon and Torridge areas and as such cannot benefit from School Transport provision thus placing an increased reliance on the private car. The nature of School hours is that staff are on site from 07:15 until 18:00 again necessitating the use of the private car. This reliance on the use of private cars is further increased by the fact that the bus service that runs past the school (Service 10A) does not commence operation until 10am. The bus station is over 800 metres away and not on an easy/desirable walking route especially for 250 children aged from 2 to 11; making the use of the bus difficult if not dangerous.

When Devon County Council granted planning permission for the School originally there was obviously an acceptance that 9 Parking Spaces on site was appropriate (any proposal now would allow for far more car parking spaces than this) and therefore intrinsically accepted that any overspill of parking for those attending/visiting the school would be catered for on the nearby streets. The number of school classes on the site has not increased as a whole. So this pressure of on street parking has not altered significantly over the period there has been a school there.

It is clear that the current adopted planning policy for North Devon in relation to travel and transport thinking is that any "Development" that is likely to generate any amount of travel should be easily accessible to a range of transport modes other than the motor car. The school did not benefit from this policy at the time it was built. The only transport mode that would be available should the proposal go ahead would be walking from the town centre along roads whose gradients together with the need to cross the inner relief road make this a dangerous proposition for over 200 children twice a day. The adopted North Devon Local Plan goes on to state that the target walking distance for those accessing a primary school is 300 metres and goes on to state that other non residential facilities have a target walking distance of 600 metres. Of course these target walking distances are only a guide for current development proposals, however, it would seem appropriate to apply them with regard to this consultation. Even this guidance would normally be reduced in distance when taking in to account road gradients, desirability and overall perceived safety of the route.

Public car parks within the town centre are managed and controlled in order to restrain long term parking for commuters in favour of short term quality parking for shoppers. As such the nearest long stay public car park is about 1600 metres away on foot and not on a convenient or desirable route as the Inner Relief Road will still need to be crossed, the steep gradients of the approach roads, and is of course over the target walking distances. Furthermore, Park and Ride options are no longer available.

We are an inclusive school and encourage our parents to engage with the school and their children. As such many events are attended by parents and outside workers who assist in furthering our children's education. These events will often last more than 2 hours. The proposed limited waiting on Chanters Hill, is on a through road with higher vehicle speeds than the road outside of the main School Entrance thus increasing the safety risk to those entering and leaving vehicles. This will thus effectively limit these

Agenda Item 6

events and will, it is proven, hinder educational attainment. In addition the available areas would not be sufficient for the numbers of people attending the school even for periods of less than 2 hours.

The introduction of this resident's parking area would have a detrimental impact on the education of our children, not be practical or fair given the existing situation. Ultimately there is the potential that this would also increase unsafe parking in contravention of the order, particularly by those visiting the school for short periods.

We believe that the introduction of the proposal as outlined would thus:

1. Have a deleterious impact on the education of the children at Our Lady's School.
2. Make the journey to school/pre-school much more dangerous.
3. Lead to even more dangerous parking practices to get around the restrictions.
4. Be extremely unfair given the fact that the school has operated safely and successfully for the last 47 years.

We trust you are able to consider this. We are of course willing to work with the Council to minimise our perceived unacceptable impact on the highway network, should the Council wish to enter into discussions.

Yours faithfully

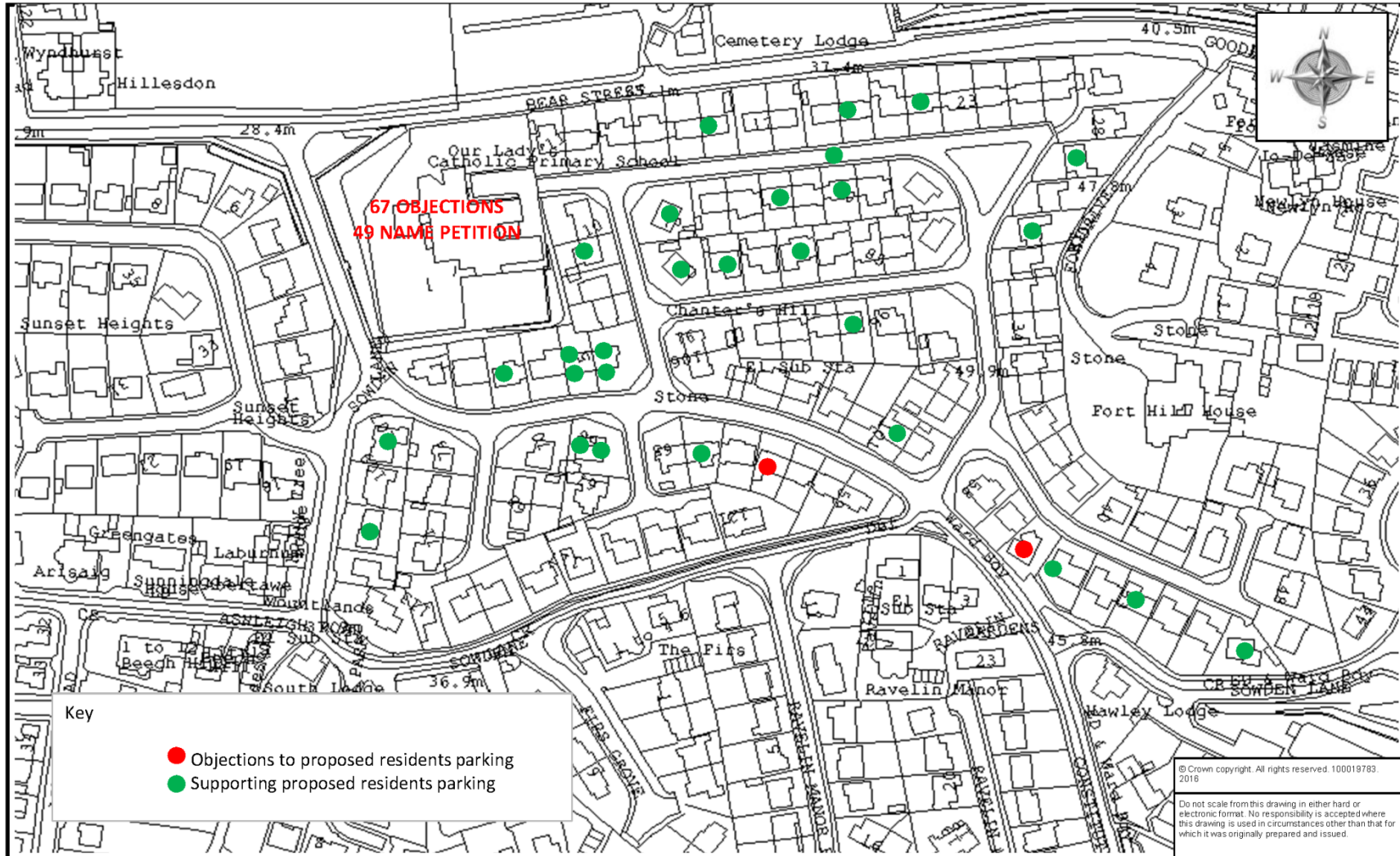


Sandy Anderson
Chair of Governors

We below, object to the new proposals for parking in around Our Lady's School, with particular reference to Chanters Hill.

Reference number: 5481

Name	Signature	Organisation	Email/Phone
[REDACTED]	[REDACTED]	Parent	[REDACTED]
	[REDACTED]	Parent	[REDACTED]
	[REDACTED]	Parent	[REDACTED]
	[REDACTED]	NANA	[REDACTED]
	[REDACTED]	PARENT	[REDACTED]
	[REDACTED]	PARENT	[REDACTED]
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	[REDACTED]	Parent	[REDACTED]
	[REDACTED]	Parent	[REDACTED]
	[REDACTED]	Parent	[REDACTED]
[REDACTED]	"	[REDACTED]	
[REDACTED]	"	[REDACTED]	
[REDACTED]	Auntie	[REDACTED]	
[REDACTED]	- - -	[REDACTED]	
[REDACTED]	PARENT	[REDACTED]	
[REDACTED]	"	[REDACTED]	
[REDACTED]	Parent	[REDACTED]	
[REDACTED]	Parent	[REDACTED]	
[REDACTED]	Parent	[REDACTED]	
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[REDACTED]	Parent	[REDACTED]	
[REDACTED]	Parent	[REDACTED]	
[REDACTED]	Parent	[REDACTED]	



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David Whitton
Head of Capital Development,
Highways & Waste

TRAFFIC MANAGEMENT TEAM
DEVON HIGHWAYS
LUCOMBE HOUSE
COUNTY HILL
EXETER
EX2 4JD
Telephone 0345 155 1004

SCHEME	CHANTERS HILL, BARNSTAPLE	
DRAWING	APPENDIX III ~ ENV5481/5 (Chanters Hill area ~Supportes / objectoires plotted)	

drawn by	scale
NO	NTS
date	O.S. Ref
03-Aug-2016	256690,133236
drawing number	
ENV5481/5 (A)	

PTE/16/43

Cabinet
14 September 2016

Transport Capital Programme 2016/17

Report of Head of Planning, Transportation and Environment

Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.

Recommendation:

- (a) approval is given to enhance the Place 2016/17 capital programme by £0.837 million with £0.718 million from developer and £0.119 million external contributions;
- (b) of the enhancements above, £0.275 million is forward funded to enable schemes to proceed in advance of the funding being received;
- (c) revised budgets are allocated to the Local Transport Plan (LTP) schemes set out in Appendix I;
- (b) that amendments to the Integrated Block allocations are delegated to the Head of Planning, Transportation and Environment in consultation with the Cabinet Member for Highway Management and Flood Prevention or Cabinet Member for Economy, Growth and Cabinet Liaison for Exeter.

1. Summary

This report seeks approval to a revised transport capital programme for 2016/17 (excluding maintenance).

2. Background

Cabinet previously approved a two year programme in September 2015 for capital transport schemes in 2015/16 and 2016/17. Since then various factors have required an update to the 2016/17 programme reflecting changes in some scheme costs, funding sources and timing.

Funding pressures remain tight with the Local Transport Plan Integrated Block settlement from Government at an annual level of around £3.6m compared to over £6m a few years ago and over £10m in 2009/10. Other local contributions such as Section 106 (S106) or Community Infrastructure Levy (CIL) are also under significant pressure. External funding sources continue to support a major part of the capital programme.

3. Proposal

The focus of the 2016/17 programme remains substantially unchanged from that in the September 2015 report, supporting economic growth alongside Local Plans. A significant proportion of the programme is helping to deliver major schemes, many of which are either under construction or are in advanced design stages. DCC's funding in these cases is used for design work, land purchase and the remainder of the local contribution where this is required to meet external funding commitments. This is particularly the case for the current Growth Deal¹ and Coastal Communities Fund awards which make up a substantial proportion of the capital programme in 2016/17. The County Council plays an important part

Agenda Item 10

in negotiating other local contributions including CIL and S106. Appendix I details the revised 2016/17 programmes.

Walking and Cycling

The prioritisation of the old A380 through Kingkerswell for use by pedestrians and cyclists, the completion of the Exe Estuary route into Dawlish town centre, and the A39 pedestrian and cycle bridge to the proposed new employment area at Roundswell (Barnstaple) along with a further section of the Wray Valley Trail between Moretonhampstead and Lustleigh are the four main schemes planned for completion or substantial starts in this financial year. The Kingskerswell and Dawlish scheme allocations reflect the revised scheme costs following detailed design and consultation.

These are supported by the first phase of the Sidford – Sidbury cycle route, a further section of the Stop Line Way, further stages of the Pegasus Way, NCN2 Western Road Ivybridge and a continued programme of cycle parking and associated facility improvements at employer, school and other key locations across the county. There is an allocation as match funding for external funding sources to support the further expansion of the electric bike network within Exeter, connecting rail stations to employment sites including County Hall and Great Moor House.

Land purchase and scheme design continue to be an important part of the programme, ensuring that there is a continual pipeline of schemes available to bid for external funding opportunities as they arise. These include:

- Exeter Strategic Cycle Routes
- Exmouth North to Exe Estuary Link
- Wray Valley Trail (Moretonhampstead to Lustleigh)
- Tarka Trail (Meeth to Hatherleigh)
- Newton Abbot East – West and Central Cycle Routes
- Larkbear Pedestrian / Cycle Bridge (Barnstaple)
- Exe Estuary Powderham to Turf Lock
- Teign Estuary
- Ruby Way
- Torrington to Tarka Trail
- Drakes Trail to Princetown (Yelverton to Dousland).

Funding bids have currently been submitted for:

- Exeter and Rural Strategic Cycle Routes (Growth Deal via Local Enterprise Partnership [LEP])
- Newton Abbot East – West Cycle Route as part of Houghton Barton package (Growth Deal via LEP)
- Teign Estuary Dawlish to Teignmouth (Coastal Communities Fund).

The County Council has also been successful in securing £500,000 of revenue funding in 2016/17 from the Department for Transport (DfT) through the Sustainable Transport Transition Year funding. This will support a range of activities with schools, employers and communities in a number of locations to get the most out of investment in capital infrastructure.

Rail

The development of the Devon Metro strategy follows on from the opening of Cranbrook and Newcourt stations with works on Marsh Barton station. The start of works on the latter has been delayed by technical approvals from Network Rail and is now expected to be in early 2017. The programme also includes final signalling works to complete the Newcourt station scheme.

Design, land acquisition and preparation work continues on Cranbrook second station feasibility, St David's station forecourt masterplan (funded by Great Western Railway), Bere Alston – Tavistock, Newton Abbot station bridge extension, and Pinhoe station car park. Mid-Devon District Council and Cullompton Town Council are funding initial investigation work into a new station at Cullompton. The option for a second station at Okehampton is being investigated but is dependent on a regular weekday rail service being included in one of the new franchises.

A funding bid has been submitted to the DfT for the next stage of design work for rail infrastructure to double the frequency of services between Exeter and Honiton including the second station at Cranbrook. This is part of a wider project to also improve the punctuality and journey times of Exeter – Waterloo services and the diversionary capability for Paddington – Exeter – Plymouth services when there is disruption between Castle Cary and Exeter.

Roads

Several major schemes are on site in 2016/17 including:

- A39 Hospital Junction, Barnstaple
- A361 Portmore Roundabout, Barnstaple
- Bridge Road, Exeter (completion 17/18)
- Tithebarn Lane Phase 2, Exeter
- A379 Newcourt Junction, Exeter
- A38 Deep Lane Junction Phase 1, Sherford.

Design, land acquisition and preparation work either continues or is anticipated to start on a number of other schemes including:

- A382 – A383 Houghton Barton Link, Newton Abbot
- A380 – A381 Wolborough Link, Newton Abbot
- A382 Widening, Newton Abbot (construction work on southern section due to start in 2017/18)
- Dinan Way Extension, Exmouth
- Axminster Relief Road
- A30 Honiton to Devonshire Inn
- A361 North Devon Link Road (design funded by DfT Large Local Majors programme with full bid to be submitted spring 2017 – not all funding shown in Appendix I as mainly DfT revenue funded in 2016/17)
- A38 Deep Lane Phase 2
- Tiverton EUE access (construction could start 2017/18 if sufficient Growth Deal funds are available).

Agenda Item 10

4. Consultations/Representations

The programme approved by Cabinet in September 2015 reflected the consultations through the 2011-2026 Local Transport Plan and subsequent work with partners. The programme in this report similarly reflects updates from delivery and funding partners including the LEP and district councils alongside progress on Local Plan infrastructure requirements.

5. Financial Considerations

The package of schemes for 2016/17 in this report totals £29.777 million. This includes significant S106 contributions from developers and other external sources. The majority of these contributions have already been incorporated into the capital programme but it is recommended that it is further enhanced with the following as set out in Appendix I:

2016/17 Funding Source	£,000
External and developer contributions	837

The development of schemes is increasingly reliant on using external funding for design and land purchase as well as construction. Whilst included in legal agreements, the actual receipt of funds may be some time in the future. It is therefore recommended that expected external funds are forward funded where it is necessary, to enable successful funding packages. The use of forward funding will assist the earliest delivery of schemes in advance of the receipt of external contributions. The risk of delays or not receiving these receipts will be monitored to ensure there is no impact upon the delivery of the Medium Term Capital Programme in future years and contingency plans are in place.

6. Environmental Impact Considerations

An Environmental Impact Assessment was carried out for the overall strategy contained in the Devon and Torbay Local Transport plan 2011-2026. The environmental impacts of individual schemes are detailed in Cabinet or Highways and Traffic Orders Committee (HATOC) reports where relevant.

7. Equality Considerations

Where relevant to the decision, the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding.

Taking account of age, disability, race/ethnicity (includes Gypsies and Travellers), gender and gender identity, religion and belief, sexual orientation, pregnant women/new and breastfeeding mothers, marriage/civil partnership status in coming to a decision, a decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

This may be achieved, for example, through completing a full Equality Impact Needs Assessment/Impact Assessment or other form of options/project management appraisal that achieves the same objective.

An Impact Assessment was completed for the Transport Capital Programme in 2014. Detailed individual Impact Assessments are carried out on larger schemes where required and included with Cabinet and HATOC reports.

8. Legal Considerations

There are no specific legal considerations. Where relevant these are considered in reports on individual schemes.

9. Risk Management Considerations

This programme has been assessed and all necessary safeguards or actions have been taken to safeguard the Council's position. The overall programme includes a degree of over programming to allow for slippage. Contingency allowances are built into scheme cost estimates and bid proposals to minimise the risk of scheme costs increasing over the available budget. These are increased for complex projects. Contingency levels are constantly being reviewed in the light of experience gained locally and nationally.

10. Public Health Impact

The considerable investment in walking, cycling and public transport identified within the programme will continue to support sustainable travel and an increase in the levels of physical activity. This is particularly focussed on encouraging regular trips such as journeys to school and work.

Many of the schemes in the programme contribute to Air Quality Management Plans developed in partnership with district councils.

Specific public health impacts associated with individual schemes are considered in relevant HATOC and Cabinet reports.

The County Council is also submitting a bid of around £1.5m to the DfT to the revenue element of the Access Fund for the promotion of sustainable transport. This will cover the three year period between 2017/18 and 2019/20 and build on the successful awards from the Local Sustainable Transport Fund and Sustainable Transport Transition Year funding up to and including 2016/17. The bid will include working with partners on the Healthy New Town project at Cranbrook.

11. Options/Alternatives

The 2016/17 programme has been designed taking into account committed schemes, the availability of funding sources, the 2011-2026 Devon and Torbay Local Transport Plan and the Cycling and Multi-use Trail Network Strategy. Detailed timings of schemes are linked to the cost, availability of match funding and deliverability as well as the growth strategies in Local Plans.

12. Reason for Recommendation/Conclusion

The programme in this report takes advantage of match funding from external sources wherever possible to make effective use of the limited direct funding available to the County Council. It meets the Council's priorities in the Strategic Plan 2014-2020 by focussing on economic growth and physical health and supporting a prosperous healthy and safe community.

Dave Black
Head of Planning, Transportation and Environment

Agenda Item 10

Electoral Divisions: All

Cabinet Member for Economy, Growth and Cabinet Liaison for Exeter: Councillor Andrew Leadbetter

Cabinet Member for Highway Management and Flood Prevention: Councillor Stuart Hughes

Strategic Director, Place: Heather Barnes

Local Government Act 1972: List of Background Papers

Contact for enquiries: James Anstee

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

Tel No: (01392) 383000

Background Paper	Date	File Reference
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Nil

jja010916cab Transport Capital Programme 201617
hk 06 020916

Agenda Item 10

Appendix I
To PTE/16/43

Revised Local Transport Plan Programmes 2016/17

Countywide Foundation Programme	2016/17
Schemes	£,000
Countywide Bus Real Time Information	220
Devon Metro Station Programme - Newton Abbot bridge access - Jacobs	10
Devon Metro - Exmouth Public Transport Interchange	40
Devon Metro Station Programme - Pinhoe Rail Station Car Park	10
Minor scheme costs and commitments	10
Totals	290

Exeter Targeted Capital Investment & Foundation Programmes	2016/17
Schemes	£,000
Alphington Road (Ide) Park and Ride - Jacobs	22
Chudleigh Road, Alphington Realignment	20
H/W Man - HGV Routing - Exeter Lorry Ban	18
St David's Forecourt Enhancement - Jacobs	9
Newcourt Railway Crossing	5
Exeter Strategic Cycle Network E3 & E4	100
Co-Cars: Exeter Traffic Regulation Order 2016	5
Topsham Road (South) CW Toucan Crossing upgrade	15
Exeter cycle parking	10
Devon Metro - Electric Bikes, East of Exeter Area	60

Agenda Item 10

Marsh Barton Grace Road South Cycle Link	9
Zebra Crossing New North Road Clock Tower	60
Minor scheme costs and commitments	22
Totals	355

Market and Coastal Town and Rural Devon Foundation Programme	2016/17
Schemes	£,000
Strategic Cycle Network - Tarka Trail - Willingcott to Knowle	40
Meeth Quarry to River Torridge (new route) - Tarka Trail	170
Dart Cycle Network	65
Strategic Cycle Network - Tavistock to Tamar Trails	20
Local Walking & Cycling - Sidbury to Sidford - footpath/cycle route	150
Pegasus Way, Beaworthy - Phase 2	50
Barnstaple Long Bridge / Seven Brethren improvements	135
Town Centre Improvements - Queen Street, Newton Abbot - Street Scene	15
Dart Cyc Net - Newton Abbot To Bovey Walking and Cycling Route (including Accomodation Lane)	60
Local Schemes - NCN2 Missing Link Western Road, Ivybridge	30
Strategic Cycle Network - NCN28 Newton Abbot to Torbay Border	25
Local Walking & Cycling - Cycle Parking In Market and Coastal Towns	100
Bus Waiting Infrastructure Improvements	50
Kingskerswell Village Traffic Calming, Pedestrian and Cycle Scheme	587

Agenda Item 10

Northern Exmouth to Exe Estuary Walking and Cycling Link	10
Newton Abbot Bus Station improved car park access (Sherborne Road)	15
Newton Abbot Central Cycle Route	20
Churchill Way Northam Controlled Pedestrian Crossing	64
Minor scheme costs and commitments	60
Totals	1,666

Market and Coastal Town and Rural Devon Targeted Capital Investment Programme	2016/17
Schemes	£,000
Dinan Way Extension - design and cost reappraisal	250
Bere Alston to Tavistock Railway	341
A382 - A383 Link Road design	126
Larkbear - Seven Brethren pedestrian and cycle bridge	58
Anchorwood/Strand Town Centre pedestrianisation and cycle bridge (Taw Bridge)	26
Cullompton Eastern Relief Road detailed design	17
Marsh Lane, Crediton - widening	42
Dart Cyc Net - A38 Crossing at Heathfield (foot/cycle bridge)	20
Urban Extension Infrastructure Design	100
Minor scheme costs and commitments	16
Totals	996

Agenda Item 10

Major Schemes	2016/17
Schemes	£,000
Kingskerswell Bypass (South Devon Link Road - SDLR) - EDG	302
Barnstaple Western Bypass	94
Tithebarn Link Road Phase 2 Blackhorse Lane Link - Northern section	1,997
Tithebarn Link Road Phase 2 Blackhorse Lane Link - Southern section	350
Bridge Road Lower Cost Scheme - City Wide Highway Improvements	6,346
A379 Newcourt Junction (Sandy Park Junction)	2,290
A39/A361 Corridor - A39 Heywood Road junction	110
A39/A361 Corridor - Portmore Roundabout - EDG	1,290
Tiverton EUE Access Routes	530
Tiverton EUE Blundells Road Ph 1- Heathcote Way to Tidcombe Lane	1,000
A382 Widening Forches Cross to Jetty Marsh Stage 2 (southern phase 1)	690
A30 Honiton to Devonshire Inn	888
Roundswell A39 Pedestrian and Cycle Bridge	890
A361 North Devon Link Road	50
A382 Widening Trago Roundabout to Forches Cross (northern phase 2)	613
Deep Lane Junction - Phase 2 (southern side)	335
Deep Lane Junction - Phase 1 (northern side)	1,874
Crediton Link Road	51
Minor scheme costs and commitments	83
Totals	19,783

Agenda Item 10

Other Schemes & Externally Funded	2016/17
Schemes	£,000
Crannaford Level Crossing	200
Exe Estuary Trail	115
Wray Valley Trail - Ph 2 - Steward Wood/Willford Bridge to Lustleigh	975
The Stop Line Way	170
Teign Estuary	50
Devon Metro Station Programme - Newcourt (Jacobs)	160
Devon Metro Station Programme - Marsh Barton Project Management/Other Costs	2,400
A39 - Westaway Plain Junction Improvements (hospital junction/A39 North Road roundabout scheme)	1,077
Dawlish Town Centre Link Phases 1-3 & Heritage Trail	1,246
Dawlish Warren - Exeter Road Cycle Improvements	120
Dart Cyc Net - Ogwell to Newton Abbot Town Centre and NCN	10
Newton Abbot East/West Cycle Route Phases 2-3	65
(New) Newcourt Way, Exeter - bus shelters	26
(New) Heath Way / The Lamb, Totnes - zebra crossing	30
Minor scheme costs and commitments	43
Totals	6,687

Agenda Item 10

Programme Summary	2016/17
Category	£,000
Countywide Foundation	290
Exeter Targeted Capital Investment & Foundation	355
Market and Coastal Town and Rural Devon Foundation	1,666
Market and Coastal Town and Rural Devon Targeted Capital Investment	996
Major Schemes	19,783
Other Schemes and Externally Funded	6,687
Totals	29,777

Funded by	2016/17
Category	£,000
Integrated Block	4,400
S106	11,515
Grant	10,838
External Contributions	373
DCC Resources (Unsupported Borrowing/Supported Borrowing and capital receipts)	2,651
Totals	29,777

Enhancements to the Capital Programme	2016/17
Developer and External Contributions	£,000
Devon Metro - Exmouth Public Transport Interchange	38
St David's Forecourt Enhancement - Jacobs	9
Zebra Crossing New North Road Clock Tower	60

Agenda Item 10

Barnstaple Long Bridge / Seven Brethren improvements	72
Dart Cyc Net - Newton Abbot To Bovey Walking and Cycling Route (including Accomodation Lane)	30
A379 Corridor Exminster Village Improvements - traffic management/pedestrian improvements	7
Kingskerswell Village Traffic Calming, Pedestrian and Cycle Scheme	20
Churchill Way Northam Controlled Pedestrian Crossing	40 **
Marsh Lane, Crediton - widening	42 **
Drumbridges and Battle Road Junction	31
Wray Valley Trail - Ph 2 - Steward Wood/Willford Bridge to Lustleigh	30
Dawlish Town Centre Link Phases 1-3 & Heritage Trail	231
TRO and associated works - Old County Ground development (Chieften Way), Exeter	4
(New) Heath Way / The Lamb, Totnes - zebra crossing	30
Crannaford Level Crossing	163 **
Tiverton EUE Access Routes	30 **
Totals	837

** Forward funded

Enhancements to the Capital programme	2016/17
Funded By	£,000
Developer Contributions	718
External Contributions	119
Totals	837

HIW/16/18

North Devon Highways and Traffic Orders Committee
24 November 2016

Actions Taken Under Delegated Powers

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

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

Recommendation: It is recommended that the report be noted.

1. Summary

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

2. Actions on Advertised Traffic Orders

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

Location	Proposal	Action
Granville Avenue, Grosvenor Street, Pathfield Lawn & Yeo Vale Road, Barnstaple	Introduction of mandatory disabled parking bays	Traffic regulation order advertised after consultation with Local Members and HATOC Chairs and then sealed due to no objections being received to these bays.
Bicton Street, Barnstaple	Speed cushions	Speed cushions advertised after consultation with Local Member and HATOC Chair and then installed due to no objections being received.

David Whitton
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: Barnstaple North & Barnstaple South

Local Government Act 1972

List of Background Papers

Contact for enquiries: James Bench

Tel No: 0345 155 1004

Background Paper

Date

File Ref.

None

jb261016ndh
sc/hq/action under delegated powers
2 hq 171116

