

Phil Norrey
Chief Executive

To: 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 : 20 June 2018
Please ask for : Gerry Rufolo, 01392 382299

Email: gerry.rufolo@devon.gov.uk

NORTH DEVON HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Thursday, 28th June, 2018

A meeting of the North Devon Highways and Traffic Orders Committee is to be held on the above date at 10.30 am at Meeting Rooms at Taw View, North Walk, Barnstaple EX31 1EE to consider the following matters.

P NORREY
Chief Executive

A G E N D A

PART 1 OPEN COMMITTEE

- 1 Apologies for Absence
- 2 Election of Chair and Vice Chair
(N.B. In accordance with the County Council's Constitution, the Chair and Vice-Chair must be County Councillors)
- 3 Minutes (Pages 1 - 4)
Minutes of the meeting held on 17 April 2018 (attached)
- 4 Items Requiring Urgent Attention
Item which in the opinion of the Chairman should be considered at the meeting as matters of urgency.

MATTERS FOR DECISION

- 5 Annual Local Waiting Restriction Programme (Pages 5 - 24)
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/18/38), attached
Electoral Divisions(s): All Divisions
- 6 Budget Updates
Chief Officer for Highways, Infrastructure Development and Waste to report.
Electoral Divisions(s): All in North Devon
- 7 Barnstaple Car Parking Strategy (Minute *23) (Pages 25 - 62)
Head of Planning, Transportation and Planning to report on the attached Results and Recommendations document.

Following the North Devon Council Executive Committee in March 2018, the Study Report was posted on the District Council's webpages at:
<http://www.northdevon.gov.uk/council/strategies-plans-and-policies/council-properties-and-facilities-policies/>
Electoral Divisions(s): Barnstaple North; Barnstaple South
- 8 Barnstaple Town Centre Hazards for partially sighted pedestrians (Minute *24)
Chief Officer for Highways, Infrastructure Development and Waste to report.
Electoral Divisions(s): Barnstaple North
- 9 Changes to Waiting Restrictions - Lower Park Road, Braunton (Pages 63 - 72)
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/18/39), attached
Electoral Divisions(s): Braunton Rural
- 10 Changes to Waiting Restrictions - Sticklepath Hill Area, Barnstaple (Pages 73 - 78)
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/18/40), attached
Electoral Divisions(s): Barnstaple South
- 11 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
<http://democracy.devon.gov.uk/documents/s7626/Part%2004%20-%20Rules%20of%20Procedure%20for%20Meetings%20of%20the%20Council%20Cabinet%20and%20Committees.pdf>
- MATTERS FOR INFORMATION**
- 12 Delegated Powers (Pages 79 - 80)
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/18/41), attached
Electoral Divisions(s): Braunton Rural; Combe Martin Rural; Ilfracombe; South Molton
- 13 Dates of Future Meetings
13 November 2018 and 5 March 2019 at Taw View, Barnstaple

The County Council Calendar of meetings was 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

Nil

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

Membership
<u>County Councillors</u> Councillors F Biederman, C Chugg, P Crabb, A Davis, R Edgell, B Greenslade, J Mathews and J Yabsley <u>North Devon District Council</u> Councillors J Chesters, M Manuel, G Lane <u>DALC</u> Councillor D Chalmers
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 and can also be accessed via the Modern.Gov app, available from the usual stores.
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 Chair. 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 Chair 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 forth 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

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Induction loop system available

NORTH DEVON HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

17 April 2018

Present:-

Devon County Council:-

Councillors J Yabsley (Chairman), F Biederman, C Chugg, R Edgell, B Greenslade and J Mathews

North Devon District Council

Councillor G Lane

Apologies:-

Councillors A Davis and P Crabb (Devon County Council) and J Chesters, M Manue (North Devon District Council) and D Chalmers (DALC)

* 20

Minutes

RESOLVED that the Minutes of the meeting held on 10 November 2017 be signed as a correct record.

* 21

Matter of Urgency: Budget Updates

(An item taken under Section 100B (4) of the Local Government Act 1972)

The Chair had decided that the Committee should consider this item as a matter of urgency to appraise Members of the recently agreed highways maintenance and capital budgets for the area.

Members' discussion points with the Neighbourhood Highway Manager included:

- the patching revenue budget for the area of £500,000 together with an additional Pot Hole Action Fund and Resilience Funding (on which more information about the allocation for the area would be provided) based on local priorities; and Members could liaise with their neighbourhood teams about these priorities and any local concerns;
- that the Countywide maintenance programme was available on-line at <https://new.devon.gov.uk/roadsandtransport/activeschemes-map/>;
- the Cabinet report of 11 April 2018 (Minute 161 refers) <http://democracy.devon.gov.uk/ieListDocuments.aspx?CId=133&MId=2135&Ver=4> detailed the county-wide allocations for example £1.6 m for drainage of which £400,000 had been allocated for this area; and £900,000 for verge maintenance;
- the specification for pothole repairs which would be carried out by the contractor if safety criteria had been met, irrespective of weather conditions;
- local farmers' responsibilities to help ensure effective land drainage to keep flooding off the highway; and
- highways flood damage at Metcombe farms on the road to Ilfracombe.

It was **MOVED** by Councillor Yabsley, **SECONDED** by Councillor Greenslade and

Agenda Item 3

RESOLVED that a report be submitted to the next meeting on the specifications for pothole repairs, contractor performance and insurance claims arising from defective highways (including pavements) and the extent and costs of drainage/blockages and flood damage.

* **22** **Cedars Roundabout, Barnstaple**

It was **MOVED** by Councillor Biederman, **SECONDED** by Councillor Yabsley and

RESOLVED

(a) that a briefing paper on capacity issues and options to alleviate the position at the Cedars roundabout (and at the Wrey Arms roundabout) be sent to Members of the Committee, with reference to the decision made at the last meeting asking for a 6 - 8 week trial using temporary traffic lights; and

(b) that an informal meeting be arranged on 24 May at 11.00 am between Members, the Head of Service and other Officers to discuss the matter further with the benefit of the briefing note.

* **23** **Barnstaple Car Parking Strategy**

In accordance with Standing Order 23(2) Councillor Yabsley had asked that the Committee consider this matter.

The Chair reported on the publication of the Barnstaple Car Parking Strategy commissioned by North Devon District Council which was subject to public consultation.

It was **MOVED** by Councillor Yabsley, **SECONDED** by Councillor Greenslade and

RESOLVED that a report be submitted to the next meeting on 28 June 2018 on the County Council views as the Highway Authority in respect of the Strategy and proposed recommendations.

* **24** **Barnstaple Town Centre Hazards for partially sighted pedestrians**

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/18/22) on hazards for partially sighted pedestrians within Barnstaple Town Centre. Following a walking tour with a representative from the Royal National Institute for the Blind which had taken place on 2 November 2017, six highway related issues had been identified, as listed below:

- Taxis parking on the pavement at the junction of Butchers Row and Boutport Street.
- Pavement sunken at the Junction of Queen Street and Boutport Street, as well as the junction of Butchers Row and Boutport Street.
- Street Furniture in The Square causing an obstruction.
- Badly positioned advertising boards.
- The mixing of pedestrians and cyclists on pedestrian crossing from The Square to Boutport Street – therefore a request to divide the crossing; and
- cyclists riding the wrong way up Boutport Street from The Square.

The Committee noted that the concerns and contraventions of the Highways Code which had been raised with the Police, and the actions by the County Council in terms of unauthorised signs and obstructions to help address the problems identified.

Members referred to the scope for additional pedestrianisation in the Butchers Row/High Street area, for example during the hours of 10.00 am – to 2.00 pm to include clearer markings or rumble strips to assist partially sighted pedestrians at the point where pedestrianisation ended.

It was **MOVED** by Councillor Biederman, **SECONDED** by Councillor Yabsley and

RESOLVED that a report be submitted to the next meeting on the scope and available options for additional pedestrianisation in the Butchers Row/High Street area.

* **25 Speed Safety Signs/Warning Signs**

In accordance with Standing Order 23(2) Councillor G Lane had asked that the Committee consider this matter.

The Neighbourhood Highways Manager reported on the programme of repairs for Variable Activated Signage, the costs involved and priorities within the limited resource available with a County-wide budget of £20,000. Repairs to signs at Ashford would be undertaken, and an update on the feasibility of repairs at St Johns was awaited and would be reported to the next meeting. Local concerns about the sign at Bishops Tawton should be reported to the Neighbourhood team for investigation. He also outlined the full use and deployment of the mobile Vehicle Activated Signs at locations identified by the SCARF process.

* **26 Petitions/Parking Policy Reviews**

There was no petition from a member of the public or the Council relating to the North Devon District.

* **27 Delegated Powers**

The Committee noted the report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/18/23) on actions taken by the Chief Officer under delegated powers.

* **28 Dates of Meetings**

28 June and 13 November 2018 and 5 March 2019 at Taw View, Barnstaple

The County Council Calendar of meetings was available on the website:

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

***DENOTES DELEGATED MATTER WITH POWER TO ACT**

The Meeting started at 10.30 am and finished at 12.10 pm

Agenda Item 3

HIW/18/38

North Devon Highways and Traffic Orders Committee
28 June 2018

Annual Local Waiting Restriction Programme

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) work on the annual waiting restrictions programme process for 2018/2019 is noted;***
- (b) the recommendations contained in Appendix I & II to this report are agreed and subject to consultation with local Members on the details, the proposals are advertised.***

1. Background

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

Recognising this difficulty, a managed process has been developed to deliver an Annual Local Waiting Restriction Programme for each HATOC area for the funding and delivery of waiting restriction schemes.

The 2017/18 programme dealt with nearly 400 proposals across Devon. These were mainly amendments to Yellow Lines and Limited Waiting, thought to be non-controversial, which had been requested by communities or by local Highway Officers

Building on the success of this process, officers propose that a further programme is developed for 2018/19 to include minor aids to movement improvements such as drop crossing, footway improvements and bollards.

2. Proposal

Cabinet has allocated an amount of £100,000 countywide from the On-Street Parking Account to this process in 2018/19 which equates to an amount of £12,500 to each HATOC area.

Approval is sought for the 2018/19 programme for this Committee's area. It is proposed that the schemes identified in Appendices I & II form the programme.

Following confirmation of the detail with the locally effected County Members and Chair of HATOC the proposals will then be advertised.

Agenda Item 5

3. Consultations

Following advertisement:

- Proposals which do not attract objections can be implemented without the need to report back to Committee.
- Proposals which attract minor objections should be determined under delegated powers by the acting Chief Officer in consultation with the Local Member and the Chair of HATOC.
- Proposals attracting significant objections will be reported to the next available HATOC.

4. Specific Proposals

Specific Waiting Restriction Proposals are listed in Appendix I with plans of the proposals shown in Appendix II.

There are currently no proposals for minor aids to movement improvements for this year's programme

5. Financial Considerations

The total costs of the scheme are contained within a countywide budget of £100,000 which has been allocated from the On Street Parking Account.

There will be a cost to the Council in advertising a new Traffic Order for each Committee Area, this will be approximately £1,500. In addition, the costs of any changes to signing or lining will be attributed to that Order.

6. Environmental Impact Considerations

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

- Encourage turnover of on street parking to benefit residents and businesses.
- Enable enforcement to be undertaken efficiently.
- Encourage longer term visitors to use off street car parks.
- Encourage commuters to make more sustainable travel choices eg Car Share, Public Transport, Walking and Cycling.
- Assist pedestrians and other vulnerable road users in crossing the highway

The Environmental effects of the scheme are therefore positive.

7. Equality Considerations

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

8. 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 the North Devon District.

9. Risk Management Considerations

There are thought to be no major safety issues arising from the proposals.

10. Public Health Impact

There is not considered to be any public health impact.

11. Reasons for Recommendations

The proposals rationalise existing parking arrangements within the North Devon District by:

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

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

Meg Booth
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: All in North Devon District

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.
None		

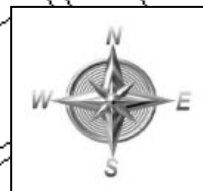
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sc/cr/annual local waiting restriction programme
01 180618

Appendix I
To HIW/18/38

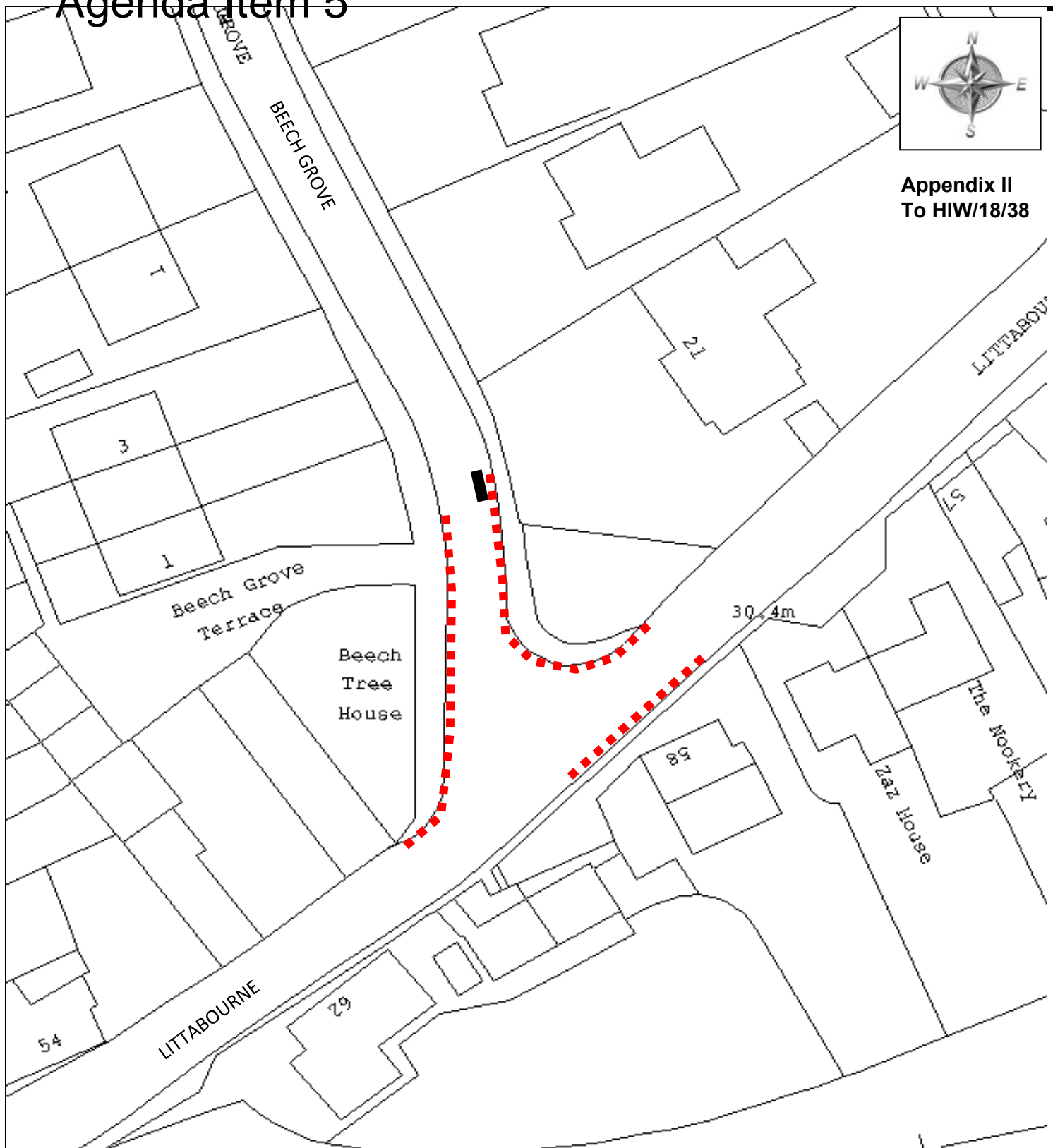
Plan Reference	Location	Parish/Town	County Councillor	Proposals	Statement of Reasons
ENV5669/1(A)	Beech Grove	Barnstaple	Brian Greenslade	Revoke a short section of No Waiting At Any Time outside no. 21.	To increase visibility and access for the adjacent property.
ENV5669/2(A)	Gorwell Road	Barnstaple	Brian Greenslade	Introduce No Waiting At Any Time around the junction of Goodleigh Road, Martin Road and Goodleigh View including a new bus stop.	To prevent inappropriate and obstructive parking.
ENV5669/5(A)	Paiges Lane	Barnstaple	Brian Greenslade	Introduction of a Loading Only area to replace existing No Waiting restriction.	To prevent inappropriate and obstructive parking.
ENV5669/7(A)	Landkey Road	Barnstaple	John Mathews	Replace sections of yellow lines with unrestricted/limited waiting parking to help reduce speeding issues on road that is now bypassed as the main route.	To prevent inappropriate and obstructive parking in places but relax the restrictions to allow parking where possible.
ENV5669/7(A)	Landkey Road/ Clinton Road	Barnstaple	John Mathews	Replace SYL with DYL on both sides of junction and on Clinton Road.	To prevent inappropriate and obstructive parking.
ENV5669/10(A)	Old Sticklepath Hill	Barnstaple	John Mathews	DYLs to protect accesses.	To prevent inappropriate and obstructive parking.
ENV5669/20(A) & ENV5669/20(B)	Various Roads	Croyde	Caroline Chugg	Replace the seasonal No Waiting At Any Time across the whole of Croyde with an all year No Waiting At Any Time and extend the restriction along St Marys Road to the end of the 30mph speed limit.	To prevent inappropriate and obstructive parking.

Plan Reference	Location	Parish/Town	County Councillor	Proposals	Statement of Reasons
ENV5669/22(A)	Chapel Lane	Combe Martin	Andrea Davis	Introduce No Waiting At Any Time along Chapel Lane and at the junction of Highfield Gardens.	To prevent inappropriate and obstructive parking.
ENV5669/23(A)	Hume Avenue	Lynton	Andrea Davis	waiting restrictions to remove parking towards valley of rocks obstructing coaches.	To prevent inappropriate and obstructive parking.
ENV5669/25(A)	A39 Hospital Roundabout to Trayne cottage	Pilton	Andrea Davis	Double yellow line to stop parking on the verge following construction of widened footpath and verge with new roundabout works.	To prevent inappropriate and obstructive parking.
ENV5669/26(A)	Barton Road and West Road	Woolacombe	Andrea Davis	To amend the limited waiting to apply all year.	To ensure that parking is available for the adjacent retail premises all year round.
ENV5669/30(A)	Granville Road	Ilfracombe	Paul Crabb	To introduce No Loading At Any Time from the junction with Runnacleave Road around the corner.	To prevent inappropriate and obstructive parking.
ENV5669/32(A)	Larkstone Lane	Ilfracombe	Paul Crabb	To introduce a Restricted Parking Zone (No Waiting At Any Time) to prevent parking along the road.	To ensure access is maintained to the new watersports centre.
ENV5669/33(A)	Mill Head	Ilfracombe	Paul Crabb	Introduce No Loading Restrictions & Taxi Rank outside The Admiral Collingwood and pay & display on Mill Head to replace unused taxi ranks.	To prevent inappropriate and obstructive parking and convert unused taxi ranks to public parking.
ENV5669/35(A)	Station Road	Ilfracombe	Paul Crabb	Introduce No Waiting At Any Time along to the road and the junction of Cairn Road.	To prevent inappropriate and obstructive parking.
ENV5669/37(A)	East St South Molton	South Molton	Jeremy Yabsley	Extend the No Waiting outside no. 82.	To improve visibility for adjacent access.

Agenda Item 5



**Appendix II
To HIW/18/38**



Key

Existing No Waiting At Any Time



Proposed shortening of No Waiting
At Any Time



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Meg Booth - Chief Officer for
Highways, Infrastructure
Development & Waste

TRAFFIC ORDERS & POLICY TEAM
DEVON COUNTY COUNCIL
HIGHWAY MANAGEMENT, LUCOMBE
HOUSE, COUNTY HALL, TOPSHAM ROAD,
EXETER, EX2 4DD
Telephone 0345 155 1004

SCHEME

BEECH GROVE, BARNSTAPLE

DRAWING

**PROPOSED SHORTENING OF EXISTING
NO WAITING AT ANY TIME**

drawn by

AJG

scale

NTS

date

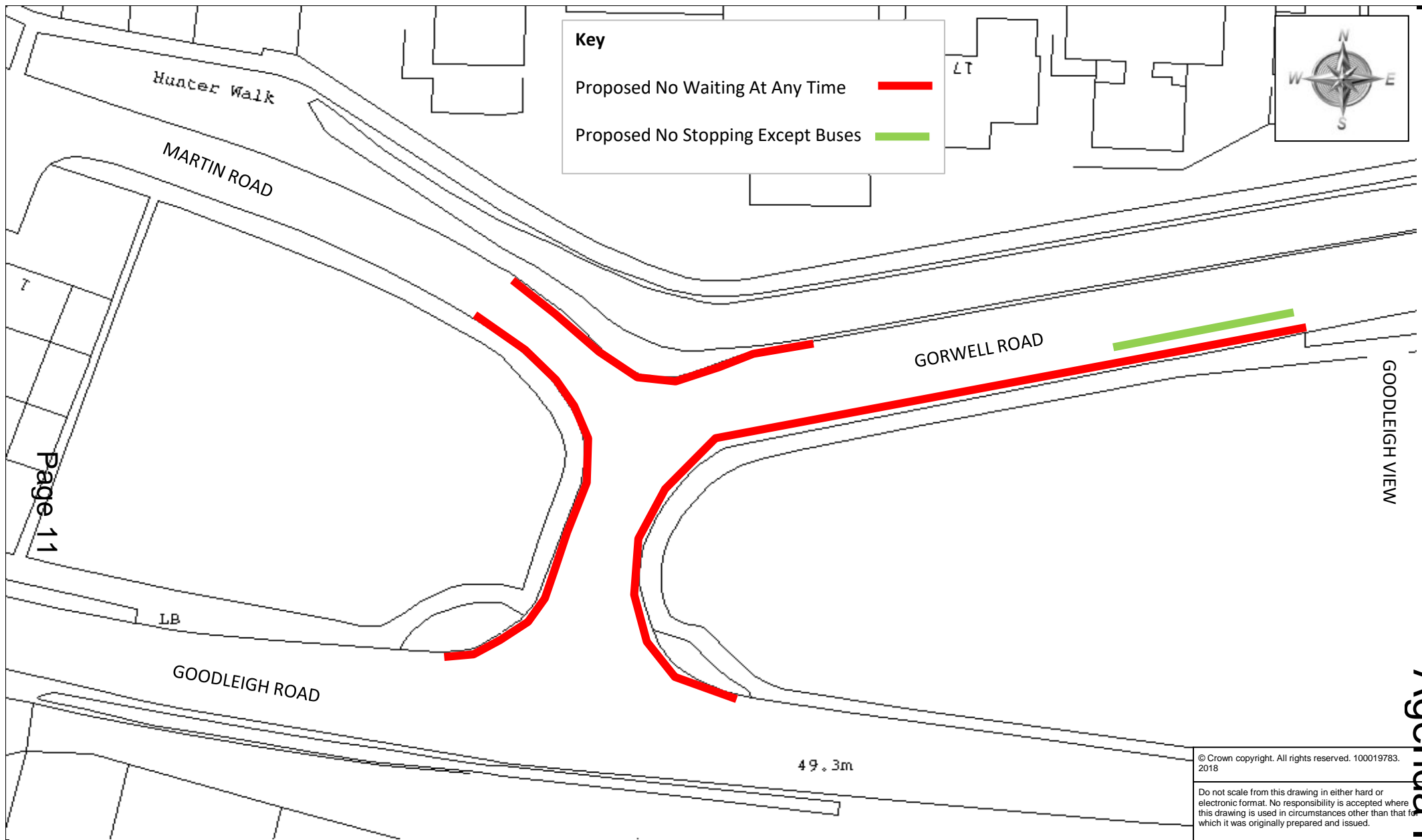
24-May-2018

O.S.Ref

255828,134200

drawing number

ENV5669/1(A)



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drawn by	scale
AJG	NTS
date	O.S.Ref
24-May-2018	257008,133322
drawing number	
ENV5669/2(A)	



Meg Booth - Chief Officer for Highways, Infrastructure Development & Waste

TRAFFIC ORDERS & POLICY TEAM
DEVON COUNTY COUNCIL, HIGHWAY MANAGEMENT, LUCOMBE HOUSE, COUNTY HALL, TOPSHAM ROAD, EXETER, EX2 4QD

Telephone 0345 155 1004

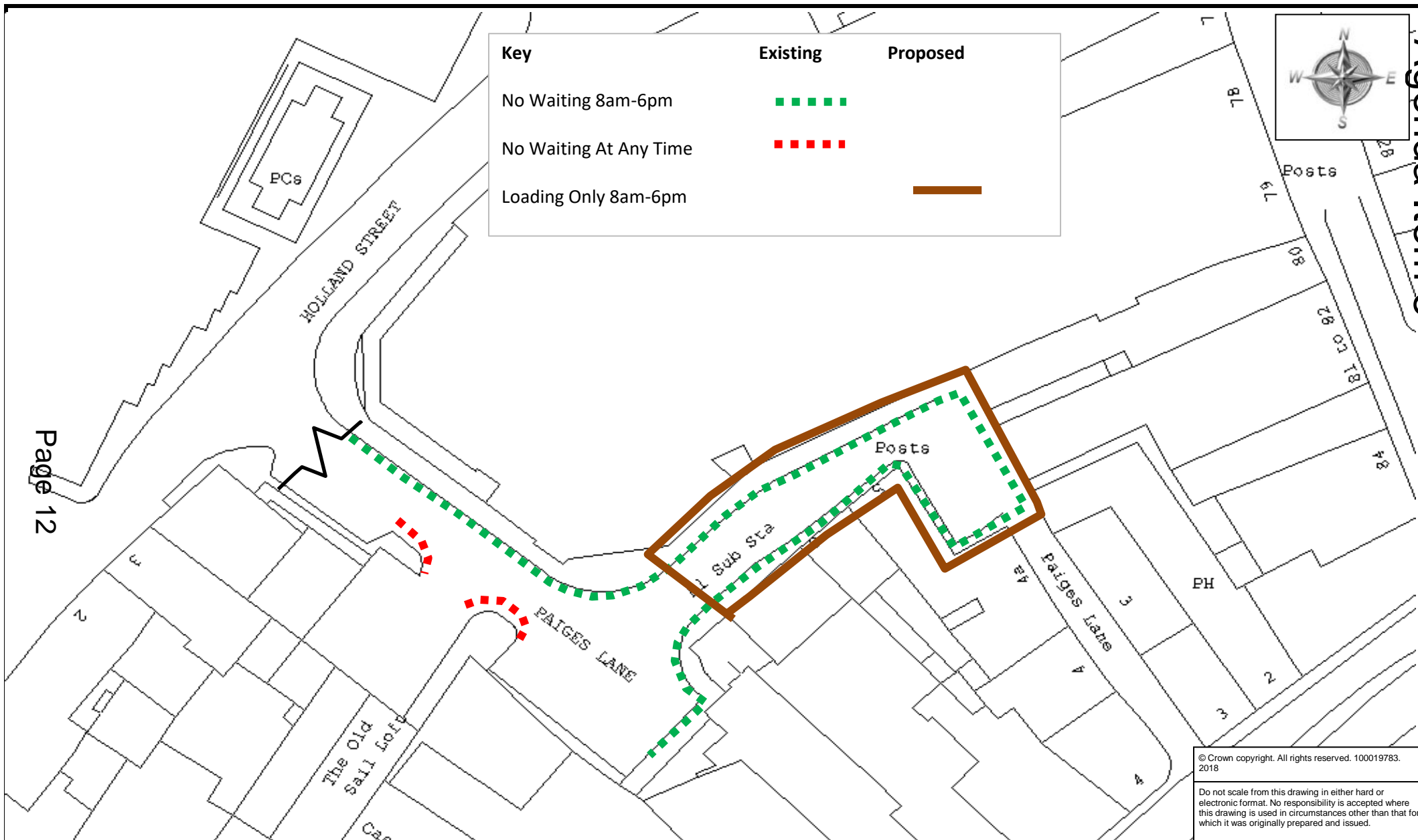
SCHEME

GORWELL ROAD, BARNSTAPLE

DRAWING

PROPOSED NO WAITING AT ANY TIME AND NEW BUS CAGE

Agenda Item 5



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Meg Booth - Chief Officer for Highways, Infrastructure Development & Waste

TRAFFIC ORDERS & POLICY TEAM
DEVON COUNTY COUNCIL, HIGHWAY MANAGEMENT, LUCOMBE HOUSE, COUNTY HALL, TOPSHAM ROAD, EXETER, EX2 4QD

Telephone 0345 155 1004

SCHEME

PAIGES LANE, BARNSTAPLE

DRAWING

PROPOSED LOADING ONLY AREA

drawn by

AJG

scale

NTS

date

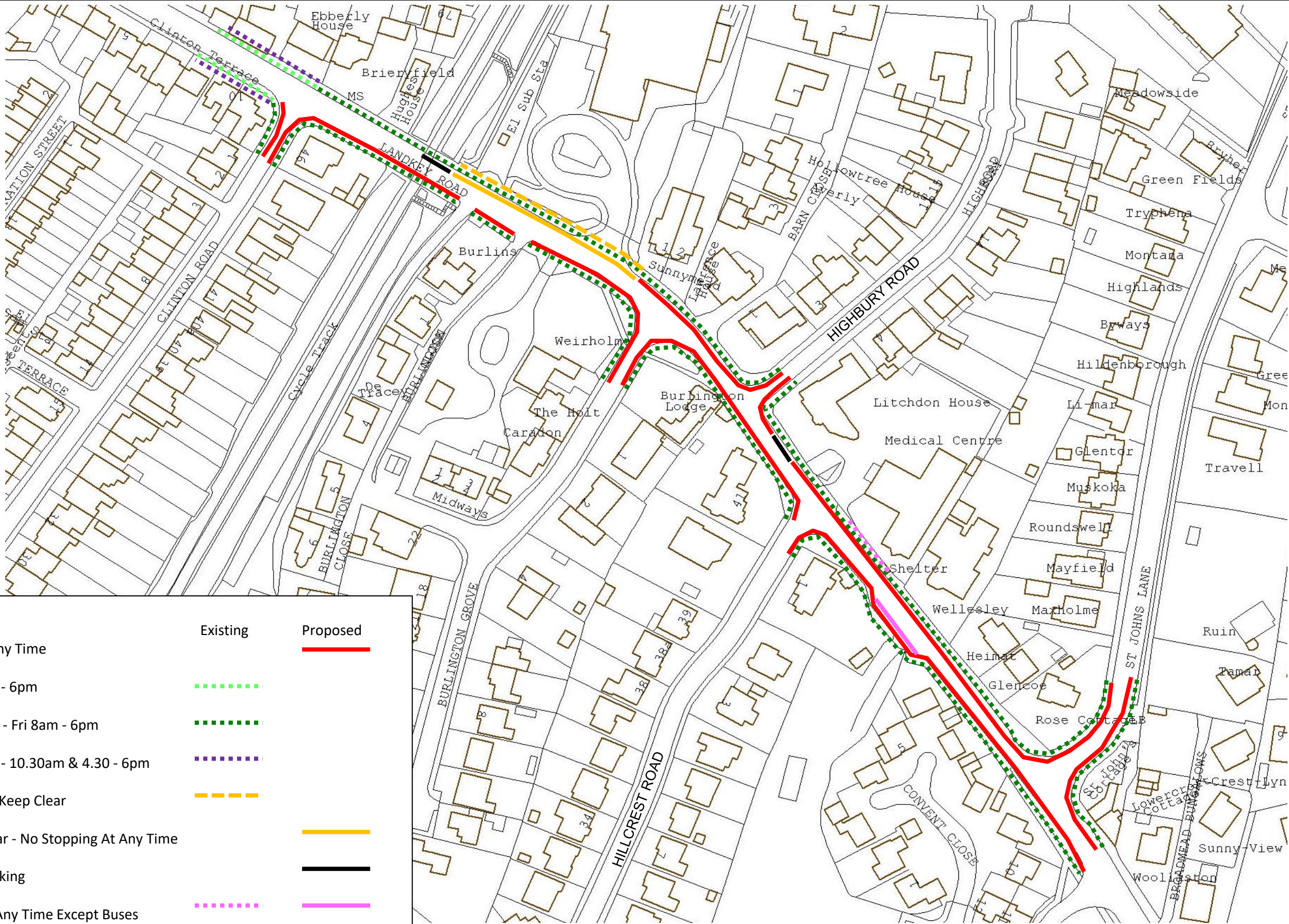
24-May-2018

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drawing number

ENV5669/5(A)



Key	Existing	Proposed
No Waiting At Any Time		<div></div>
No Waiting 8am - 6pm	<div></div>	
No Waiting Mon - Fri 8am - 6pm	<div></div>	
No Loading 8.15 - 10.30am & 4.30 - 6pm	<div></div>	
Advisory School Keep Clear	<div></div>	
School Keep Clear - No Stopping At Any Time		<div></div>
Unrestricted Parking		<div></div>
No Stopping At Any Time Except Buses	<div></div>	<div></div>

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Meg Booth - Chief Officer, Highways, Infrastructure Development & Waste

TRAFFIC MANAGEMENT TEAM
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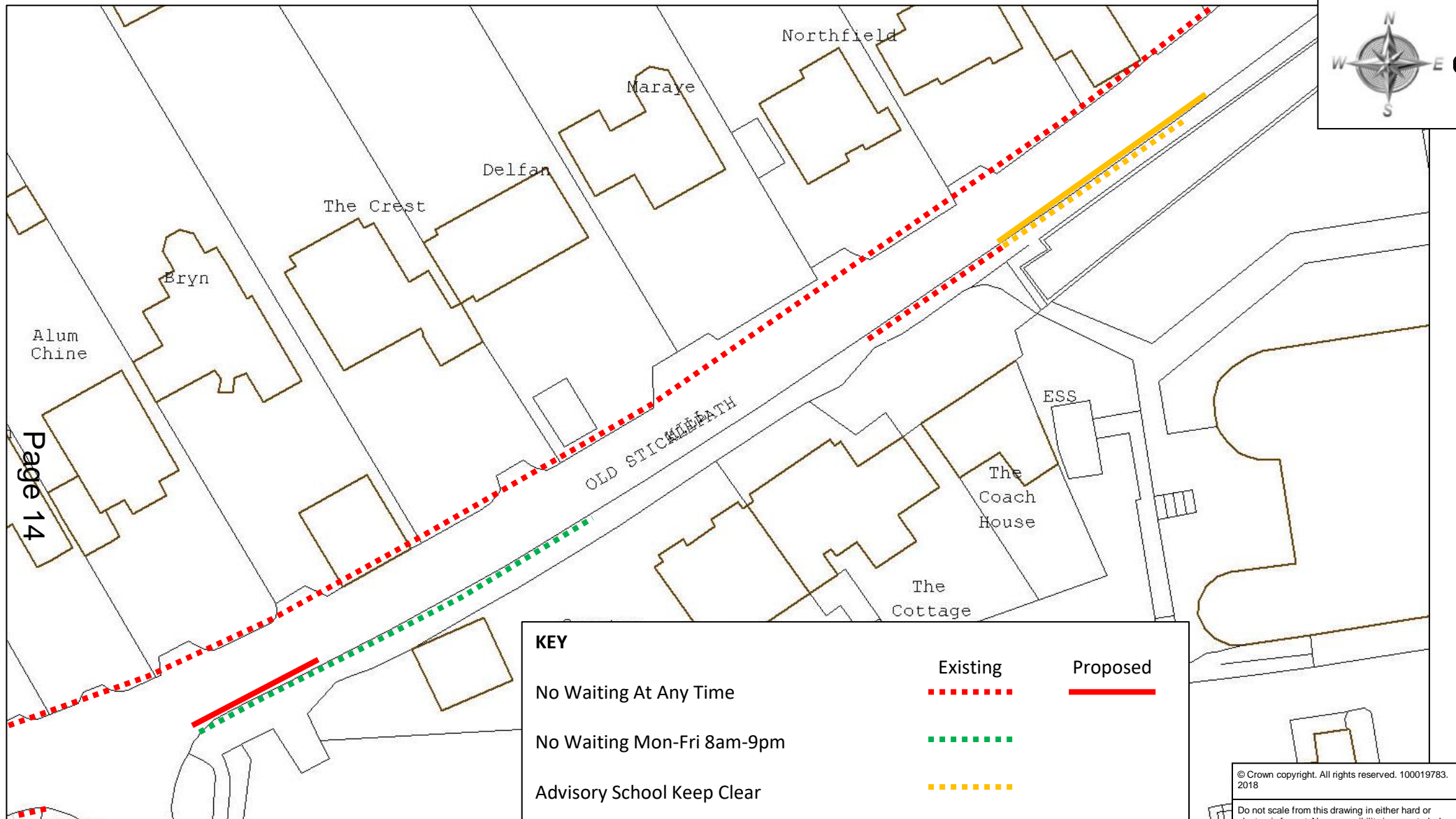
SCHEME

DRAWING

LANDKEY ROAD AREA, BARNSTAPLE

PROPOSED CHANGES TO NO WAITING RESTRICTIONS

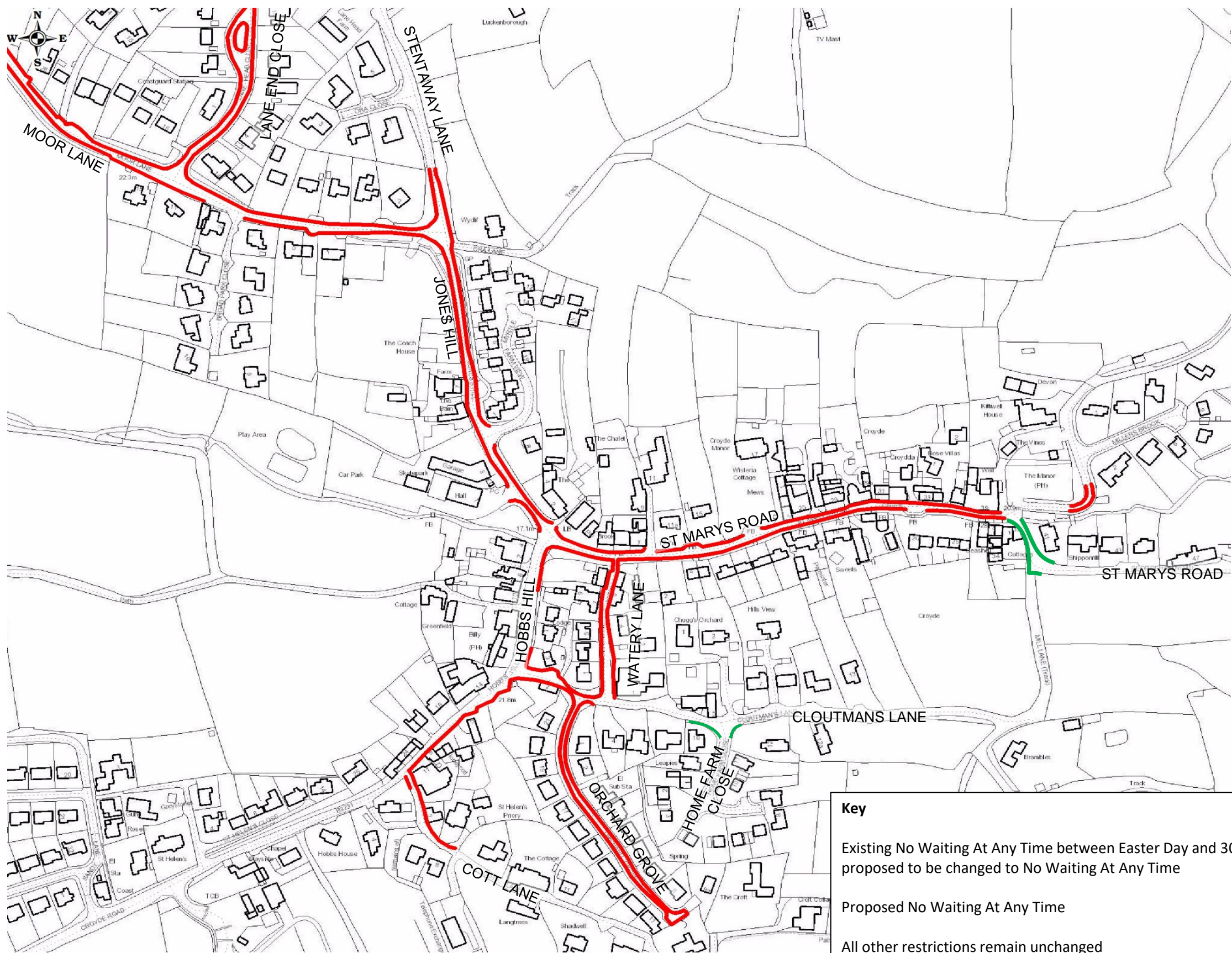
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JPB	NTS
date	O.S.Ref
04-Jun-2018	257014,13201
drawing number	
ENV5669/7(A)	

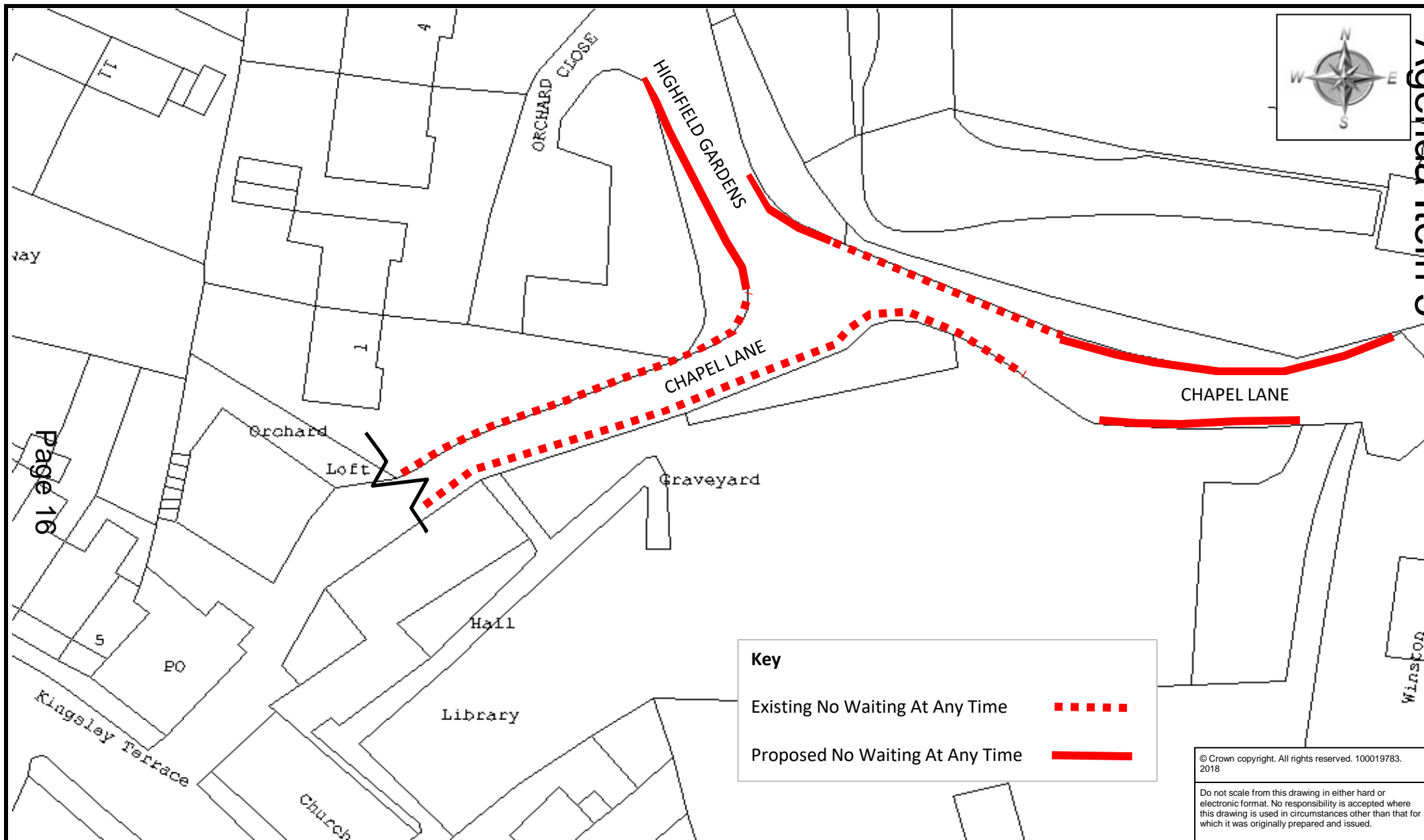


KEY	Existing	Proposed
No Waiting At Any Time	————
No Waiting Mon-Fri 8am-9pm	————
Advisory School Keep Clear	————
School Keep Clear - No Stopping At Any Time	————

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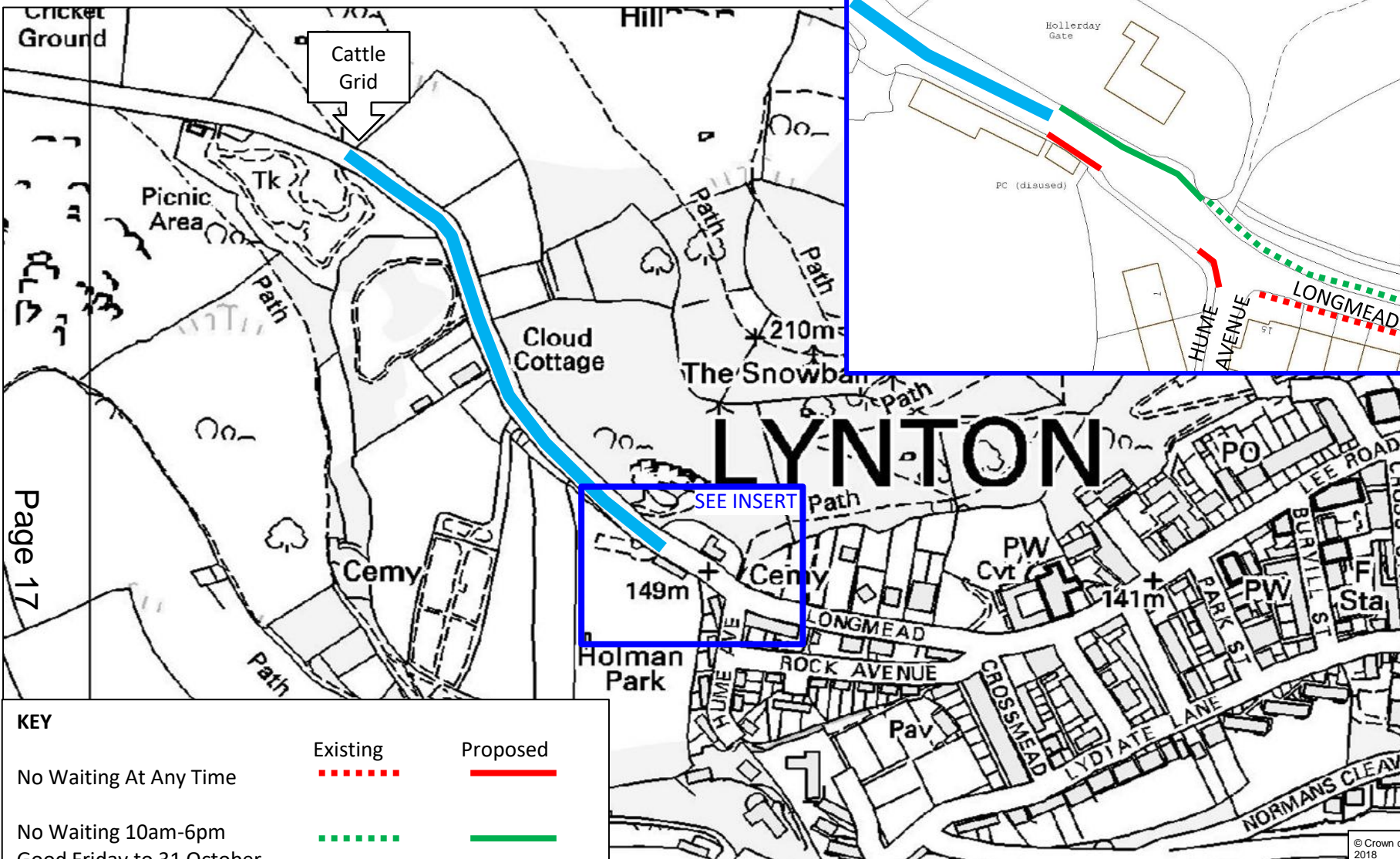
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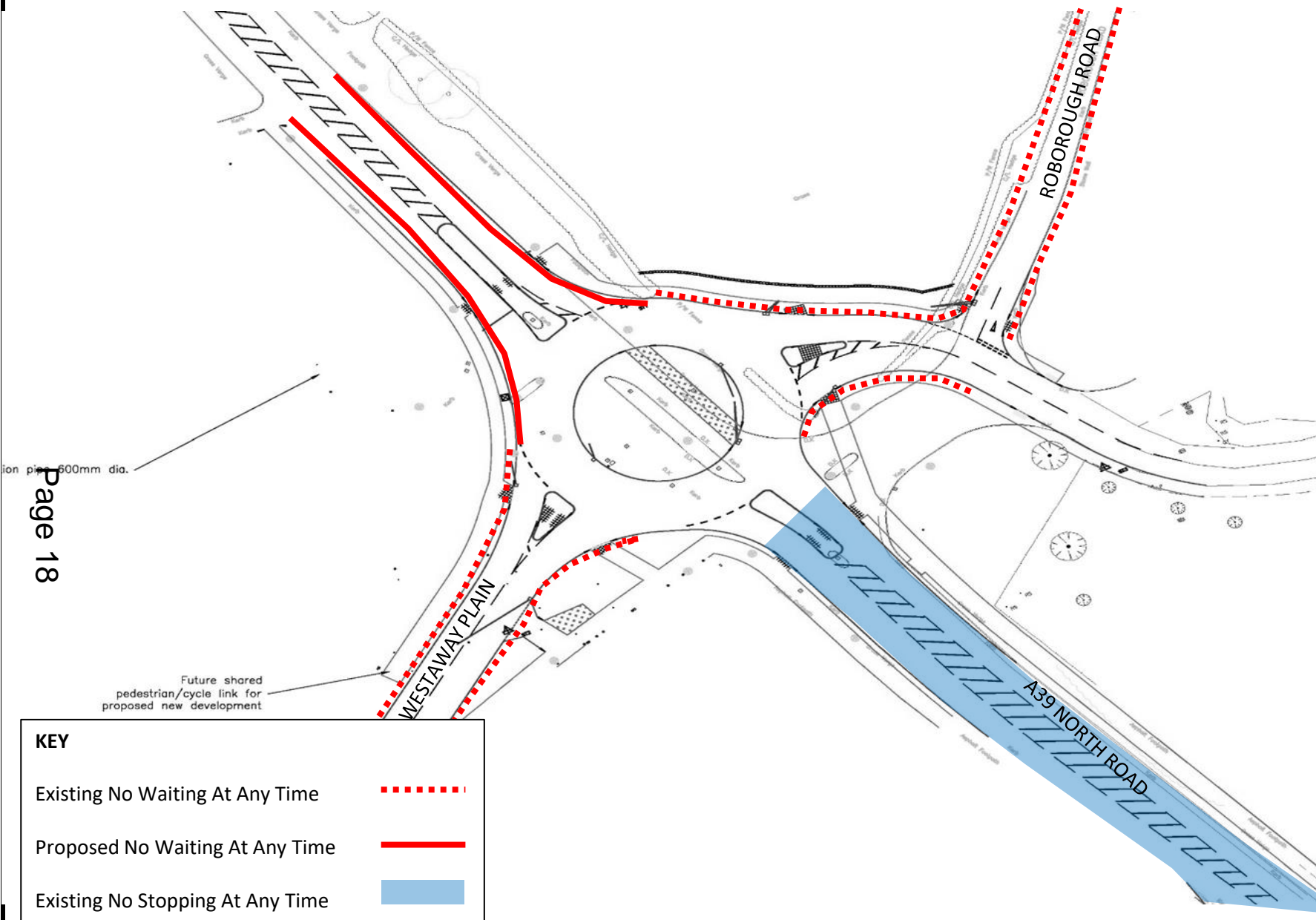
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KEY	
No Waiting At Any Time	Existing: ---- Proposed: ———
No Waiting 10am-6pm	Existing: ---- Proposed: ———
Good Friday to 31 October	———



NORTH
DEVON
DISTRICT
HOSPITAL



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KEY	
Existing No Waiting At Any Time	
Proposed No Waiting At Any Time	
Existing No Stopping At Any Time	

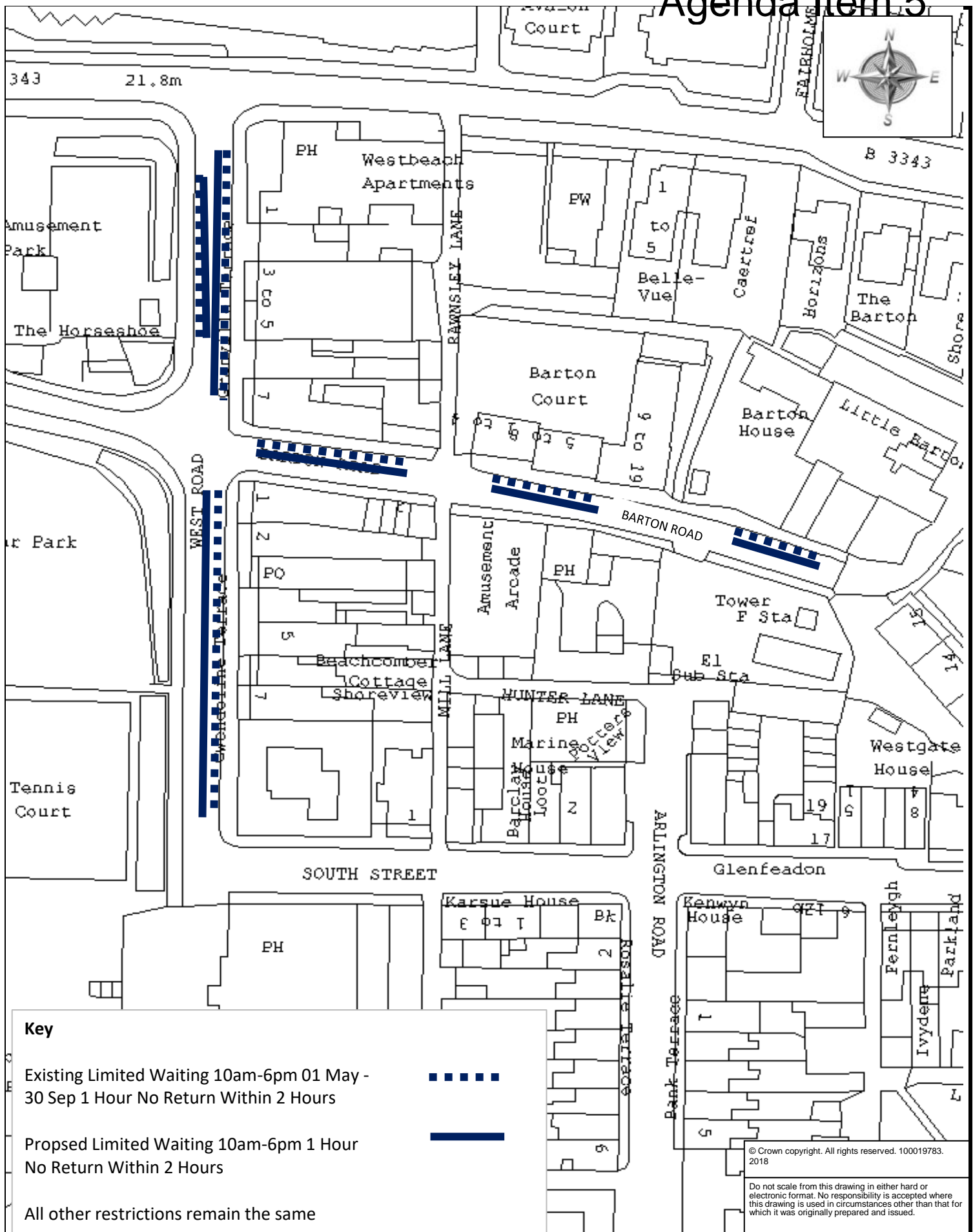
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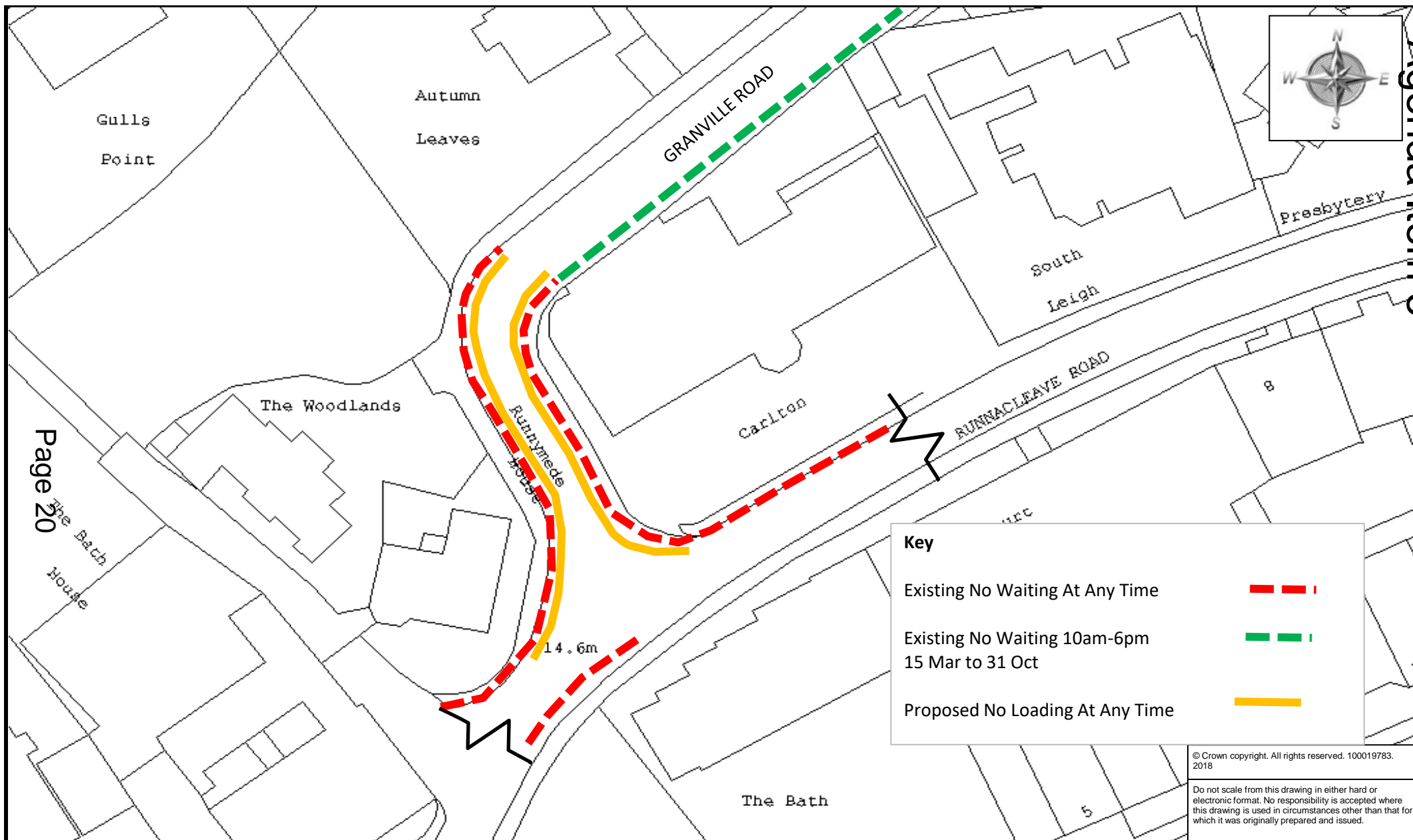
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Telephone 0345 155 1004

SCHEME	A39, PILTON, BARNSTAPLE
DRAWING	PROPOSED WAITING RESTRICTIONS





Key

Existing No Waiting At Any Time ---

Existing No Waiting 10am-6pm 15 Mar to 31 Oct ---

Proposed No Loading At Any Time ---

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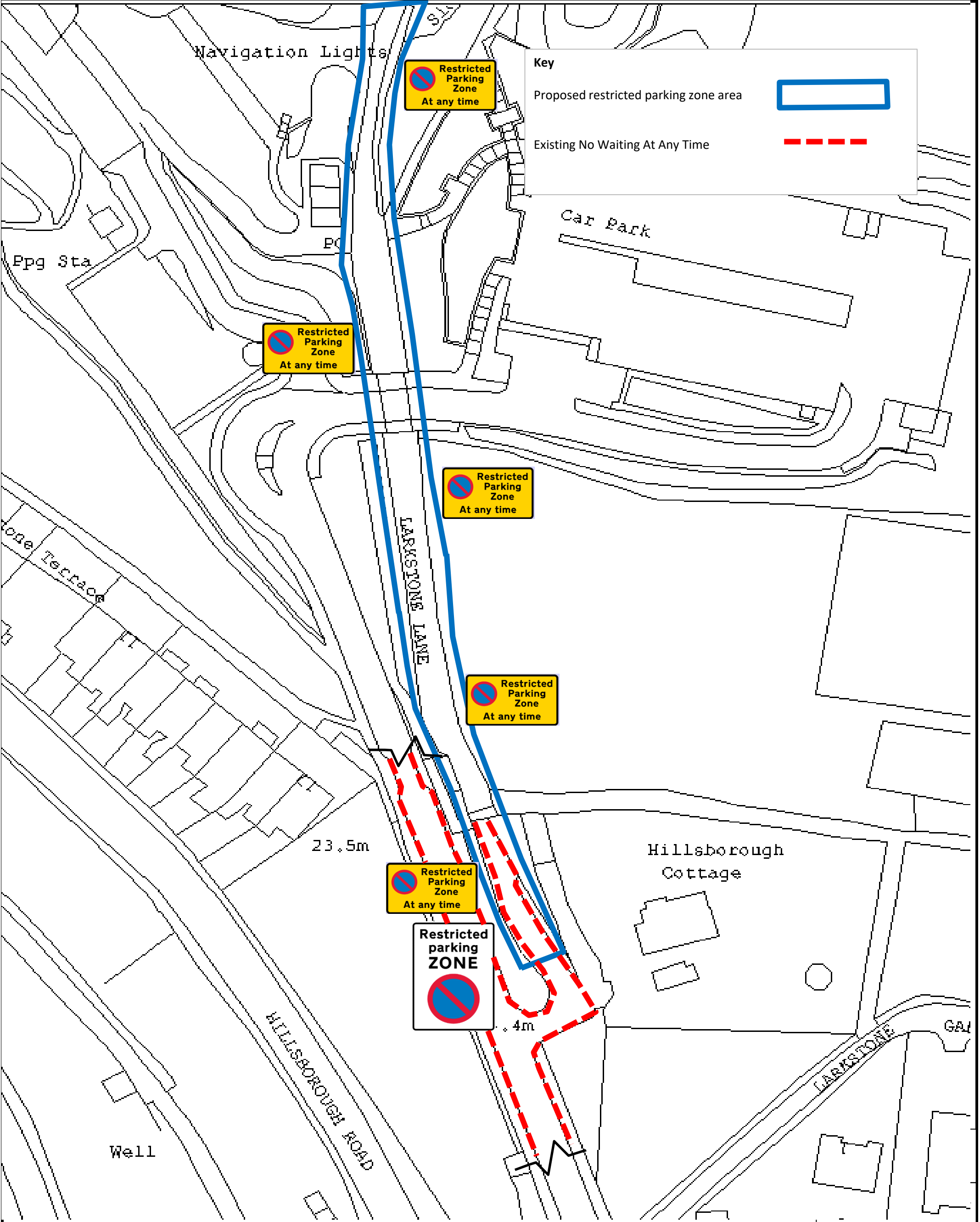
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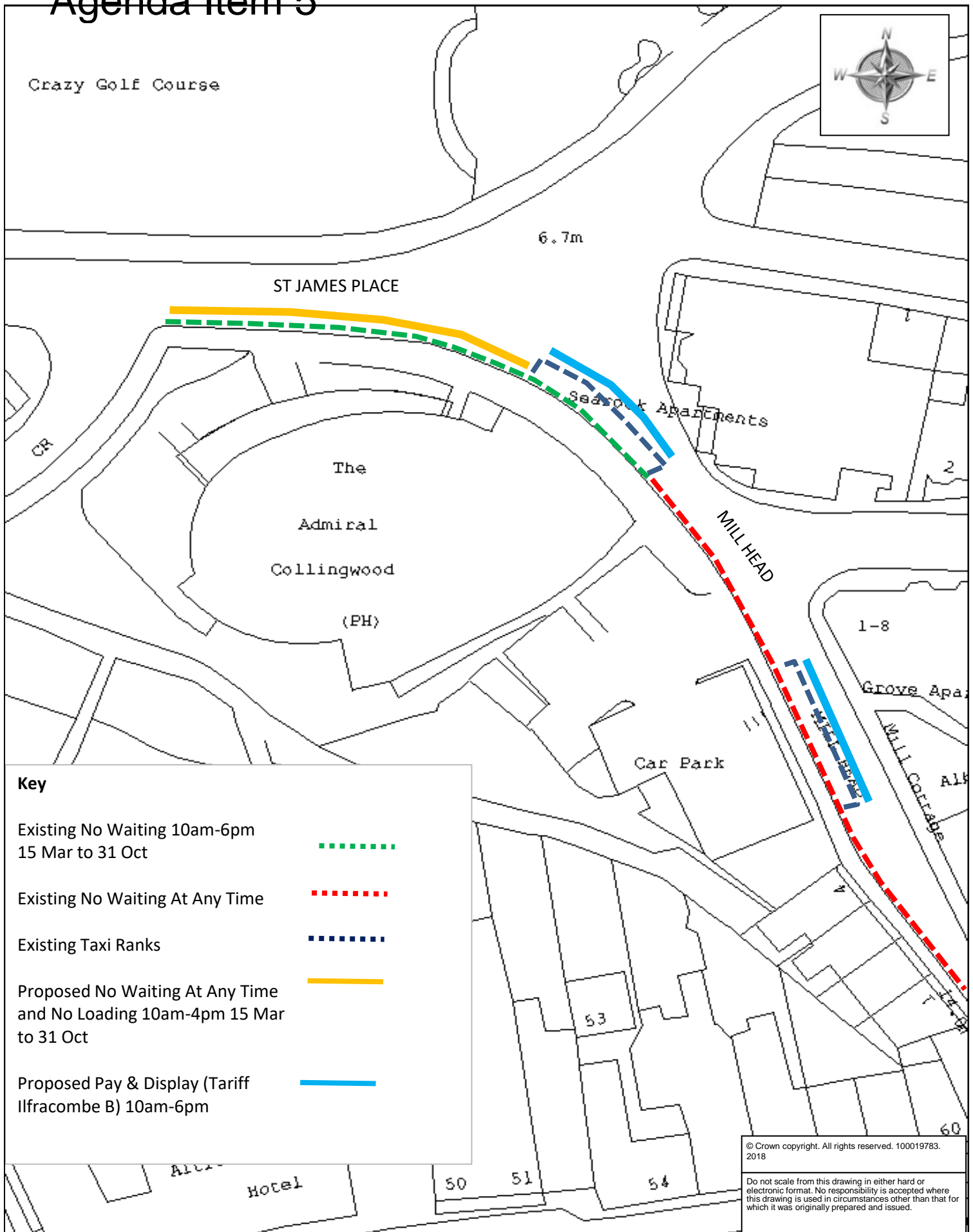
SCHEME	GRANVILLE ROAD, ILFRACOMBE	
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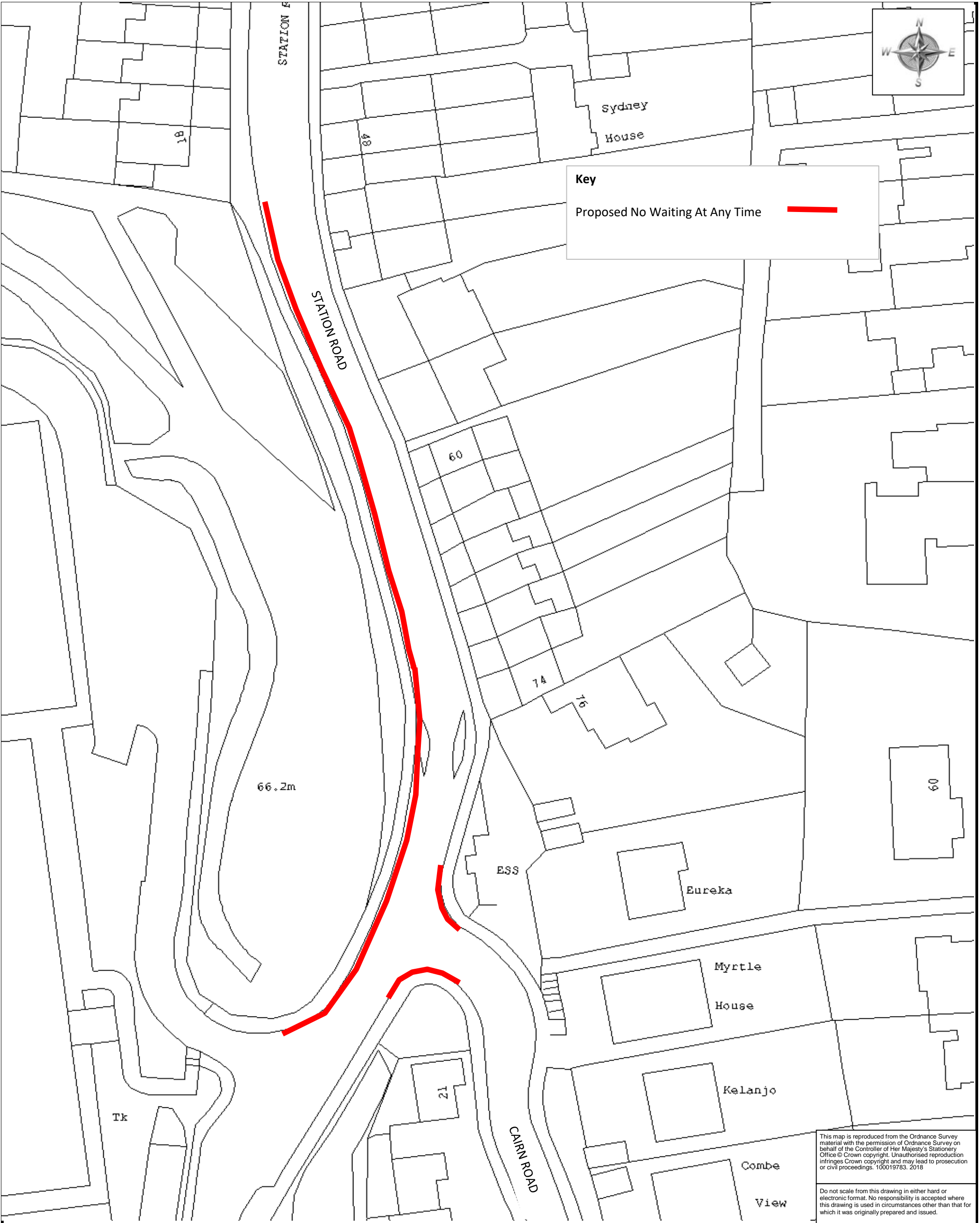
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drawing number	ENV5669/30(A)		




 <div>Meg Booth - Chief Officer, Highways, Infrastructure Development & Waste TRAFFIC MANAGEMENT TEAM DEVON HIGHWAYS LUCOMBE HOUSE COUNTY HALL EXETER EX2 4QD Telephone 0345 155 1004</div>	SCHEME	LARKSTONE LANE, ILFRACOMBE		drawn by	scale
				AJG	NTS
	DRAWING	PROPOSED RESTRICTED PARKING ZONE		date	O.S.Ref
				09-May-2018	252698,147509
				drawing number	ENV5669/32(A)

Agenda Item 5





 <p>Meg Booth - Chief Officer, Highways, Infrastructure Development & Waste</p> <p>TRAFFIC MANAGEMENT TEAM DEVON HIGHWAYS LUCOMBE HOUSE COUNTY HALL EXETER EX2 4QD Telephone 0345 155 1004</p>	SCHEME	STATION ROAD, ILFRACOMBE		drawn by	scale
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	DRAWING	PROPOSED NO WAITING AT ANY TIME		date	O.S.Ref
				17-May-2018	251492,146774
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Barnstaple Car Parking: Results & Recommendations

Client:	North Devon Council
Date:	20 December 2017
Reference:	06147-HYD-RP-TP-0001

Document control sheet

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Client: North Devon Council

Project: Barnstaple Car Parking

Document Title: Results and Recommendations

Date: December 2017

Copy No.: P5

Document Production Record

Issue	Status	Author	Checked	Approved	Date
P1	Draft for review	D Atkin	E King R McHugh	J McKechnie	5 July 2017
P2	Final for Issue to JLL	D Atkin	E King	J McKechnie	6 September 2017
P3	Minor amendments	R McHugh	J McKechnie	J McKechnie	21 November 2017
P4	Minor amendments	J McKechnie	R McHugh	R McHugh	15 December 2017
P5	Minor amendments	R McHugh	J McKechnie	J McKechnie	20 December 2017
P6	Formatting adjustment	R McHugh	J McKechnie	J McKechnie	20 December 2017

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INTRODUCTION

1.1 Background

Hydrock Consultants and JLL were commissioned by North Devon Council (NDC) in partnership with Devon County Council (DCC) to undertake a study and review of current car parking in Barnstaple. This document sets out the scope, methodology and results, along with recommendations and options for the parking strategy within the town.

1.2 Objectives

The overall aim of the review is to inform the Council's strategy:

"To provide a sufficient number of suitably located and priced car parking spaces that will sustain the long term economic, social and environmental wellbeing of Barnstaple, whilst releasing sites for redevelopment to facilitate the regeneration and sustainable growth of the town centre in line with the Local Plan period."

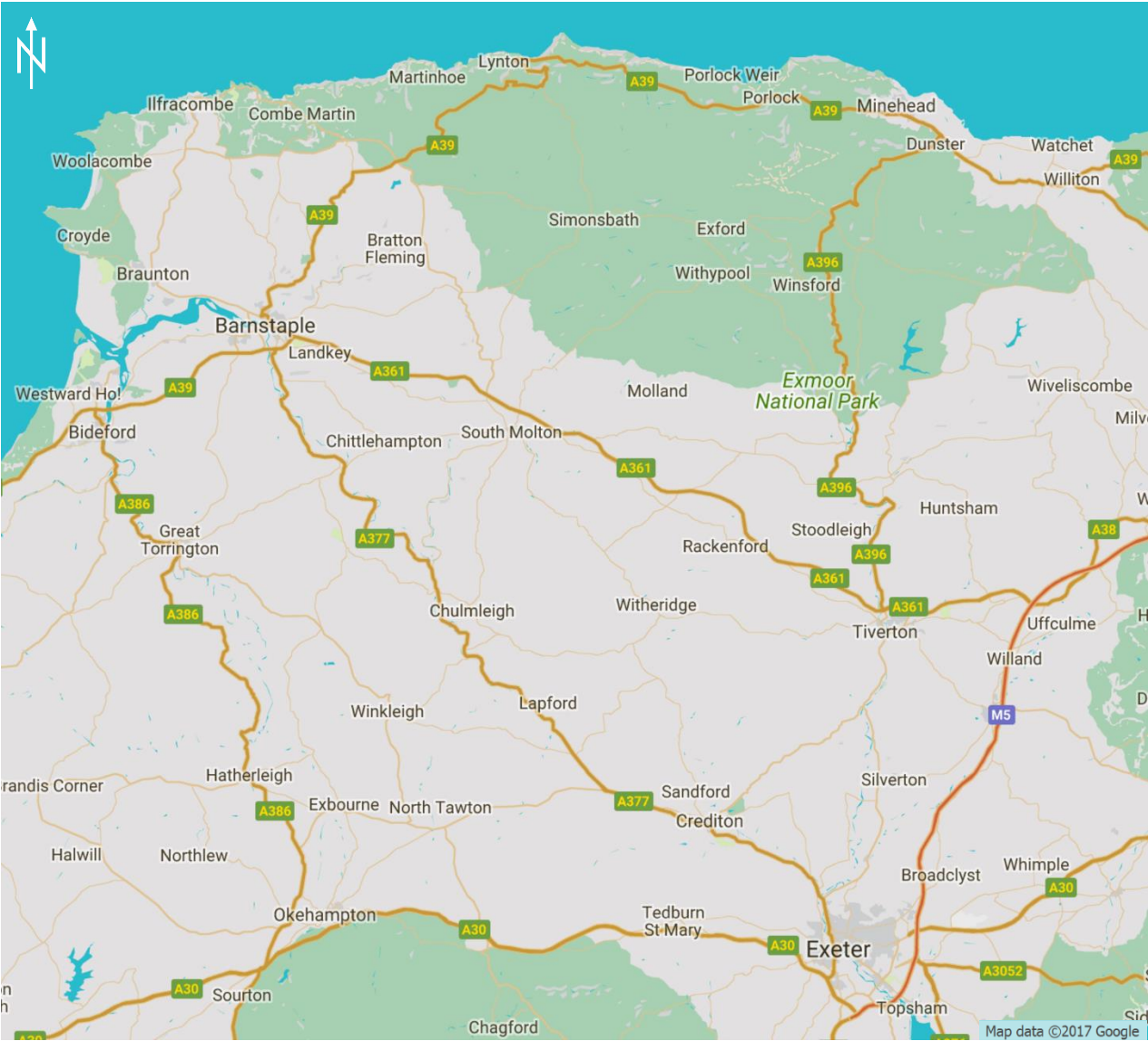
The individual objectives set out by NDC are:

- Undertake a survey of existing users to establish demand/need for car parking
- Option analysis of optimum locations of car parks and numbers of spaces
- Assess the impact of free parking and on-street provision

- Review and provide recommendations for 'Smart Solutions'
- Recommendations for the rationalisation of car parking within Barnstaple town centre; with particular focus on minimising traffic movement whilst providing sufficient spaces for current users and flexibility for future growth
- Recommendations relating to the charging regime
- Assess re-provision of spaces lost as a result of the Seven Brethren development
- Recommendations for repositioning/removal of Variable Message Signs (VMS signage)
- Identify opportunities for future development and indicative values for surplus sites¹



¹ This document provides advice for JLL to identify any sites for future development, rather than specifying the sites themselves.



2.0 Barnstaple

2.1 Overview

Barnstaple is the main town serving the North Devon district. The town provides the majority of shopping, leisure, transport and health facilities for the region, and is a hub for people arriving in North Devon; particularly for tourists and holidaymakers who regularly visit the area during the summer months.

Barnstaple sits at the north-western end of the A361 North Devon Link Road, which links the M5 (Junction 27) and Tiverton with Barnstaple and North Devon. In addition, the town's railway station is the terminus for the Tarka Line, which links Barnstaple with Crediton and Exeter, via a number of smaller settlements. Travel time to Exeter is approximately 1 hour 10 minutes both via road and rail.

2.2 Town Centre Profile

In 2016, Spirul Intelligent Research was commissioned by NDC to conduct a study² of Barnstaple town centre and its users. From this study, a profile of visitors to the town centre has been established, which is useful when considering parking demand and use.

The study found that 58% of visitors were car drivers, with 18% car passengers.

The study showed that on the whole, visitors to the town centre were satisfied with car park locations and safety, however less so with the cost of car parking. The study also showed that there was a small preference for pay on exit charging systems over pay and display.

² Barnstaple Town Centre Perception Study, Spirul IR (2016).

The information received from the 2016 town centre study has been taken into account when developing the recommendations and opportunities for the future parking strategy.

2.3 Parking overview

Barnstaple has 38 car parks / parking areas, of which:

- 23 are owned and operated by NDC
- 8 are privately owned and operated
- 4 are free of charge, but time limited parking (not owned by NDC)
- 1 is a dedicated section of on-street parking, operated by Devon County Council
- 15 are located within 500m of the town centre

2.4 Short stay car parks

The NDC car parks operate either on a long stay or short stay basis, with a flat pricing structure for long stay, and an incremental structure for short stay applied. The pricing structure of the short stay parking reflects its purpose as a limited time car park, to encourage shorter stays and a higher turnover rate. The short stay car parks are predominantly found within the town centre and are aimed at shoppers and visitors who spend up to 4hrs in the town.

There are some exceptions; namely those car parks found further afield such as the Seven Brethren short stay car park adjacent to the leisure centre.

2.5 Long stay car parks

In contrast to the short stay car parks, the long stay parking areas are found on the periphery of the town centre and

primarily serve people spending longer than 3hrs in the town – such as commuters.

2.6 Privately owned/operated car parks

There are a number of privately owned and operated car parks which have individual pricing structures. These car parks provide a range of long and short stay options.

A number of privately owned car parks are free, but time-limited. These are predominantly retail car parks, found at the larger supermarkets and retail parks.

A full list of car parks and prices can be found in **Appendix A**.

2.7 Paid on-street parking

There are two areas of paid on-street parking, both of which are operated by Devon County Council (DCC). These are at Seventh Street and Boutport Street. These spaces provide a limited amount of time to park.

2.8 Permit Parking

Four pay and display car parks have reserved permit parking spaces for local residents. In order to qualify, residents must live within ¼ of a mile of the car park.

In addition to residents' parking permits, annual and quarterly permits are available for six pay and display car parks across Barnstaple. These are £200 for an annual permit or £61.25 for a quarterly permit.

The locations of the surveyed car parks are shown in Figure 2.1. Table 2.1 sets out a list of surveyed car parks, their ownership, and capacities.

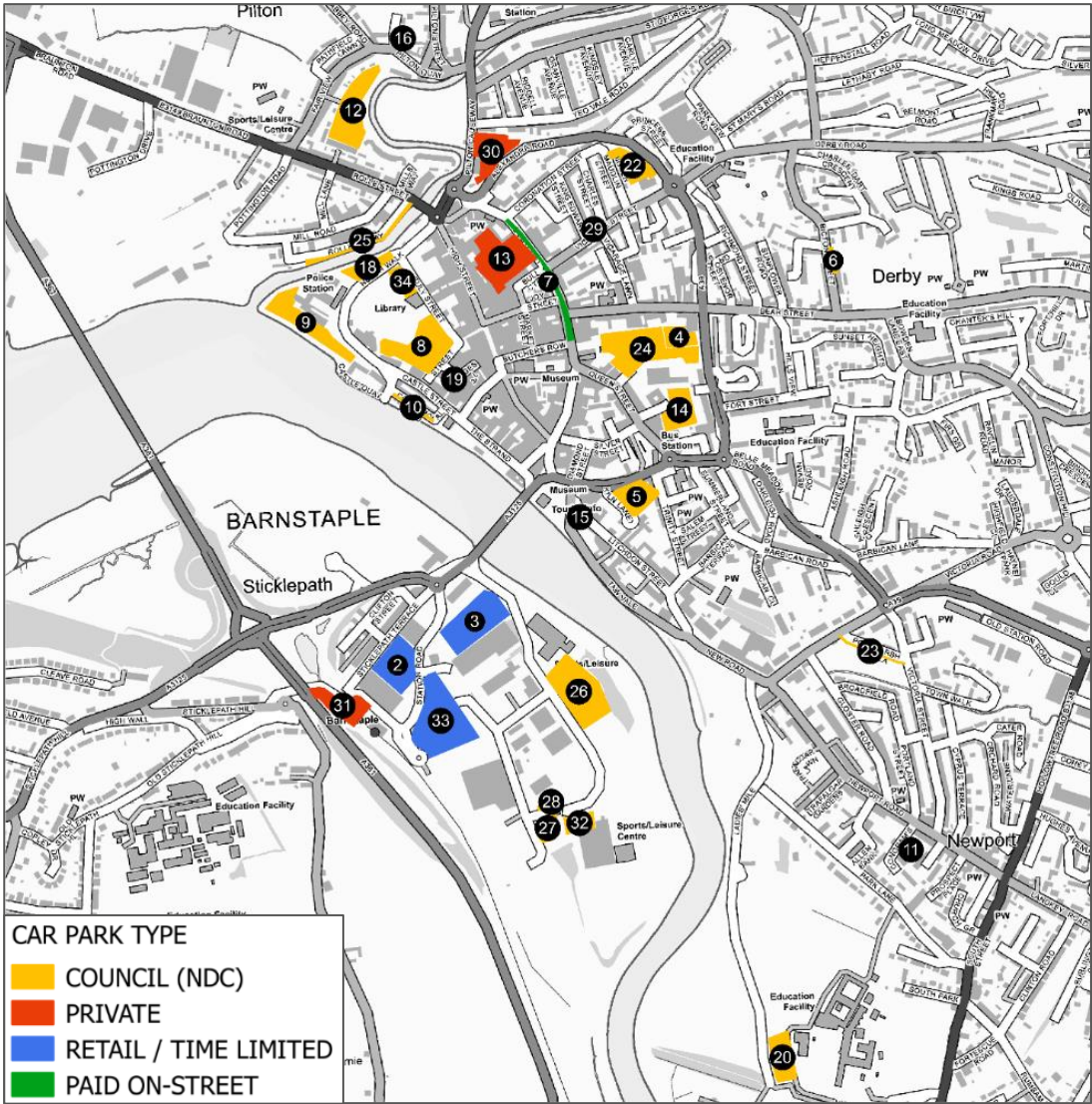


Figure 2.1: Car park location plan

Table 2.1: Surveyed car parks, ownership and capacity

ID	Car Park Name	Number	Ownership	Capacity	Notes**
BEA	Bear Street	4	NDC	173	SS
BEL	Belle Meadow	5	NDC	125	SS
BIC	Bicton Street	6	NDC	14	SS/RP
BOU	Boutport St	7	DCC	19	SS
CAT	Cattle Market	8	NDC	308	SS
CIV	Civic Centre	9	DCC	273	SS
COM	Commercial Road	10	NDC	32	SS
CON	Congrams Close	11	NDC	42	LS/RP
FAV	Fair View	12	NDC	248	LS
GRE	Green Lanes	13	Private	402	SS
HAR	Hardaway Head	14	NDC	182	SS
LIT	Litchdon Street	15	NDC	7	LS
LPN	Lower Pilton	16	NDC	12	LS/RP/PP
NWK	North Walk	18	NDC	79	SS
PAL	Paiges Lane	19	NDC	11	SS
PAR	Park School	20	DCC	240	LS
PML	Portmarsh Lane	23	NDC	37	LS/PP/RP
POR	Portland Buildings	22	NDC	63	LS/PP
QUE	Queen Street	24	NDC	232	SS
RPW/ RPE	Seven Brethren Retail Park 1 & 2	2 & 3	Private	520	SS
RQY	Rolle Quay	25	NDC	71	SS/PP
SBL	Seven Brethren Lorry Park	27	NDC	16	LS
SBR	Seven Brethren Long & Short Stay	26	NDC	336 + 72*	LS/SS
SBS	Seventh Street	29	DCC	11	SS
SBV	Seven Brethren Van Park	28	NDC	14	LS
SHE	Sheepskin/Pilton Causeway	30	Private	189	LS
STA	Barnstaple Station	31	Private	127	LS/SS
TAR	Tarka Tennis Centre	32	NDC	65	LS
TES	Tesco Taw View	33	Private	440	SS
TUL	Tuly Street	34	NDC	49	SS

*Seven Brethren has 336 long-stay and 72 short-stay spaces

**LS = Long Stay

SS = Short Stay

PP = Public Permit

RP = Residents Permit

3.0 METHODOLOGY

3.1 Introduction

To obtain the data required, surveys were undertaken across four days in April 2017. A similar survey was issued for businesses across Barnstaple town centre to complete.

The car parks included within the survey were informed by discussions with NDC and DCC. It was agreed that all car parks operated by NDC and DCC would be captured, as well as the privately owned and operated Green Lanes, Sheepskin (Pilton Causeway), Iceland (Tuly St), Barnstaple Retail Park, Barnstaple train station, Asda (Anchorwood Bank) and Tesco Taw View.

Permission was obtained to survey all private car parks with the exception of Iceland (Tuly St) and Asda (Anchorwood Bank). Green Lanes was unable to be surveyed on two of the survey days due to miscommunication between centre management and security staff.

It is appreciated that the surveys are necessarily a 'snapshot', and that Barnstaple's car parks can be busier in summer holiday and pre-Christmas periods.

3.2 Public surveys

The public surveys were conducted across four days in April 2017.

The month and days were chosen to reflect:

- **07/04** (1x weekday in Easter holiday period)
- **15/04** (1x Easter weekend)
- **21/04** (1x weekday outside of Easter holiday)
- **22/04** (1x weekend outside of Easter holiday)

Discussions took place with NDC and DCC to determine the best days to survey the public parking in order to seek to maximise the response rate. It was agreed to undertake the weekday surveys on Fridays, which is traditionally market day for Barnstaple.

Easter 2017 fell on the 16th of April, with school holidays in North Devon and the majority of the United Kingdom covering the preceding two weeks. In accordance with this, the decision was made to capture Friday 7th April as the weekday in the Easter Holiday period rather than Friday April 14th (therefore avoiding the bank holiday and representing the typical holiday period).

The weekend days were chosen as a Saturday to reflect the traditionally busiest day with regards to shopping in town centres, with Saturday 15th April capturing the Easter weekend, and Saturday 22nd April chosen to capture a 'neutral' Saturday.

The weather was fine and dry for all four survey days. Saturday 22nd April was the warmest day surveyed, which coincided with this day receiving the fewest responses and having the lowest capacity counts overall.

Format

The surveys were provided in A5 format, which was then folded and perforated along the centre so respondents could tear off to give a 'postcard' style A6 card, and post their responses. Each survey was placed under the windscreen wipers of cars parked within the car parks.

Each car park was visited twice a day in the morning and afternoon on each survey day.

The public surveys all contained the same questions, and were coded so the date could be identified on each response. Respondents had the option of either posting the survey back using the postcard provided and a freepost

address, or responding online. Incentives were offered to encourage responses.

A total of 9,290 surveys were issued, with an overall response rate of 14.68% achieved.

A proof of the public survey can be found in **Appendix B**.

3.3 Business surveys

In conjunction with Barnstaple Town Centre Management (BTCM), surveys were distributed to as many businesses as possible across Barnstaple which fell within the catchment of the town centre and the car parks surveyed in the public surveys. The business surveys focussed particularly on the parking needs of both employees and customers, and an open comment section was included to gain qualitative feedback from local businesses.

A copy of the business survey can be found in **Appendix C**.

3.4 On-Street Parking

There are distinct areas of on-street paid parking at Boutport Street and Seventh Street, and this has been captured in the surveys.

On-street (free) parking is also available in residential streets, with the streets near to the town centre restricted to residents' permit parking. It was agreed that visual surveys of key streets surrounding the town centre would be undertaken, in order to assess the demand for free parking around the town centre.

4.0 RESULTS OVERVIEW

4.1 Introduction

This section provides a summary of the headline findings from the study. Full outputs for each individual car park can be found in **Appendix D**.

It should be noted that smaller car parks (<20 spaces) will return a smaller sample to analyse than the larger car parks, and should be treated with caution when comparing to larger sample sizes with a greater representation.

4.2 Capacity Counts

Capacity counts were undertaken at each car park, at least once per day and time period (AM and PM). Where possible, a second count was undertaken in the time periods to capture a wider sample. **Table 4.1** shows the percentage occupancy for each car park per day and time period. Full capacity counts can be found in **Appendix E**.

Explanatory Notes

- Green Lanes was unable to be surveyed on two of the survey days due to miscommunication between centre management and security staff
- Civic Centre has been omitted from counts as it was only surveyed on weekends. During the week the car park is solely used by DCC employees and not representative of a typical pay and display car park in Barnstaple.

Table 4.1: Car par capacities per day

Car Park		07-Apr		15-Apr		21-Apr		22-Apr		Car Park Type
		AM	PM	AM	PM	AM1	PM	AM	PM	
BEA	Bear Street	24%	30%	28%	34%	29%	20%	22%	31%	SHORT
BEL	Belle Meadow	62%	31%	42%	46%	56%	35%	38%	30%	SHORT
BIC	Bicton Street	71%	36%	50%	43%	29%	29%	50%	43%	SHORT
BOU	Boutport St	100%	84%	71%	66%	100%	68%	53%	47%	SHORT
CAT	Cattle Market	76%	56%	83%	63%	90%	77%	75%	64%	SHORT
CIV	Civic Centre	0%	8%	18%	10%	0%	0%	12%	3%	SHORT
COM	Commercial Road	69%	58%	59%	50%	88%	56%	50%	34%	SHORT
CON	Congrams Close	83%	83%	95%	79%	69%	55%	76%	52%	LONG
FAV	Fair View	75%	77%	65%	81%	95%	92%	61%	77%	LONG
GRE	Green Lanes	76%	0%	0%	0%	24%	41%	21%	32%	SHORT
HAR	Hardaway Head	7%	9%	2%	23%	7%	10%	6%	8%	SHORT
LIT	Litchdon Street	71%	43%	86%	86%	79%	71%	57%	57%	LONG
LPN	Lower Pilton	100%	67%	75%	92%	100%	83%	42%	38%	LONG
NWK	North Walk	35%	32%	35%	23%	42%	47%	47%	32%	SHORT
PAL	Paiges Lane	45%	82%	73%	64%	73%	68%	73%	36%	SHORT
PAR	Park School	16%	8%	12%	9%	30%	23%	37%	36%	LONG
PML	Portmarsh Lane	62%	59%	38%	38%	65%	51%	46%	43%	LONG
POR	Portland Buildings	16%	14%	12%	17%	11%	17%	10%	11%	LONG
QUE	Queen Street	83%	67%	82%	53%	75%	52%	79%	62%	SHORT
RPW/RPE	Seven Brethren Retail Park 1 & 2	45%	23%	44%	46%	43%	32%	52%	42%	SHORT
RQY	Rolle Quay	23%	15%	11%	25%	23%	25%	32%	18%	SHORT
SBL	Seven Brethren Lorry Park	0%	0%	0%	0%	0%	6%	7%	0%	LONG
SBR	Seven Brethren Long & Short Stay	30%	51%	20%	21%	57%	14%	23%	31%	SHORT + LONG
SBS	Seventh Street	25%	25%	33%	33%	25%	33%	21%	42%	SHORT
SBV	Seven Brethren Van Park	14%	0%	0%	0%	7%	7%	0%	7%	LONG
SHE	Sheepskin/Pilton Causeway	73%	72%	51%	76%	93%	79%	49%	67%	LONG
STA	Barnstaple Station	28%	43%	37%	0%	28%	38%	32%	53%	SHORT + LONG
TAR	Tarka Tennis Centre	8%	31%	12%	38%	17%	48%	60%	60%	LONG
TES	Tesco Taw View	56%	53%	58%	75%	58%	44%	43%	69%	SHORT
TUL	Tuly Street	80%	69%	63%	88%	88%	73%	80%	65%	SHORT

4.3 Age and Location of Respondents

The survey asked respondents to provide their age and their home and work postcodes. This data gives a good insight into the demographic of users parking in the respective car parks, both in terms of age groups and whether they are local to the area or not.

For the purposes of this exercise, 'local' is considered to have a home postcode within areas EX31 and EX32 which cover the wider Barnstaple area.

Chart 4.1 shows the number of respondents who are classified as 'local' or not, grouped by survey day, and **Chart 4.2** shows the age categories of respondents grouped by survey day.

The charts show that the most common age group for respondents is 56-65, with 66-75-year-olds closely following. Whilst this group is possibly more likely to respond to a survey on car parking, this is nevertheless a key target group to consider when developing the future parking strategy based on the forecast increase in the number of users within the 75+ age category in future years.

With regard to postcode location, the split of respondents between those 'local' to Barnstaple and those from further afield was fairly even across the survey days, although slightly in favour of those from outside the EX31 and EX32 postcodes with the exception of 22nd April.

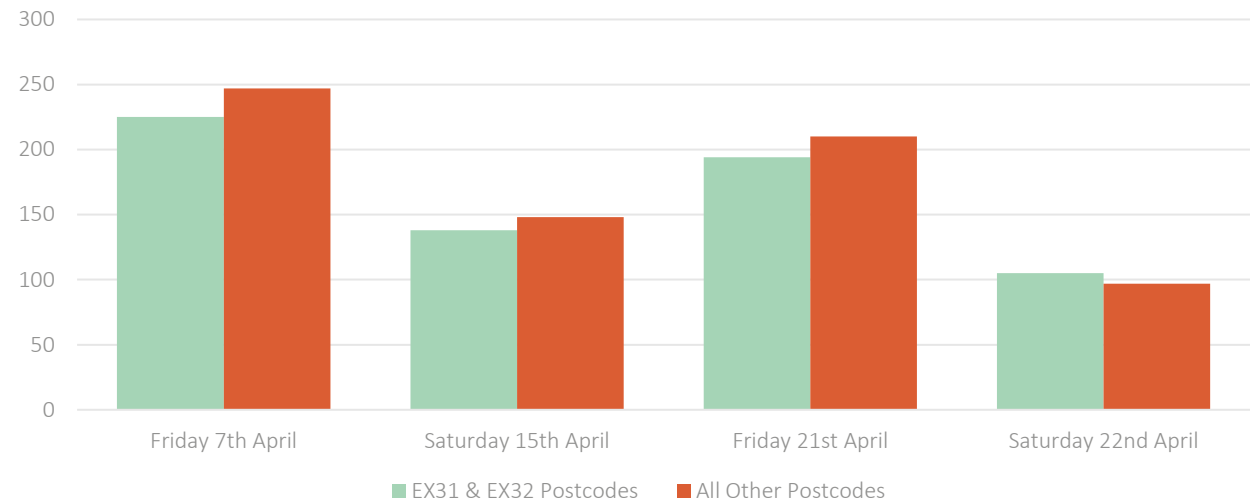


Chart 4.1: Respondents postcode locations by day

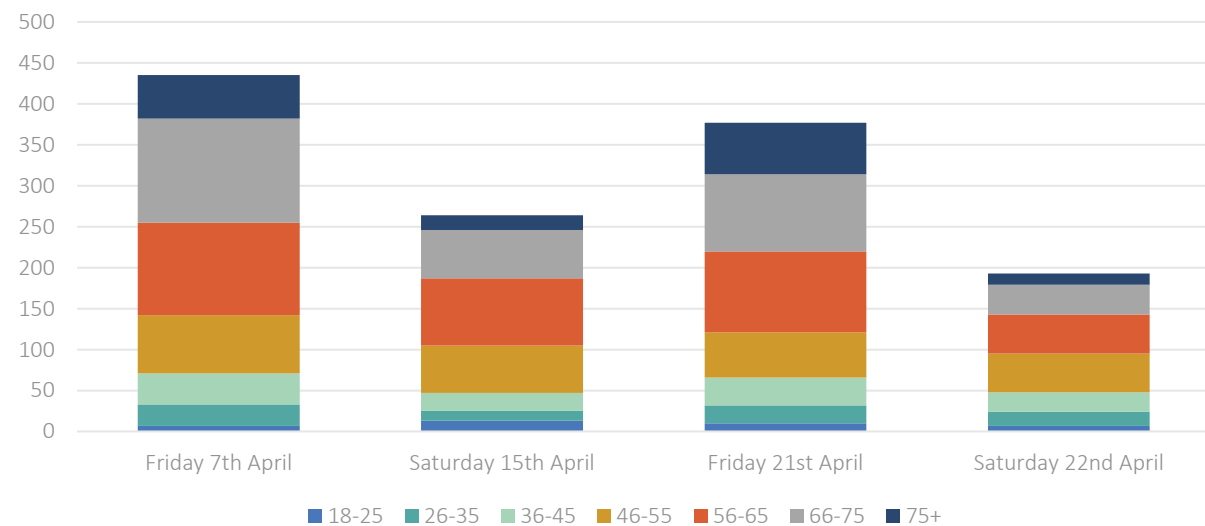


Chart 4.2: Respondents ages by day

4.4 Trip Purpose

Respondents were asked ‘What is the purpose of your trip today?’, and were able to choose as many of the options as they liked. The results by car park are set out in Chart 4.3.

Results Summary

The results show that the majority of respondents use the car parks for shopping (food and non-food), leisure and commuting. The long-stay car parks (e.g. Fair View, Portland Buildings, Seven Brethren) have the highest proportions of commuters, whilst the short-stay car parks (e.g. Cattle Market, Green Lanes, Queen Street) are dominated by shoppers. This is an expected pattern given the car park locations and type of car parks (ie. Long vs short stay).

Belle Meadow has the highest proportion of ‘health’ respondents, corresponding to its location adjacent to Brannam Medical Centre.

Congrams Close is used primarily by residents for parking – many of the ‘other’ responses indicated that that respondent was a resident in the area.

Question 1: What is the purpose of your trip today?

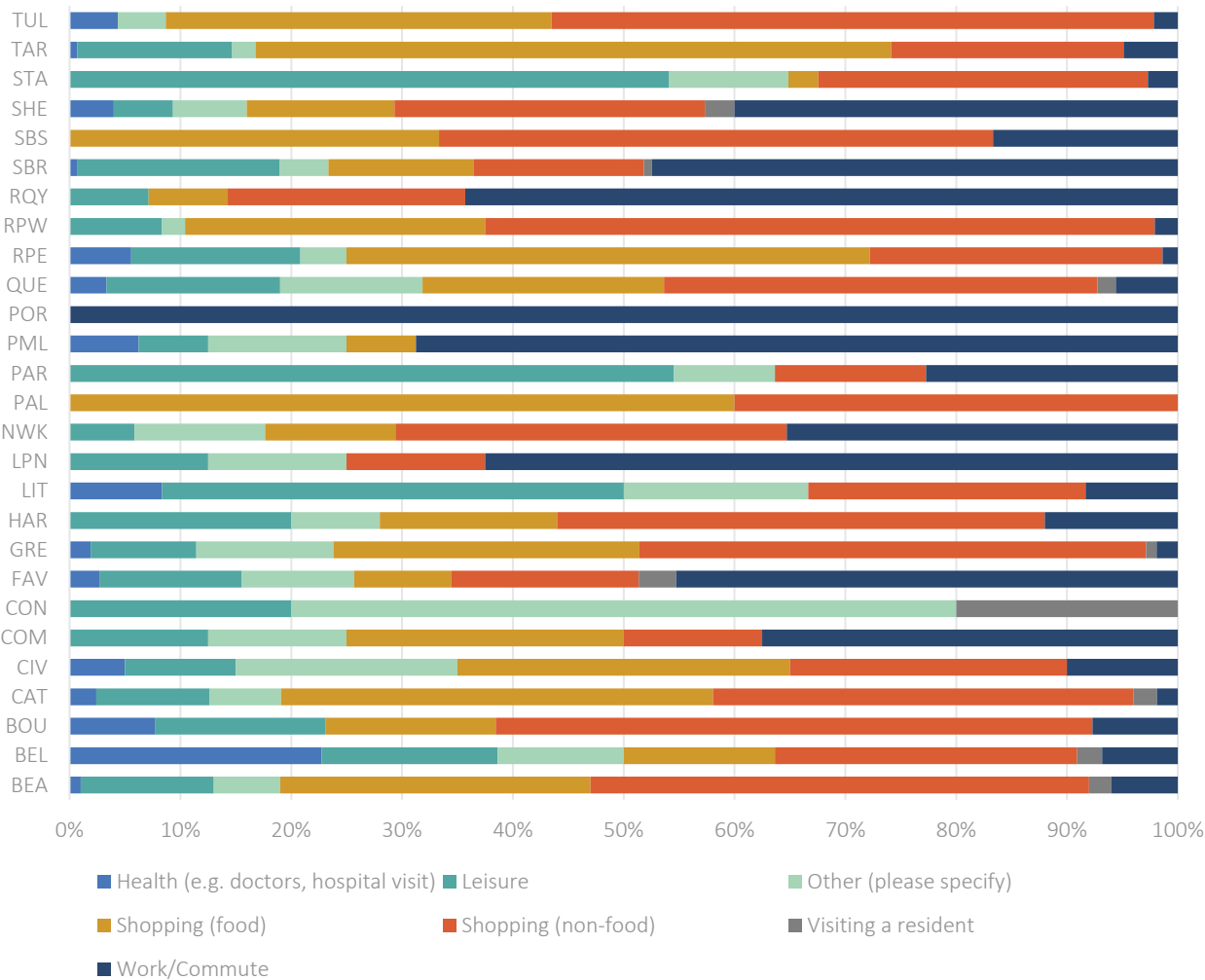


Chart 4.3: Results of Survey Question 1

4.5 Frequency of Use

Respondents were asked ‘How often do you use this car park?’, and were able to choose one answer. The results are set out in **Chart 4.4**.

Results Summary

The results indicate that the long stay car parks like Fair View and Portland Buildings are used the most frequently – i.e. more than 3 times per week by the same person. In contrast, the least frequently used car parks by the same person are Barnstaple train station, Hardaway Head and Belle Meadow. Hardaway Head and Belle Meadow also had the fewest respondents who use them 3 or more times per week.

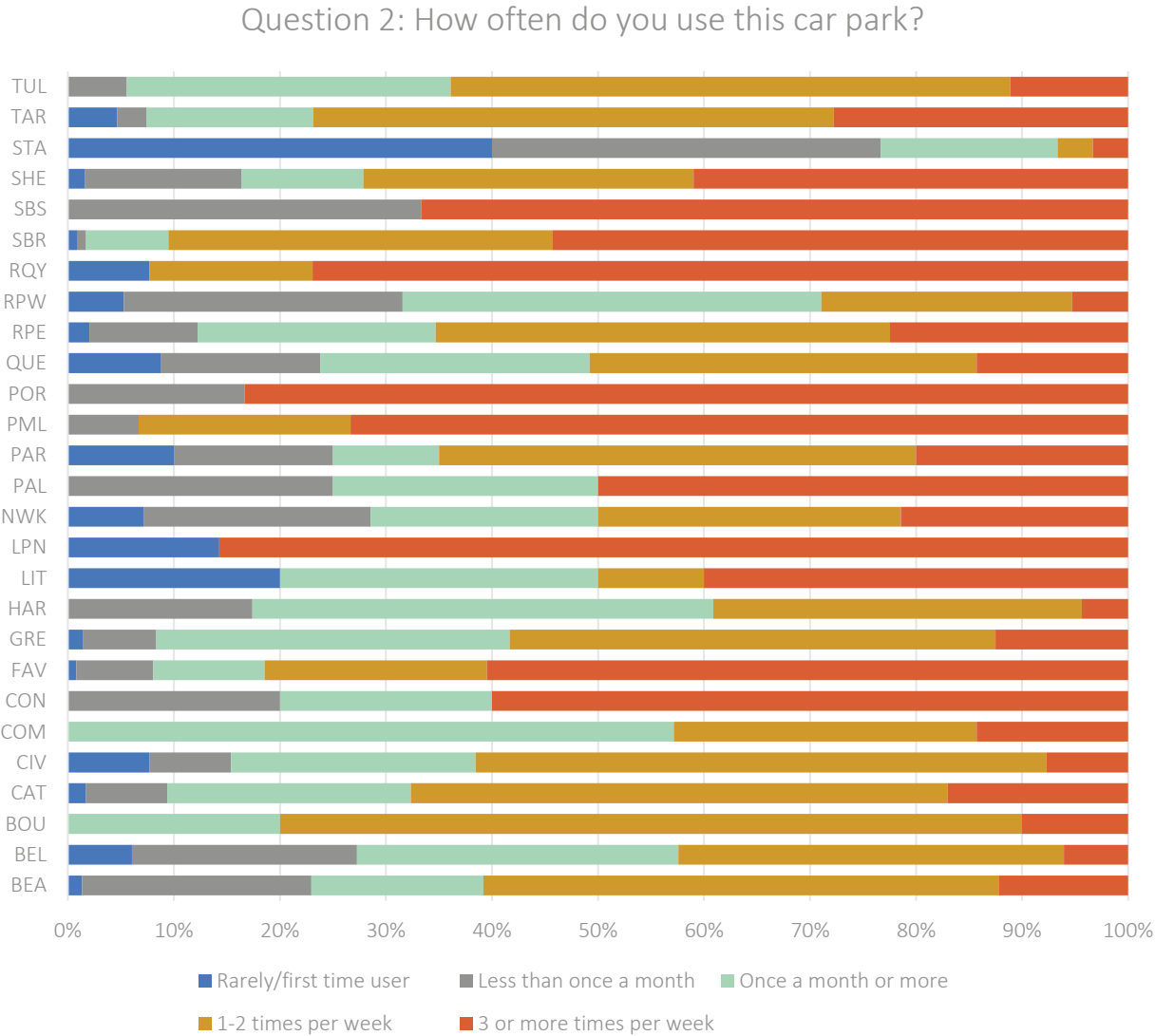


Chart 4.4: Results of Survey Question 2

4.6 Finding a Space to Park

Respondents were asked ‘Did you struggle to find a space to park in this car park today?’, and were able to select a ‘yes’ or ‘no’ option. The results are set out in Chart 4.5.

Results Summary

The results of the survey show that Lower Pilton, Tuly Street, Litchdon Street and Fair View had the highest proportion of people who found it difficult to park.

As previously stated, smaller car parks such as Lower Pilton and Litchdon Street may, due to their size (<12 spaces) be more likely to be at capacity than a larger car park. In addition, Lower Pilton and Litchdon Street are largely residential in nature and therefore will have people using them the majority of the time. Tuly Street is relatively small (49 spaces) for its busy town centre location and is nearing capacity.

The results also show however, that the majority of the car parks in Barnstaple are not at capacity and have room to cope with future traffic growth.

Question 3: Did you struggle to find a space to park in this car park today?

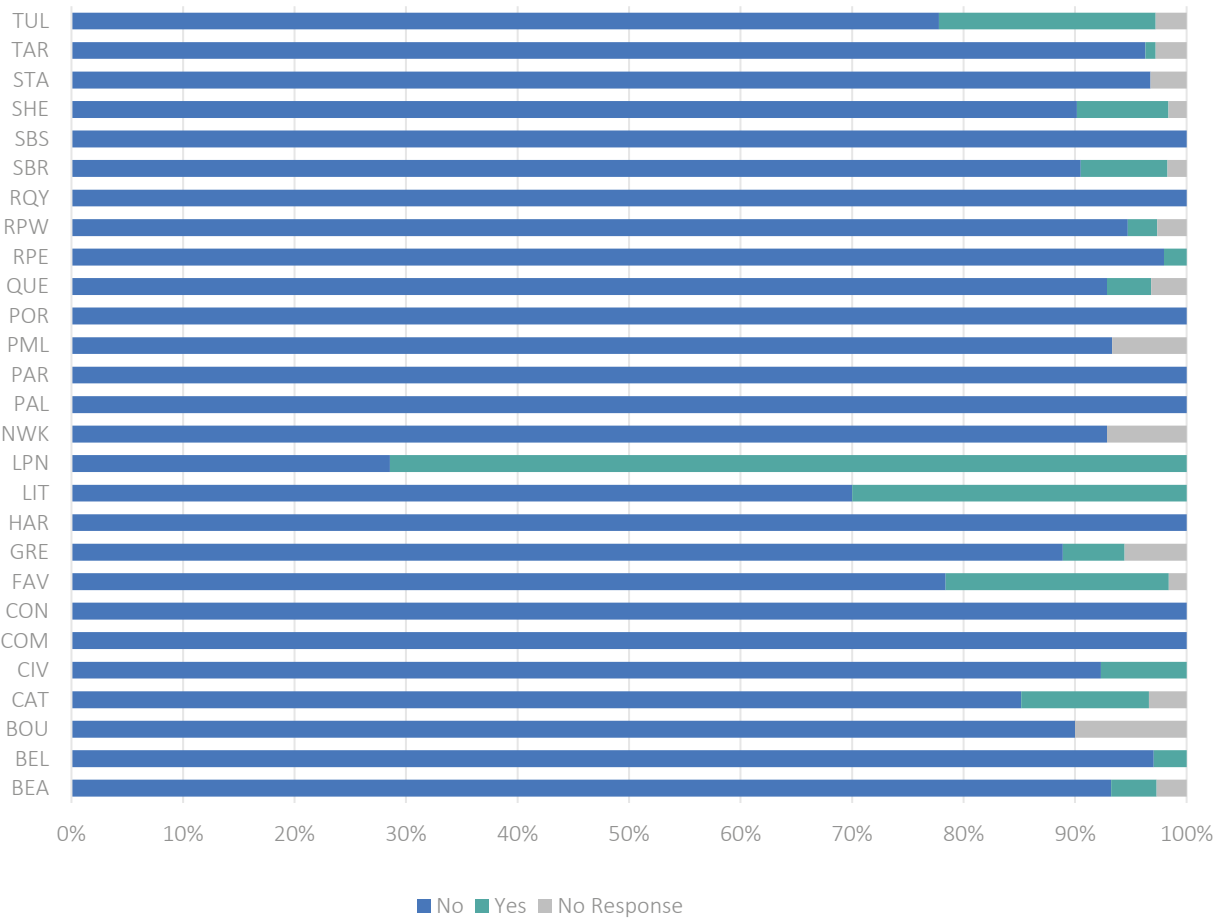


Chart 4.5: Results of Survey Question 3

4.7 Choice of Car Park

Respondents were asked ‘Why did you choose to park in this car park today?’, and were able to choose multiple answers. The results are set out in **Chart 4.6**.

Results Summary

The results show that the main reason for people parking in a given location is the ease of access that car park provides to the respondent’s destination. This is particularly true for Boutport Street and Paiges Lane, which are time-limited (one-hour) short stay car parks in the heart of the town centre and generally used by people wanting to spend less than 30 minutes parking. Equally, the predominantly residential car parks of Congrams Close and Portmarsh Lane have high levels of convenience for residents using them to park at home.

The cost factor appears influential in a number of car parks, with a trend towards the long stay car parks. Therefore, cost is clearly an important factor to retain the high customer base of these car parks.

A number of car parks, most noticeably Bear Street, Hardaway Head, Tuly Street and Belle Meadow, have high proportions of respondents using them because of the ease of access from their route into Barnstaple. Many of the car parks indicated as being easy to access from the route into Barnstaple are also the car parks indicated on both fixed and Variable Message Signs (VMS Signage) on routes into town. This suggests that the signage on the primary routes into the town centre may have an impact on car park choice and how ‘easy’ the signs make it to find the car parks. This is discussed further in **Section 8.0** of this report.

Question 4: Why did you choose to park in this car park today?

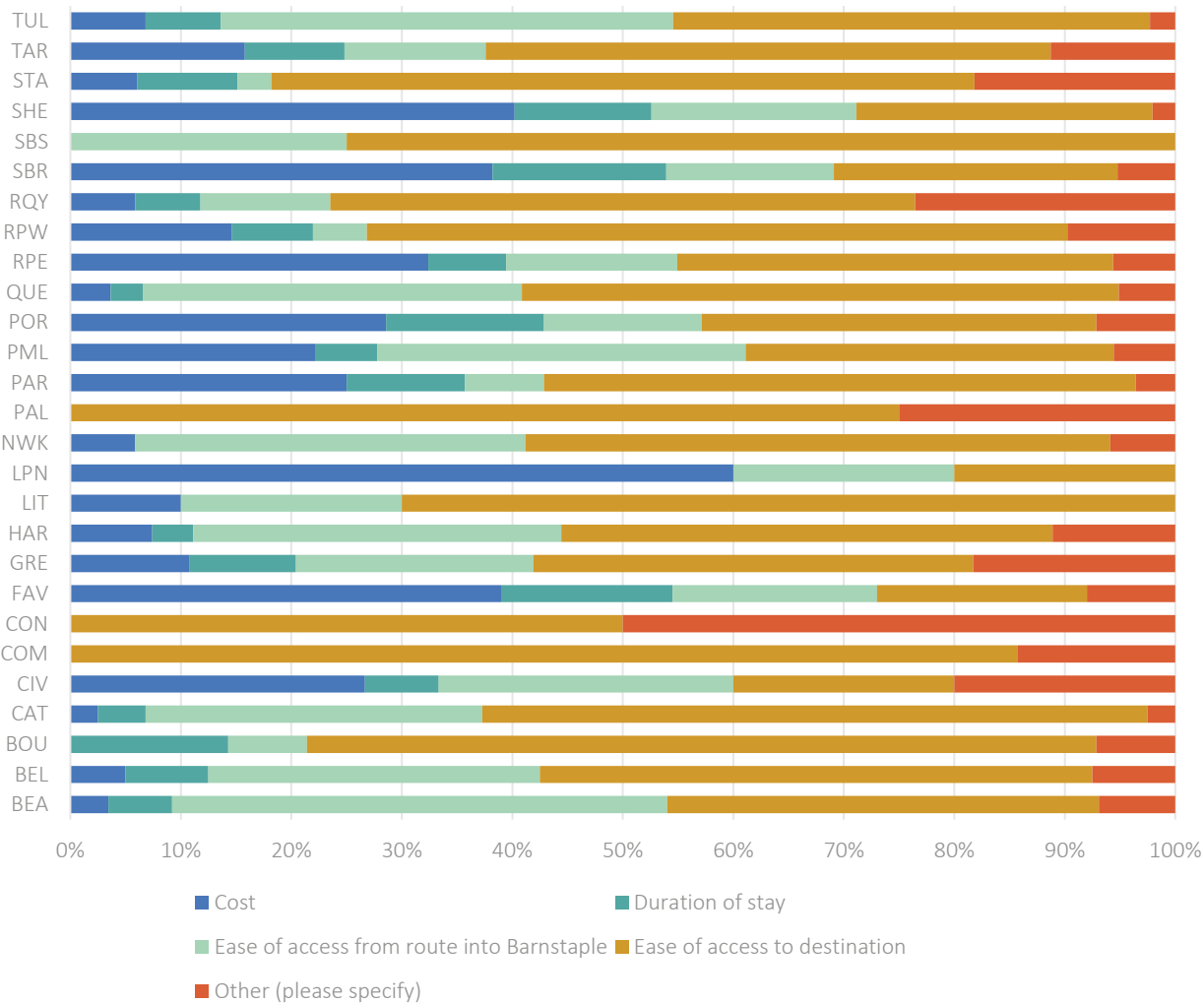


Chart 4.6: Results of Survey Question 4

4.8 Length of Stay

Respondents were asked ‘How long did you park for today?’, and were able to choose one answer. The results are set out in **Chart 4.7**.

Results Summary

The results indicate that there are a number of car parks which are used for very short (<30 minutes) stays, including Boutport Street, North Walk and Belle Meadow. The majority of the short stay car parks are used for between 30 minutes and 2 hours, with the ‘shopping’ car parks (Cattle Market, Green Lanes, Queen Street as identified by the responses to question 1) being utilised the most for between 1 and 2 hours.

As is expected, the long stay and predominantly residential car parks have higher levels of people parking for over two hours, and the highest levels of people parking for over 8 hours, indicating that these are used by commuters and others who leave their cars for the day and/or night.

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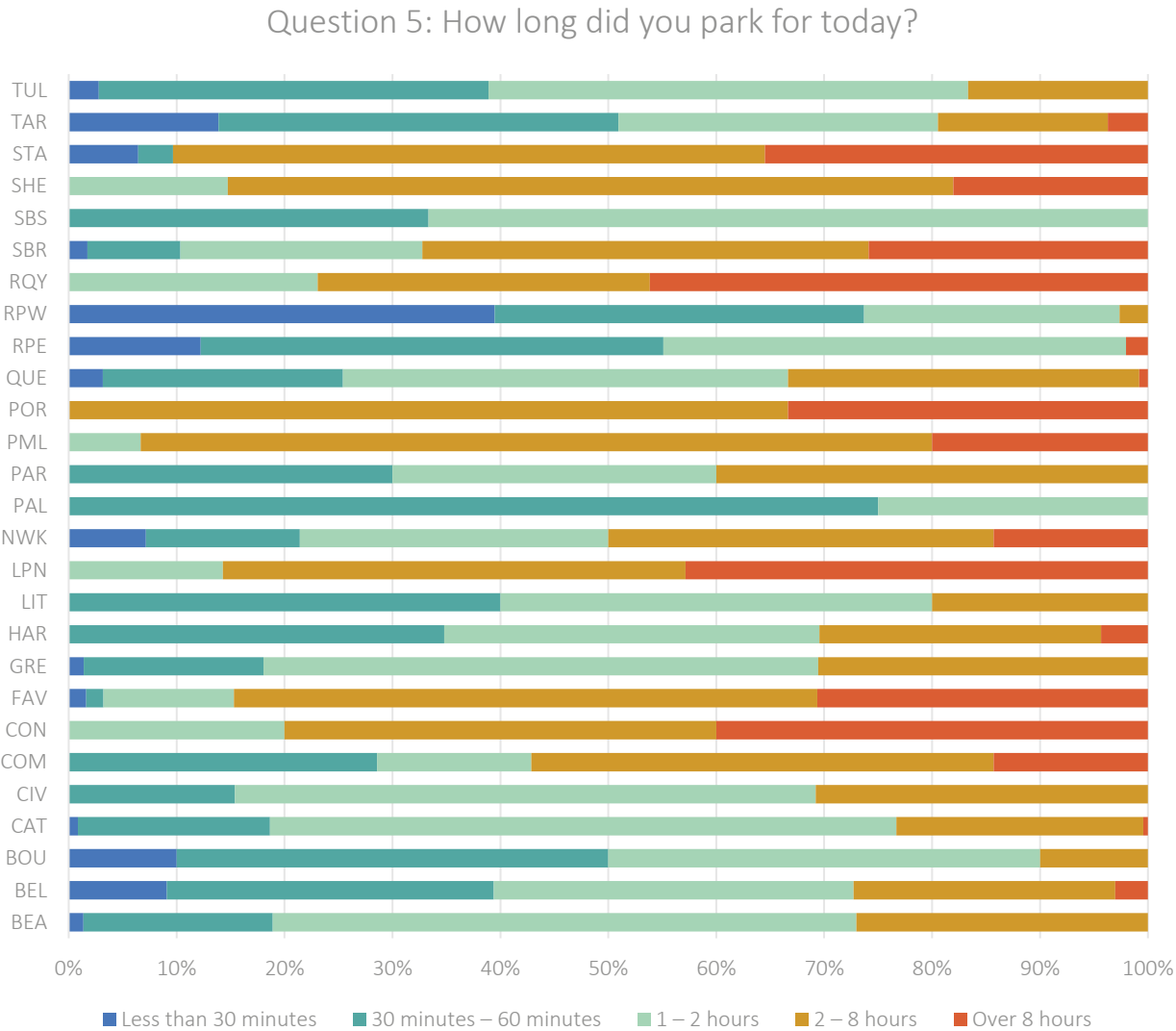


Chart 4.7: Results of Survey Question 5

4.9 Time of Parking

Respondents were asked ‘What time did you park today?’, and were able to choose one answer. The results are set out in **Chart 4.8**.

Results Summary

The results show that the majority of respondents parked between 09:00 and 12:00. This is particularly true for the main short stay car parks. For the long stay car parks, the majority of users parked between 06:00 and 09:00, which is consistent with commuter travel patterns.

Commercial Road, Lower Pilton and Portmarsh Lane show the highest number of respondents parking after 12:00, with Lower Pilton and Tarka Tennis being used predominantly in the evenings. This is expected as Lower Pilton is predominantly residential, and Tarka Tennis being used after work hours for leisure.

Fair View has the highest number of respondents parking before 06:00; which ties in with its use as a commuter car park and also suggests use by local residents.

Question 6: What time did you park today?

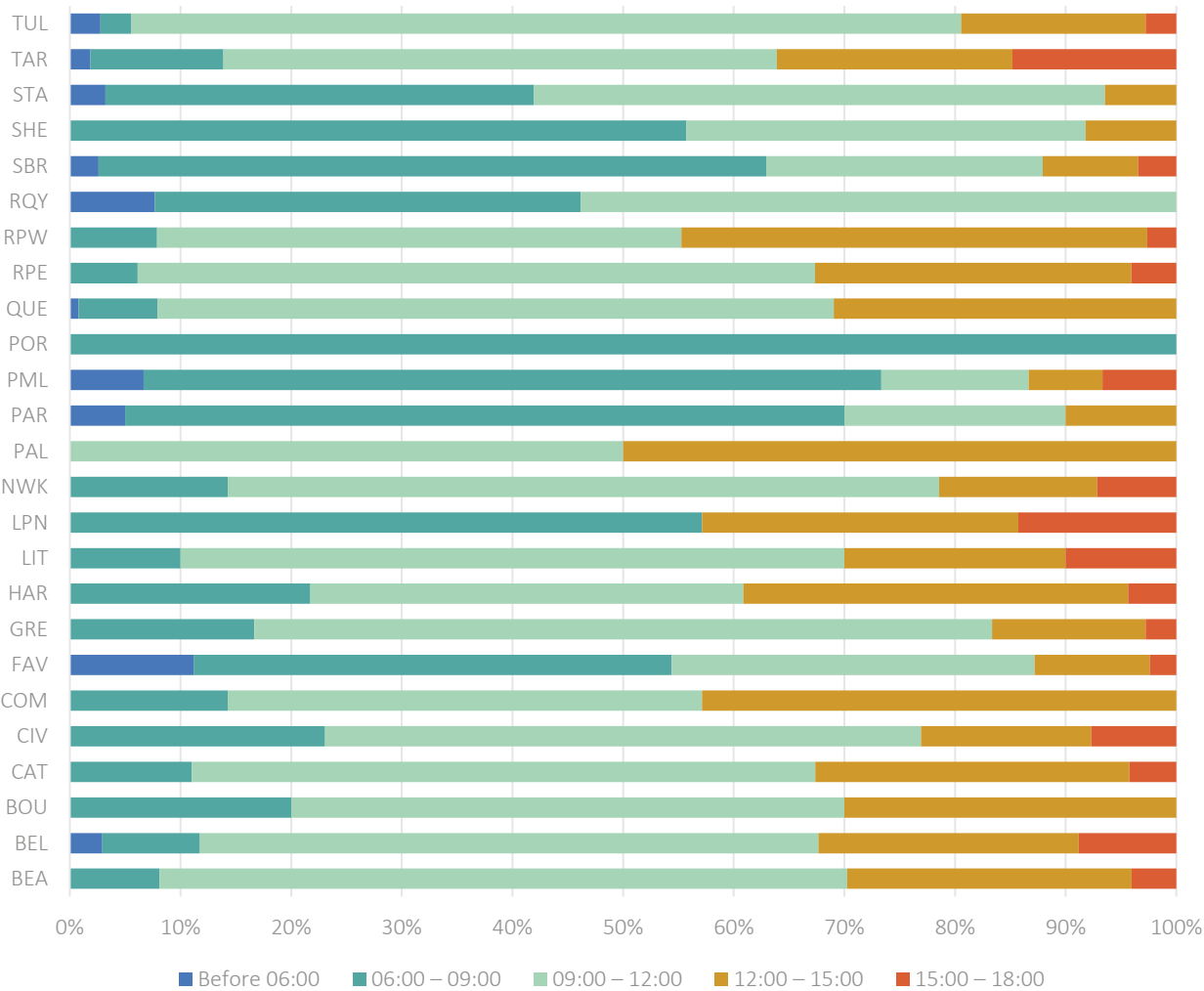


Chart 4.8: Results of Survey Question 6

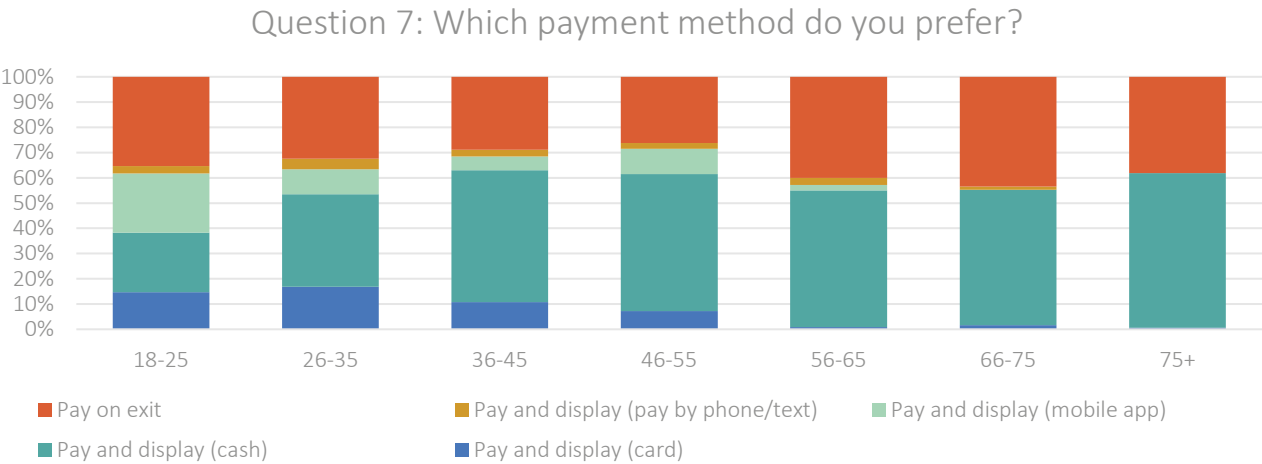


Chart 4.9: Results of Survey Question 7

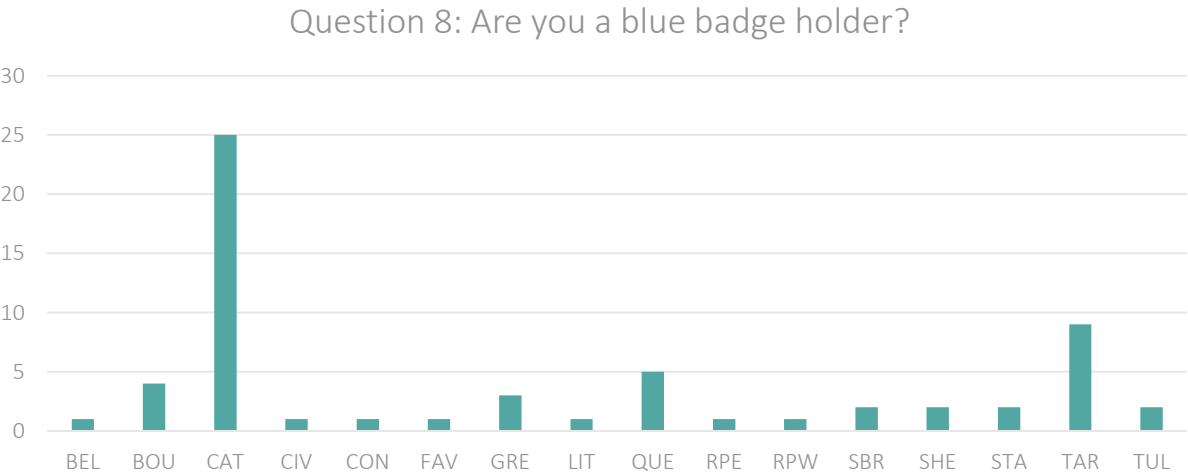


Chart 4.10: Respondents who are blue badge holders

4.10 Preferred Payment Method

Respondents were asked ‘What is your preferred payment method?’, and were able to choose one answer. The results are set out in **Chart 4.9**, grouped by age band.

Results Summary

There is a clear trend towards a preference for cash Pay and Display (P&D), as well as for Pay on Exit (PoE).

The results largely show that the current system of cash P&D is preferable for people using the car parks. Comments made on the surveys however suggest that whilst P&D is preferred, PoE systems are useful as people felt they have to worry less about how much time they spend in the town. Amongst the younger respondents, more technological solutions were popular such as mobile apps and pay by phone/text.

4.11 Blue Badge Holders

Respondents had the option to tick whether they are blue badge holders. The number of respondents who indicated they are blue badge holders, by car park, are shown in **Chart 4.10**.

Results Summary

The majority of respondents who were blue badge holders parked in Cattle Market, which has the largest provision of disabled spaces in any of the surveyed car parks. A number of respondents also utilised Boutport Street, Tarka Tennis and Queen Street for blue badge parking. The results show that the car parks which are centrally located (aside from Tarka) are well used by blue badge holders.

5.0 LOCATION

5.1 Introduction

This section presents the findings and analysis specifically related to the locations of car parks. This includes the routes which are taken into Barnstaple and which car parks are used for certain trip purposes.

5.2 Accessing Car Parks

The headline results show that one of the significant influences on car park choice is ease of access from the primary routes into Barnstaple. By combining this data with the home postcode of respondents, it is possible to provide an overview of which car parks are preferable to access from different routes into the town. This data can then be used to better understand traffic flows around the town, as well as influencing a future signage strategy.

Figure 5.1 overleaf has been prepared for the eight car parks where ‘**ease of access from route into Barnstaple**’ was selected as the most popular reason for respondents choosing to park there. The figure illustrates the proportion of respondents arriving from the different primary routes into Barnstaple according to their destination car parks.

The results show that generally, car park users are choosing to park in locations which are near to their main routes in to town; thus keeping traffic flows relatively localised.

However, there are some car parks, for example Fair View, Cattle Market and Green Lanes, which attract users from all directions. This is likely to be due to these car parks being centrally located, and in the

case of Fair View, long stay whilst within easy walking distance to the town centre.

Out of the car parks which are approached from all directions, it should be noted that all three (Fair View, Cattle Market and Green Lanes) are signposted either using fixed signage, or VMS signage which shows the real-time capacity of the car parks. The signing of the car parks makes them attractive for those who are unfamiliar with the layout of the town, and suitable signage can be an important catalyst towards guiding drivers to use particular car parks.

5.3 Commuter Car Park Locations

The type of car parks typically used by commuters are long stay car parks – with lower charging tariffs, and typically in close proximity to a nearby bus service or within walking or cycling distance to employment locations.

Whilst the business parks generally have the space to provide parking for staff, the majority of town centre businesses do not, as evidenced by the responses received to the business surveys which are discussed in **Section 8.0**. This leaves staff with the option of either travelling by a mode other than car, or finding a long stay car park within walking or cycling distance of their place of work. In the case of Barnstaple, these commuters are predominantly provided for by Seven Brethren and Fair View car parks.

The survey data has been analysed to filter results for all the long stay car parks in Barnstaple, where respondents classify themselves as ‘commuters’, and have chosen either ‘**ease of access from route into Barnstaple**’ or ‘**ease of access to destination**’ as their reason for parking at that location. The results are shown in **Chart 5.1**.

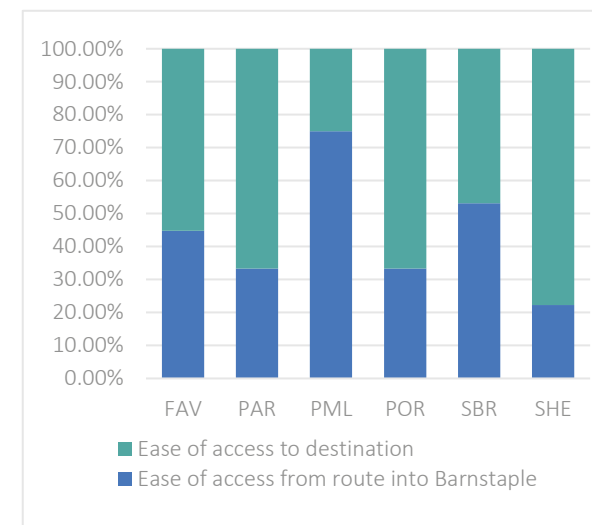


Chart 5.1: Commuter reasons for using long stay car parks

Chart 5.1 shows that there is a relatively equal balance between commuters choosing Seven Brethren and Fair View due to access from routes in to Barnstaple, and ease of access to their journey destination. This suggests that the long stay car park location is a consideration in providing for commuters; and indeed, the two most used car parks of Fair View and Seven Brethren are located on opposite sides of town, thus careful consideration must be given to re-provision of the Seven Brethren car park spaces to the west of the town, should the Seven Brethren development be realised.

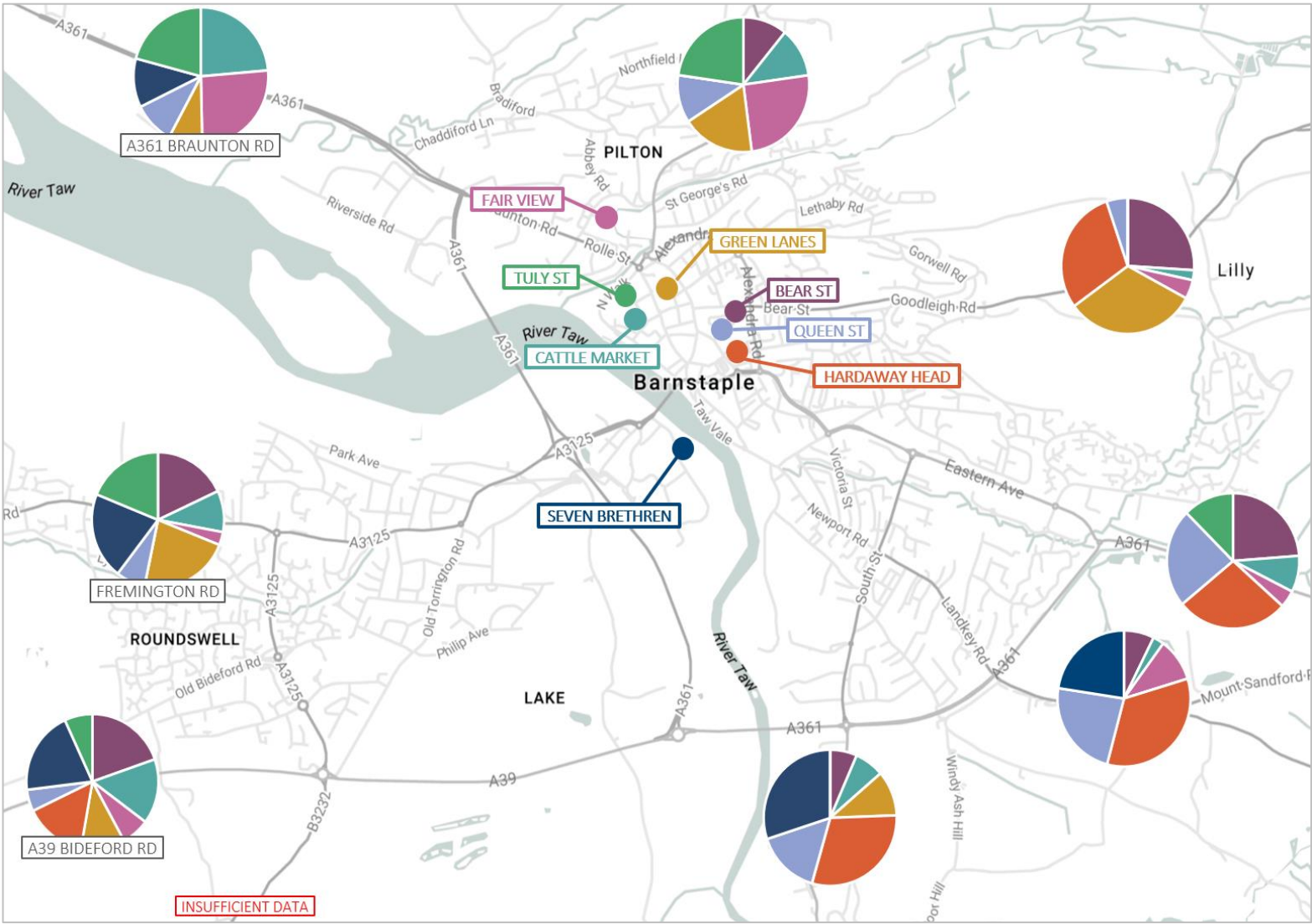


Figure 5.1: Breakdown of routes into town and proportions of car park destinations

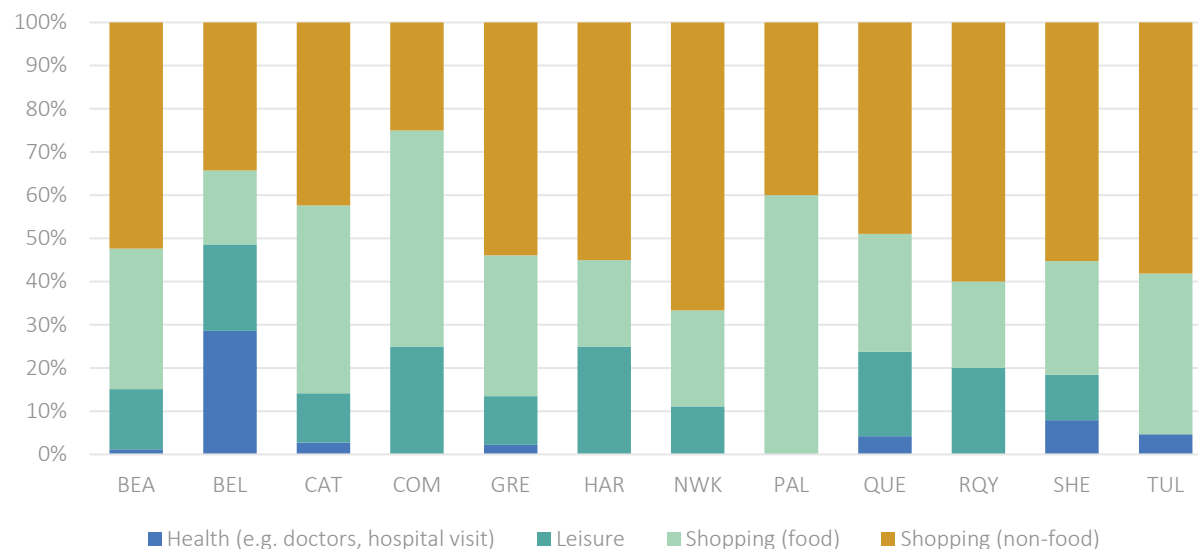


Chart 5.2: Short stay town centre car parks ranked by trip purpose

5.4 Locations by Trip Purpose

Commuters play an important role in understanding the parking patterns associated with long stay car parks, but it is important to understand which car parks are most associated with other trip types, especially when giving consideration to the economic prosperity in the town centre, and encouraging visitors to use the town centre facilities.

Chart 5.2 shows the short stay car parks which are within comfortable walking distance (800m) of the town centre, and the proportion of responses by trip purpose.

Leisure

Hardaway Head, Commercial Road and Rolle Quay have the highest proportion of respondents using these car parks for leisure purposes. Leisure is an extremely broad term, however noting comments made on some of the survey responses, respondents were using the above car parks to access beauty appointments (e.g. haircuts) and restaurants / cafés.

Shopping

The results show that the town centre car parks, as expected, are dominated by shoppers, with 15% more shoppers purchasing non-food items over food items. A higher proportion of shoppers shopping for food items can be seen at Paiges Lane and Cattle Market, reflecting their location adjacent to the Marks and Spencer Food Hall.

Health

Belle Meadow has the highest proportion of respondents using health facilities, reflecting its location adjacent to Brannam Medical Centre. This is particularly relevant when considering that the surgery provides very limited free car parking, and patients can be required to use either Belle Meadow or another nearby car park if no space is available on site. Given the nature of those attending for health appointments, it is important that some form of parking is retained at Belle Meadow to allow for its use as an overflow car park for the medical centre.

Trip Purpose Summary

The short stay town centre car parks are predominantly used by shoppers, as would be expected given their location. However, it is clear that car some parks (such as Belle Meadow) serve a specific purpose (Health).

5.5 On-Street Parking

There are approximately 36 pay-and-display on-street spaces on Boutport Street, which are managed by Devon County Council. The survey results showed that the majority of users (90%) parked for less than two hours, with 50% parking for less than an hour, implying that the spaces are used for quick errands/visits only. The spaces are conveniently located close to the town centre, making them attractive to people who want to get in and out as quickly as possible.

Unlike many of the other town centre car parks, there are no signs indicating that parking is available on Boutport Street. Therefore, it is considered likely that the spaces will be mostly used by frequent visitors to the town centre, as those who are unfamiliar to the local area are unlikely to know to park there.

5.6 Free On-Street Parking

A number of streets surrounding the town centre are covered by a Residents' Parking Zone (RPZ) which requires residents to have permits to park on their street. The permits are issued at two per household, however the limit does not apply to houses of multiple occupation (HMOs), where each tenant may apply for two parking permits, as well as the landlord of the property. The number of permits therefore potentially allocated to an HMO can exceed the physical space available for on-street parking immediately adjacent to the dwelling.

There is concern from NDC that the high level of HMO accommodation in streets near to the town centre is placing a strain on the free on-street parking, due to the potential for abuse of permits, for example by landlords who do not live in the property but use their permit to park close to the town centre for employment or leisure.

A visual drive-by survey was undertaken on each survey day between 12:00 and 12:30. The drive-by surveys were undertaken in the streets shown in **Figure 5.2**, as advised by NDC as being known problematic areas.

The surveys indicate that the streets were busy resulting in cars struggling to pass each other and the parked cars. This was particularly visible on Fort

Street, where the street is a dead-end and narrow, leaving room for only one car to navigate the length of the road at any one time.

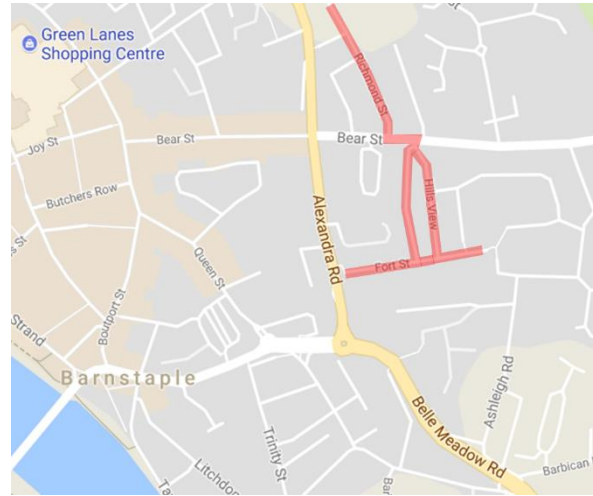


Figure 5.2: Highlighted streets (in red) where visual on-street surveys have been undertaken

The concerns raised by NDC about on-street parking appear to be valid. The demand for on-street parking in residential areas is a delicate issue to address, however there are measures which can be implemented to limit this.

It may be feasible to limit the number of parking permits available to HMOs to the same number as non-HMO properties going forward – i.e. two per property – and not granting landlords permanent permits. Visitor permits are available which have a limited number of days on them for use by casual visitors; these could be extended to include landlords.

Whilst retrospective withdrawal of parking permits would prove difficult, there may be potential for a review of RPZ areas in Barnstaple, and consequently

the associated permits. This would create the opportunity to rethink the issuing of permits to HMOs and landlords, thereby restricting the number of cars parked on-street in permitted areas.

5.7 Time Limited Free Parking

Barnstaple Retail Park at Seven Brethren and Tesco Taw View are all 'time limited' free parking. There are Automatic Number Plate Recognition (ANPR) cameras installed at the car park entrances and exits, which capture cars entering/exiting the car park and can monitor their length of stay on site.

Typically, time limited car parks offer free parking for 2 – 3hrs, and have a policy of no returning within 1 – 3hrs afterwards.

The free parking at the retail parks and Tesco is potentially attractive to those looking to park somewhere, leave the site to go in to town, and come back within the free timeframe. It is difficult to estimate how many people use the car parks in this way, however a simple analysis has been undertaken to see the length of time people have parked in the car parks for.

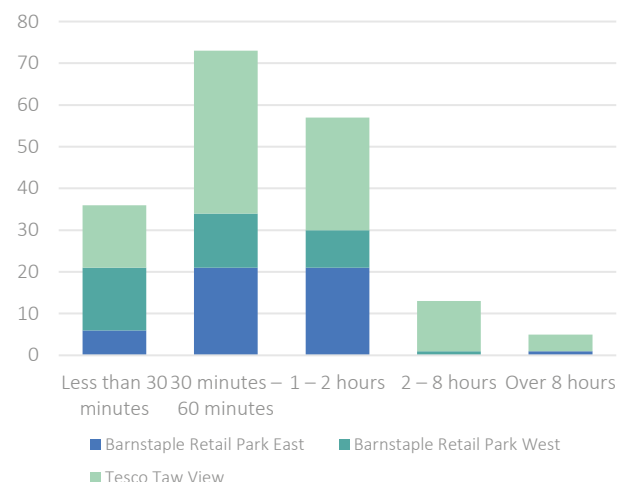


Chart 5.3: Number of respondents parking in time limited car parks, split by length of time parked

Chart 5.3 shows the length of time parked in each of the time limited car parks

The majority of users are utilising the car parks for between 30 minutes and 1hr. It is noted that a small number of users remained in the Tesco Taw View car park for over 2hrs; with some staying over 8hrs. It can be assumed that those parked for the longer time durations are likely to be employees of the stores, and not the general public.

Further analysis reveals that those who did not select 'shopping' (both food and non-food) or 'work/commute' as a reason for using the free car parks, did not stay longer than 2hrs at most.

5.8 Location Summary

The location of car parks plays an important role both in encouraging their use and influencing traffic

movements around Barnstaple. There is a clear need for future plans to take trip purposes into account when examining future parking provision, as well as maintaining long stay hub car parks for commuters at strategic locations around the town periphery.

It is appreciated that, whilst it could not form part of these surveys, the Asda car park adds parking capacity within the town.

The free and time limited car parks are not seen to be used as a means of avoiding paid parking elsewhere in the town, however this is not to say that this does not occur. When considering future development opportunities, it would be prudent to consider the effect of providing free (time limited) parking near to a town centre, as these would be an attractive alternative to pay and display parking if located too close to major destinations.

6.0 PAYMENT & PRICING

6.1 Introduction

As of April 2017, there are three distinct pricing structures across Barnstaple's car parks. The structures for pricing are based on whether a car park is long stay or short stay, and the location of the car park (e.g. Seven Brethren short stay does not have the same structure as Cattle Market). Privately owned car parks are able to set their own structure; however, these are generally in line with the prices set by NDC to ensure customers will use the private car parks too.

6.2 Short Stay Parking

The majority of town centre car parks are short stay, with some (e.g. Paiges Lane) being limited to a 1hr

maximum stay.

Table 6.1 shows the structure for the town centre short stay car parks.

Table 6.1: Town Centre Car Parks - April 2017 price structure

1 hour	£1.10
2 hours	£2.20
3 hours	£3.30
4 hours	£4.40
5 hours	£5.60
6 hours	£6.80
7 hours	£8.00
8 hours	£9.20
All Day	£11.60

Table 6.2 shows the structure for the 'out of town' short stay car parks.

Table 6.2: 'Out of Town' car parks - April 2017 price structure

1 hour	£0.40
2 hours	£0.80
3 hours+	£1.20

The results from the 'length of time' question in the survey (analysed in **Section 4.8**) show that the majority of short stay car park users are parking for between 30 minutes and 2hrs. This is in line with research undertaken in 2016 by Spirul IR, which interviewed a large sample of people using Barnstaple town centre.

The Spirul research also found that 33% of respondents cited 'parking charges' as the main factor determining their length of stay in the town centre. Therefore, there is clearly a delicate balance to be struck between encouraging shoppers to spend time in the town centre, whilst maintaining profitable parking.

6.3 Long Stay Parking

The long stay car parks have a flat charge of £1.70 all day as of April 2017. The results analysis has already shown that the majority of long stay parking users are commuters and park more than 3 times per week in a long stay car park. If we assume that most commuters work a 5-day week, then this results in a weekly cost of £8.50 to park.

- Residents’ evening permits are valid between 16:45 and midnight for the closest nominated car park to a resident’s home

There are no weekly or monthly permits available to users of the long stay car parks at present.

6.4 Permit Parking

Barnstaple has a number of parking permit types, including residents’ evening permits, seasonal permits and quarterly/annual permits. An overview of permit types is shown in **Table 6.3**.

Table 6.3: Barnstaple parking permits – prices as of July 2017

Residents’ evening permit (annual)	£21
Seasonal 7-day rover permit	£42
Seasonal permit (4 days)	£12.10
Seasonal permit (weekly)	£20.80
Quarterly permit (Barnstaple area)	£61.25
Annual permit (Barnstaple area)	£200

- Quarterly and annual permits are for use in all long stay car parks around Barnstaple
- Seasonal 7-day rover permits cover all NDC car parks except Cattle Market (Barnstaple) and the Pier (Ilfracombe)
- Seasonal permits are aimed at visitors and cover all long stay car parks
- Local residents’ permits are available for residents who live within ¼ mile radius of specific car parks – e.g. Congrams Close and Portmarsh Lane

6.5 Preferred Payment Method

Respondents to the surveys were asked which payment method they preferred, and were able to choose one answer. As shown in **Chart 4.9**, there is a preference for pay on exit (PoE) and cash pay and display (P&D). The results from the survey can be further broken down to reflect the preferred payment methods by respondents' trip purpose, and by frequency of car park use, as shown in **Chart 6.1** and **Chart 6.2**.

Preferred Payment Method by Trip Purpose

There is a clear preference for cash P&D for shoppers, closely followed by PoE. Amongst commuters, there is a higher preference for card payment facilities than for any other trip purpose. This group also has the highest proportion of preference for a P&D mobile app. This points towards commuters wanting quick and easy payment methods to 'park and go'; whilst shoppers and leisure users tend to be less concerned about this.

Preferred Payment Method by Parking Frequency

Tying in with the trip purpose payment preference, users who park more than 3 times per week have the highest preference for card and mobile app facilities. More infrequent users have a preference for cash P&D and PoE, with little preference for mobile app or card payments.

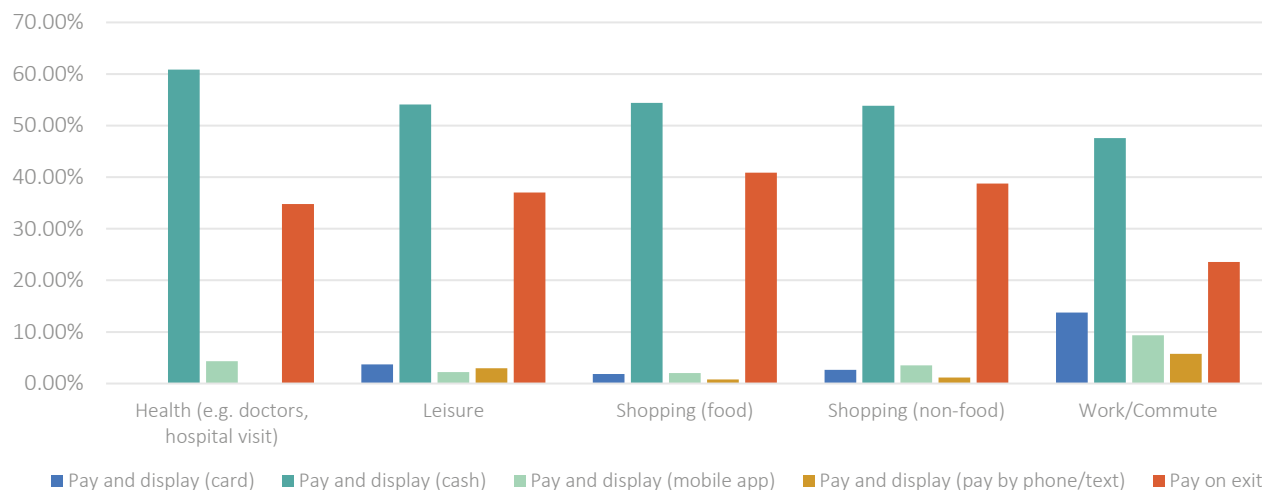


Chart 6.1: Preferred payment method by Trip Purpose

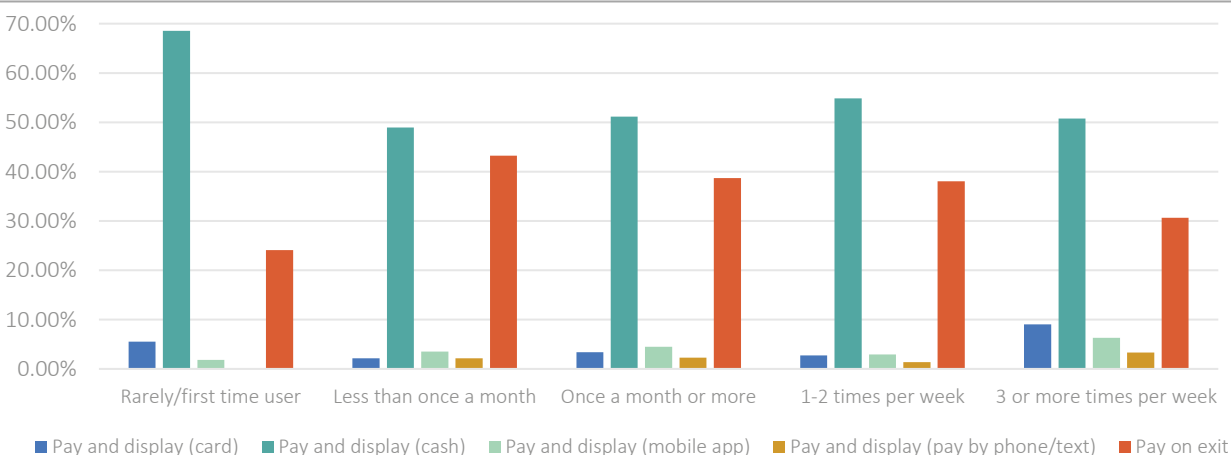


Chart 6.2: Preferred payment method by Parking frequency

Preferred Payment Method by Age Group

As shown in **Chart 4.9**, there is a clear segregation of preferred payment types by age group. The younger respondents (18 – 55) indicate a willingness to pay by mobile app or over the phone / by text, whilst this is absent from the older demographic. This is a key indicator as the younger respondents will move up through the demographic range and will be the ones to drive a move towards more technological parking solutions. Future-proofing is important, and recognising a shift towards technological change will aid in future-proofing the car parking in Barnstaple.

6.6 Pricing & Payment Summary

There is a clear overall trend for cash pay and display parking amongst all surveyed users. This is also in line with what is currently offered across the NDC and most of the private car parks in Barnstaple. This is closely followed by pay on exit as a preferred payment method.

In 2015, two car parks in Barnstaple (Bear St and Hardaway Head) were equipped with pay on exit systems. Despite hoping that this would encourage longer stays in the town centre, this did not materialise and the machines were not considered profitable. However, there was a noticeable increase in use of these car parks as a result of implementing the pay on exit system.

Although the trial of pay on exit systems did not work at Bear Street and Hardaway Head, given the strong preference shown by users for a pay on exit system, this should not be completely dismissed as a viable alternative to (cash) pay and display systems.



7.0 GROWTH & DEVELOPMENT

7.1 Introduction

Barnstaple and North Devon is projected to see a considerable amount of economic growth and development in the coming Local Plan period (to 2031), and this will undoubtedly have an impact on traffic levels and numbers of car drivers in the town. In addition to this growth, the population of North Devon is projected to grow by 12.5% in the plan period to 2031.

A recent study by Serio and Ekosgen showed that North Devon had a relatively small working age population, with a high proportion of residents aged 65 and over³. This follows county-wide trends of an aging demographic profile, with the 'Affluent Greys' making up 29% of households in the Barnstaple area⁴.

This aging demographic is important to note when developing a parking strategy; aging populations may require higher levels of disabled parking spaces, and provision of parking facilities close to every day facilities to provide ease of access.

7.2 Seven Brethren Redevelopment

The Seven Brethren area of Barnstaple was historically part of the large industrial and maritime heritage associated with the town. It has been developed in modern times to provide a leisure centre, tennis centre, modern industrial estate, retail park and Tesco supermarket. Barnstaple Station is also situated in the Seven Brethren area.

A large area of Seven Brethren Bank is given over to a large long stay car park which once a year is occupied by the Barnstaple Fair; a historically significant annual event in the town.

In January 2017, plans were unveiled by North Devon Council for the redevelopment of the Seven Brethren Bank area. The plans include a hotel, cinema, restaurants and new leisure centre. The development would provide a significant boost for the local economy and provide an additional set of leisure facilities for both locals and tourists.

The redevelopment of Seven Brethren Bank would result in the loss of the areas currently used for car parking adjacent to the leisure centre and Tarka Tennis Centre. Capacity counts and responses received to the surveys indicate that the Seven Brethren Bank long stay car park is heavily used by commuters, and was often seen to be well utilised both on weekdays and weekends, suggesting that it is a desirable location for people to park and walk in to town. The short stay car park has a higher turnover rate and is likely to be almost solely used by those using the adjacent leisure centre.

Given the fact that the car park is clearly well-used, the strategy must take into account the re-provision of spaces potentially lost by the redevelopment of the area. As the car park is primarily used by commuters arriving from the southwest / Bideford direction, consideration must be given to the re-provision of a similar long-stay site in the west of the town. This would not only serve the existing user population, but would also mitigate the need for the existing and future users to travel through the town to reach car

parks with similar long stay characteristics. This is discussed further in **Section 8.0**.

7.3 Meeting Future Parking Demand

In order to investigate potential future growth and predict future travel demand, traffic growth factors have been reviewed.

TEMPro 7 has been used to investigate traffic growth within the North Devon and Barnstaple mid-layer super output areas over the period of the emerging North Devon and Torridge District Local Plan (2017-2031). TEMPro models the impact of demographic factors upon behaviour change (changes to the number of jobs and households) however, it does not account for generalised costs or value of time and therefore TEMPro growth factors should be considered as providing a reference case.

If applied directly, the TEMPro growth over the Local Plan period forecasts traffic growth of around 21% for both Saturdays and average weekdays across both the North Devon and Barnstaple geographical areas. An increase in parking demand of this magnitude would see a number of car parks being oversubscribed which could result in displacement to other car parks. Based upon the survey data, those car parks affected would variously include:

- Lower Pilton NDC
- Tuly Street NDC
- Cattle Market NDC
- Fairview NDC
- Pilton Causeway / Sheepskin

³ North Devon Area Profile, Serio/Ekosgen (2014)

⁴ Barnstaple Market Summary, CACI (2011)

- Paiges Lane NDC
- Queen Street NDC

The survey results indicate that some respondents already experience difficulty in finding spaces in some of the car parks suggesting that displacement is already taking place (Section 4.6).

This displacement is more likely to occur in car parks such as Lower Pilton as these are smaller car parks which are primarily residential in nature and occupied the majority of the time.

The use of TEMPro data to 'predict and provide' future car parking provision needs to be considered in light of policy aims and the assumptions made within the forecast. Whilst this growth relates to typical traffic conditions and not the peak periods that may be associated with car parking such as Christmas or school holiday periods, there are a number of reasons why this is considered a robust forecast. The TEMPro forecasts are informed by Local Plan allocations and the delivery of some sites allowed for within the forecasts may be delayed beyond the plan period. Over recent years, the level of traffic growth stalled and even reduced in some areas as a result of the economic climate. Growth has now restored however this has taken place over a longer time period than previously forecast.

Due to the length of time covered by the emerging plan, looking forward over the plan period, a significant factor in the rate of growth that transpires will be the pace of technological and societal change experienced in respect of car ownership and travel demand more generally. The utilisation of vehicles is undergoing change associated with new autonomous vehicle technology and attitudes towards car

ownership are changing. These factors would both affect the level of growth in parking demand, and also the levels of existing demand captured by the surveys.

Due to this complex mix of factors, it is difficult to determine the extent to which the TEMPro growth rate of 21% may, or may not transpire over the plan period however in the short to medium term it is likely that the trends identified within the survey results for parking demand will continue to grow.



8.0 RECOMMENDATIONS & OPPORTUNITIES

8.1 Introduction

The recommendations provided in this section are based on evidence accumulated from surveys and studies undertaken around car parking in Barnstaple.

8.2 Recommendations

Charging Regime – Payment Method

The results of the surveys show two dominant preferences in payment methods and car parking charges. Cash pay and display and pay on exit systems were consistently rated as the preferred payment methods across all car parks, with long stay car parks attracting an additional preference towards quick and easy payment methods, such as card facilities and mobile (app) payment.

Pay on exit has not been shown to be financially viable in Barnstaple in the two locations (Bear St and Hardaway Head) where it was previously trialled. However, the implementation of the pay on exit system did significantly increase patronage of these two car parks.

A clear desire for a pay on exit system is apparent, and it is considered that such a system could potentially operate in an existing busy parking location such as the Cattle Market car park and Queen Street car park. Provision of a pay on exit system can encourage shoppers to spend a longer time in the town centre, rather than being concerned about having to pay for an allotted time and running over the time limit. However, it is recognised that a pay on

exit system may decrease the turnover rate of busy car parks like Cattle Market if shoppers choose to spend longer in town, which could be financially detrimental.

Recommendation 1: Provision of a Pay on Exit System

Pay on Exit systems should be reconsidered for the busiest town centre car parks, namely Cattle Market and Queen Street.

The long stay car parks which attract commuters, such as Seven Brethren and Fair View, showed the highest mix of payment preferences. Amongst these were also the highest preference for quick and smart payment solutions, such as card payments, contactless and mobile app payments. Commuters are typically in a hurry, can be running late and do not want to have to worry about having the correct change to park. Recent developments in the parking payment industry have catered to this growing trend, and the growing smartphone / wearable technology market, and many places now offer quick and simple parking solutions to encourage patronage.

Recommendation 2: Smart Payments

In accordance with a growing up take in technology and payment options, all long stay commuter car parks, should be equipped with (contactless) card payment machines.

Charging Regime - Pricing

At present, all NDC car parks are subject to specific tariff structures based on their designation as long or short stay car parks, and whether or not they are subject to specific time limits or not.

When comparing the long stay NDC owned car parks to the long stay privately owned car park at

Sheepskin, the NDC car park is 50p cheaper, but both car parks tended to be equally full, suggesting that users are willing to pay the higher prices to be able to park all day.

Another notable point is the lack of a weekday parking permit for commuters or other long stay car park users. There are many other types of parking permits available, but these are either aimed at tourists, residents, or are only available quarterly or annually.

There are incentives which can be used to encourage users to take advantage of long stay car parks.. Amongst these are options like offering cheaper parking for those arriving prior to 08:00 hours, and discounted permits as listed above. By encouraging long stay car park use, traffic is kept typically to the periphery of the town centre, and users are encouraged to 'park and walk' or 'park and cycle' from the car park to their destination.

Recommendation 3: Review of long stay parking charges and permits

A review of long stay parking charges could be undertaken, to determine whether or not these could potentially be increased.

Consideration could be given to providing a cheaper all-day rate for those arriving prior to 08:00, both to encourage uptake of the car park, and to encourage longer stays in the town centre. This type of measure could be especially beneficial at weekends.

In addition to the above, consideration could be given to providing more short-term parking permits such as weekday and monthly, specifically aimed at the commuting population who make up a large proportion of the long stay car park users.

VMS Signage

There is a good network of existing VMS signage around Barnstaple, and these are typically placed on the primary routes into town to indicate the capacity of the main car parks. The location of existing VMS signs, including their list of car parks, is shown in **Figure 8.1** overleaf.

VMS signs are a powerful tool in guiding car park users towards using a particular car park, or for informing people who are unfamiliar with the town with a better idea of where they can park. When considering the traffic flow through the town, VMS signs, along with their fixed counterparts, can be used to influence the movement of traffic and be a tool in limiting unnecessary cross-town movements which contribute to congestion.

There are a number of VMS sign aspects which could be reviewed and may assist with the flow of traffic around the town.

Noticeably, Belle Meadow is signed on all VMS and fixed signs as a long stay car park, when in reality this is a short stay car park.

One possibility for rationalising the VMS signage would be to group or sign car parks by purpose rather than by destination. This is seen in other towns across the UK, where signs read “for town centre use [car park]”, or, “for [attraction] use [car park]”. The car park name is the variable on the sign, so when a certain car park is at capacity, the name can be changed to an alternative.

The advantage of this signage is that drivers from out of town are likely to be aware of their destination or journey purpose more than the specific car park they are looking for.

Recommendation 4: Review of VMS Signage

Review and revise a number of VMS signs around Barnstaple. These include:

Sticklepath Roundabout / Seven Brethren

The Sticklepath Roundabout VMS sign is located very near to a busy junction, which means that it can be overlooked by drivers upon approach, especially those unfamiliar with Barnstaple. It is potentially more confusing as approximately 100m further back along the A3125 is a fixed sign which indicates where short and long stay parking is located. It is recommended that the fixed sign remains in situ, and has the existing VMS sign integrated with it. The sign could be revised to state the options for a long stay at Seven Brethren, and a short stay at Belle Meadow and / or Queen Street, which are the nearest short stay car parks.

Belle Meadow Road

The existing VMS sign needs updating to state that Belle Meadow is a short stay car park and not a long stay. In addition, it is recommended that Green Lanes is replaced by Hardaway Head as a destination car park, again limiting traffic movements through the town centre. It is also recommended to move the sign approximately 50m south to be in a better line of sight for drivers, and to mitigate the effects of foliage covering the sign in summer.

Alexandra Road

It is recommended that the Alexandra Road VMS sign, which is on the southbound carriageway, is moved to be more visible to drivers. At present the sign is partially obscured by a large hedge, and would be better placed closer to the Vicarage Street junction. In addition, it is recommended that either (a) Belle Meadow is replaced by Portland Buildings long stay

(which is within 100m of the sign), or (b) that Belle Meadow is relabelled as a short stay car park. **Tuly Street Junction**

At present, the VMS sign at the Tuly St junction serves the Cattle Market and Civic Centre. The Civic Centre car park is only used at weekends, rendering this aspect of the VMS sign redundant during the week. It is also a fairly small, hidden sign, which realistically would only serve those hoping to use the Cattle Market car park. It is recommended to move this sign to before the Packfield Court / Pilton Causeway roundabout, and to replace the Civic Centre long stay car park with Fair View long stay, whilst retaining the Cattle Market aspect of the sign.

Braunton Road

The existing VMS sign on Braunton Road is well located, and indicates capacities at Fair View, Cattle Market and Green Lanes. It is recommended that Green Lanes is replaced with either Bear Street or Queen Street, to minimise traffic using the Vicarage Street one-way system to access Green Lanes. The key principle underpinning the locations and use of VMS signage is that it must be located in a natural eyeline for drivers, be clear as to which direction drivers are expected to go, and to offer both short and long stay options on each sign.

Introduction of Destination-Specific VMS Signs

Consideration could be given to providing a number of destination-specific VMS signs on the three principal routes into town – Braunton Road, A39 Eastern Avenue and A361 leading up to the Sticklepath ‘square-about’. These signs could cover destinations such as ‘shopping’ or ‘town centre’, ‘Quayside’ and ‘Seven Brethren’ – particularly when the new Seven Brethren development is realised.

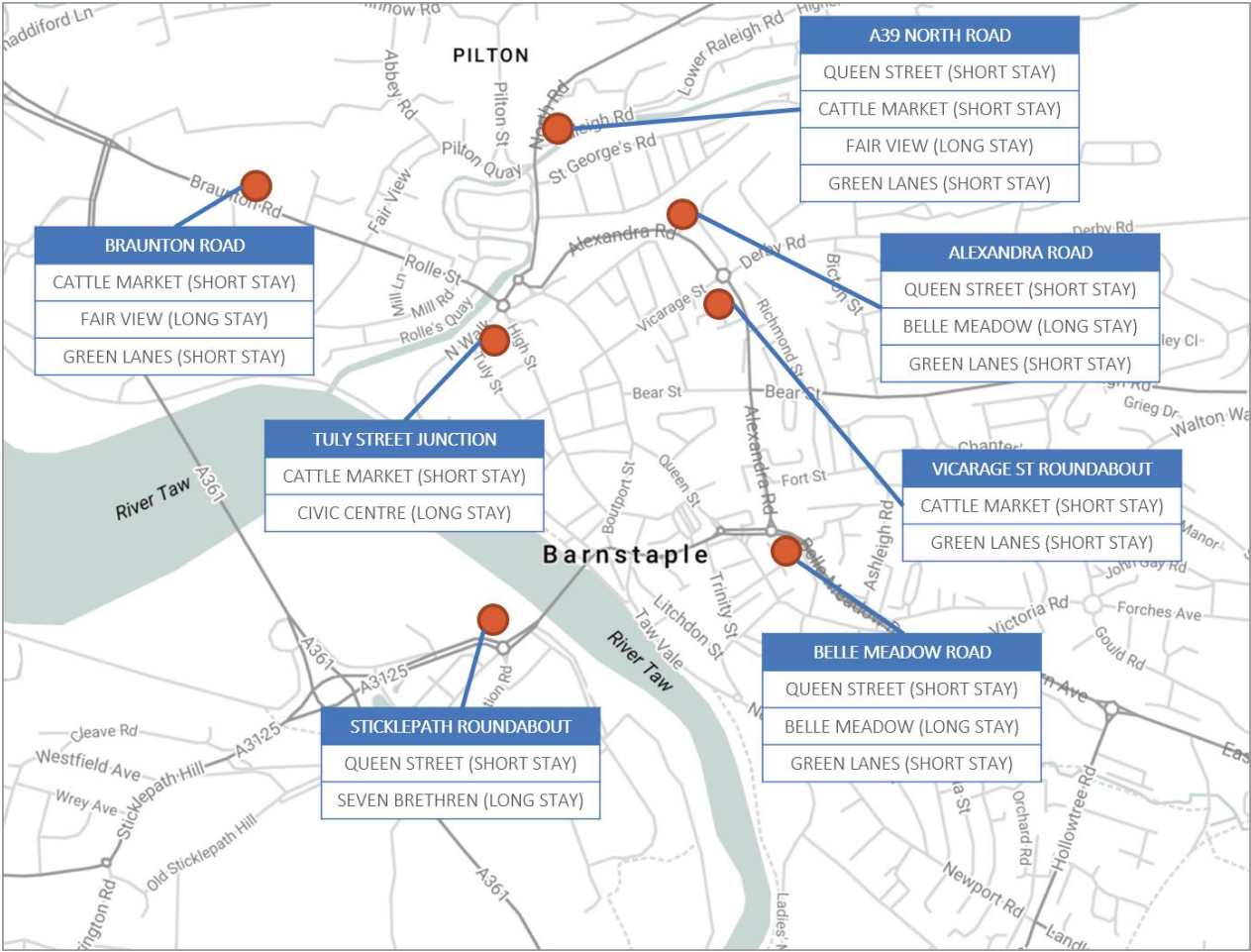


Figure 8.1: Location of Existing Variable Message Signs in Barnstaple

Fixed Signage

By contrast to the VMS signs, fixed signage tends to be somewhat sporadic around Barnstaple, with fewer large 'overview' signs, and more individual 'P' signs, which can be harder for drivers to spot; especially those unfamiliar with the town.

It is also noted that the signs do not always follow through continuously, occasionally leaving the driver with a seemingly 'dead end' as they are unable to navigate using signs.

Recommendation 5: Review of Fixed Signage

It is recommended to review the location of all fixed parking signs around Barnstaple. These will act in addition to the VMS signs, and should provide a seamless navigation experience for the driver. It is suggested that an overview sign is situated on all principal routes into Barnstaple, within half a mile of the VMS signs. This would work particularly well for example on the northbound A361 approach to the Taw Bridge 'square-about' junction.

It is also recommended to group car parks together on signs to assist in traffic flows around the town centre. For example, Hardaway Head, Queen Street and Bear Street could all be grouped together on one sign, encouraging traffic to move in a one-way direction north along Queen Street then east along Bear Street. This would also work for Cattle Market and its associated town centre car parks.

Furthermore, it is recommended to review which car parks are signed on the fixed signs. Results from the survey showed that the least-used car parks also tended to be the ones with little or no obvious signage, such as Portland Buildings and Hardaway Head.

Disabled Space Provision

The results from the survey show that Cattle Market is the most used car park for blue badge holders. This is logical given its proximity to the town centre. The Tarka tennis centre and Queen Street showed the second highest levels of blue badge users, suggesting the need for provision of these spaces at these locations.

Comments from members of the public received whilst undertaking the surveys included inadequate provision of disabled spaces at Cattle Market; this is further evidenced by the capacity counts undertaken on the survey days, which indicate that the lowest number of occupied spaces at Cattle Market was 66% on Saturday 22nd April in the morning, with all other days having between 80-100% of spaces occupied both in the AM and PM capacity counts.

Queen Street was not found to be as full, with between 50% - 85% of disabled space occupied during the capacity counts.

Recommendation 6: Disabled Space Provision

It is recommended to review the provision of disabled spaces at Cattle Market and Queen Street car parks. In the case of Cattle Market, it is recommended to provide additional spaces, especially considering the aging demographic of North Devon and Barnstaple. The spaces should be easily identifiable and accessible; at present, this is not necessarily the case at Cattle Market. Some of the spaces at Cattle Market can be hard to find and awkward to park in, especially when the car park begins to reach its capacity.

Re-provision of Lost Spaces

The redevelopment of Seven Brethren will result in the loss of spaces for the long and short stay car parks. It is anticipated that the short stay car park shortfall will be met by parking provision for the new leisure centre, however this leaves a significant number of long stay car parking spaces to be accommodated elsewhere.

The results of the surveys undertaken show that the Seven Brethren long stay car park is used predominantly by commuters at present; and largely by those arriving from the west / Bideford direction. The car park has a fairly equal split between the reasons users choose the car park, with cost, ease of access from route into Barnstaple, and ease of access to destination being the three main reasons. Bearing this in mind, there is a need for the re-provided spaces to capture these user preferences.

At present, Park School car park, which is another long stay car park to the south of Barnstaple, is between 5% and 45% full, indicating spare capacity – at 55% spare, this equates to 132 unused spaces – or 40% of the current space provision at Seven Brethren.

It is feasible that Park School could therefore capture some of the loss as a result of the Seven Brethren redevelopment; particularly those users who use Seven Brethren at present due to ease of access into Barnstaple. Park School car park is located to the south of Barnstaple, and is easily accessible from the A39 route from the west, where the majority of current Seven Brethren users are arriving from. The availability of Park School would be subject to discussion with Devon County Council, as landowners and operators of the car park.

It is also important to capture the current Seven Brethren users who utilise the car park because of its ease of access to their destination. Bearing this aspect in mind, it is important to consider that any new re-provision of the long stay spaces is made to the west of Barnstaple, to capture those using Seven Brethren at present to access their destination. This need not be within the immediate area, but should provide users with a safe and viable solution to park and reach their destination by other means (on foot, cycle) within a reasonable distance and time.

Recommendation 7: Re-provision of Lost Spaces

It is considered that the re-provision of spaces lost as a result of the Seven Brethren development would be best situated on the western side of the town.

Consideration should be given to providing a long stay car park to the west of Barnstaple to capture the existing users of Seven Brethren. The car park would be best located within suitable walking and cycling distance of the town centre (within 2km as per recommended guidance⁵), and served by a good bus connection providing regular services into the town. The survey results suggest that the car park should provide at least the equivalent number of spaces currently at Seven Brethren (336) with an opportunity to accommodate future growth.

8.3 Opportunities

Barnstaple is the principal town for North Devon, and as stated, is projected to undergo significant growth and development over the next 10-15 years. This growth will contribute to a vibrant and thriving market town, benefitting the local economy as well as

the wider North Devon region.

Alongside this development would be the opportunity to implement new technologies. This section presents opportunities for consideration with regards to parking in Barnstaple.

Smart Solutions

New technologies in parking have proven to be extremely successful across the UK. These technologies exist in many forms, from mobile parking payments to lights guiding users to empty parking spaces. Whilst not all of these will be suitable for Barnstaple, those which could be implemented are as follows:

- RFID-tag solutions
- Mobile parking apps
- Empty space indicators in car parks
- Electric Vehicle Charging (EVC) Points

Opportunity 1: Smart Solutions

RFID Tags

RFID (Radio-Frequency Identification) tags are commonly used in payment collection at tolls, to speed up the process and allow for frequent users to benefit from a lower toll rate than infrequent users. The tags typically sit on a car dashboard, and are picked up by a receiver when a car passes by. RFID tags are becoming more popular in smart parking solutions, allowing for regular users to take advantage of a contactless, quick payment system on a daily basis.

There is scope to consider providing an RFID solution in the long stay car parks popular with regular users, such as commuters. This would allow for a seamless transaction between user and NDC, and could provide scope for introducing weekly/monthly discounts, as well as specific discounts for RFID tag users.

Mobile Phone Apps

Dedicated mobile parking apps are abundant, with the North Devon area having three predominant ones – RingGo, Phone & Pay and PayByPhone. The benefits of parking apps are that they provide an easy, cashless solution for users, as well as providing the car park owner with real-time user information.

At present, the majority of car parks in Barnstaple operate on the RingGo system. This is useful as the RingGo app also provides a real-time overview of the car park capacity, so users can see how full a car park is going to be before parking there.

In addition to this, there could be scope for implementing a Barnstaple-specific app, run by the council, for use in their car parks. In addition to purchasing parking time, the app could be tailored to provide options to purchase permits, or manage an RFID tag account.

Empty Space Indicators

Empty space indicators have been installed in multi-storey car parks across the globe, and have proven to be successful. The idea is that each parking space has a small LED light above it, which glows green if the space is empty, or red if the space is occupied. In addition, arrows at the start of each parking row indicate how many available spaces there are in each

⁵ The now expired PPG13 – Transport (paragraph 74) stated that walking offers the greatest potential to replace short car trips, particularly for journeys under 2km

row, enabling drivers to easily find their way to an empty space.

Whilst the indicators are only used in multi-storey car parks, any future development opportunities in Barnstaple where multi-storey car parks are considered could consider implementing such a system.

EVC (Electric Vehicle Charging) Points

With the ownership of electric vehicles on the rise, drivers are looking for places they can park and charge their vehicles once they reach their destination. Many places recognise the importance of this, and offer free parking and a charging facility as an incentive to use carbon-neutral vehicles.

Barnstaple is a rural settlement, and attracts a wide number of people from a predominantly rural area. The nature of Barnstaple and North Devon means that electric vehicle ownership is relatively low – only 100 electric vehicles were registered at the end of March 2017 in North Devon, compared to a city like Exeter, which had 261 registered⁶. The provision of EVC points is also sparse, reflecting the low number of electric vehicle users. Despite this, ownership is on the rise, increasing 35% since March 2016.

Given the increase in ownership levels, and the rise of hybrid electric vehicles, the need for further EVC points should be considered. There is an opportunity to trial a free charging point in a town centre car park such as Cattle Market, and a long stay car park such as Fair View, and to monitor use going forward to determine the need for other ECV points in

Barnstaple.

Barnstaple has over 35 different car parks, with 15 located within 500m of the town centre. These car parks range in size from 7 spaces to over 300.

It was noticeable in the capacity counts that whilst certain car parks were within easy distance of town centre facilities, some were drastically under-utilised when compared to their counterparts. North Walk for example, rarely had more than a 50% occupancy rate, whilst Tuly Street which is a mere 50m away, was consistently near or at capacity. Similarly, Bear Street was on average 27% full, whilst Queen Street, immediately adjacent, was on average 65% full.

The peak day for occupancy of car parks during the surveys was Friday 21st April. **Table 8.1** provides an overview of parking capacities on that day, sorted largest to smallest, AM and PM peaks.

The capacity counts show that the ‘top 10’ car parks for occupancy are fairly consistent in the AM and PM peaks. The same principle applies to the ‘bottom 10’ car parks, which are also fairly similar across the two peaks.

Fair View, Cattle Market and Tuly Street are consistent in being some of the most occupied NDC car parks. Fair View is clearly a popular car park for long stay users, whilst Cattle Market is extremely popular – even by comparison to Green Lanes, which is a similarly central shopping car park.

Amongst the least occupied NDC car parks are Portland Buildings, Hardaway Head and the Seven Brethren Van and Lorry parks. It should be noted that the Civic Centre was not surveyed on the Friday, but

had consistently low numbers (approximately 10% full).

Table 8.1: Car park capacities Friday April 21st 2017

Car Park	AM Ave	Car park	PM Ave
BOU	100%	FAV	92%
LPN	100%	LPN	83%
FAV	95%	SHE	79%
SHE	93%	CAT	77%
CAT	90%	TUL	73%
TUL	88%	LIT	71%
COM	88%	BOU	68%
LIT	79%	PAL	68%
QUE	75%	COM	56%
PAL	73%	CON	55%
CON	69%	QUE	52%
PML	65%	PML	51%
TES	58%	TAR	48%
SBR	57%	NWK	47%
BEL	56%	TES	44%
RPW/RPE	43%	GRE	41%
NWK	42%	STA	38%
PAR	30%	BEL	35%
BEA	29%	SBS	33%
BIC	29%	RPW/RPE	32%
STA	28%	BIC	29%
SBS	25%	RQY	25%
GRE	24%	PAR	23%
RQY	23%	BEA	20%
TAR	17%	POR	17%
POR	11%	SBR	14%
SBV	7%	HAR	10%
HAR	7%	SBV	7%
SBL	0%	SBL	6%

⁶ DfT Statistics Table VEH0131: Plug-in cars, vans and quadricycles licensed at the end of quarter, UK, by local authority of registered keeper from 2011 Q4

Opportunity 2: Improvement of existing car parks

It is suggested that the following car parks would benefit from improvement, to increase the number of spaces and effectively accommodate future growth:

- Cattle Market
- Tuly Street
- Fair View
- Queen Street / Bear Street
- Rolle Quay

In the case of Queen Street / Bear Street, it is considered that the car parks would benefit from being linked and treated as one car park. This would encourage the use of spaces in Bear Street which were under-utilised, and would mitigate the need for people to move between car parks on the road if they were to enter one to find it was full.

It should be noted that Cattle Market in particular could benefit from a complete redesign. There would be a potential benefit from changing the access from Tuly Street to Castle Street, and creating a barrier just after Paiges Lane. Tuly Street is noticeably busy and has numerous pinch points where the road narrows, or delivery vehicles park. By accessing Cattle Market from Castle Street into Holland Street, this would eliminate many of the issues caused by traffic around Tuly Street.

A further opportunity would be to create a one-way system within Cattle Market for entering and exiting. There is the opportunity to redesign the entrance of the car park to be accessed off North Walk, adjacent to 'The Watering Hole' pub, where there is currently a secondary access to the car park. The exit could be

retained as is existing, with traffic exiting on to Castle Street rather than on to Tuly Street.

The survey results and comments from users suggest that Rolle Quay has seen a significant loss in patronage since its shift from a long stay to a short stay car park. This is further evidenced by the capacity counts, which show the car park to be at most 25% full. Consideration could be given to re-designating Rolle Quay as a long stay car park to encourage its use and alleviate some of the pressure on the nearby Fair View car park.

Providing for Employment and Businesses

In addition to the public surveys which were undertaken, surveys were handed out to local businesses to gauge their views on parking in Barnstaple.

One thread which emerged from the business surveys was the change from long stay to short stay parking at Rolle Quay. Many businesses commented that since the parking had changed to short stay, most spaces were frequently empty, and their trade had suffered.

Another emerging thread was the lack of permits available to businesses, or the cost of parking to come in to work.

Opportunity 3: Providing for Businesses

There is the opportunity to provide a business owners' permit to cover the car park closest to the business. This could be charged on an annual basis and be made available to business owners and a set number of employees.

Park and Ride Solutions

Park and Ride (P&R) facilities have previously been provided in Barnstaple, namely with a dedicated bus service running between the Park School car park and the town centre. Declining patronage and funding meant the removal of the service in Spring 2016. Since then, no dedicated P&R facilities have been available to residents and visitors. However, the emerging North Devon & Torridge Local Plan provides for Park & Change sites at Roundswell, Westacott and Braunton Road.

The success of P&R services has been researched thoroughly, most noticeably by the Transport Research Laboratory (TRL). TRL concluded that:

"It is important for park and ride to be part of an overall parking strategy. It should not provide additional long-stay car parking, or lead to increased car mileage. Preferably, it should either supply additional short-stay car parking or release existing long-stay parking in the town centre, for re-development or conversion to short stay parking."

Park and ride schemes should be accessible, comfortable and cost-effective in order to encourage their uptake. Taunton Deane Borough Council, who run a successful P&R scheme, noted in their 2004 Transport Strategy Review that the success of the park and ride is fundamentally linked to the cost of town centre parking, which therefore should form a key part of the overall parking strategy in Barnstaple.

Another noticeable part of Taunton's strategy is the placing of the P&R sites. At present, Taunton has two sites, on the west and east sides of the town; one just off junction 25 of the M5 and one close to where the A38 comes into the west of Taunton from Wellington.

These locations suit a cross-town link services, which shuttles between the two park and ride sites throughout the day, incorporating key destinations such as Musgrove Park Hospital, University Centre Somerset and the town centre. Critically, it also serves the Blackbrook business park to the east of the town.

The operation of the park and ride service across town means that there is no dwell time in the town centre for buses, and buses have a relatively quick turnaround time at both the P&R sites. Each site is equipped with a staffed information centre, modern and comfortable indoor and outdoor waiting facilities, and plenty of car parking, including ample disabled parking provision and electric vehicle charging points.

With the cross-town link a success, further P&R sites have been explored with the expansion of Taunton. Another site has been considered to the northeast of the town where the A38 enters from Bridgwater, which is recognised as another key commuter route into the town.

Taunton's P&R costs £2.40 return for an adult, or £10 for a weekly ticket. A monthly ticket is £33. Compared to town centre parking prices, which start at £1.20 for an hour, up to £9.60 all day, this represents a cost-effective way of commuting. Moreover, the frequent (15-minute) peak service and accessible locations on the edge of town provide comfortable and reliable services for users.

Subject to economic assessment, a similar model could be implemented in Barnstaple, with the focus on removing commuter parking from the town centre and Seven Brethren sites. A P&R service in Barnstaple would need to ensure it linked key sites, such as the hospital, commercial and employment areas, and potentially the further education centres at Petroc.

There could be scope for the initial provision of one park and ride site which operates between the southwest and A39/A361 interchange area and the hospital as a cross-town link. If this proved to be successful, further sites at key locations such as on the A361 Braunton Road should be considered.

8.4 Recommendations and Opportunities Summary

The results of the car parking surveys have identified a number of recommendations and opportunities for the future development of a strategy for Barnstaple's car parking.

It is important to note that technology continues to evolve at a rapid rate. Consideration should be given to monitoring the progress of evolving parking and vehicle technologies, as well as reviewing the physical size of parking spaces and uptake of electric and autonomous vehicles in the future.

A summary of Recommendations and Opportunities is states as follows;

Recommendations

- i. Provision of a Pay on Exit system
- ii. Review and provide smart payments
- iii. Review of long stay car park charges and parking permits
- iv. Review of VMS signage
- v. Review of fixed signage
- vi. Review of disabled space provision
- vii. Re-provision of lost spaces

Opportunities

- i. Implementing smart solutions
- ii. Improvement of existing car parks
- iii. Providing for businesses
- iv. Park and ride solutions

9.0 SUMMARY AND CONCLUSIONS

9.1 Introduction

Hydrock Consultants and JLL have been commissioned by North Devon Council, in conjunction with Devon County Council, to undertake a review of car parking in Barnstaple.

The overarching aim of the commission was to provide North Devon Council with the means of providing “a sufficient number of suitably located and priced car parking spaces that will sustain the long term economic, social and environmental wellbeing of Barnstaple, whilst releasing sites for redevelopment to facilitate the regeneration and sustainable growth of the town centre in line with the Local Plan period.”

9.2 Summary

Hydrock has undertaken capacity counts and user surveys for car parks in Barnstaple, across four days in April 2017. The survey days captured the busy Easter period, as well as the days outside the holiday period.

The survey responses have been analysed to provide an overview of who uses the car parks, which car parks are used, why they are used and when/for how long amongst others.

The results of the surveys have been used to provide a series of recommendations and opportunities to enable North Devon Council to developing an improved car parking strategy for Barnstaple.

9.3 Conclusions

Barnstaple is a vibrant market town, attracting an audience from a wide area, as well as being popular with tourists. The town and population is projected to grow significantly over the next 10-15 years, which will see new development and economic growth alongside.

To both facilitate this growth and maintain the town centre economy, a number of recommendations and opportunities have been put forward. These include the provision of new parking systems, provision of smart payment systems in strategic locations, reviews of signage around the town and a review of charging.

In addition to the above, recommendations have been made for improving existing car parks to provide flexibility and scope for future growth.





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HIW/18/39

North Devon Highways and Traffic Orders Committee
28 June 2018

Changes to Waiting Restrictions – Lower Park Road, Braunton

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 Statutory Consultation are noted;
- (b) in view of the responses received to the statutory consultation, the traffic regulation order is not progressed.

1. Summary

The proposal has been advertised to enable adequate visibility to be provided at a potential development site on Lower Park Road, Braunton. It has been proposed that parking should be prevented on Lower Park Road to improve the visibility in both directions from the access to the site. The proposal would lead to the loss of all unrestricted parking in the area, which is approximately 9 car parking spaces.

2. Background

The Developer submitted a planning application (Ref 60671) to North Devon District Council in February 2016, the application was refused and subsequently submitted for appeal to the planning inspectorate during March 2017. The planning decision was upheld by the Inspector on the grounds that the development would cause a clear detrimental impact on the nearby highway network. In particular, visibility splays of 36m in each direction were deemed necessary by the Planning Inspector and these could not be achieved due to current parking patterns.

The Developer has offered to fund all costs associated with the introduction of a scheme which would ensure that the recommended visibility splays are achieved and, following discussion with the Local Member, it was agreed to undertake a statutory consultation to gauge opinion on the proposal.

3. Proposal

The proposal is to extend the No Waiting At Any Time restrictions along the north side of Lower Park Road, Braunton between its junction with Hills View and Longfield Close.

The two sections of No Waiting At Any Time restrictions would be to the east and west sides of the access to properties Green Valley and Broadlands.

4. Consultations

The proposals were advertised in the local press and with Notices On-Street between 19 April and 11 May 2018. A plan of the Proposals can be seen in Appendix II to this report.

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24 Responses were received to the consultation which are summarised in Appendix I along with the County Councils comments.

Of the 24 responses received 13 are in favour of the proposals citing the existing on street parking as a road safety issue. 6 of these appear to have been received from non-local addresses.

10 respondents are opposed to the proposal, 9 of which are local residents and 1 expresses the views of a local forum. Objectors point out that removal of the parking would inconvenience local residents, lead to increased speeds and displace parking to less suitable locations.

Braunton Parish Council responded to the consultation requesting that the County takes into consideration the additional traffic movements along Lower Park Road prior to approving the proposed order.

5. Financial Considerations

The costs are being funded from a £3,000 contribution from the developer.

6. Environmental Impact Considerations

The proposals would remove parking in a residential area. This might lead to an increase in local residents without parking available looking for a parking space more remotely. This is unlikely to have positive effect on air quality.

7. Equality Considerations

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

8. Legal Considerations

The lawful implications/consequences of the proposals/recommendations/proposed course of action have been considered and taken into account in the preparation of this report/formulation of the recommendations set out above.

When making a Traffic Regulation Order it is the County Council 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.

No order shall be made after the expiration of the period of two years beginning with the date on which a notice of proposals relating to the order is first published.

9. Risk Management Considerations

This proposal has been assessed and all necessary safeguards or action have been taken to safeguard the Council's position

No risks have been identified.

10. Public Health Impact

There is not considered to be any public health impact.

11. Options

The option of progressing the proposals has been considered but this would remove the current on street parking to the detriment of local residents and potentially lead to increased speeds.

If the option of progressing with the proposals is agreed by the Committee, it will be necessary to include a time restriction as any traffic regulation order must be implemented within 2 years of the advertising date.

12. Reason for Recommendation

It is recommended that the restrictions are not implemented as advertised as they would inconvenience local residents and potentially lead to increased speeds on a road which currently has no record of safety issues.

Meg Booth
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Division: Braunton

Local Government Act 1972: List of Background Papers

Contact for enquiries: James Bench

Room No. ABG, Lucombe House

Tel No: 0345 155 1004

Background Paper	Date	File Reference
1. None		

mj150618ndh
sc/cr/Changes to Waiting Restrictions – Lower Park Road, Braunton
03 190618

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Appendix I
To HIW/18/39

Devon County Council (Lower Park Road, Braunton) (No Waiting At Any Time) Amendment Order

Comments	Response
<i>Frist respondent – Local resident, Higher Park Road, Braunton</i>	
Supports the proposal. Parking along Lower Park Road is dangerous to vehicles exiting onto Lower Park Road. Vehicles passing the parked vehicles often have to increase speeds to pass in the available gap.	Support noted. No collisions reported on Lower Park Road, Braunton in the last 5 year period. Removal of parked vehicles would be likely to lead to higher speeds and displaced parking on unrestricted sections of road.
<i>Second respondent – Non local resident, Wellesbourne</i>	
Supports the proposal. Parked cars on Lower Park Road cause a safety issue due to poor visibility.	Support noted. No collisions reported on Lower Park Road, Braunton in the last 5 year period. Removal of parked vehicles would be likely to lead to higher speeds and displaced parking on unrestricted sections of road.
<i>Third respondent – Local resident, Ash Road, Braunton</i>	
Supports the proposal. Parked cars obscure visibility and cars speed up to get past parked cars.	Support noted. No collisions reported on Lower Park Road, Braunton in the last 5 year period. Removal of parked vehicles would be likely to lead to higher speeds and displaced parking on unrestricted sections of road.
<i>Fourth respondent – Non local resident, Leamington Spa</i>	
Supports the proposal. Parking on Lower Park Road causes a danger and respondent has observed drivers having difficulty getting passed.	Support noted. No collisions reported on Lower Park Road, Braunton in the last 5 year period. Removal of parked vehicles would be likely to lead to higher speeds and displaced parking on unrestricted sections of road.
<i>Fifth respondent – Non local resident, Wellesbourne</i>	
Supports the proposal. Parking on Lower Park Road causes a danger to road users pulling out of properties due to poor visibility passed parked vehicles.	Support noted. No collisions reported on Lower Park Road, Braunton in the last 5 year period. Removal of parked vehicles would be likely to lead to higher speeds and displaced parking on unrestricted sections of road.

Comments	Response
<i>Sixth respondent – Non local resident, Wakefield</i>	
Supports the proposal. There is an accident waiting to happen on Lower Park Road due to the parked cars. This will be made worse with the heavy goods traffic needed for the development.	Support noted. No collisions reported on Lower Park Road, Braunton in the last 5 year period. Removal of parked vehicles would be likely to lead to higher speeds and displaced parking on unrestricted sections of road.
<i>Seventh respondent – Non local resident, Bourton on the Water</i>	
Supports the proposal. Parking of cars on this road should not be permitted.	Support noted. No collisions reported on Lower Park Road, Braunton in the last 5 year period. Removal of parked vehicles would be likely to lead to higher speeds and displaced parking on unrestricted sections of road.
<i>Eighth respondent – Local resident, Higher Park Road, Braunton</i>	
Supports the proposal The proposal is a proactive move to rectify a dangerous situation.	Support noted. No collisions reported on Lower Park Road, Braunton in the last 5 year period. Removal of parked vehicles would be likely to lead to higher speeds and displaced parking on unrestricted sections of road.
<i>Ninth respondent – Local resident, Lower Park Road, Braunton</i>	
Objects to the proposal, stating parking in this location does not currently cause a problem. “We currently use the affected access point and have no issues with cars parked on the road.”	Views noted.
“The parking of cars on this section of road is well known and therefore helps to keep speeds down along this section.” The resident goes on to mention that if the parking were to be removed then this would cause an inconvenience for local residents. “If the parking is removed, then when the development at the far end of Lower Park Road goes ahead the number of vehicles using this road will increase. This would make the situation more dangerous.”	
“Alternative parking locations would be very inconvenient for elderly residents.” “Braunton has little enough parking at present and it seems absurd to us to remove parking.”	
“There are no major blockages or hold-ups in the traffic, just a slowing down which is welcome.”	

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Comments	Response
Tenth respondent – Local resident, The Brittons, Braunton	
<p>Objects to the proposal, stating that there is no alternative parking available.</p> <p>“Most of the vehicles that are parked in Lower Park Road belong either to people who live in Heanton Street or who work in the village.”</p> <p>“The proposal ends at Longfield Close so cars are free to park in Lower Park Road beyond this point, despite the road being much narrower than where cars are currently parked and with less visibility.”</p> <p>“There is no alternative parking that satisfies this demand.”</p>	Views noted.
Eleventh respondent – Local resident, The Brittons, Braunton	
<p>Objects to the proposal, stating that there is no alternative parking available.</p> <p>“Most of the vehicles that are parked in Lower Park Road belong either to people who live in Heanton Street or who work in the village.”</p> <p>“The proposal ends at Longfield Close so cars are free to park in Lower Park Road beyond this point, despite the road being much narrower than where cars are currently parked and with less visibility.”</p> <p>“There is no alternative parking that satisfies this demand.”</p>	Views noted.
Twelfth respondent – Local resident, Franklyn Avenue, Braunton	
<p>Objects to the proposal, stating that there is no viable alternative parking available.</p> <p>“The parking available on this section of Lower Park Road provides useful additional parking for visitors to our narrow road.”</p> <p>“Removing this parking capacity will simply push the parking pressure elsewhere.”</p> <p>“The effect of parked cars in this part of Lower Park Road also ensures that traffic is slowed down.”</p>	Views noted.
Thirteenth respondent – Local forum, Love Braunton	
<p>Objects to the proposal with conditions, stating that the road is used as a rat run and the parking provides necessary traffic calming.</p>	Views noted.
<p>“Lower Park Road is a residential road often used as a ‘rat run’ to and from Barnstaple to avoid the congestion along the A361.”</p>	
<p>“These parked cars provide a necessary speed restriction to what is a ‘blind’/low visibility corner.”</p> <p>“The traffic usage will increase in the near future due to the approval of additional applications in the area.”</p>	

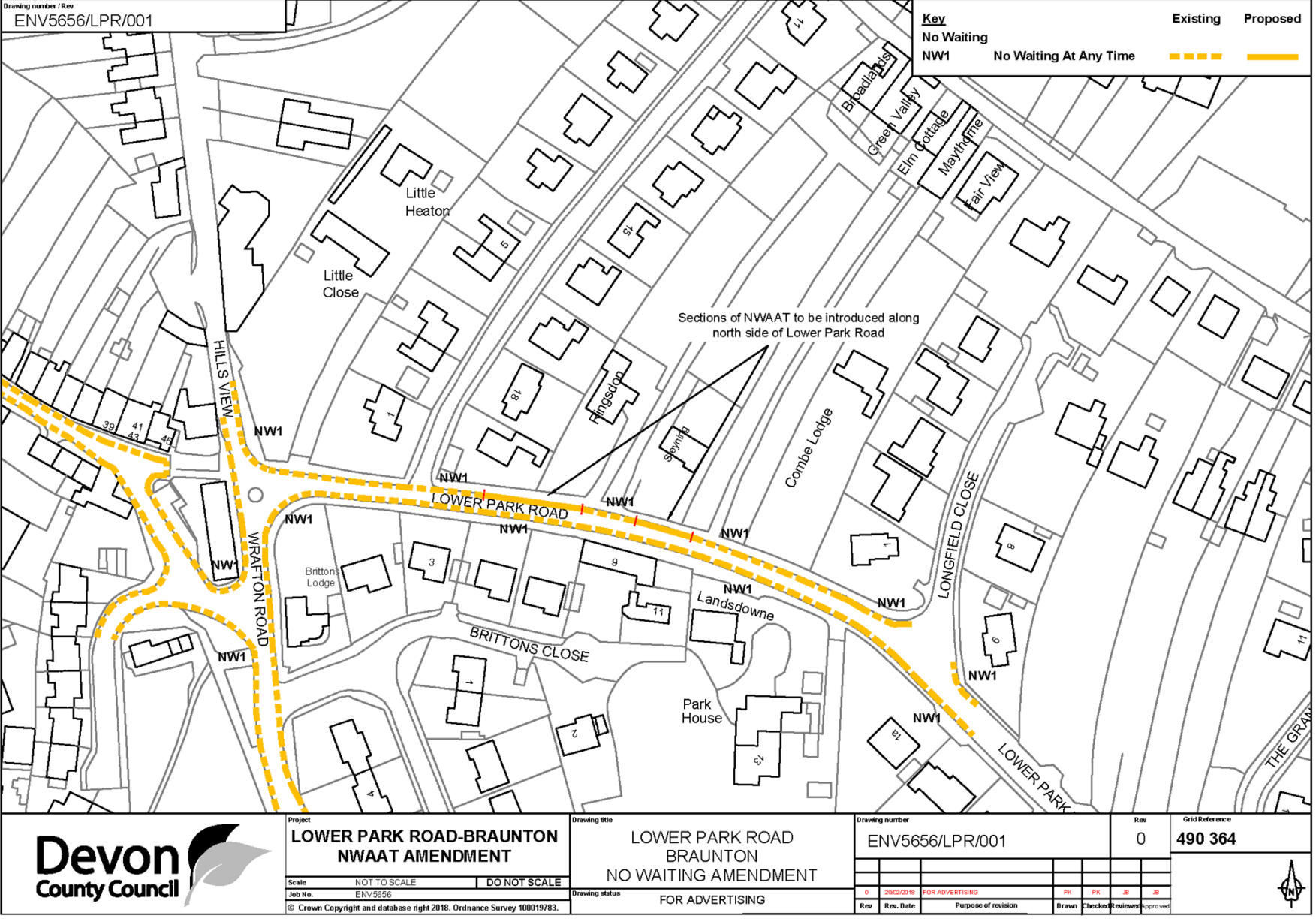
Comments	Response
<p>The conditions for approval where stated as;</p> <ol style="list-style-type: none"> 1. "A 'chicane' be introduced to force a reduction in speeds" 2. "The speed limit along Lower Park Road be reduced to 20mph" 3. "Eight replacement parking spaces are made available to mitigate the reduction." 	
<i>Fourteenth respondent – Local resident, Lower Park Road, Braunton</i>	
<p>Makes comment.</p> <p>"The proposal will cause greater hazard from leaving our property as the vehicles will only park in a different place."</p> <p>"Vehicles currently park either side of our property greatly reducing visibility."</p> <p>"This road is getting increasingly busier with the amount of cars, plus they drive far too fast."</p>	Views noted.
<i>Fifteenth respondent – Local resident, Lower Park Road, Braunton</i>	
<p>Objects to the proposal, stating that existing parking will be displaced and that the parking provides necessary traffic calming.</p> <p>"This will mean that the cars who currently park on this stretch, nearer the village, will attempt to park outside my house, this is already a busy area."</p> <p>"The fact that vehicles need to slow down because of other vehicles parked along here is a good thing."</p> <p>"The proposal could lead to vehicles driving much faster and therefore more dangerously in such a residential area."</p>	Views Noted
<i>Sixteenth respondent – Local resident, Lower Park Road, Braunton</i>	
<p>Objects to the proposal, stating that the parking provides necessary traffic calming.</p>	Views Noted.
<p>"The current layout has the effect of being a significant traffic calming measure."</p> <p>"The proposal could have the effect of increasing vehicle speeds considerably."</p> <p>"The risks of increased speeds are a significant concern to residents."</p> <p>"The residents parking amenity that is provided in this location would be lost if the proposal went ahead."</p>	
<i>Seventeenth respondent – Local resident, Lower Park Road, Braunton</i>	
<p>Objects to the proposal, stating that the current parking restrictions are sufficient.</p> <p>"The current parking restrictions at junctions in the area are sufficient."</p>	Views Noted.

Agenda Item 9

Comments	Response
<p>"The current unrestricted parking does slow traffic and allow enough space for cars to pass."</p> <p>"The only reason for this proposal is to create a clear traffic route for further development within this area."</p>	
<i>Eighteenth respondent – Local resident, Pottery Court, Branton</i>	
<p>Supports the proposal.</p> <p>"Remove the parked cars for safety and road use purposes."</p>	<p>Support noted.</p> <p>No collisions reported on Lower Park Road, Branton in the last 5 year period. Removal of parked vehicles would be likely to lead to higher speeds and displaced parking on unrestricted sections of road.</p>
<i>Nineteenth respondent – Local resident, Old Branton Road, Branton</i>	
<p>Supports the proposal.</p> <p>"I have first-hand experience of nearly being hit and nearly hitting cyclists on this section of road due to the current arrangements."</p> <p>"The people who park along this section of road are only doing so to avoid parking in the public car park."</p> <p>"The approved planning application in this area will only intensify the already insane situation."</p>	<p>Support noted.</p> <p>No collisions reported on Lower Park Road, Branton in the last 5 year period. Removal of parked vehicles would be likely to lead to higher speeds and displaced parking on unrestricted sections of road.</p>
<i>Twentieth respondent – Local resident, Chestnut Close, Branton</i>	
<p>Supports the proposal</p> <p>"On driving to work passing the parked cars I have had near misses with oncoming cars as I was unable to see."</p>	<p>Support noted.</p> <p>No collisions reported on Lower Park Road, Branton in the last 5 year period. Removal of parked vehicles would be likely to lead to higher speeds and displaced parking on unrestricted sections of road.</p>
<i>Twenty-first respondent – Non local resident, Barnstaple</i>	
<p>Supports the proposal.</p> <p>"At present it is extremely dangerous when driving along the road in both directions."</p> <p>"Same cars drive too fast and do not give way when there is not sufficient space."</p> <p>"The parking on Lower Park Road considerably obscures visibility."</p>	<p>Support noted.</p> <p>No collisions reported on Lower Park Road, Branton in the last 5 year period. Removal of parked vehicles would be likely to lead to higher speeds and displaced parking on unrestricted sections of road.</p>
<i>Twenty-second respondent – Local resident, Colley Park Road, Branton</i>	
<p>Supports the proposal.</p> <p>"The parked cars are a hazard to other road users, cyclists and pedestrians."</p> <p>"Removal of parking in this area would be a benefit to the local community."</p>	<p>Support noted.</p> <p>No collisions reported on Lower Park Road, Branton in the last 5 year period. Removal of parked vehicles would be likely to lead to higher speeds and displaced parking on unrestricted sections of road.</p>

Comments	Response
<i>Twenty-third respondent – Local resident, Heanton Street, Braunton</i>	
<p>Objects to the proposal, stating that the parking is used by commuters and wider Braunton residents.</p> <p>“The introduction of parking charges in the main car park has seen an increase in parking within residential streets.”</p> <p>“The proposal will only displace the existing parking.”</p> <p>“The introduction of a residents parking scheme would alleviate the problems.”</p> <p>“Heanton Street could be made one way with residents only parking restrictions.”</p>	Views noted.
<i>Twenty-fourth respondent – Braunton Parish Council</i>	
<p>Makes comment.</p> <p>The council requests that the County takes into consideration the additional traffic movements along Lower Park Road prior to approving the proposed order.</p>	Views noted.

Appendix II
To HIW/18/39



HIW/18/40

North Devon Highways and Traffic Orders Committee
28 June 2018

Changes to Waiting Restrictions – Sticklepath Hill Area, Barnstaple

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 traffic regulation order is made and sealed as advertised;**
- (b) the location of the bus stop for local services on Old Torrington Road be reviewed on site with the local member.**

1. Summary

Following requests from local residents, an extension to the existing residents parking in Barnstaple is proposed to include residents on Sticklepath Hill. At the same time the opportunity is being made to review the parking for school coaches to move them from Old Torrington Road into Sticklepath Hill.

2. Background

Since the construction of the A361 and Taw Bridge, the use of Sticklepath Hill has changed and it is possible to amend the restrictions to provide additional spaces for residents and improve parking for school coaches.

3. Proposal

It is proposed to amend the parking on the north side of the road to restrict it to residents only and introduce some echelon bays to increase the number of spaces available.

It is also proposed to restrict parking on the south side to school coaches from 8am to 10am and 3pm to 6pm as this will provide a safer walking route to Petroc College than the current route which requires the coaches to park on the footway and the students to cross Old Torrington Road.

It is proposed to upgrade the No Waiting Mon to Fri 9am to 5pm on Old Torrington Road to No Waiting At Any Time to ensure the route is kept clear of parked vehicles at all times.

4. Consultations

The proposals have been advertised in line with the statutory process from 8 February to 1 March 2018 with an advert in the local press and notices erected on the affected streets.

The consultation received 8 responses which are summarised in Appendix I with the county council's response.

Having considered the comments submitted, it is recommended that the restrictions are implemented as proposed and that the order is made and sealed as advertised.

Agenda Item 10

5. Financial Considerations

The costs are being funded by £4,000 from the Investing in Devon fund from Councillor Matthews.

6. Environmental Impact Considerations

The introduction of restrictions will remove commuter parking in the residential area. This will encourage sustainable travel and reduce traffic looking for a parking space and improve air quality.

7. Equality Considerations

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

8. Legal Considerations

The lawful implications/consequences of the proposals/recommendations/proposed course of action have been considered and taken into account in the preparation of this report/formulation of the recommendations set out above.

When making a Traffic Regulation Order it is the County Council 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.

9. Risk Management Considerations

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

No risks have been identified.

10. Public Health Impact

There is not considered to be any public health impact.

11. Options

The option of not progressing the proposals has been considered but this would retain school coaches parking on the footway and would continue to allow commuters to park in the road.

The option of not implementing has been considered but this mean that there would be a high demand for parking with both residents and commuters wishing to use the limited spaces. This would not be a benefit to local residents.

12. Reason for Recommendation

It is recommended that the restrictions are implemented as advertise as they would improve the safety for the school students and provide priority parking for local residents.

Meg Booth
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Division: Barnstaple South

Local Government Act 1972: List of Background Papers

Contact for enquiries: James Bench

Room No. ABG, Lucombe House

Tel No: 0345 155 1004

Background Paper	Date	File Reference
1. None		

jb120618ndh
sc/cr/Changes to Waiting Restrictions Sticklepath Hill Area Barnstaple
03 200618

Agenda Item 10

Appendix I
To HIW/18/40

Devon County Council (Various Roads, Sticklepath, Barnstaple) (Control of Waiting & Residents Parking) Amendment Order

Comment	Response
First Respondent – Resident, Sticklepath Hill	
Resident is unhappy regarding proposed plans. Resident has lived there for 19 years and has “never noticed a traffic problem”. States it is only busy during afternoon pick-up times. Resident believes proposed restrictions do not reflect typical traffic activity during certain times.	Views noted. However this is not the view of other residents in the street. The restrictions have been proposed to prioritise parking for residents and school coaches.
The bus lane serves no purpose and should be removed to free up parking on the opposite side of the road.	The bus lane is considered necessary to ensure that buses will have access to the link under the A361.
Second Respondent – Resident, Sticklepath Hill	
Resident is in support of the proposed permit parking.	Support noted.
Third Respondent – Resident, Sticklepath Hill	
Resident objects to the proposals, stating it will not benefit the residents along the road. “Restricting the parking will be an inconvenience”, stating buildings with multiple residencies have multiple vehicles. Goes on to say parking isn’t currently a problem and feels the proposed plans will have a detrimental effect, considering the limited time buses will be present.	Views noted. However this is not the view of other residents in the street. The restrictions have been proposed to prioritise parking for residents and school coaches.
Fourth Respondent – Resident, Sticklepath Hill	
Resident is all for the proposals.	Support noted.
Fifth Respondent – Resident, Old Torrington Road	
Resident objects to the proposals. Resident is primarily concerned about the lack of roadside waiting in the evenings and at weekends for houses without sufficient off-road parking. Larkbear development traffic and “bus gate” changes deemed not appropriate to warrant proposals.	The road is not wide enough to allow parking for the current level of traffic that uses it. If this changes because of a new development the restrictions can be reviewed again in due course.
Sixth Respondent – Resident, Old Torrington Road	
Resident objects to the proposals. Resident believes current restrictions are adequate for infrastructure and traffic levels.	The road is not wide enough to allow parking for the current level of traffic that uses it. If this changes because of a new development the restrictions can be reviewed again in due course.
Resident is also concerned about the proposals to move the bus stop, anxious about the distance to walk to the next nearest stop for elderly residents.	The bus stops on the west side of Old Torrington Road are not formally recognised as stops for local services and we cannot allow the continuation of buses stopping on the footway. However, it is recommended that the length of Old Torrington Road is reviewed with the local member to identify if a bus stop can be provided on the carriageway for local services that will continue to use Old Torrington Road.

Comment	Response
Seventh Respondent – Resident, Sticklepath Hill	
Resident objects to the proposals. Resident hasn't had a problem parking and doesn't believe commuters are causing a problem, due to current restrictions.	Views noted. However, this is not the view of other residents in the street. The restrictions have been proposed to prioritise parking for residents and school coaches.
Resident also believes too few parking spaces will exist after proposals are introduced.	The intension of the scheme is to ensure that residents have priority over the parking within their area. A scheme may not be able to create more parking given other competing demands for the highway.
Resident doesn't believe the safety will improve and that other residents will try and "reserve" spaces outside their properties.	The proposals aim to remove parking for commuters which will reduce traffic in Sticklepath Hill. It is also proposed to relocate the school coaches from Old Torrington Road to Sticklepath Hill which will stop these vehicles parking on the footway and remove the need for students to cross Old Torrington Road. It is for these reasons why it is considered that the restrictions will improve safety. Any residents parking bay will be available to any permit holder.
Eighth Respondent – Resident, Westfield Avenue	
Believes that damage to the footways has been caused by student vehicles turning in the driveway.	Any damage to the footways should be reported to the council's customer service centre on 0345 155 1004 or emailing csc.roads@devon.gov.uk . It will then be inspected and if it is a safety defect it will be repaired.
Students currently park in Westfield Avenue.	Noted.
Students park in a dangerous manner on the bend.	No Waiting restrictions can be considered for this area as part of a future annual review.
Students park and restrict access for emergency vehicles, refuse lorries and for residents to reverse out of their driveways.	We have no communication from the emergency services or refuse collection to indicate that access is prevented by the current parking. The highway code states that vehicles should reverse into a driveway and drive forwards when leaving.
Will object to any further development of the college until they provide additional parking.	This is outside the remit of the highway authority.
Will object to future parking restrictions in the Sticklepath Hill area unless they are to the benefit of Westfield Avenue. Therefore, objects to the proposals on the grounds it will further exacerbate the situation in Westfield Avenue.	Objection noted.

HIW/18/41

North Devon Highways and Traffic Orders Committee
28 June 2018

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
Nadder Lane, South Molton	Extension to 40mph	Traffic regulation order advertised sealed due to no objections being received.
First Field Lane, Braunton	Introduction of new waiting restrictions as part of the annual waiting restriction review.	Restrictions implemented after site meeting with Local Members and HATOC Chair.
Spurway Gardens, Combe Martin		
Torrs Park, Ilfracombe		Restrictions dropped after site meeting with Local Members and HATOC Chair.
The Promenade and St James Place, Ilfracombe		Restrictions partially implemented after site meeting with Local Members and HATOC Chair.

Meg Booth
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: South Molton; Braunton Rural; Combe Martin Rural; and Ilfracombe

Local Government Act 1972 - List of Background Papers

Contact for enquiries: James Bench

Tel No: 0345 155 1004

Background Paper

Date

File Ref.

None

jb200618ndh
sc/hq/action under delegated powers
2 hq 200618

