

Phil Norrey
Chief Executive

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

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

(See below)

Your ref :
Our ref :

Date : 21 November 2016
Please ask for : Gerry Rufolo 01392 382299

Email: gerry.rufolo@devon.gov.uk

WEST DEVON HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Tuesday, 29th November, 2016

A meeting of the West Devon Highways and Traffic Orders Committee is to be held on the above date at 10.00 am at Town Hall Okehampton to consider the following matters.

P NORREY
Chief Executive

AGENDA

PART 1 OPEN COMMITTEE

1 Apologies for Absence

2 Minutes

Minutes of the meeting held on 23 March 2016 (previously circulated).

3 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

4 Devon Highways Update

Presentation by the Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions(s): All Divisions

5 Updated Road 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, Okehampton) (Control of Waiting) Amendment Order (Pages 7 - 20)

Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/16/19) attached

Electoral Divisions(s): Okehampton Rural

- 7 Request for 20 MPH limits in Okehampton

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

Chief Officer for Highways, Infrastructure Development and Waste to report

Electoral Divisions(s): Okehampton Rural

- 8 Creation of More Yellow Lines in West Devon

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

STANDING ITEMS

- 9 Petitions/Parking Policy and Review

[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 2016/17 (Pages 21 - 34)

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 70 refers)

Electoral Divisions(s): All Divisions

- 11 Dates of Future Meetings

16 March (Tavistock), 17 July (Okehampton), and 7 November (Tavistock) 2017 and 9 March (Okehampton) 2018.

Meetings will start at 10.00 am and alternate between Kilworthy House, Tavistock and Town Council Offices, Okehampton.

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

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

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

Agenda Items and Attendance of District & Town/Parish Councillors

Under the provisions of Standing Order 23, any member of the HATOC (including the District Council representatives) may put an item on the Agenda for the HATOC relevant to the functions of the Committee, subject to them giving notice in writing to the Chief Executive of the matter to be discussed by 9.00am on the eighth working day before the meeting.

Any member of the District Council for the area covered by the HATOC who is not a member of the Committee, or a Town or Parish Councillor within the area covered by the HATOC, may, after giving 24 hours' notice in writing to the Chief Executive, attend and speak to any item on the Agenda with the consent of the Committee.

For further information please contact Gerry Rufolo on 01392 382299.

Membership

County Councillors

Councillors P Sanders (Chairman), K Ball, J McInnes and D Sellis (Vice-Chair)

Exeter City Council

Councillors M Benson and T Leech

DALC

Councillor C Marsh

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-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/16/19

West Devon Highways and Traffic Orders Committee
29 November 2016

Devon County Council (Various Roads, Okehampton)(Control of Waiting) Amendment Order

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

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

Recommendation: It is recommended that:

- (a) The responses to the advertised Traffic Regulation Order be noted;**
- (b) The Traffic Regulation Order is sealed and implemented as advertised, subject to the recommendations detailed in Section 5 below;**
- (c) The issue of Residents Parking within the Town of Okehampton be re-examined if evidence can be produced by the local community that sufficient demand for such a scheme exists.**

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 been working with Okehampton Town Council and other stakeholders developing proposals designed to:

- Free up as much on street parking as possible to benefit residents and visitors.
- Encourage turnover of on street parking to benefit businesses.
- Enable enforcement to be undertaken efficiently.
- Encourage longer term visitors to use off street car parks.
- Encourage those working in the town make more sustainable travel choices. eg Car Share, Public Transport, Walking and Cycling.
- To make adjustments to the existing on-street parking arrangements to improve safety for vulnerable road users and drivers.
- To update descriptions within the existing Order to ensure consistency with existing signing and lining.

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

3. Proposals

Proposals are shown in Appendix I: Hatoc Report Plans ENV5506/1 – 5.

Specific proposal included:

- Rationalising the times of operation and non-return periods of the Limited Waiting Bays within the Town. The existing restrictions included a mixture of time periods which make the task of enforcement inefficient. Non return periods should ideally be set at twice the waiting

Agenda Item 6

period. This avoids any uncertainty over when the vehicle was parked and enables Civil Enforcement Officers to patrol a beat and return at a time after the limited waiting period has expired allowing more flexibility in deployment of officers elsewhere in the community. (See ENV5506/1)

- Installation of a Limited Waiting Bay on the south side of Exeter Road, to the south east of De Brionne Heights in order to discourage parking by large vehicles displaying advertising material. Monday to Friday 8am to 6pm. Waiting limited to 2Hrs, no return within 4 Hrs. (See ENV5506/4)

4. Representations Received

The following representations were received during the statutory consultation:

- 50 Petition letters and one on-line representation objecting to changes to the times of the limited waiting bays in the town centre (Castle Road, George Street, Jacobs Pool, Kempley Road, Mill Road, Park Road, St James Street, Station Road, West Street, Westbridge Close) as shown in Appendix I Drawing No. ENV5506/1. Objections received are to proposals R3a, R3d and R3f edged in Red on the plan.

The letter and a plan showing the distribution of addresses of the respondents can be seen in Appendix II. The letter describes the difficulties currently faced by residents when parking in these roads and states that the proposed changes will make life more difficult for residents who will face difficulty in moving their vehicles to suit the proposed longer non-return period.

The letter proposes a meeting with residents to discuss the changes and suggests that a Resident's Parking scheme would be an appropriate way to deal with enforcement issues on these roads.

- 7 objections have been received, from residents of Exeter Road, to the proposal to introduce a limited waiting bay on the south side of Exeter Road, to the south east of De Brionne Heights. The objections state that the proposal will:
 - ❖ Encourage parking on the north western side of Exeter Road. This will change alignment and make it unsafe for residents to use their driveways.
 - ❖ This parking currently occurs infrequently but, it is claimed, has already been the cause of a collision.
 - ❖ Make it more dangerous for school children crossing to the pedestrianised route to the Community College in Simmons Way, through the De Brionne Heights estate.
 - ❖ Cause more congestion on the busiest road leading in and out of the town.

See drawing ENV5506/4 (A) for advertised proposal.

- One request for additional No Waiting "At any time" (Double Yellow Lines) in Simmons Way which lies outside of the scope of this Review. This could be considered as part of the 2017/18 Local Waiting Restriction Review.
- A late request from the allotment association in Castle Road for the proposed removal of the double yellow lines to be reduced slightly to assist vehicular access to the allotments. This can be accommodated without re-advertising the proposal.

5. Recommendations

(a) Changes to Limited Waiting Bays in the Town Centre Area

In recognition of the difficulties related by the residents in the Petition letter it is recommended that the proposals R3a, R3d and R3f are modified to begin at 10am rather than 9am and finish at 5pm rather than 6pm. This will allow residents greater access to unrestricted parking at the beginning and end of the day.

(b) Limited waiting bay in Exeter Road to the South East of De Brionne Heights.

The parked van is of concern to residents of De Brionne Heights but does not compromise safety at the junction. In view of the objections received from residents of Exeter Rd it is recommended that the proposal should be deleted.

(c) Removal of Double Yellow Lines in Castle Road

That the proposal should be modified to accommodate the Allotment Association's request and reduce the line removal by 1.5 metres.

(d) Residents Parking

The potential for residents parking within the town was thoroughly explored with the Town Council when preparing the consultation. At the time the Town Council was of the view there is would be little or no demand for Residents Parking in Okehampton. In light of the petition letter, the issue of Residents Parking can be examined further if evidence can be produced by the local community that sufficient demand for such a scheme exists.

6. Financial Considerations

The total costs of the scheme including design and post scheme monitoring will be in the region of £20,000 which has been allocated from within the On Street Parking Account.

7. Environmental Impact Considerations

The scheme rationalises the on street within the town and its stated objectives are designed to:

- Free up much on street parking as possible.
- Encourage turnover of on street parking to benefit businesses.
- Enable enforcement to be undertaken efficiently.
- Encourage longer term visitors to use off street car parks.
- Encourage those working in the town make more sustainable travel choices eg Car Share, Public Transport, Walking and Cycling.

The Environmental effects of the scheme are therefore positive.

8. Equality Considerations

No new policies are being recommended in this report but an Equality Impact and Needs Assessment will be completed after the scheme has been advertised and before the scheme is implemented.

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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 Okehampton and to its associated parking facilities.

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 existing parking arrangements within the town by:

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

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

David Whitton
Chief Officer, Highways, Infrastructure Development and Waste

Electoral Division: Okehampton

Local Government Act 1972: List of Background Papers

Contact for enquiries: Mike Jones

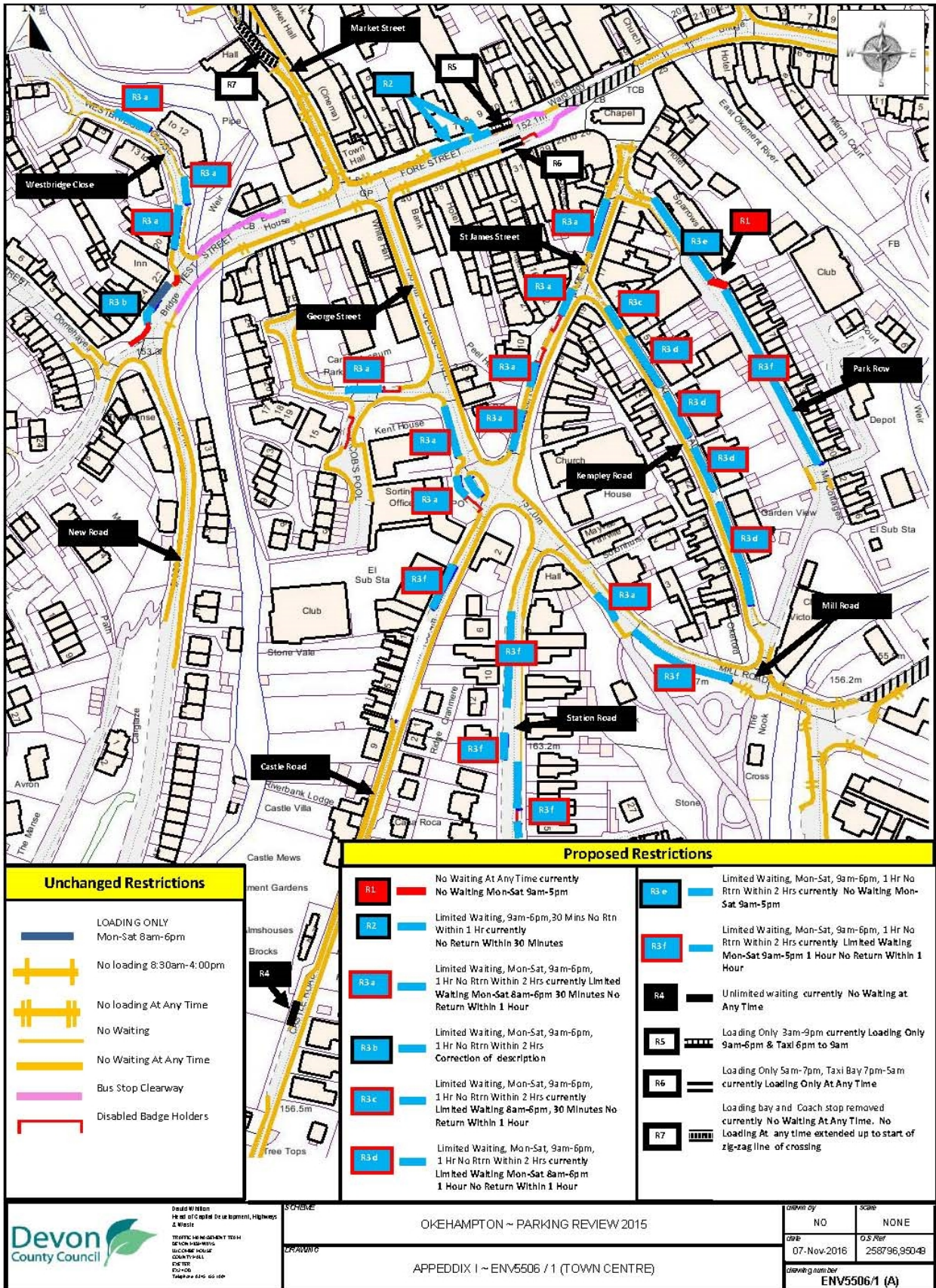
Room No: ABG Lucombe House

Tel No: (01392) 383000

Background Paper	Date	File Ref.
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Nil

mj081116wdh
sc/cr/DCC various roads Okehampton control of waiting amendment order 02 221116



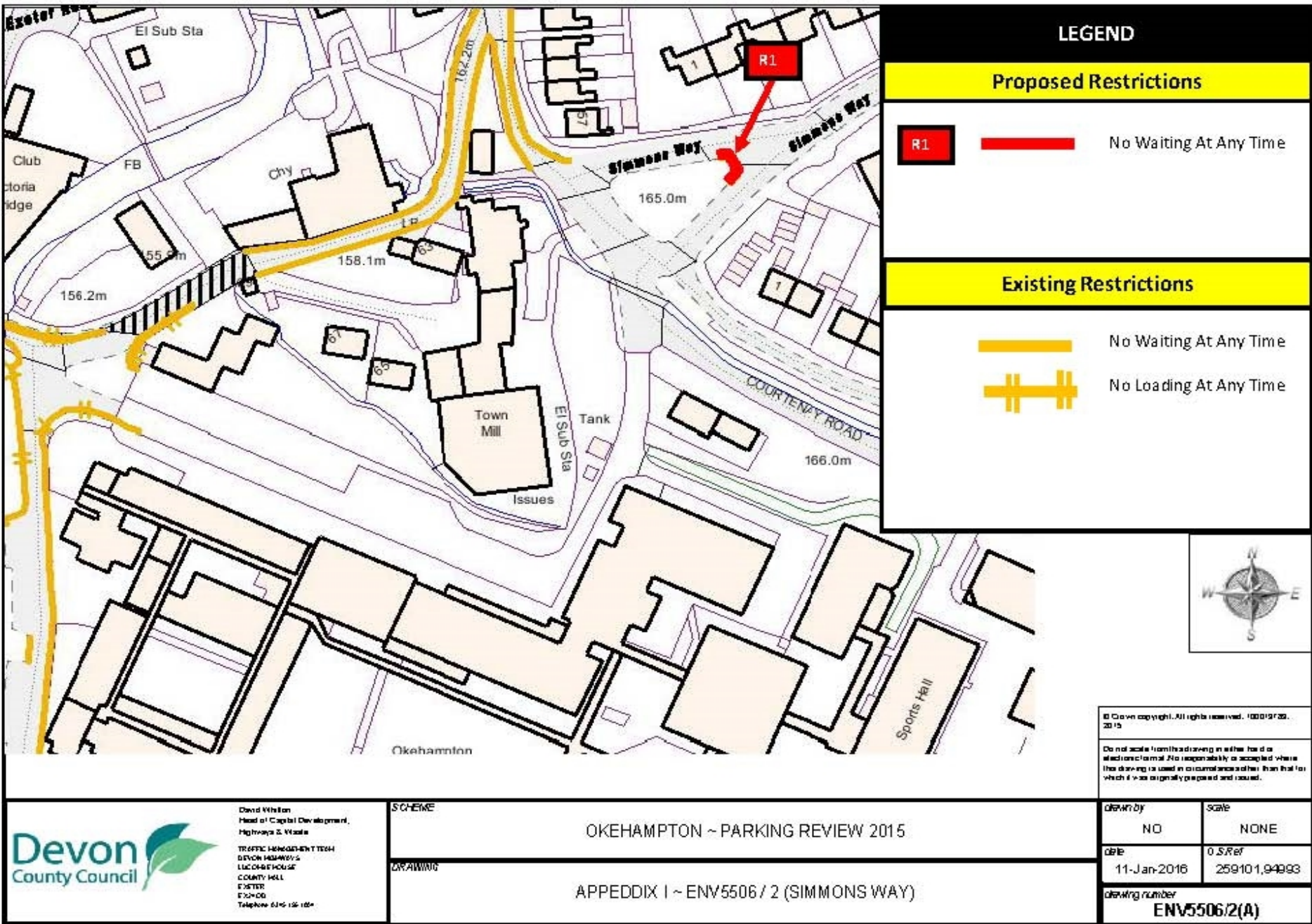
Devon Waste
Highways & Waste
Traffic Management
Income House
Down Hill
Exeter
EX4 4DQ
Tel: 01392 696 651

SCALE
DRAWN BY

OKEHAMPTON ~ PARKING REVIEW 2015

APPENDIX I ~ ENV5506 / 1 (TOWN CENTRE)

Drawn by	NO	Scale	NONE
Date	07-Nov-2016	D.S. Ref	258796,95043
Drawing name	ENV5506/1 (A)		





LEGEND

Proposed Restrictions

R1  No Waiting At Any Time

Existing Restrictions

 No Waiting At Any Time
 No Loading At Any Time



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drawn by	scale
NO	NONE
date	0 S.R. ref
11-Jan-2016	259101,94993

drawing number
ENV5506/2(A)



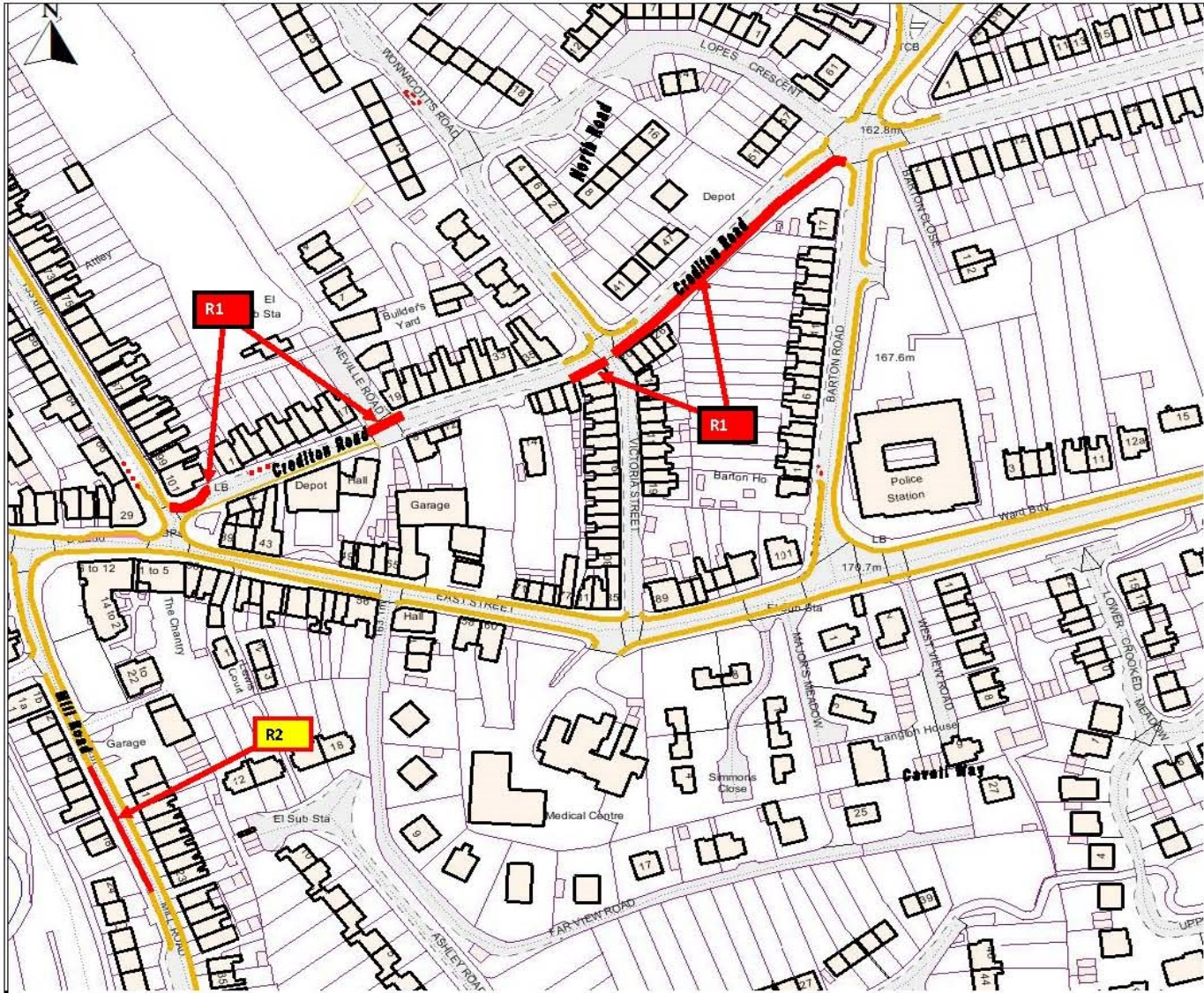
David Whelan
 Head of Capital Development,
 Highways & Works
 TRAFFIC MANAGEMENT TEAM
 DEVON HIGHWAYS
 LICENSING UNIT
 COUNTY HALL
 EXETER
 EX2 0CG
 Telephone 01392 126 100

SCHEME

OKEHAMPTON ~ PARKING REVIEW 2015

DRAWING

APPENDIX 1 ~ ENV5506 / 2 (SIMMONS WAY)



LEGEND

Proposed Restrictions

- R1** No Waiting At Any Time
- R2** No Waiting Mon - Sat, 8am to 4pm

Existing Restrictions

- No Waiting At Any Time
- Disabled Badge Holders



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drawing num ber	ENV5506/3 (A)		

Devon County Council

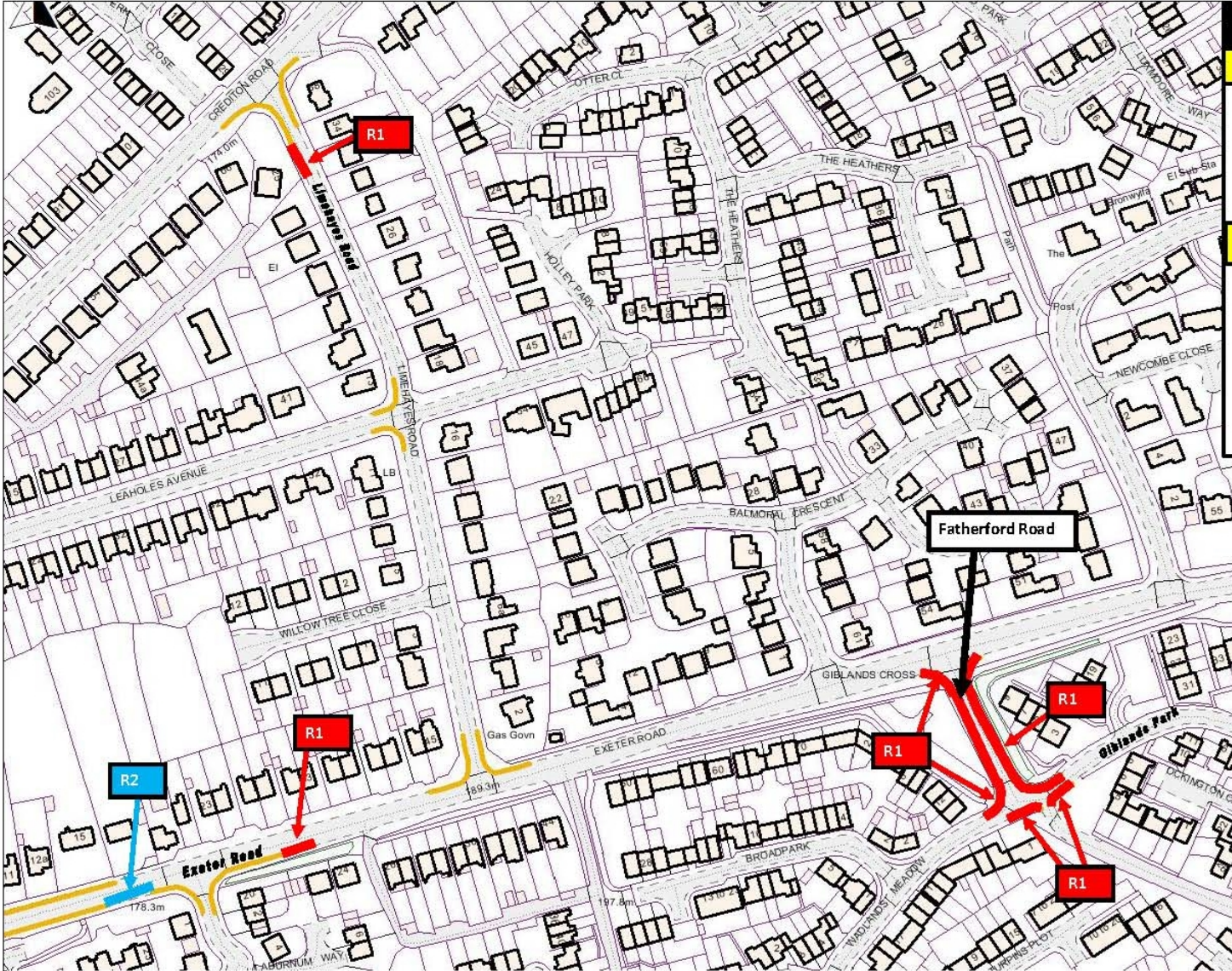
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 He bod o'c' ap'le' de' u'ap'le' m'at, H'gh'w'ays & M'at' r'oad' s

THE EXECUTIVE TEAM
 DEON HIGHWAYS
 LUCY BROWN
 COUNTY COUNCIL
 EXETER
 EX2 4ED
 Telephone 0345 155 8004

SCHEDULE

APPENDIX I ~ ENV5506 / 3 (CREDITON ROAD & MILL ROAD)

OKEHAMPTON ~ PARKING REVIEW 2015



LEGEND	
Proposed Restrictions	
R1	No Waiting At Any Time
R2	Limited Waiting Mon-Fri, 8am-6pm 2 Hrs No Return Within 4 Hrs
Existing Restrictions	
	No Waiting At Any Time



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Devon County Council

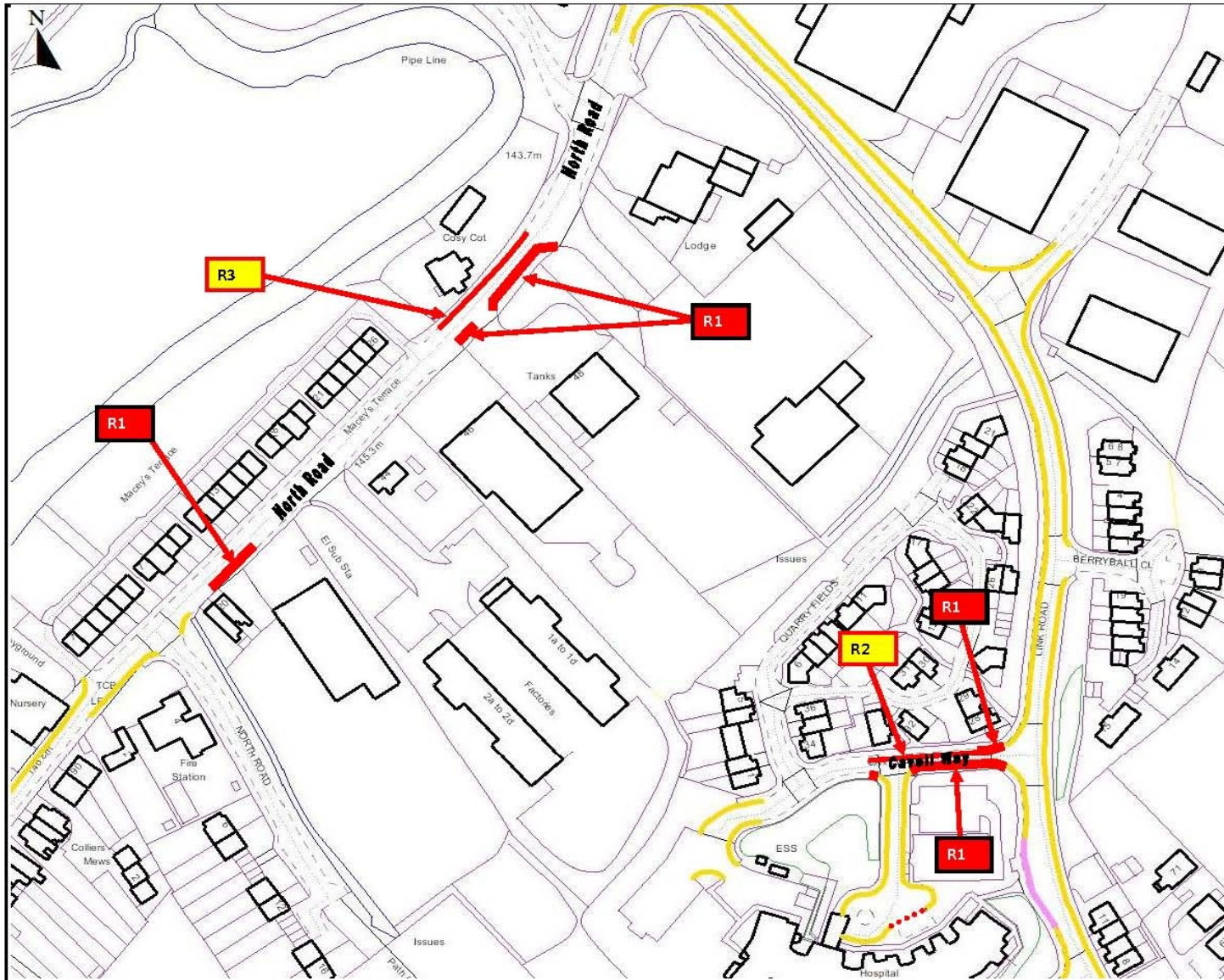
0345 1191101
Roads & Capital Development, Highways
S102 8E

URBAN MANAGEMENT TEAM
DEVON HIGHWAYS
LITCHFIELD HOUSE
COURT 174 ALL
EXETER
EX1 4DB
Telephone 0345 155 1004

SCHEME: OKEHAMPTON ~ PARKING REVIEW 2015

DRAWING: APPENDIX I ~ ENV5506 / 4 (EXETER ROAD, FATHERFORD ROAD, GIBLANDS PARK, LIMEHAYES ROAD & WADLANDS MEADOW)

drawn by	NO	scale	NONE
date	11-Jan-2016	D/S Ref	259719,95319
drawing number	ENV5506/4 (A)		



LEGEND		
Proposed Restrictions		
R1		No Waiting At Any Time
R2		No Waiting 8am - 6pm
R3		No Waiting Mon - Sat, 6.30am - 7pm
Existing Restrictions		
		No Waiting At Any Time
		Bus Stop Clearway No Stopping At Any Time
		Disabled Badge Holders Only



Devon County Council

David Withson
Head of Capital Development, Highways & Works

URBAN MANAGEMENT TEAM
DEVON HIGHWAYS
LUCAS HOUSE
COURT HALL
LUXLEY
EX1 4DD
Tel: 01392 264110

SCHEME

APPENDIX I ~ ENV5506 / 5 (CAVELL WAY & NORTH ROAD)

DRAWING

OKEHAMPTON ~ PARKING REVIEW 2015

APPENDIX I ~ ENV5506 / 5 (CAVELL WAY & NORTH ROAD)

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drawn by	NO	scale	NONE
date	11-Jan-2016	O.S. Ref	259176,95566
drawing number	ENV5506/5 (A)		

APPENDIX II ~ PETITION LETTER COVER LETTER

Residents of Okehampton

County Solicitor
County Hall
Topsham Road
Exeter
EX2 4QD

COVER LETTER

7th April 2016

Dear County Solicitor

Please find enclosed our objections to your new proposed parking changes.
Please note:-

- * Our requests for a residents meeting with your clients before any decisions are being actioned
- * An explanation of informing residents in an inappropriate way
- * Receipt of this correspondence (NOT "once the proposal goes ahead")
- * A plan of your intentions to the ever increasing parking difficulties especially with new dwellings being built.

This community feels undervalued and can only hope that you will rise to the requests with integrity

Kind regards

Residents of Okehampton

APPENDIX II ~ PETITION LETTER

Resident(s) of Okehampton

County Solicitor
County Hall
Topsham Road
Exeter EX2 4QD

March 30th 2016

Reference IMR/B12771

Dear County Solicitor,

I/We would like to register our objection to the proposed parking changes that have been laid out in a document dated 17th March and stuck to various posts around Okehampton; in particular to the changes in **limited waiting times with no return:**

LIMITED WAITING MON-SAT 9AM-6PM 1 HOUR NO RETURN WITHING 2 HOURS *in specified lengths of Castle Road, George Street, Jacobs Pool, Kempley Road, Mill Road, Park Road, St James Street, Station Road, West Street, Westbridge Close.*

The above changes do not bear any relevance to your justifications for making these new alterations; in fact they only serve to further impact upon the residents of these areas who already suffer parking difficulties on a daily basis.

For example in Station Road residents have to move their car to the very top of the road or even beyond as workers and shoppers take full advantage of free parking spaces above the limited waiting – impacting upon residents not being able to park at all, constantly having to move their vehicle or enduring a fine.

Extending the **limited waiting** to 6pm will only make this worse and neither shops nor consumers will benefit from this as most shops are closed by then. The change '**no return within 2 hours**' will intensify the difficulty for residents of the proposed streets.

It appears that the only benefit will be an increase in income revenue for the council through chargeable parking offences. This for obvious reasons is creating an ill feeling amongst local residents.

Additionally the process of sticking A4 notices (with small font) on posts is not a conducive approach to informing the affected members of the community properly. This is not a valid method of notifying everyone involved in an **equal**

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manner. An explanation of why it was carried out in this way would be appreciated.

I/We would like to propose the following:

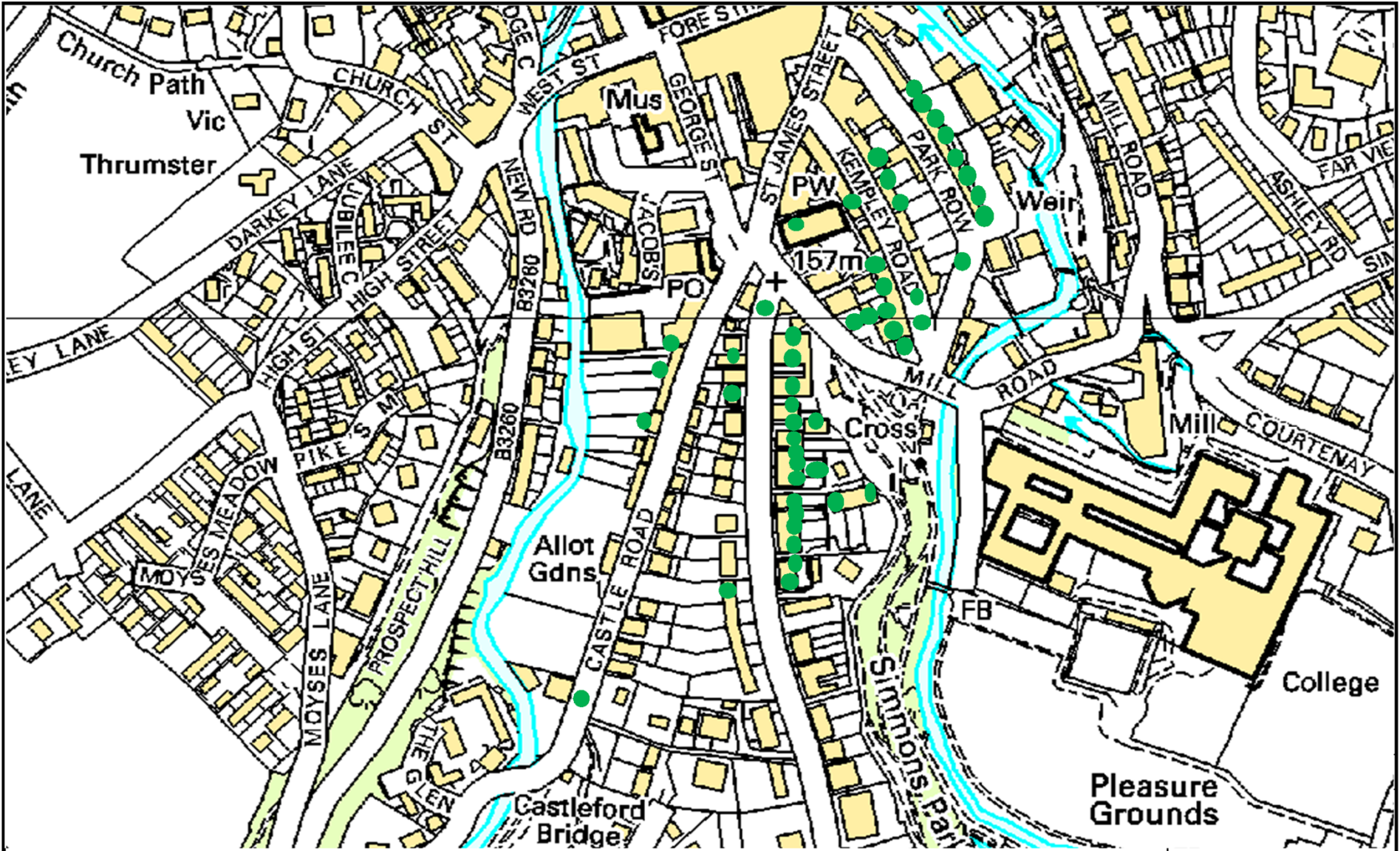
- A face to face meeting where a *Question and Answer session* would allow residents to vocalise their concerns and listen to your justifications about the proposed changes.
- A consideration of residents being granted parking permits which would eradicate parking challenges and provide an income stream for the council; and parity with most other Devon and Cornish towns and cities and even some villages.


I/We do not think it is appropriate that you will **not acknowledge receipt** of this letter, as outlined in your document (see below), **before** a decision is made.

Receipt of submissions may not be acknowledged but those received will be considered. A reply will be sent to objectors if the proposal goes ahead.

Therefore please can you confirm receipt of this correspondence and invite the residents of the affected areas to a meeting based on moving forward with solutions where decisions are being made together as a community.

Yours faithfully



 <p>David Whitton Head of Capital Development, Highways & Waste</p> <p>TRAFFIC MANAGEMENT TEAM DEVON HIGHWAYS LUCOMBE HOUSE COURTYN HALL EXETER EX2 4QD Telephone 0345 155 1004</p>	<p>SCHEME</p> <p>OKEHAMPTON ~ PARKING REVIEW 2015</p>	<p>drawn by</p> <p>AJG</p>	<p>scale</p> <p>NTS</p>
	<p>DRAWING</p> <p>APPEDDIX II ~ ENV5506 / 6 (Petition Letters submission addresses PLOTTED)</p>	<p>date</p> <p>22-Jul-2016</p>	<p>O.S.Ref</p> <p>258795,95050</p>
	<p>drawing number</p> <p>ENV5506/6 (A)</p>		

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

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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).

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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

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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

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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

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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

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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

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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

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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

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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

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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

