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

County Hall  
Topsham Road  
Exeter  
Devon  
EX2 4QD

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Date: 23 February 2021

Contact: Gerry Rufolo, 01392 382299

Email: [gerry.rufolo@devon.gov.uk](mailto:gerry.rufolo@devon.gov.uk)

**NORTH DEVON HIGHWAYS AND TRAFFIC ORDERS COMMITTEE**

Wednesday, 3rd March, 2021

A meeting of the North Devon Highways and Traffic Orders Committee is to be held on the above date at 10.30 am to consider the following matters. This will be a Virtual Meeting. For the joining instructions please contact the Clerk for further details on public participation.

Phil Norrey  
Chief Executive

**A G E N D A**

**PART 1 OPEN COMMITTEE**

1 Apologies for Absence

2 Minutes

Minutes of the meeting held on 30 November 2020, (previously circulated).

3 Items Requiring Urgent Attention

Item which in the opinion of the Chairman should be considered at the meeting as matters of urgency.

## **MATTERS FOR DECISION**

4 Local Waiting Restriction Programme (Pages 1 - 40)

Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/21/8), attached

*Electoral Divisions(s): All in North  
Devon*

5 Station Road, Barnstaple Crossing Facility and Right Turn Lanes (Pages 41 - 46)

Report of the Head of Planning, Transportation and Environment (PTE/21/8), attached.

*Electoral Divisions(s): Barnstaple South*

6 A39 Pilton Causeway, Barnstaple, Crossing Facility (Pages 47 - 52)

Report of the Head of Planning, Transportation and Environment (PTE/21/9), attached.

*Electoral Divisions(s): Barnstaple North*

7 Chaloners Road Crossing, Braunton (Pages 53 - 58)

Report of the Head of Planning, Transportation and Environment (PTE/21/10), attached

*Electoral Divisions(s): Braunton Rural*

8 Larkbere Bus gate ( Barnstaple ) and associated Highways and Traffic Related Issues

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

The Head of Planning, Transportation and Environment to report on a meeting held on 24 March 2021.

## **MATTERS FOR INFORMATION**

9 North Devon Cycling Forum Report

Head of Planning, Transportation and Environment to report.

*Electoral Divisions(s): Barnstaple North;  
Barnstaple South; Braunton Rural;  
Chulmleigh & Landkey; Fremington  
Rural*

10 Actions Taken Under Delegated Powers (Pages 59 - 60)

Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/21/9), attached

*Electoral Divisions(s): Barnstaple North;  
Ilfracombe; South Molton*

11 Dates of Meetings

7 July, 22 November 2021 and 14 March 2022 (all 10.30 am)

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

Nil

*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). They need to be disposed of carefully and should be returned to the Democratic Services Officer at the conclusion of the meeting for disposal.*

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## **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 local waiting restriction programme is noted; and**
- (b) the recommendations contained in Appendix II to this report are agreed.**

### **1. Summary**

This report is to consider the submissions to the statutory consultation on the restrictions proposed in the North Devon area, as part of the local waiting restriction programme.

### **2. Background**

In early 2020, a list of requests for new or amended waiting restrictions for the North Devon area was collated by the council. These requests have been considered by officers and proposals drafted. Officers have consulted the relevant local County Councillors and Chair/Vice Chair before they were advertised from 23 December 2020 until 27 January 2021.

A summary of the proposals advertised can be found in Appendix I and the associated plans have been attached as supplementary information to this report.

### **3. Consultations/Representations**

Details of the objections received to these proposals, and the County Council's response are shown in Appendix II to this report.

Following advertisement:

- Proposals which did not attract objections will be implemented.
- Proposals that received objections are detailed in Appendix II to this report with recommendations for each location.

# Agenda Item 4

## **4. Financial Considerations**

The total costs of the scheme will be funded from the Minor Traffic Management Improvements budget, funded by Local Transport Plan grant.

There is 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.

## **5. 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.

## **6. Environmental Impact Considerations (Including Climate Change)**

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

- Enable enforcement to be undertaken efficiently.
- Encourage commuters to make more sustainable travel choices e.g. 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. Risk Management Considerations**

No risks have been identified.

## **9. Public Health Impact**

There is not considered to be any public health impact.



## 10. Reasons for Recommendations

The proposals rationalise existing parking arrangements within the HATOC area by:

- Enabling enforcement to be undertaken efficiently.
- Encouraging those working in the town to make more sustainable travel choices e.g. Car Share, Public Transport, Walking and Cycling.
- Assist pedestrians and other vulnerable road users in crossing the highway.

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

Meg Booth  
Chief Officer for Highways, Infrastructure Development and Waste

**Electoral Divisions: All in North Devon**

### Local Government Act 1972: List of Background Papers

Contact for enquiries: James Bench

Room No: M8, Great Moor House, Bittern Road, Exeter

Tel No: 0345 155 1004

Background Paper	Date	File Ref.
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Nil

jb190221ndh  
sc/cr/Local Waiting Restriction Programme  
02 230221

# Agenda Item 4

Appendix I  
To HIW/21/8

## Details of Proposals Advertised

<b>Councillor</b>	<b>Plan Reference</b>	<b>Location</b>	<b>Parish/Town</b>	<b>Proposals</b>	<b>Statement of Reasons</b>
Brian Greenslade	ENV5809/001	Pilton Lawn	Barnstaple	Introduce section of No Waiting At Any Time around turning head.	To prevent inappropriate and obstructive parking.
Brian Greenslade	ENV5809/002	Castle Street (The Strand)	Barnstaple	Introduce section of No Waiting on Footway.	To prevent obstructive parking on footway along length of building housing the café.
Brian Greenslade	ENV5809/003	Victoria Road	Barnstaple	Introduce section of No Waiting At Any Time.	To prevent obstructive parking around depot area.
Brian Greenslade	ENV5809/004	Westaway Heights	Barnstaple	Introduce section of No Waiting At Any Time.	To prevent obstructive parking.
John Mathews	ENV5809/005	Wrey Avenue	Barnstaple	Introduce section of No Waiting At Any Time.	To prevent obstructive parking on junction.
John Mathews	ENV5809/006	Newport Road	Barnstaple	Modify section of existing No Waiting 8am-6pm to Limited Waiting 8am-6pm 2 Hours No Return 4 Hours.	To relax current restrictions to allow on-street parking.
John Mathews	ENV5809/007	Sticklepath Hill	Barnstaple	Remove section of Buses Only bay and replace with Residents Parking only.	To relax current restrictions to allow priority of on-street parking for residents only.
John Mathews	ENV5809/008	Bowering Court, Cyprus Terrace	Barnstaple	Introduce section of No Waiting At Any Time.	To protect access to sheltered accommodation improving access for refuse lorries getting to the flats.

# Agenda Item 4

<b>Councillor</b>	<b>Plan Reference</b>	<b>Location</b>	<b>Parish/Town</b>	<b>Proposals</b>	<b>Statement of Reasons</b>
John Mathews	ENV5809/009	Victoria Street/ Orchard Road/ Cyprus Terrace	Barnstaple	Introduce section of No Waiting At Any Time.	Junction protection to help prevent obstruction of service vehicles.
John Mathews	ENV5809/010	Ladies Mile (Rock Park)	Barnstaple	Introduce section of No Waiting At Any Time in place of Limited Waiting bay which is preventing access.	To remove obstructive parking across access.
Caroline Chugg	ENV5809/011	Church Street	Braunton	Introduce section of No Waiting At Any Time.	To prevent obstructive parking preventing people entering/exiting the Church.
Caroline Chugg	ENV5809/012	Cloutmans Lane	Croyde	To extend an existing section of No Waiting At Any Time.	To prevent obstructive parking preventing emergency vehicles and refuse collection lorries.
Andrea Davis	ENV5809/013	Hillside View	Combe Martin	Introduce section of No Waiting At Any Time.	Junction protection to aid refuse collections.
Andrea Davis	ENV5809/014	Wet Lane	Combe Martin	Introduce section of No Waiting At Any Time outside of the Combe Coastal Practice gates.	To prevent inappropriate and obstructive parking.
Frank Biederman	ENV5809/015	Beechfield Road	Fremington	To extend existing section of No Waiting At Any Time.	To prevent obstructive parking on south side.
Frank Biederman	ENV5809/016	Beechfield / Yelland Road	Fremington	Introduce section of No Waiting At Any Time.	To prevent inappropriate parking obscuring visibility and movement at the junction.

# Agenda Item 4

Councillor	Plan Reference	Location	Parish/Town	Proposals	Statement of Reasons
Frank Biederman	ENV5809/017	Bickington Road	Fremington	Introduce section of No Waiting At Any Time.	To prevent obstructive parking.
Paul Crabb	ENV5809/018	Fore Street	Ilfracombe	Update the existing 10am-4pm restriction to 10am-6pm.	To match other limited waiting in town.
Paul Crabb	ENV5809/019	Arcade Road	Ilfracombe	Update the existing 9am-6pm restriction to 10am-6pm.	To match other limited waiting in town.
Paul Crabb	ENV5809/020	Hillsborough Road	Ilfracombe	Update the existing 9am-6pm restriction to 10am-6pm.	To match other limited waiting in town.
Paul Crabb	ENV5809/021	Hillside Road	Ilfracombe	Introduce section of No Waiting At Any Time.	To prevent obstructive parking obscuring visibility.
Paul Crabb	ENV5809/022	Horne Park Road	Ilfracombe	Introduce section of No Waiting At Any Time.	To prevent inappropriate parking obscuring visibility and movement at the junction.
Paul Crabb	ENV5809/023	The Promenade	Ilfracombe	Introduce section of No Loading 10am-4pm between 15 March – 31 October.	To prevent obstructive parking.
Paul Crabb	ENV5809/024	Mill Head	Ilfracombe	Introduce section of No Loading At Any Time.	To prevent obstructive parking.
Paul Crabb	ENV5809-025	St Brannock's Road	Ilfracombe	Introduce section of No Loading 10am-6pm between 15 March – 31 October.	To prevent obstructive parking.
Paul Crabb	ENV5809-026	Ropery Road	Ilfracombe	To shorten existing bus cage.	Section of Bus parking to be introduced.
Jeremy Yabsley	ENV5809/027	East Street	South Molton	Introduce two sections of No Waiting At Any Time.	Introduce two passing places.

## Summary of Submissions

Plan ENV5806/003 Victoria Road, Barnstaple 16 respondents – 5 Residents of Victoria Road, 8 residents of Barnstaple and 3 residents from Bideford	
Comment	Devon County Council Response
<p><b>Support</b> 16 respondents support the proposals on the grounds that:</p> <ul style="list-style-type: none"> <li>• 9 respondents commented that it will prevent obstructive parking and improve access.</li> <li>• 9 respondents commented that it will increase safety along the road.</li> <li>• 7 respondents commented that it will improve safety for pedestrians.</li> <li>• 12 respondents commented that it will improve visibility along the road and at turnings.</li> <li>• 7 respondents commented that it will prevent people parking on the footway.</li> </ul> <p>1 respondent commented that Victoria Road is a dangerous rat run.</p>	<p><b>Reason for Proposal</b> Introduce section of No Waiting At Any Time to prevent obstructive parking around depot area.</p> <p><b>Officer comments</b> Support noted.</p> <p>There are no collisions on this road to support the statement that the road is dangerous with the traffic that is currently using it.</p>
<p><b>Recommendation:</b> Implement restrictions as advertised.</p>	

Plan ENV5806/004 Westaway Heights, Barnstaple 8 respondents – 8 Residents of Westaway Heights	
Comment	Devon County Council Response
<p><b>Object</b> 5 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> <li>• 2 respondents commented that it will further reduce parking in the area for residents.</li> <li>• 1 respondent commented that it will restrict parking and access to their property.</li> <li>• 1 respondent commented that it would prevent the installation of a vehicular charging point near their property.</li> <li>• 1 respondent commented that the restrictions will not prevent obstructive parking in the area.</li> <li>• 2 respondents commented that it will further restrict parking for residents in the area.</li> <li>• 1 respondent commented that it will force the issue into surrounding areas.</li> <li>• 1 respondent commented that it will be unaesthetically pleasing.</li> <li>• 1 respondent commented that the restrictions will force the need for an unwanted residents parking scheme.</li> </ul>	<p><b>Reason for Proposal</b> Introduce section of No Waiting At Any Time to prevent obstructive parking.</p> <p><b>Officer comments</b> Parking is permitted at locations where it does not cause a problem. The carriageway is only wide enough to park on one side and the restrictions propose to manage this and ensure that visibility around the bends and junctions in the road is secured and unhindered.</p> <p>We do not currently allow private EV points on the highway.</p> <p>It is recognised that parking will displace but this is not sufficient reasoning to allow parking at this location.</p>

# Agenda Item 4

**Support**

3 respondents support the proposals on the grounds that:

- 1 respondent supports the proposals however believes it will force the issue into surrounding areas.
- 1 respondent supports the proposals in the main but would like to see the restrictions shortened.
- 1 respondent would like to know how we will stop the issue moving up the road, particularly hospital staff using her designated parking space for health visitors.

**Suggestion:**

- Increase parking for hospital staff.
- Exclude the area outside No. 98-101 Westaway Heights from the proposal.

3 respondents suggest the introduction of residents parking.

Support noted.

The provision for staff parking at North Devon District Hospital is outside the jurisdiction of the County Council.

The introduction of a residents parking is outside the scope of the waiting restriction review and cannot be considered at this time.

**Recommendation:**

Implement restrictions as advertised

**Plan ENV5806/008 Cyprus Terrace, Barnstaple**

**2 respondents – 1 Resident of Cyprus Terrace, 1 Resident of Bowering Court**

**Comment**

**Object**

1 respondent objects to the proposals on the grounds that:

- 1 respondent commented that it will restrict parking for residents in the area forcing them into surrounding roads.
- 1 respondent commented that cars parked on the access into Bowering Court do not obstruct vehicles.

**Support**

1 respondent supports the proposals; however, believes it will force the issue into surrounding areas.

**Suggestion:**

- Access to Bowering Court for overnight parking.

**Devon County Council Response**

**Reason for Proposal**

Introduce section of No Waiting At Any Time to protect access to sheltered accommodation improving access for refuse lorries getting to the flats.

**Officer comments**

Parking is permitted at locations where it does not cause a problem for all vehicles at all times. The removal of parking will ensure that access in and out of the Bowering Court is secured and unhindered.

**Recommendation:**

Implement restrictions as advertised.

**Plan ENV5809/011 Church Street, Braunton**

**31 respondents – Church Street, Silver Street, North Down, East Street, Orchard Road, Hazel Avenue**

<b>Comment</b>	<b>Devon County Council Response</b>
<p><b>Objection</b></p> <p>31 respondents oppose the proposals on the grounds that:</p> <ul style="list-style-type: none"> <li>• 14 respondents commented that it restricts parking availability on the road.</li> <li>• 1 respondent commented that its unaesthetically pleasing.</li> <li>• 11 respondents commented that it restricts residents from parking outside their home or on their street.</li> <li>• 2 respondents commented that it reduces parking for the church or business users.</li> <li>• 5 respondents commented that it forces the issue up the road/displaces parking.</li> <li>• 1 respondent commented that its doesn't solve the issue, due to blue badge holders still being able to park.</li> <li>• 1 respondent commented that residents are more important than access for funeral cars.</li> <li>• 1 respondent commented that it will increase circling traffic, will hold up traffic due to illegally stopping to load.</li> <li>• 1 respondent commented that parked cars increase safety for pedestrian users.</li> <li>• 2 respondents commented that the proposal will increase the speed of the road.</li> <li>• 6 respondents commented that they don't see an obstruction and therefore disagree with the statement of reasons.</li> <li>• 4 respondents commented that they understand that there is an obstruction, but disagree with the extent of the restriction.</li> <li>• 1 respondent commented it encourages unsafe parking.</li> <li>• 1 respondent commented it doesn't solve the issue.</li> <li>• 1 respondent commented that consultation period was unacceptable.</li> </ul> <p>Suggestions:</p> <ul style="list-style-type: none"> <li>• 2 respondents suggest reducing the length of the restriction, to focus only on the access issue to the gates.</li> <li>• Put in a timed restriction, allowing vehicles in the evening when the church doesn't need access.</li> <li>• Introduce white lines or bollards.</li> </ul>	<p><b>Reason for Proposal</b></p> <p>Introduce section of No Waiting At Any Time to prevent obstructive parking preventing people entering/exiting the Church.</p> <p><b>Officer Comments</b></p> <p>Parking is permitted at locations where it does not cause a problem. The removal of parking will ensure that access to the church and river is secured and unhindered.</p> <p>However, it is recommended that the proposed restrictions are relaxed by 5 metres to retain a parking space at the eastern end. Whilst retaining protection for the entrances and ensuring there is an area for vehicles to load/unload.</p> <p>No Waiting At Any Time does allow disabled badge holders to park, provided they do not cause an obstruction.</p> <p>A timed restriction would require a sign plate to be placed on the bridge structure which is not appropriate on a grade II listed structure.</p>
<p><b>Recommendation:</b></p> <p>It is recommended that a (virtual) site meeting is undertaken with the local County Councillor to review objections and the site prior to making a decision on whether the advertised restriction (or any part of that restriction) should be progressed.</p>	

# Agenda Item 4

## Plan ENV5806/014 Wet Lane, Combe Martin 4 respondents – 4 Residents of Castle Street

Comment	Devon County Council Response
<p><b>Support</b> 4 respondents support the proposals on the grounds that:</p> <ul style="list-style-type: none"> <li>• 2 respondents commented it will improve access.</li> <li>• 2 respondents commented it will reduce obstructive parking.</li> <li>• 3 respondents commented that it will improve safety at the junction.</li> </ul> <p><b>Suggestion:</b> 2 respondents suggest extra parking in the area.</p> <p>3 respondents suggest further enforcement of existing restrictions to improve safety.</p>	<p><b>Reason for Proposal</b> Introduce section of No Waiting At Any Time outside of the Combe Coastal Practice gates to prevent inappropriate and obstructive parking.</p> <p><b>Officer comments</b> Support noted.</p> <p>Parking is permitted at locations where it does not cause a problem. The removal of parking will ensure that access to Wet Lane and the off-street parking is secured and unhindered.</p> <p>If the respondent can identify locations where restrictions could be relaxed to allow additional parking they can be considered as part of a future review.</p> <p>Requests for enforcement can be submitted via the councils website with details of where and when problems occur to help us prioritise resources.</p>
<p><b>Recommendation:</b> Implement restrictions as advertised.</p>	

## Plan ENV5806/016 Beechfield/ Yelland Road, Fremington 2 respondents – 1 Resident of Beechfield Road, 1 Resident unknown address

Comment	Devon County Council Response
<p><b>Object</b> 1 respondent objects to the proposals on the grounds that:</p> <ul style="list-style-type: none"> <li>• 1 respondent commented that it will restrict disabled access to their property.</li> <li>• 1 respondent commented that the extent of the restrictions completely removes easy access for loading/unloading.</li> <li>• 1 respondent commented that there is no other suitable parking nearby.</li> </ul> <p><b>Support</b> 1 respondent supports the proposal.</p>	<p><b>Reason for Proposal</b> Introduce section of No Waiting At Any Time to prevent inappropriate parking obscuring visibility and movement at the junction.</p> <p><b>Officer comments</b> Parking is permitted at locations where it does not cause a problem. The removal of parking will ensure that access along Beechfield Road is secured and unhindered.</p> <p>However, it is recommended that a virtual site meeting is held to review whether the restrictions could be relaxed to retain some parking.</p> <p>A disabled resident may be eligible for an on-street disabled parking. Further details are available from the council's Customer Service Centre on 0345 155 1004.</p>
<p><b>Recommendation:</b> It is recommended that a (virtual) site meeting is undertaken with the local County Councillor to review objections and the site prior to making a decision on whether the advertised restriction (or any part of that restriction) should be progressed.</p>	



**Plan ENV5806/017 Bickington Road, Fremington**  
**6 respondents – 3 Residents of Elm Cottages, 1 resident of Lodge Cottages, 1 resident of Babbages and Fremington Parish Council**

Comment	Devon County Council Response
<p><b>Object</b>            6 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> <li>• 4 respondents commented that it will restrict residents parking outside their homes.</li> <li>• 2 respondents commented that it is a waste of public funds.</li> <li>• 3 respondents commented that parked cars act as a traffic calming measure.</li> <li>• 1 respondent commented that it will force parked cars further up the road causing safety issues.</li> <li>• 1 respondent commented that the restriction will not be enforced.</li> <li>• The Parish Council commented that it will displace too many vehicles.</li> </ul> <p><b>Suggestion:</b></p> <ul style="list-style-type: none"> <li>• Install residents parking (2 respondents).</li> <li>• Reduce traffic congestion and vehicle pollutants.</li> </ul> <p>Fremington Parish Council believes there is a small problem outside 1 Elm Cottage back towards the junction of Mead Park and the proposal should reflect this issue.</p>	<p><b>Reason for Proposal</b>            Introduce section of No Waiting At Any Time to prevent obstructive parking.</p> <p><b>Officer comments</b>            Parking is permitted at locations where it does not cause a problem. The removal of parking will ensure that access along Bickington Road is secured and unhindered.</p> <p>However, it is recommended that a virtual site meeting is held to review whether the restrictions could be relaxed to retain some parking.</p>
<p><b>Recommendation:</b>            It is recommended that a (virtual) site meeting is undertaken with the local County Councillor to review objections and the site prior to making a decision on whether the advertised restriction (or any part of that restriction) should be progressed.</p>	

**Plan ENV5806/018 Fore Street, Ilfracombe**  
**2 respondents – 2 Residents of Fore Street**

Comment	Devon County Council Response
<p><b>Object</b>            1 respondent objects to the proposals on the grounds that:</p> <ul style="list-style-type: none"> <li>• 1 respondent commented that it will restrict disabled access to their property.</li> <li>• 1 respondent commented that it will restrict parking for residents to park outside their house.</li> </ul> <p><b>Support</b>            1 respondent supports the proposal.</p> <p><b>Suggestion:</b>            Further enforcement of restrictions is needed to enable residents to loading/unload near their property.</p>	<p><b>Reason for Proposal</b>            Update the existing 10am-4pm restriction to 10am-6pm to match other limited waiting in town.</p> <p><b>Officer comments</b>            The changes to the limited will not affect parking for blue badge holders as they are exempt from the restriction.</p> <p>The proposal is to adjust the times of operation to bring the bays into line with other time restrictions in the town centre for consistency, clarity and to aid the enforcement operation.</p>

**Recommendation:**  
 Implement restrictions as advertised.

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Plan ENV5806/021 Hillside Road, Ilfracombe  
1 respondent – 1 Resident of Hillside Road

## Comment

### Object

1 respondent objects to the proposals on the grounds that it will restrict parking for residents in the area.

### Suggestion:

- Implement residents parking.

## Devon County Council Response

### Reason for Proposal

Introduce section of No Waiting At Any Time to prevent obstructive parking obscuring visibility.

### Officer comments

Parking is permitted at locations where it does not cause a problem. The removal of parking will ensure that access between Hillsborough Park Road and the A399 is secured and unhindered.

### Recommendation:

Implement restrictions as advertised.

Plan ENV5806/022 Horne Park Road, Ilfracombe  
1 respondent – 1 Resident of Horne Park Road

## Comment

### Object

1 respondent objects to the proposals on the grounds that:

- 1 respondent commented that they do not see an issue with the current situation.
- 1 respondent commented that it will restrict parking for residents in the area.

### Suggestion:

- Implement residents parking.

## Devon County Council Response

### Reason for Proposal

Introduce section of No Waiting At Any Time to prevent inappropriate parking obscuring visibility and movement at the junction.

### Officer comments

Parking is permitted at locations where it does not cause a problem. The removal of parking will ensure that the junction of Horne Park Road and St Brannocks Park Road is protected.

### Recommendation:

Implement restrictions as advertised.

**Plan ENV5806/027 South Molton, East Street**  
**16 respondents – 14 Residents of East Street, 1 resident of New Road and South Molton Town Council**

Comment	Devon County Council Response
<p><b>Object</b>            16 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> <li>• 2 respondents commented that parked cars act as a traffic calming measure.</li> <li>• 10 respondents commented that it will restrict parking for residents in the area.</li> <li>• 1 respondent commented that these measures will not prevent obstructive parking forcing vehicles onto the footpath.</li> <li>• 1 respondent commented that the proposed passing places will not be adequate for large agricultural vehicles and HGV's.</li> <li>• 2 respondents commented that large vehicles waiting to pass will increase pollutants.</li> <li>• 4 respondents commented that large vehicles are unsuitable for the road.</li> <li>• 1 respondent commented that there is insufficient public transport in the area.</li> <li>• 1 respondent commented that displaced resident parking will increase contact during a pandemic.</li> <li>• 1 respondent commented that the proposal is not needed due to visibility along the road.</li> <li>• 2 respondents commented that it will restrict disabled access to their property.</li> <li>• 1 respondent commented that large vehicles are unsuitable for the road and cause noise pollution.</li> <li>• 2 respondents commented that they do not see a reason for the proposal.</li> <li>• 1 respondent commented that it will increase dangerous driving along the street.</li> <li>• 1 respondent commented that it will restrict parking for businesses in the area.</li> <li>• 1 respondent commented that passing places will reduce traffic flow.</li> <li>• 1 respondent commented that it will increase congestion - vehicles being unable to pull in.</li> <li>• 1 respondent commented that passing places could promote parking opposite creating a chicane causing further issues.</li> <li>• 1 respondent commented that parking for residents should be considered over the needs of motorists.</li> <li>• 1 respondent commented that it contradicts the holistic approach to parking in South Molton.</li> <li>• 1 respondent commented that this goes directly against the previous decision made at a Town Council meeting to increase parking in South Molton.</li> </ul>	<p><b>Reason for Proposal</b>            Introduce two sections of No Waiting At Any Time to introduce two passing places.</p> <p><b>Officer comments</b>            Comments submitted to previous restrictions in East Street identified concerns about the flow of traffic along East Street. This is why it was proposed to introduce restrictions to provide passing places.</p> <p>However, it is recognised that there is concern about a loss of parking. As a review of parking is taking place across South Molton, it is recommended that the proposals are not progressed and that parking on East Street is reviewed as part of that review.</p>

# Agenda Item 4

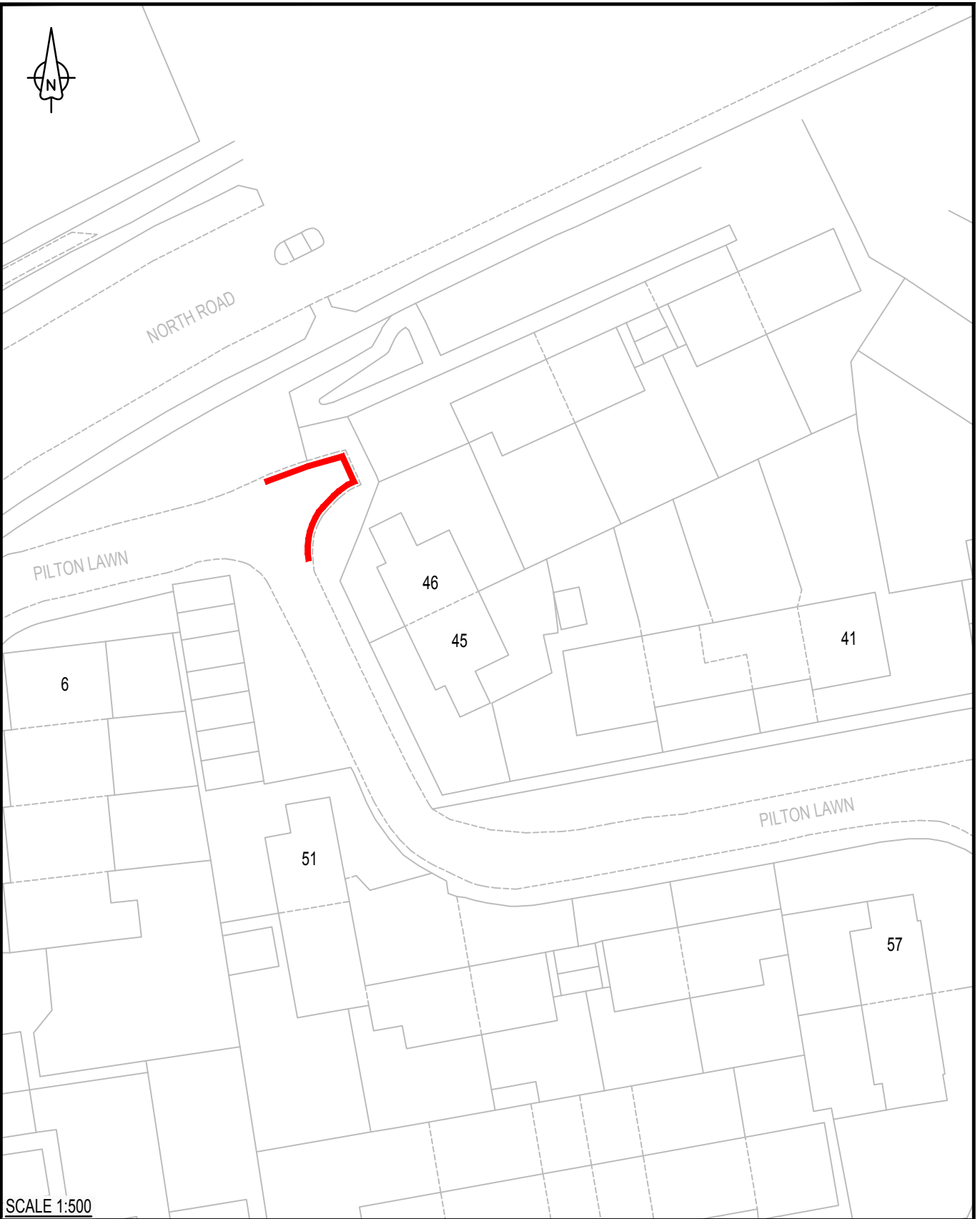
- 1 respondent commented that there is an ongoing parking review and this proposal is in contrary to everything suggested in that review.
- 1 respondent commented that it will increase the volume of traffic.
- 1 respondent commented that it will increase the speed of the road.
- 1 respondent commented that it will increase heavy vehicles passing.
- 1 respondent commented that it will decrease road safety.
- 1 respondent commented that it will not prevent large vehicles mounting the footpath.
- 1 respondent commented that it will not ease traffic flow.
- 1 respondent commented that it will not reduce the speed of large vehicles.

## **Suggestion:**

- Introduce 20mph speed limit.
- Introduce a weight limit.
- suggest restricting and rerouting large vehicles (2 respondents).
- suggest weight and speed restrictions (2 respondents).
- Introduce traffic calming features.
- suggest a One-way traffic system (3 respondents).
- suggest better use of the Link Road (2 respondents).
- Address the volume of traffic using the road
- suggest Introducing residents parking (3 respondents).
- Additional spaces at the junction of North Road/East Street.

## **Recommendation:**

That the restrictions are not progressed but the issue is considered as part of a future review of restrictions in South Molton.



SCALE 1:500

**KEY:**

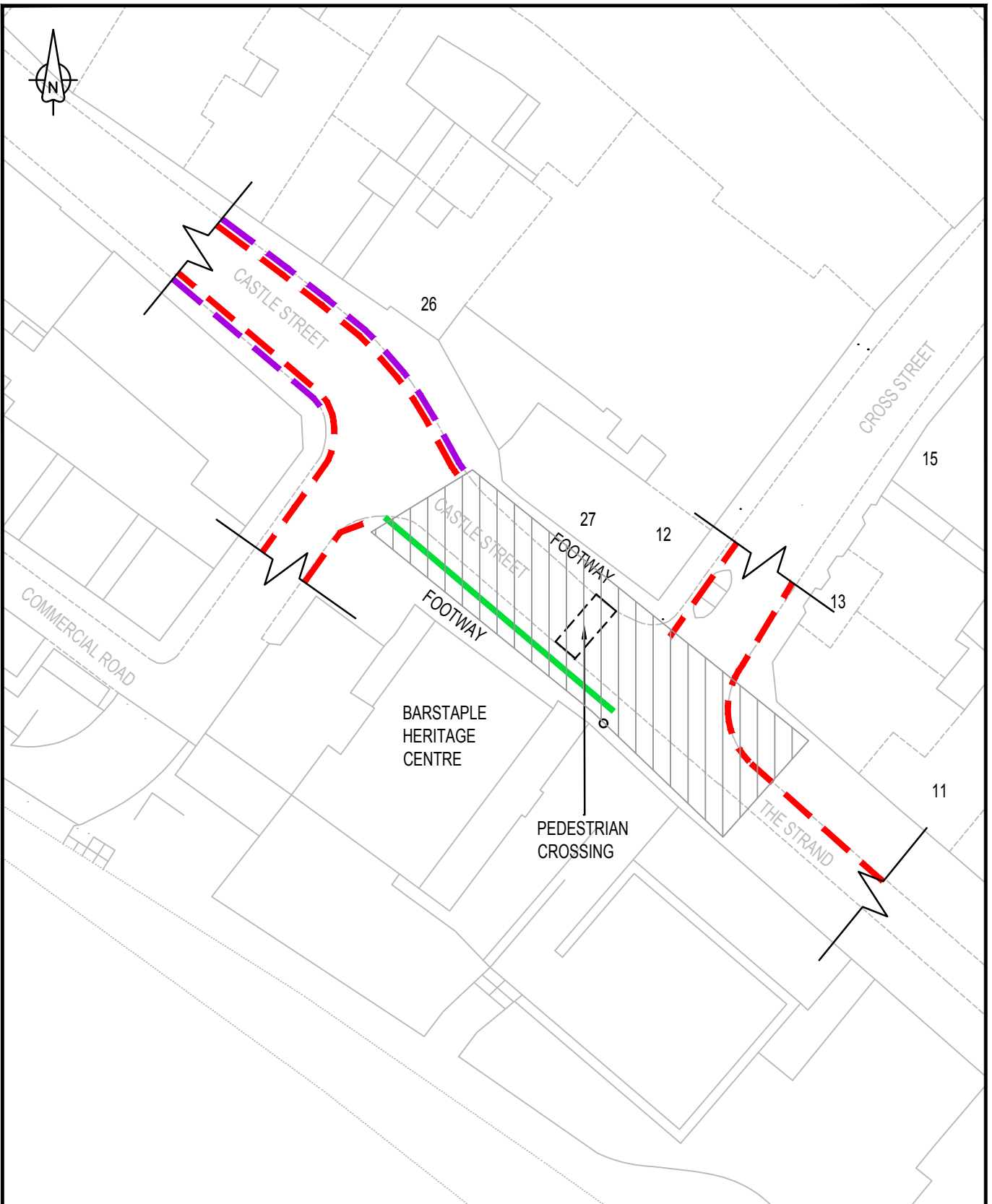
 NO WAITING AT ANY TIME - PROPOSED

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TITLE:  
NORTH DEVON HATOC SCHEMES  
BARNSTAPLE: PILTON LAWN  
OS REF: 255885133968  
**Page 15**

FIGURE No:  
ENV5809/001



**KEY:**

-  NO WAITING AT ANY TIME - EXISTING
-  NO LOADING AT ANY TIME - EXISTING
-  NO WAITING ON FOOTWAY - PROPOSED



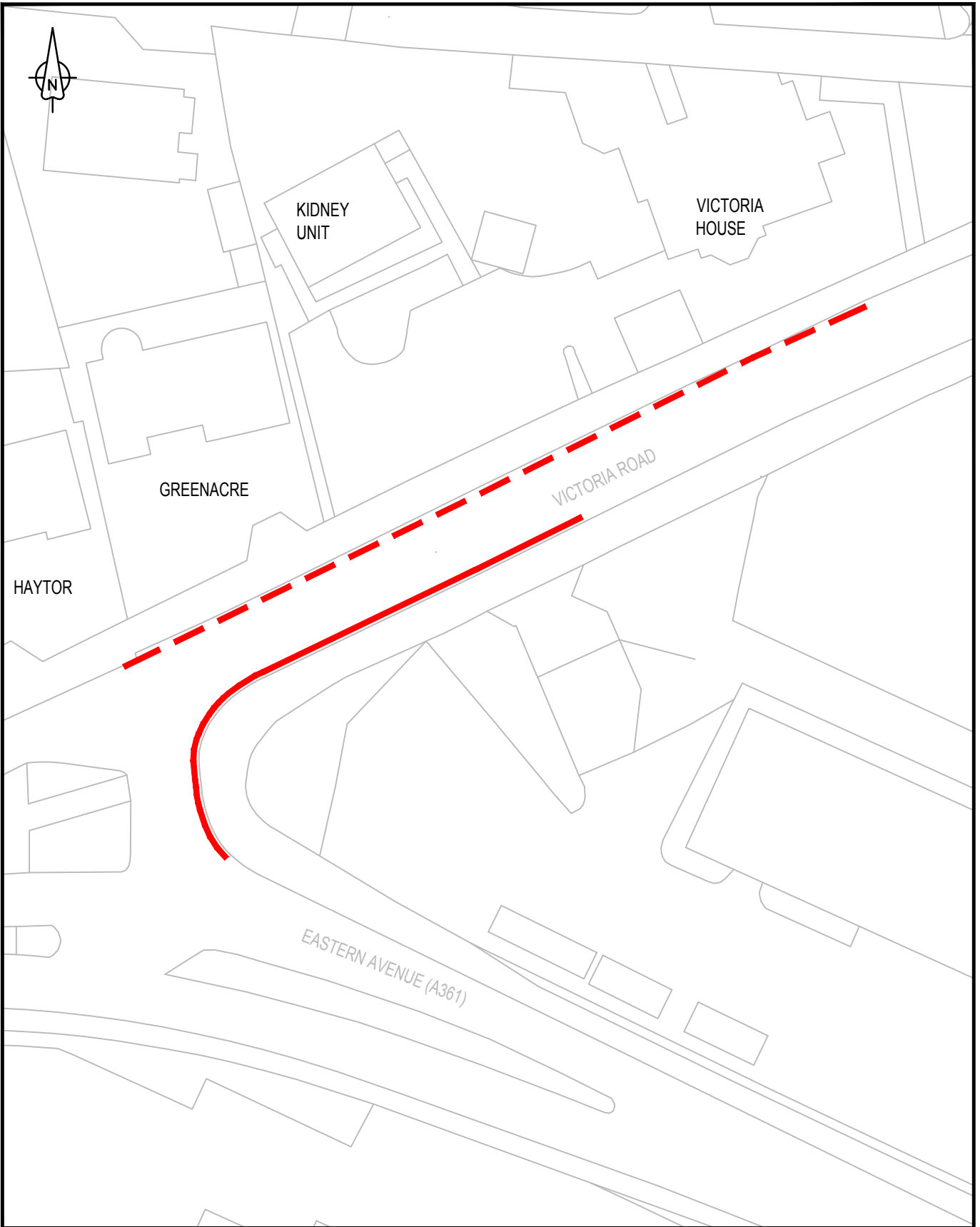
PEDESTRIAN CROSSING AREA - EXISTING

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TITLE: NORTH DEVON HATOC SCHEMES  
BARNSTAPLE CASTLE STREET  
(THE STRAND)  
Page 16  
OS REF: 255057 133174

FIGURE No:  
ENV5809/002



**KEY:**

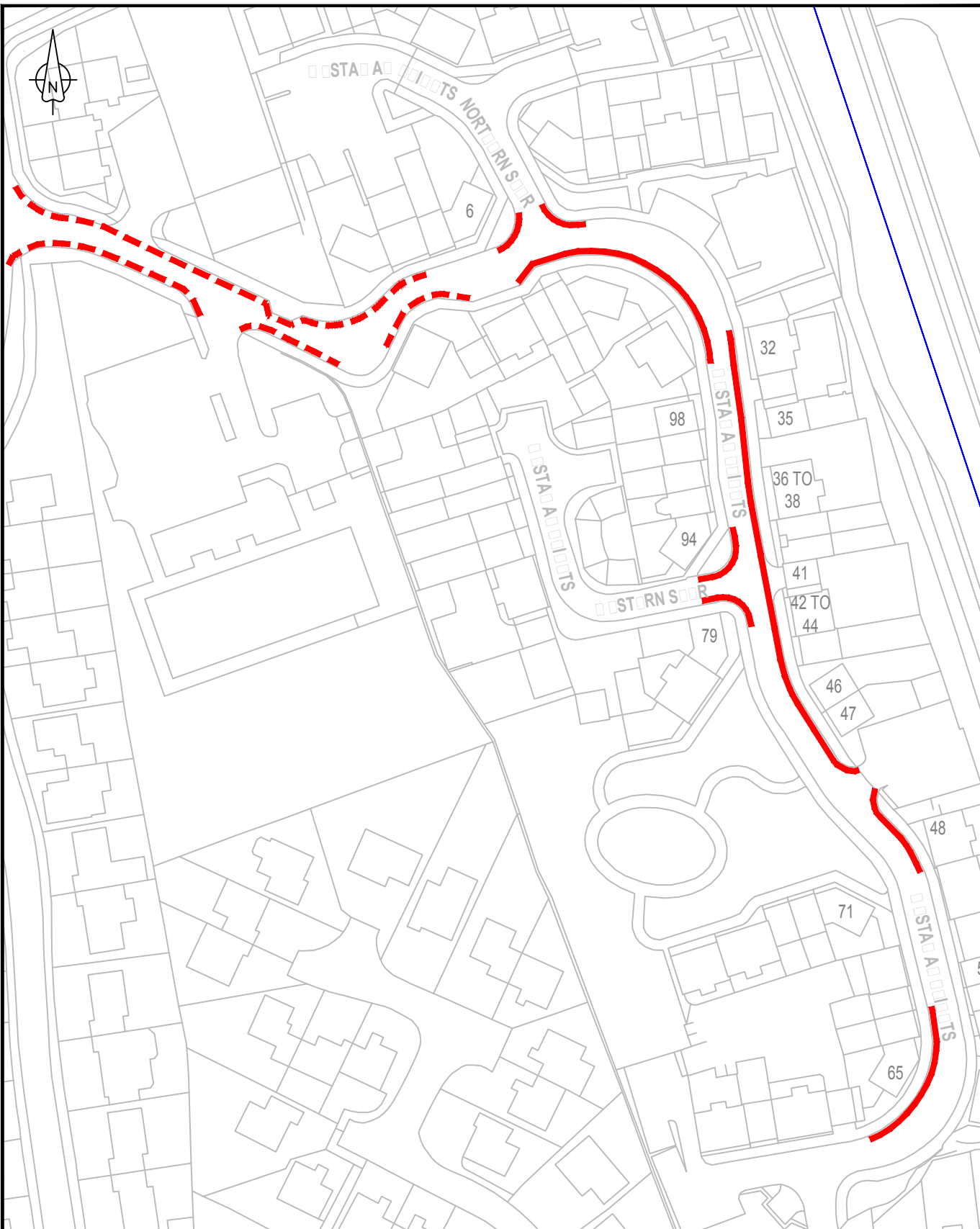
-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING

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TITLE:  
NORTH DEVON HATOC SCHEMES  
BARNSTAPLE VICTORIA ROAD  
OS REF: 256645132811  
**Page 17**

FIGURE No:  
ENV5809/003



**KEY:**

-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING

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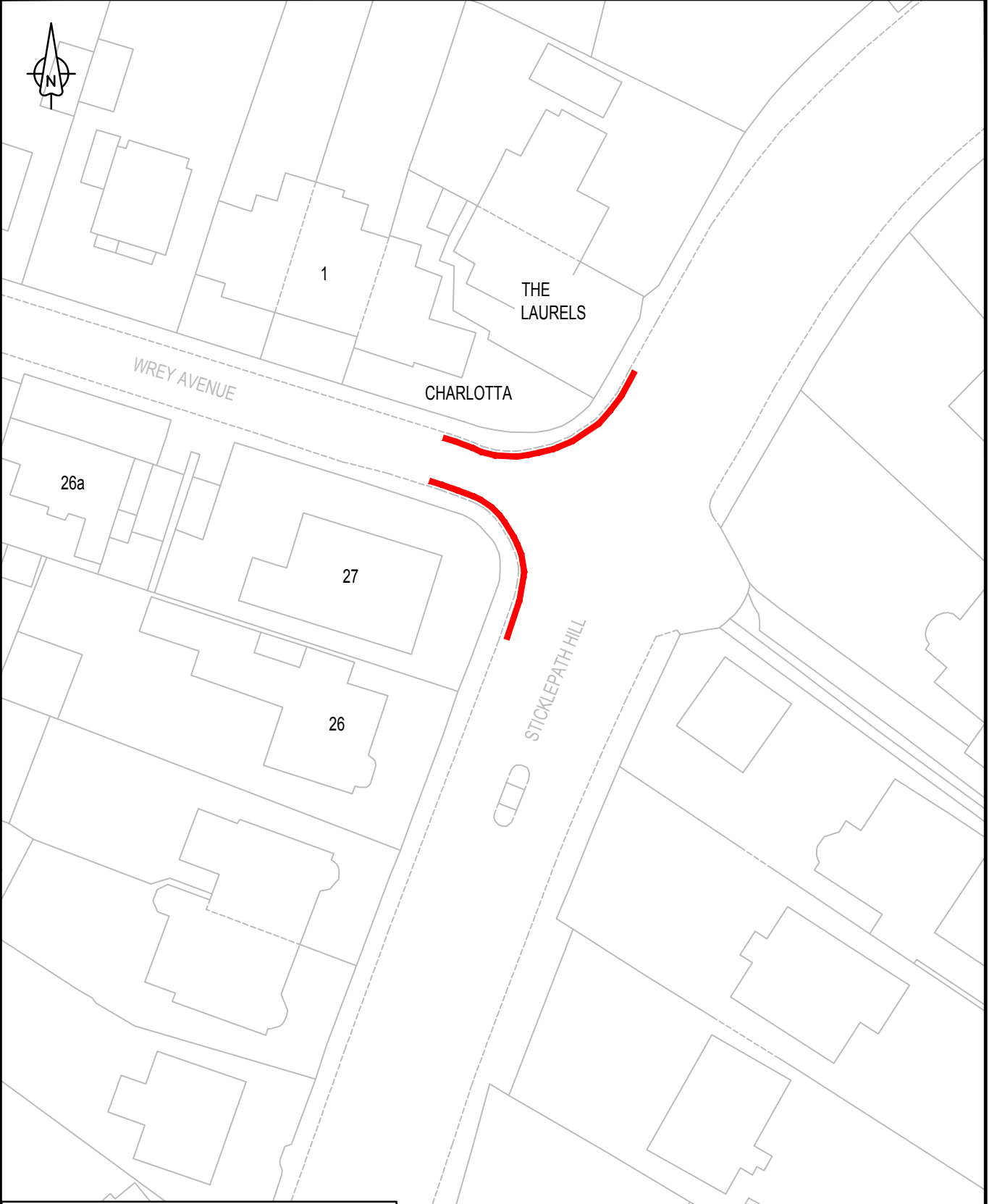
TITLE:  
NORTH DEVON HATOC SCHEMES  
BARNSTAPLE WESTAWAY HEIGHTS

OS REF 256255, 134452  
Page 18

FIGURE No:

ENV5809/004





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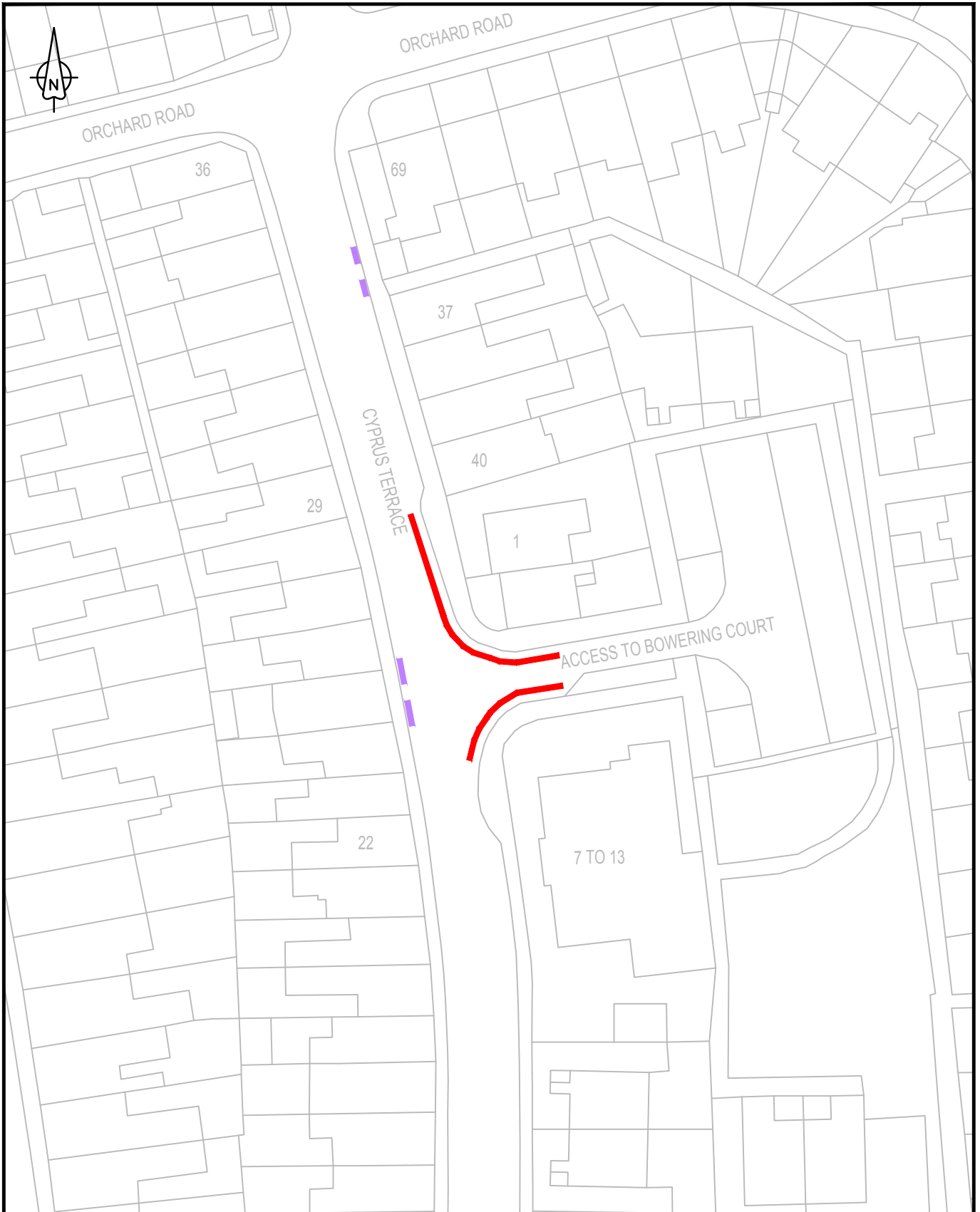
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 NO WAITING AT ANY TIME - PROPOSED





TITLE:  
NORTH DEVON HATOC  
BARNSTAPLE SOUTH WREY AVENUE  
OS REF: 254874132495  
**Page 19**

FIGURE No:  
ENV5809/005



**KEY:**

-  NO WAITING AT ANY TIME - PROPOSED
-  DISABLED BAY - EXISTING

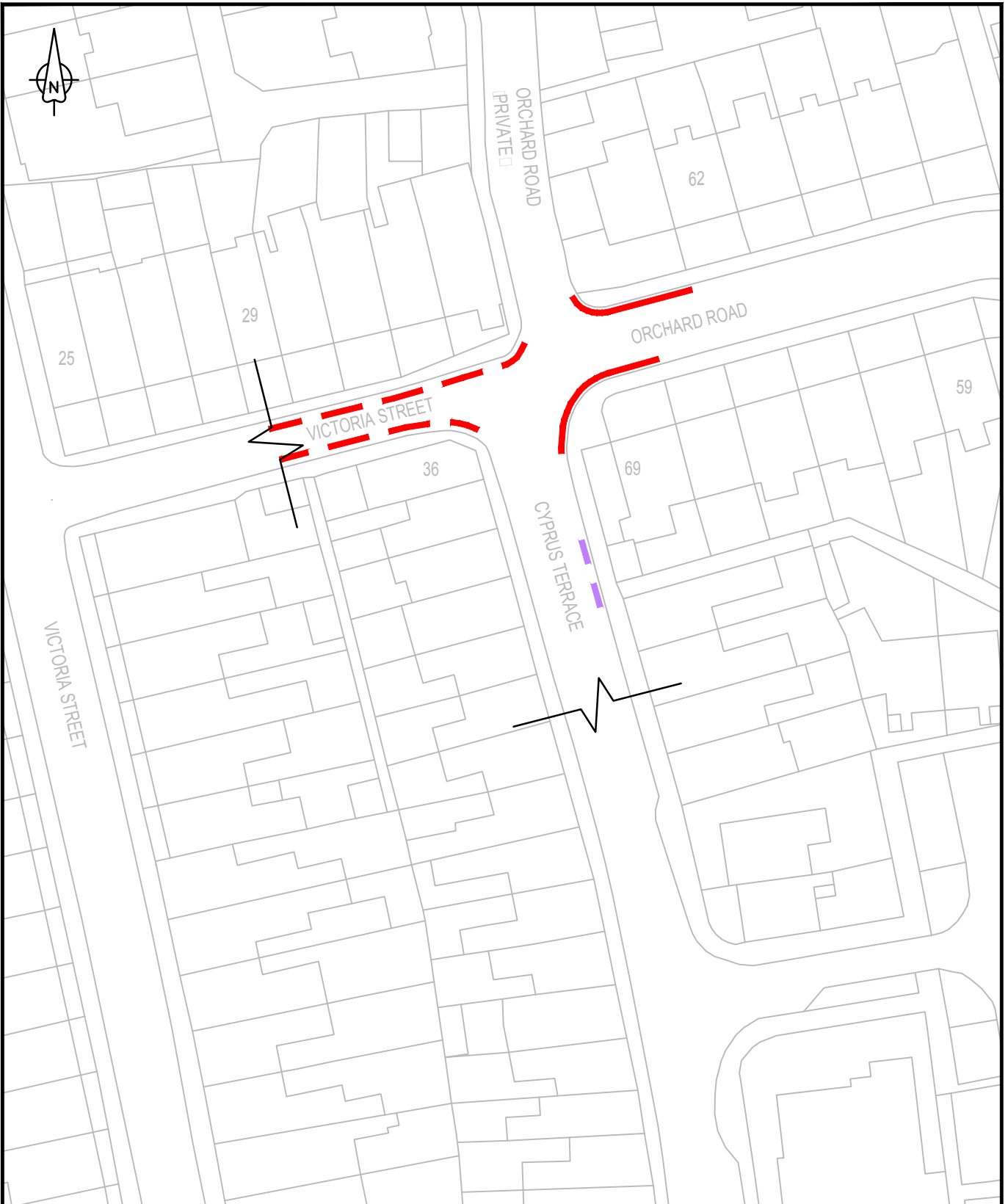
Contains Ordnance Survey data.  
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TITLE: NORTH DEVON HATOC SCHEMES  
BARNSTAPLE BOWERING COURT,  
CYPRUS TERRACE  
OS REF: 266049, 132430  
**Page 20**

FIGURE No:

ENV5809/008



**KEY:**

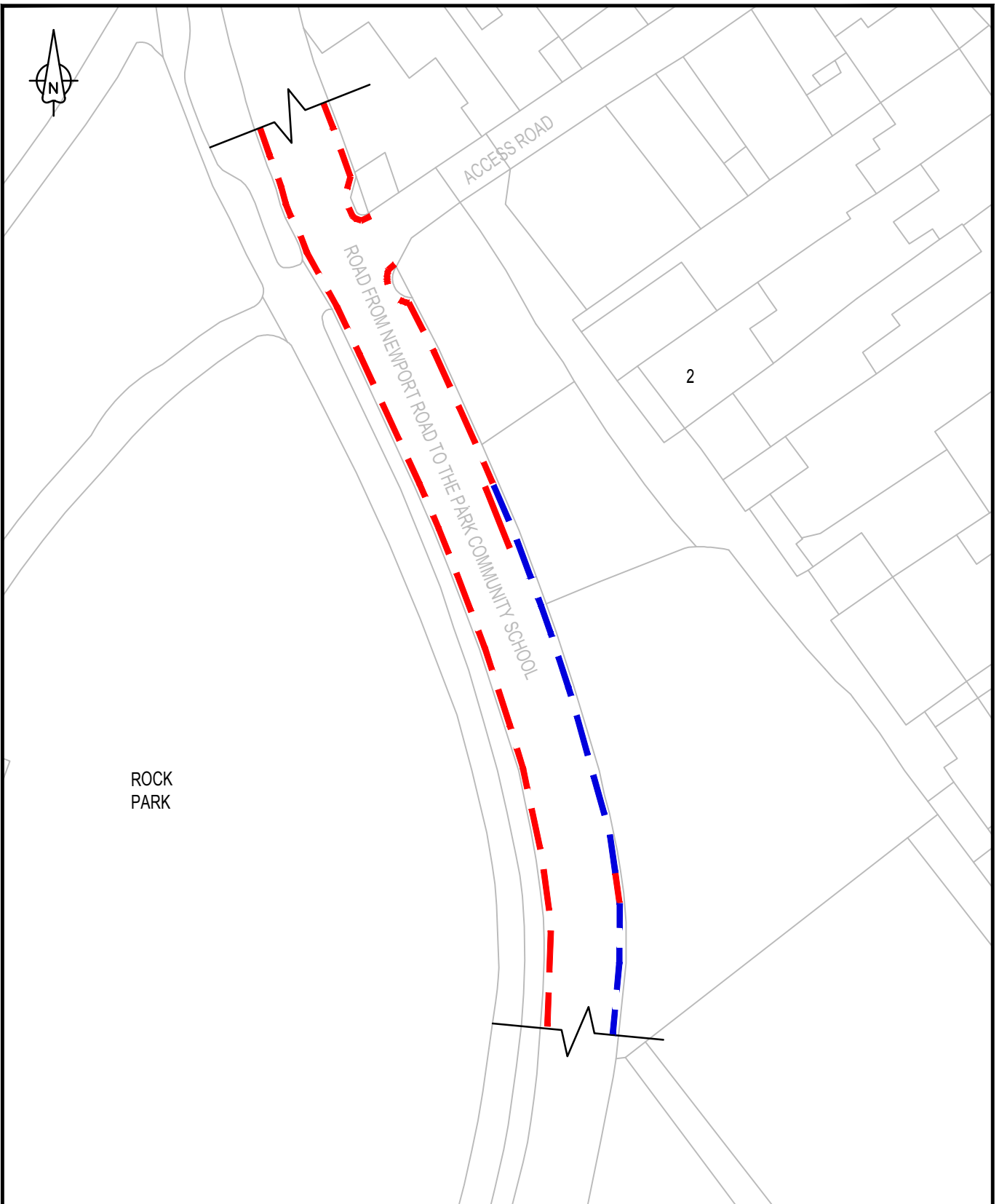
- NO WAITING AT ANY TIME - PROPOSED
- NO WAITING AT ANY TIME - EXISTING
- DISABLED BAY - EXISTING

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TITLE:  
NORTH DEVON HATOC SCHEMES  
BARNSTAPLE VICTORIA STREET,  
ORCHARD ROAD, CYPRUS TERRACE  
OS REF: 256653, 132485

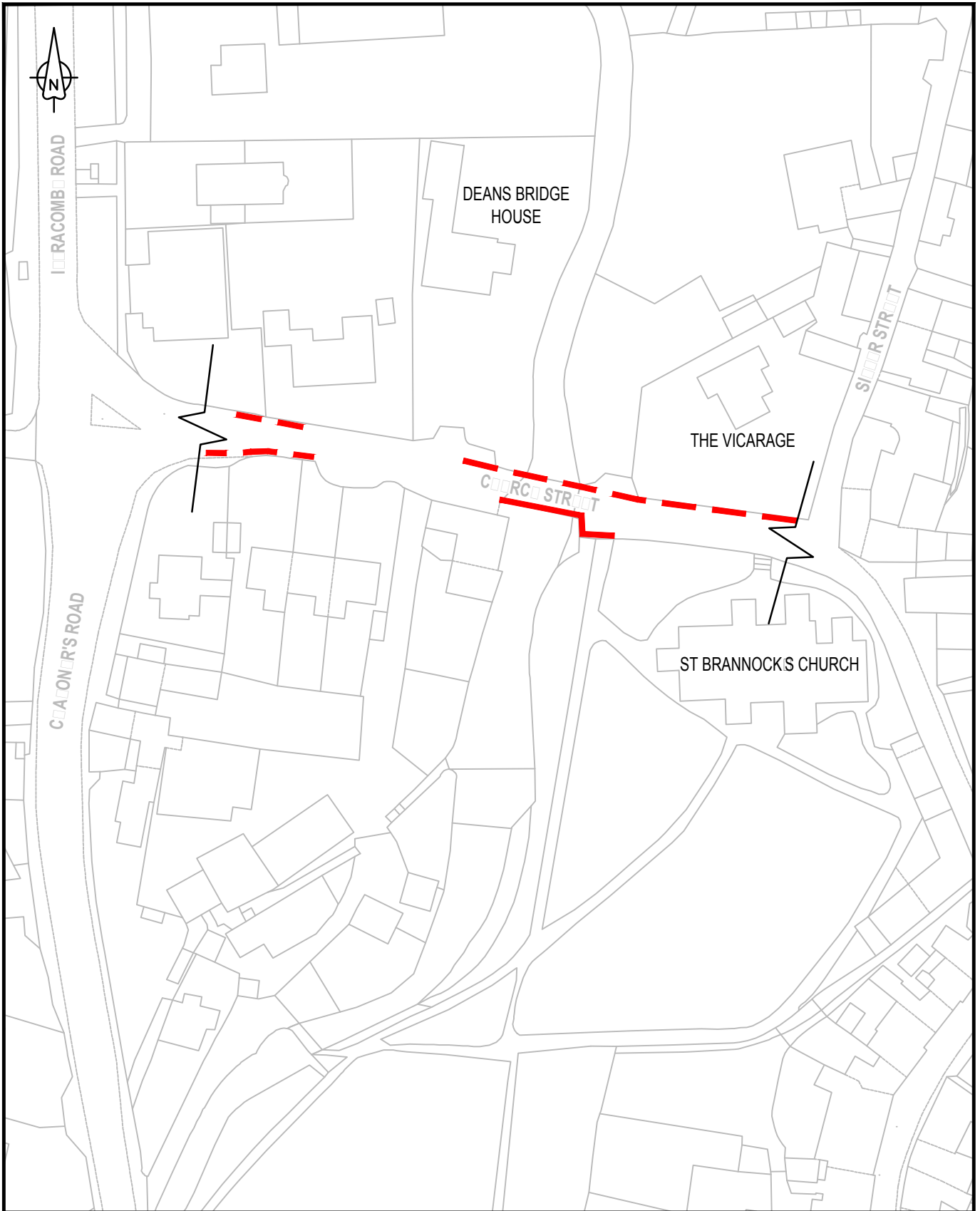
FIGURE No:  
ENV5809/009





**KEY:**

- NO WAITING AT ANY TIME - PROPOSED
- NO WAITING AT ANY TIME - EXISTING
- LIMITED WAITING 8AM - 3PM 3 HOURS NO RETURN WITHIN 6 HOURS - EXISTING

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**KEY:**

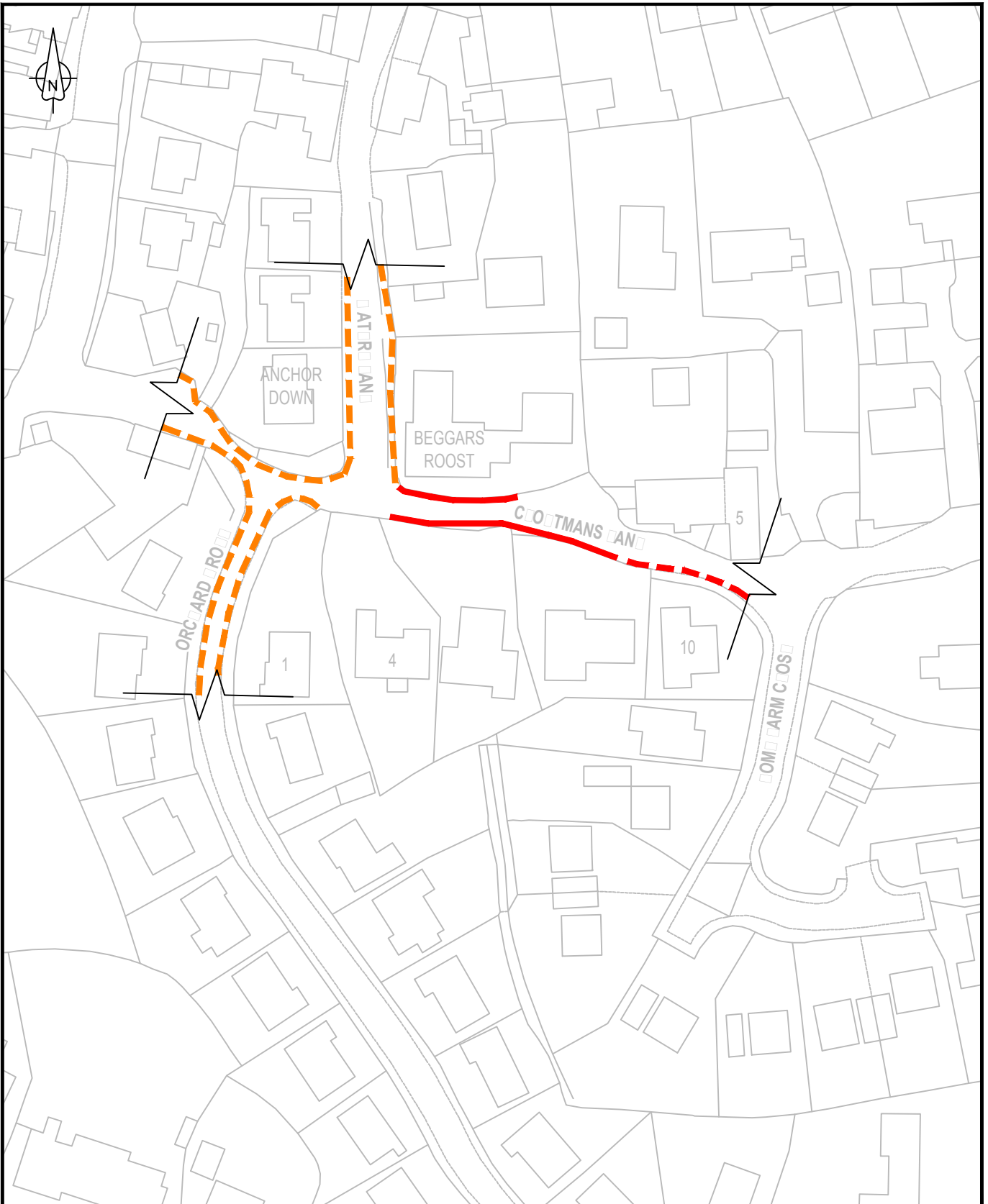
-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING

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TITLE:  
NORTH DEVON HATOC  
BRAUNTON CHURCH STREET  
OS REF: 248875 137103  
**Page 23**

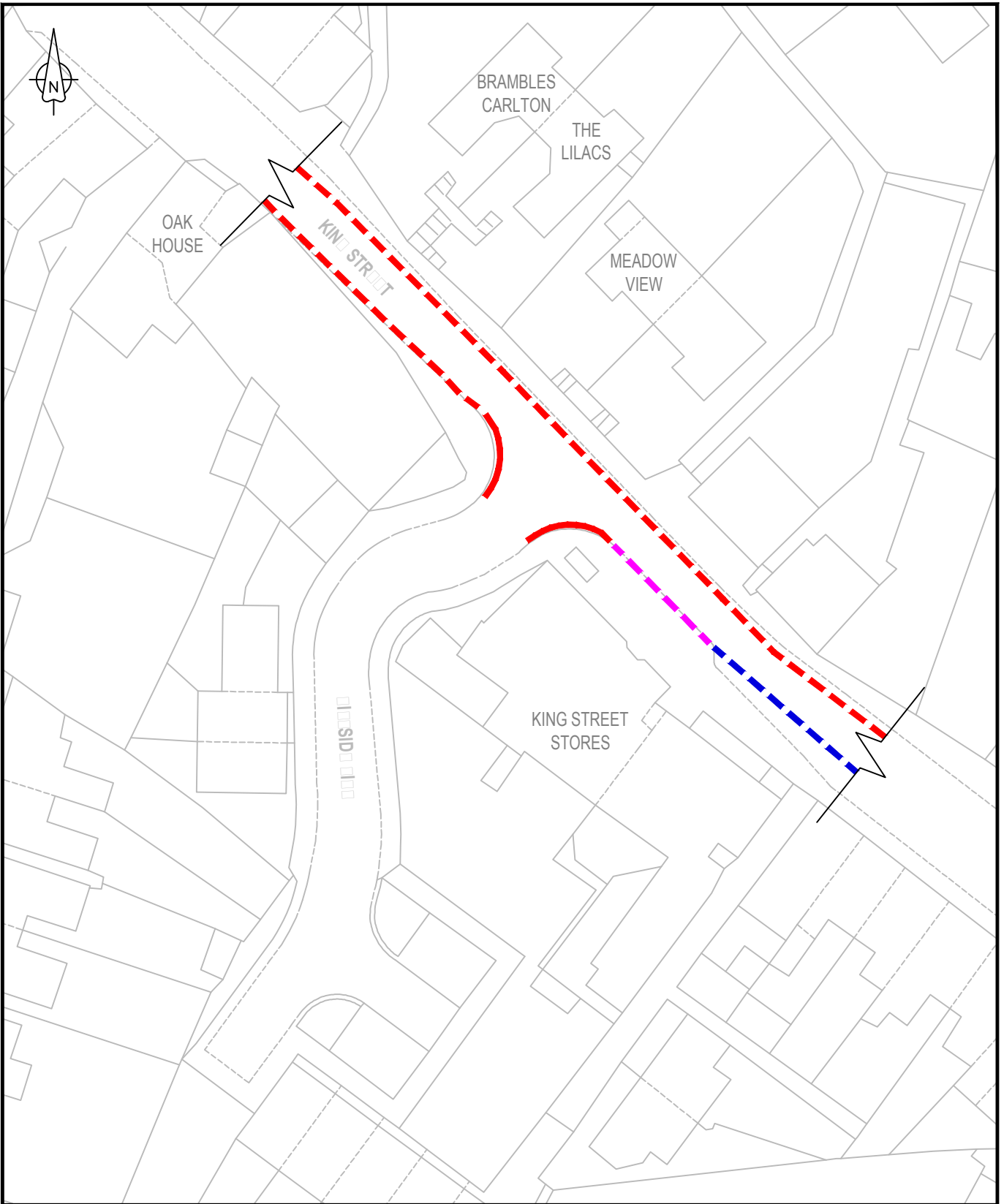
FIGURE No:  
ENV5809/011



**KEY:**

- NO WAITING AT ANY TIME - PROPOSED
- - - NO WAITING AT ANY TIME - EXISTING
- - - NO WAITING AT ANY TIME EASTER DAY - 30 SEP

Contains Ordnance Survey data.  
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**KEY:**

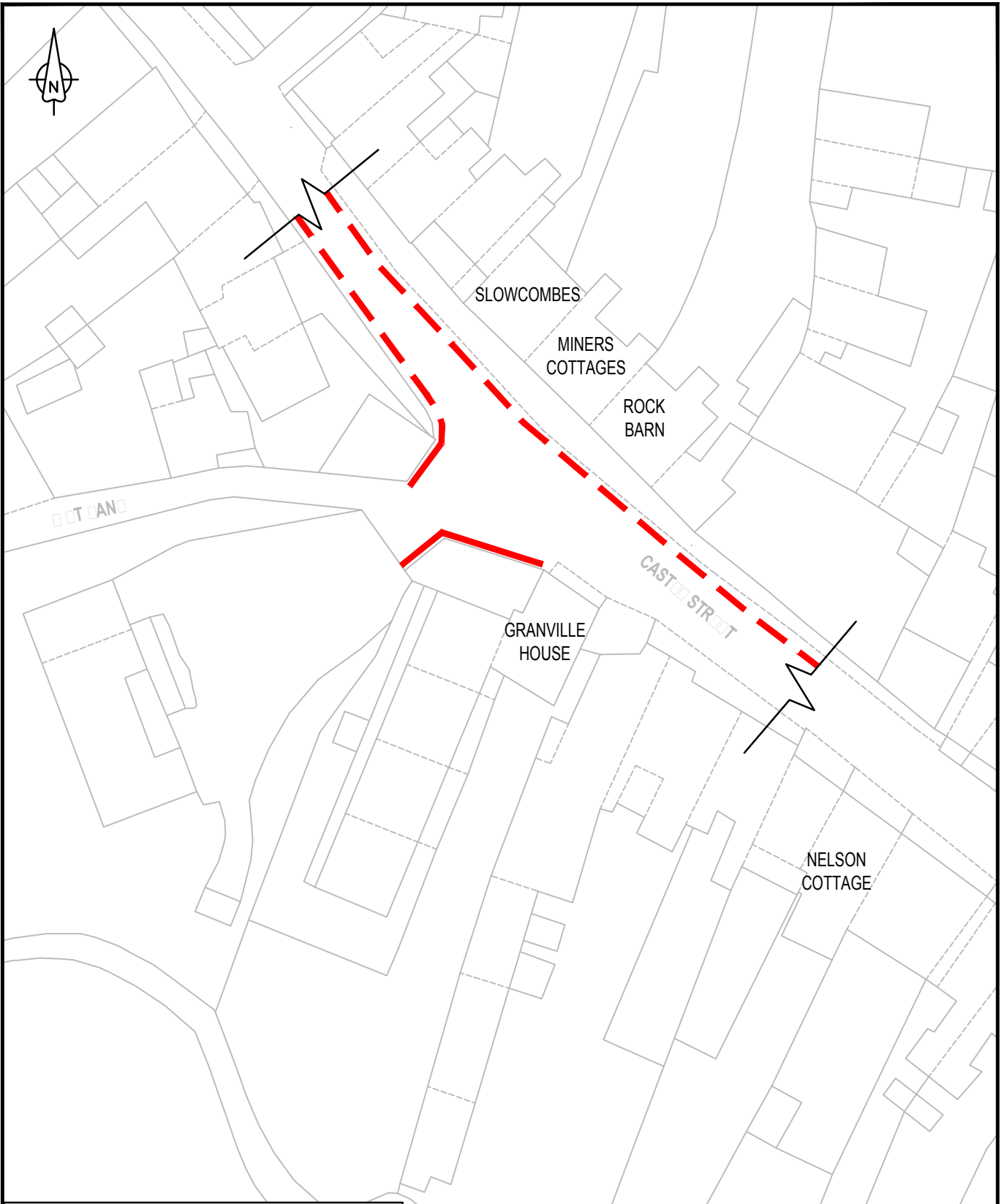
- NO WAITING AT ANY TIME - PROPOSED
- NO WAITING AT ANY TIME - EXISTING
- LIMITED WAITING 10AM-6PM 30 MINUTES NO RETURN WITHIN 1 HOUR - EXISTING
- BUS STOP CLEARWAY - EXISTING

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TITLE:  
NORTH DEVON HATOC SCHEMES  
COMBE MARTIN HILLSIDE VIEW  
OS REF: 258249/146824  
Page 25

FIGURE No:  
ENV5809/013



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KEY:

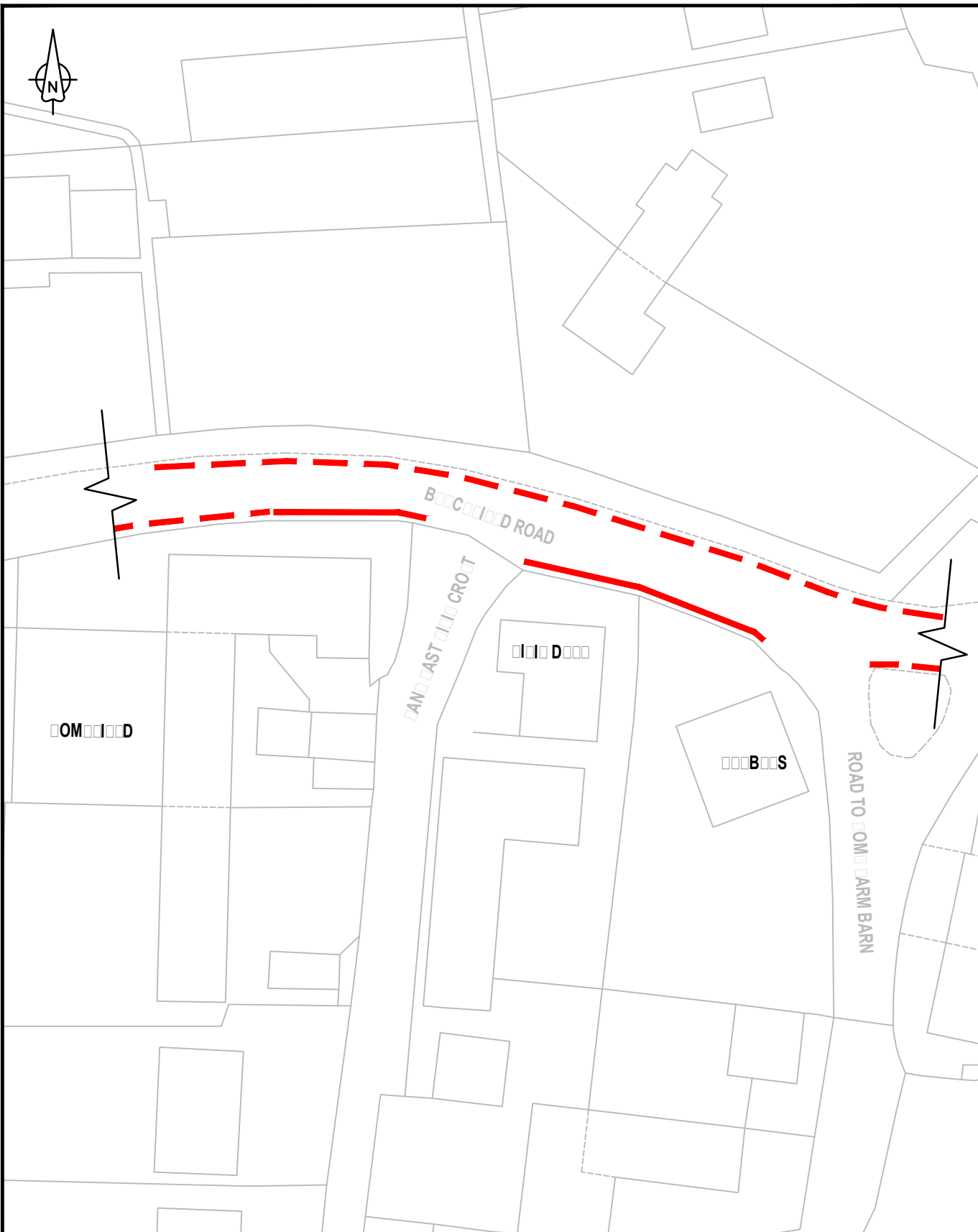
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-  NO WAITING AT ANY TIME - EXISTING



TITLE:  
NORTH DEVON HATOC SCHEMES  
COMBE MARTIN WET LANE  
OS REF. 258812, 146243  
Page 26

FIGURE No:  
ENV5809/014





**KEY:**

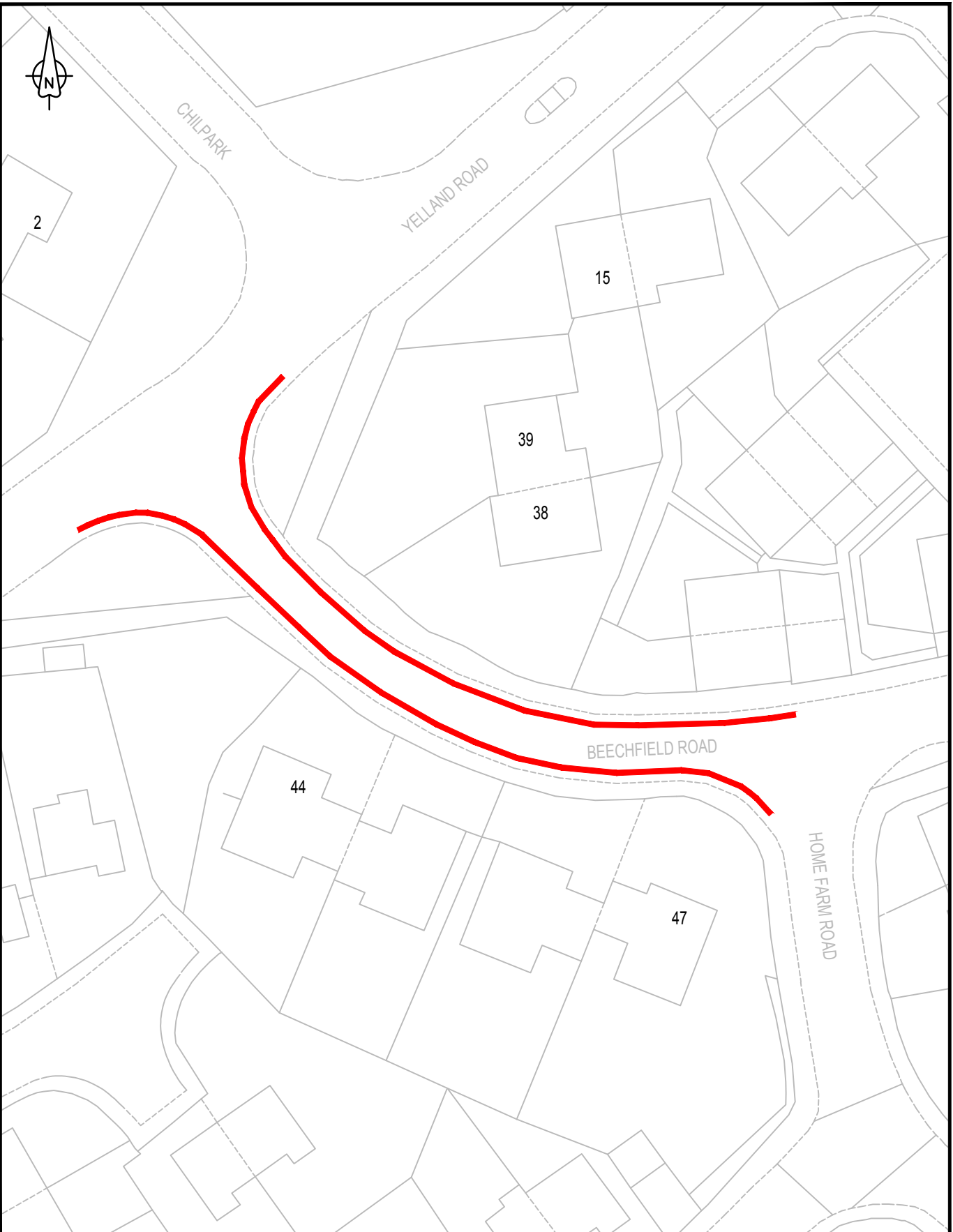
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- - - - NO WAITING AT ANY TIME - EXISTING

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TITLE:  
NORTH DEVON HATOC SCHEMES  
FREMINGTON  
BEECHFIELD ROAD  
OS REF: 201141132283

FIGURE No:  
ENV5809/015



**KEY:**

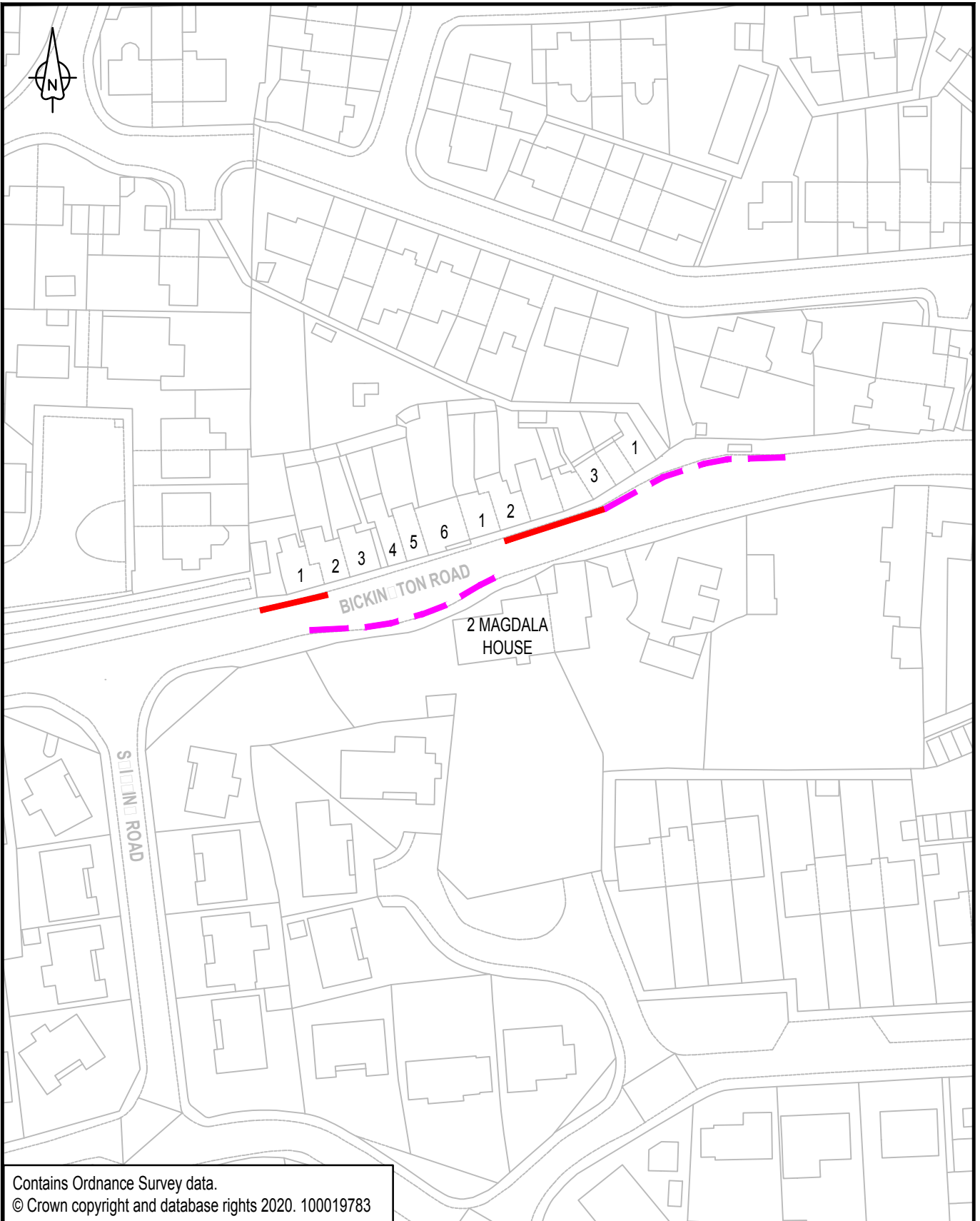
 NO WAITING AT ANY TIME - PROPOSED

Contains Ordnance Survey data.  
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TITLE: NORTH DEVON HATOC SCHEMES  
FREMINGTON  
BEECHFIELD ROAD/ YELLAND ROAD  
OS NG 260648, 132228

FIGURE No:  
ENV5809/016



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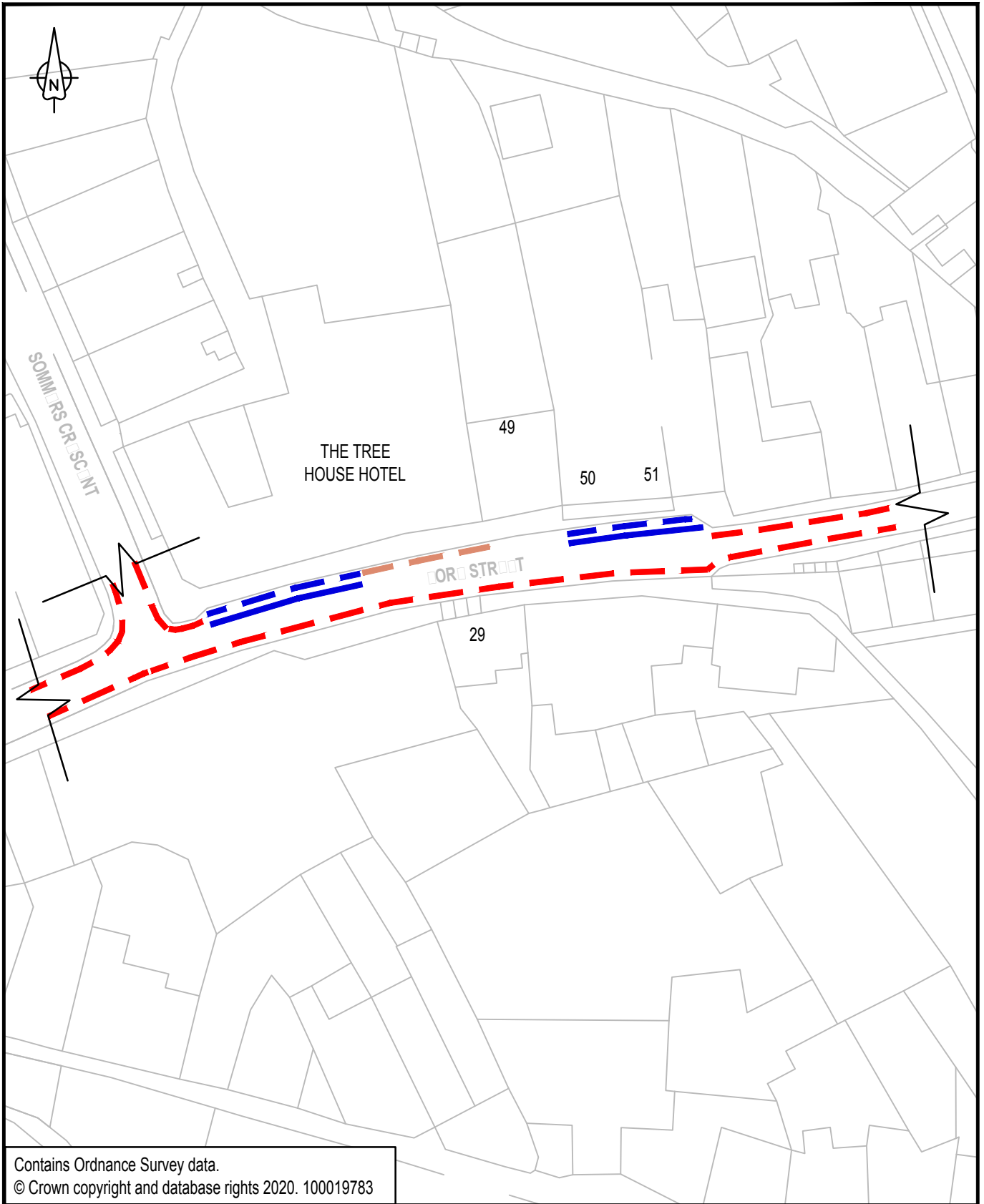
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-  BUS STOP CLEARWAY AT ANY TIME - EXISTING



TITLE: NORTH DEVON HATOC SCHEMES  
 FREMINGTON  
 BICKINGTON ROAD  
 OS REF: 162907/132530  
 Page 29

FIGURE No:  
 ENV5809/017



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**KEY:**

- - - NO WAITING AT ANY TIME - EXISTING

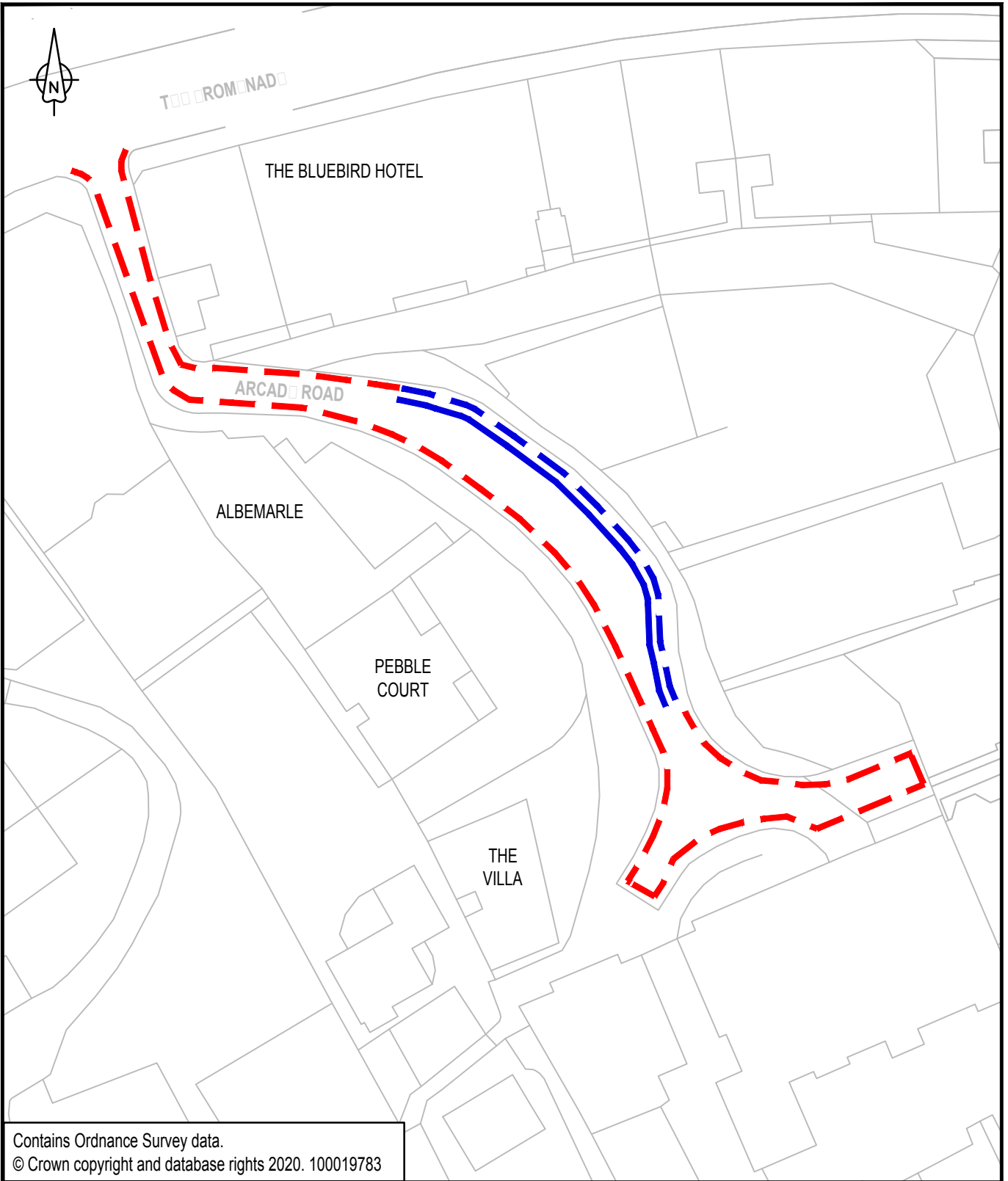
— LIMITED WAITING 10AM - 6PM 1HR NO RETURN WITHIN 1 HOUR - PROPOSED
- - - LIMITED WAITING 10AM - 4PM 1HR NO RETURN WITHIN 1 HOUR - EXISTING

- - - LOADING ONLY MON-SAT 8AM-PM - EXISTING






TITLE: NORTH DEVON HATOC SCHEMES  
 ILFRACOMBE  
 FORE STREET  
 OS NG 252004, 147713  
**Page 30**

FIGURE No:  
 ENV5809/018



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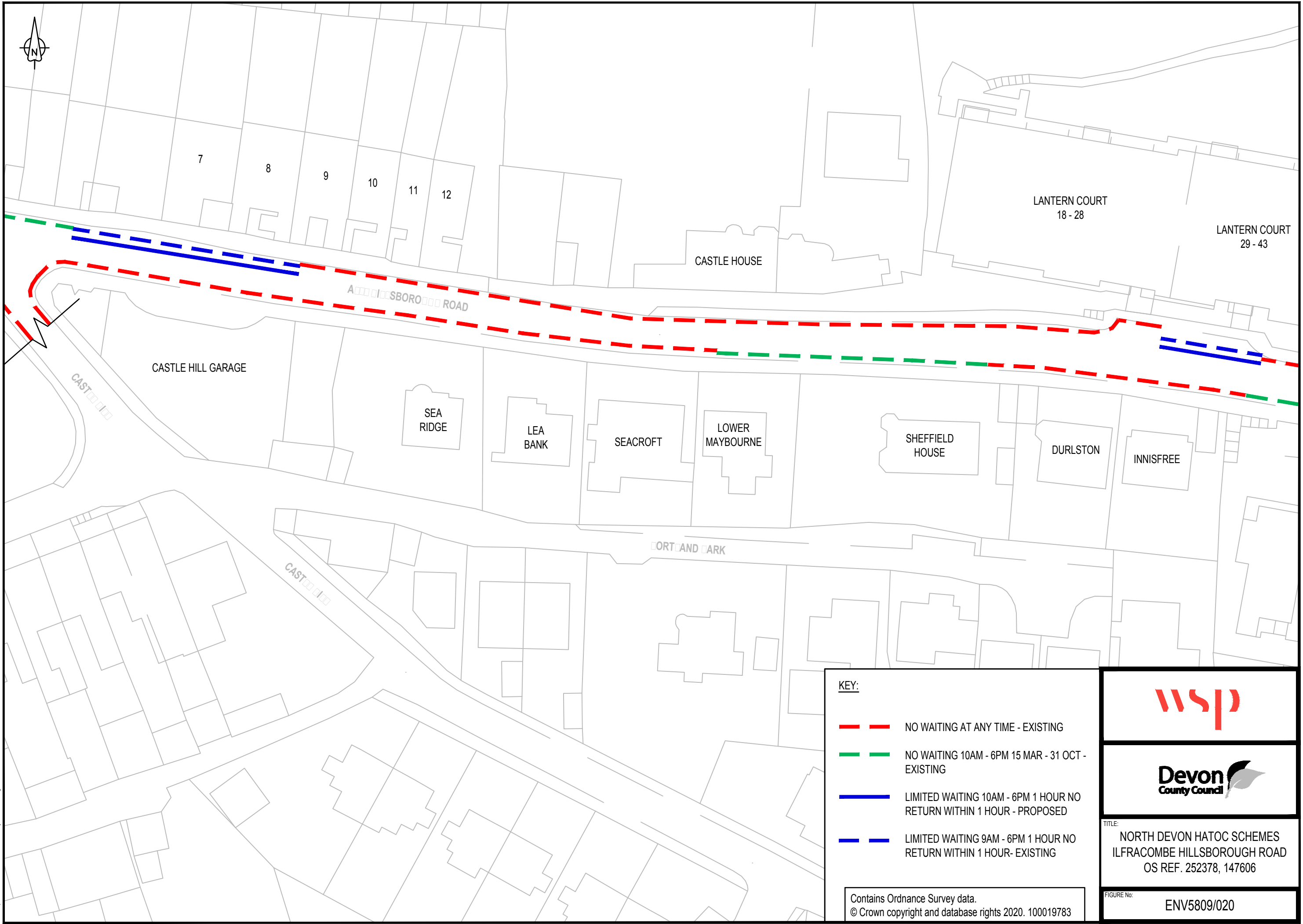
**KEY:**

-  NO WAITING AT ANY TIME - EXISTING
-  LIMITED WAITING 10AM - 6PM 1 HOUR NO RETURN WITHIN 1 HOUR - PROPOSED
-  LIMITED WAITING 9AM - 6PM 1 HOUR NO RETURN WITHIN 1 HOUR - EXISTING



TITLE: NORTH DEVON HATOC SCHEMES  
 ILFRACOMBE  
 ARCADE ROAD  
 OS REF: 201965147766

FIGURE No:  
 ENV5809/019



**KEY:**

- NO WAITING AT ANY TIME - EXISTING
- NO WAITING 10AM - 6PM 15 MAR - 31 OCT - EXISTING
- LIMITED WAITING 10AM - 6PM 1 HOUR NO RETURN WITHIN 1 HOUR - PROPOSED
- LIMITED WAITING 9AM - 6PM 1 HOUR NO RETURN WITHIN 1 HOUR - EXISTING

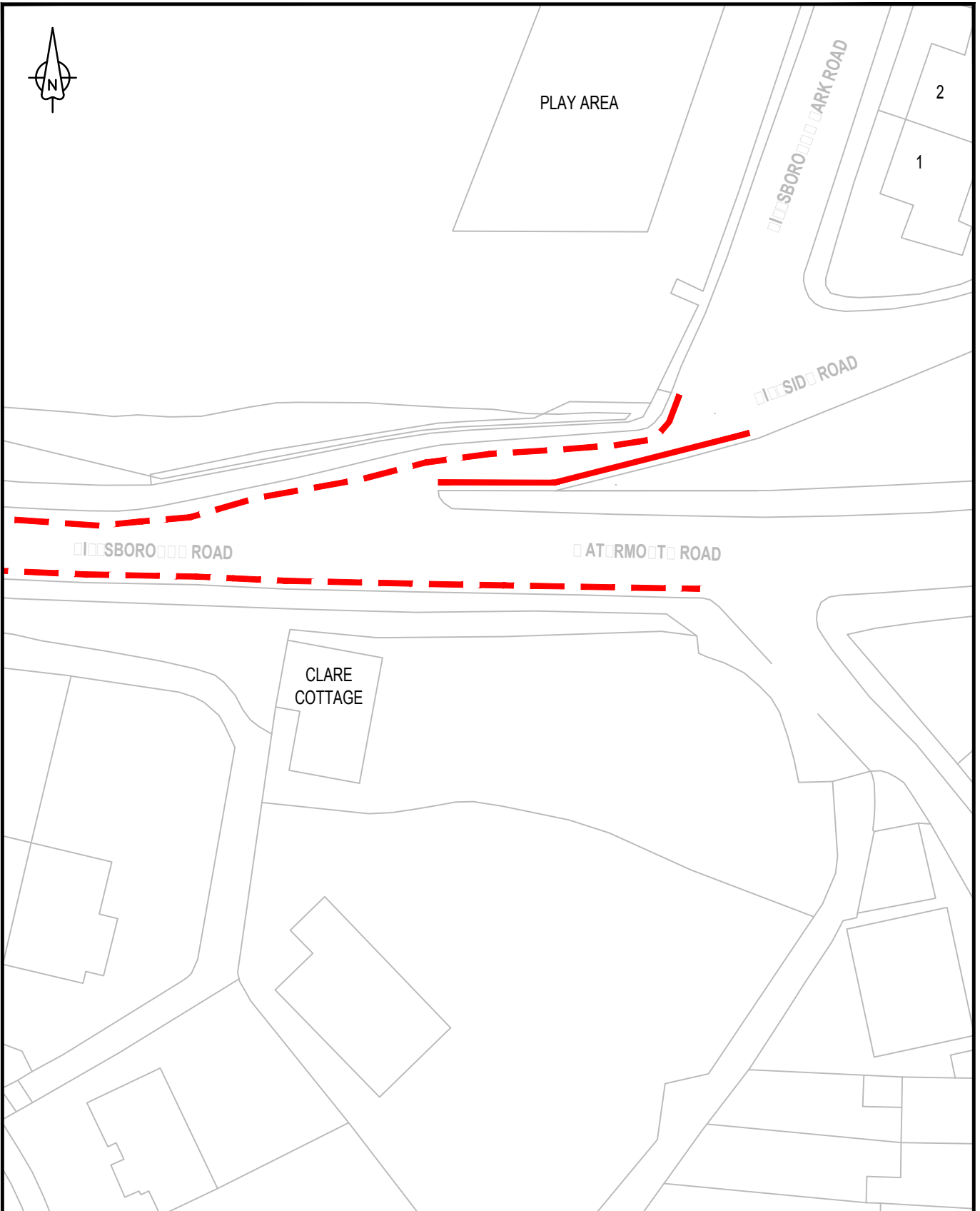
Contains Ordnance Survey data.  
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**wsp**

**Devon**  
County Council

TITLE:  
NORTH DEVON HATOC SCHEMES  
ILFRACOMBE HILLSBOROUGH ROAD  
OS REF. 252378, 147606

FIGURE No:  
ENV5809/020



**KEY:**

- NO WAITING AT ANY TIME - PROPOSED
- NO WAITING AT ANY TIME - EXISTING

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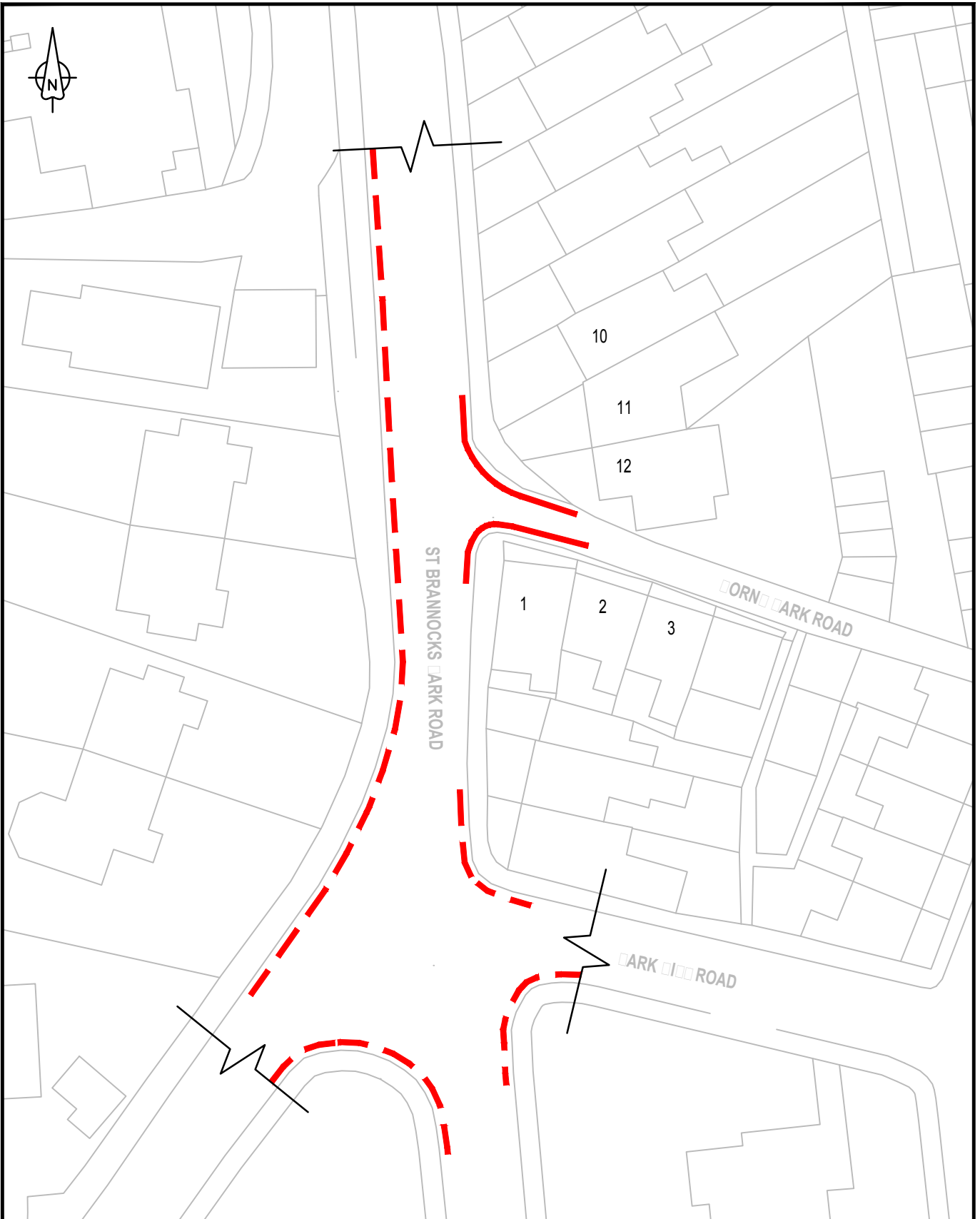


TITLE:



NORTH DEVON HATOC  
ILFRACOMBE HILLSIDE ROAD  
OS REF: 253105/147393

FIGURE No:

ENV5809/021



**KEY:**

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-  NO WAITING AT ANY TIME - EXISTING

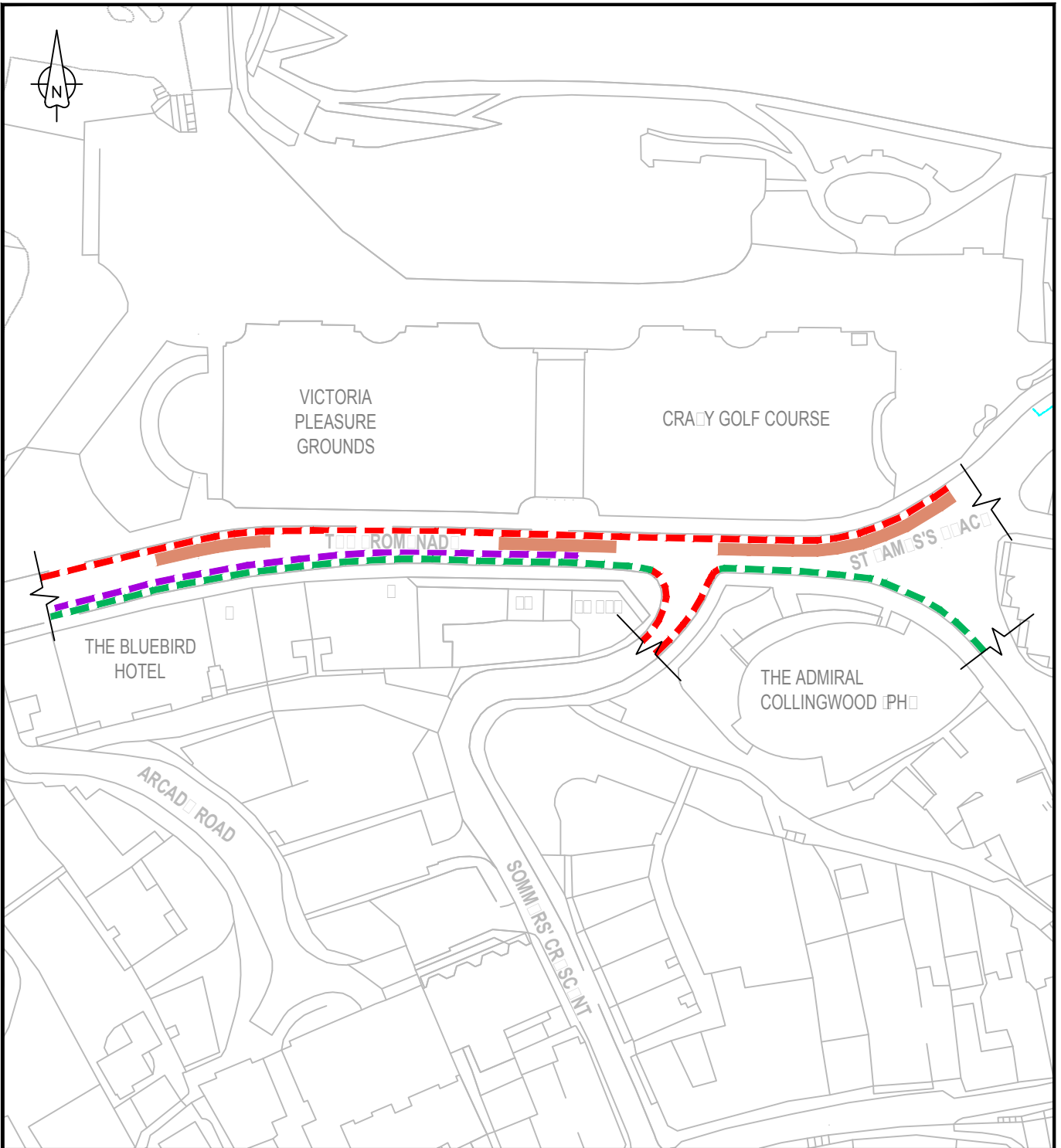
Contains Ordnance Survey data.  
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TITLE:  
NORTH DEVON HATOC SCHEMES  
ILFRACOMBE HORNE PARK ROAD  
OS REF 25171, 147133  
Page 34

FIGURE No:  
ENV5809/022





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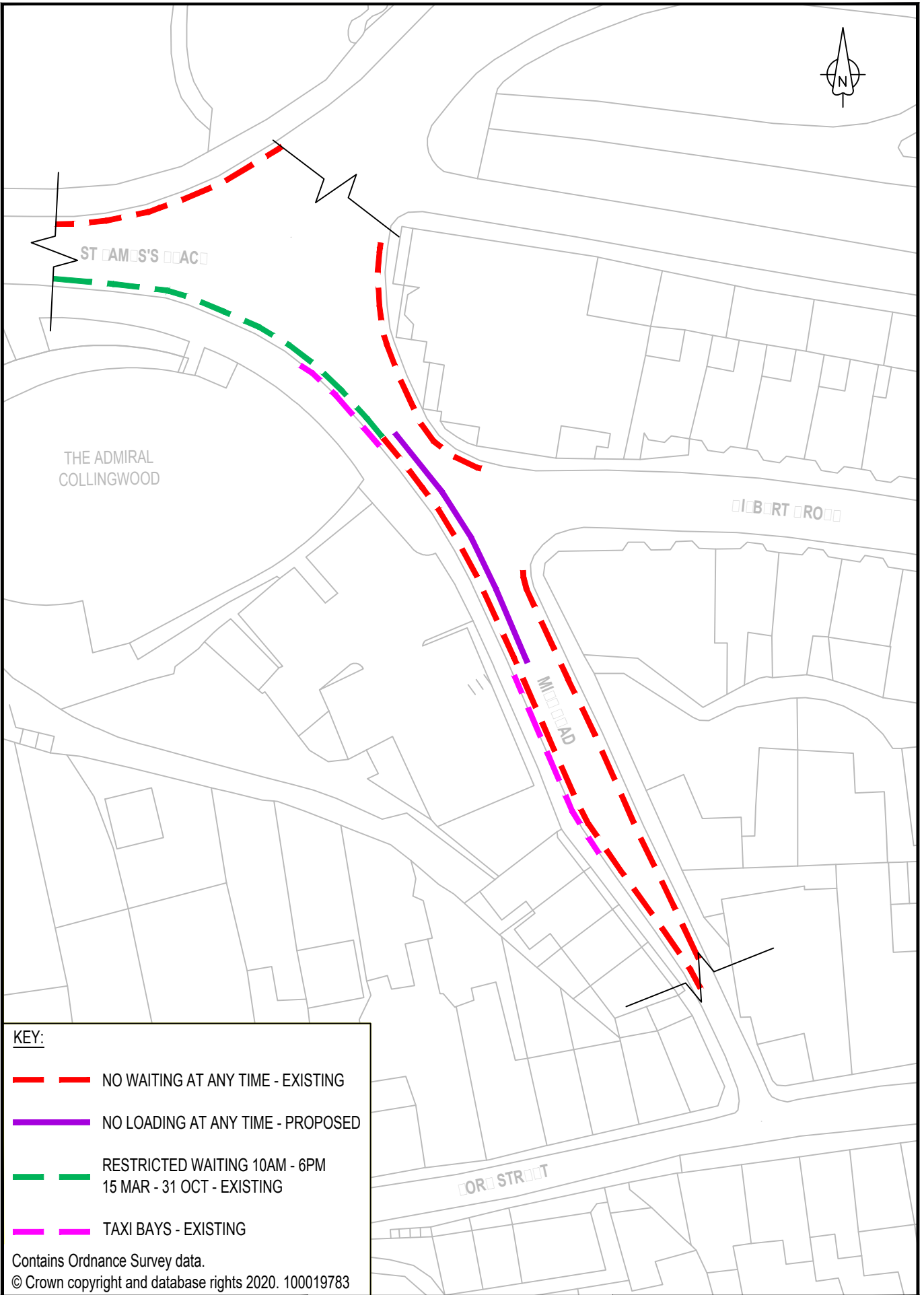
**KEY:**

- - - - - NO WAITING AT ANY TIME - EXISTING
- - - - - NO WAITING 10AM - 6PM 15 MAR - 31 OCT - EXISTING
- NO LOADING 10AM - 4PM 15 MAR - 31 OCT - PROPOSED
- - - - - NO LOADING AT ANY TIME - EXISTING



TITLE:  
 NORTH DEVON HATOC SCHEMES  
 ILFRACOMBE THE PROMENADE  
 OS REF: 251991147813  
 Page 35

FIGURE No:  
 ENV5809/023



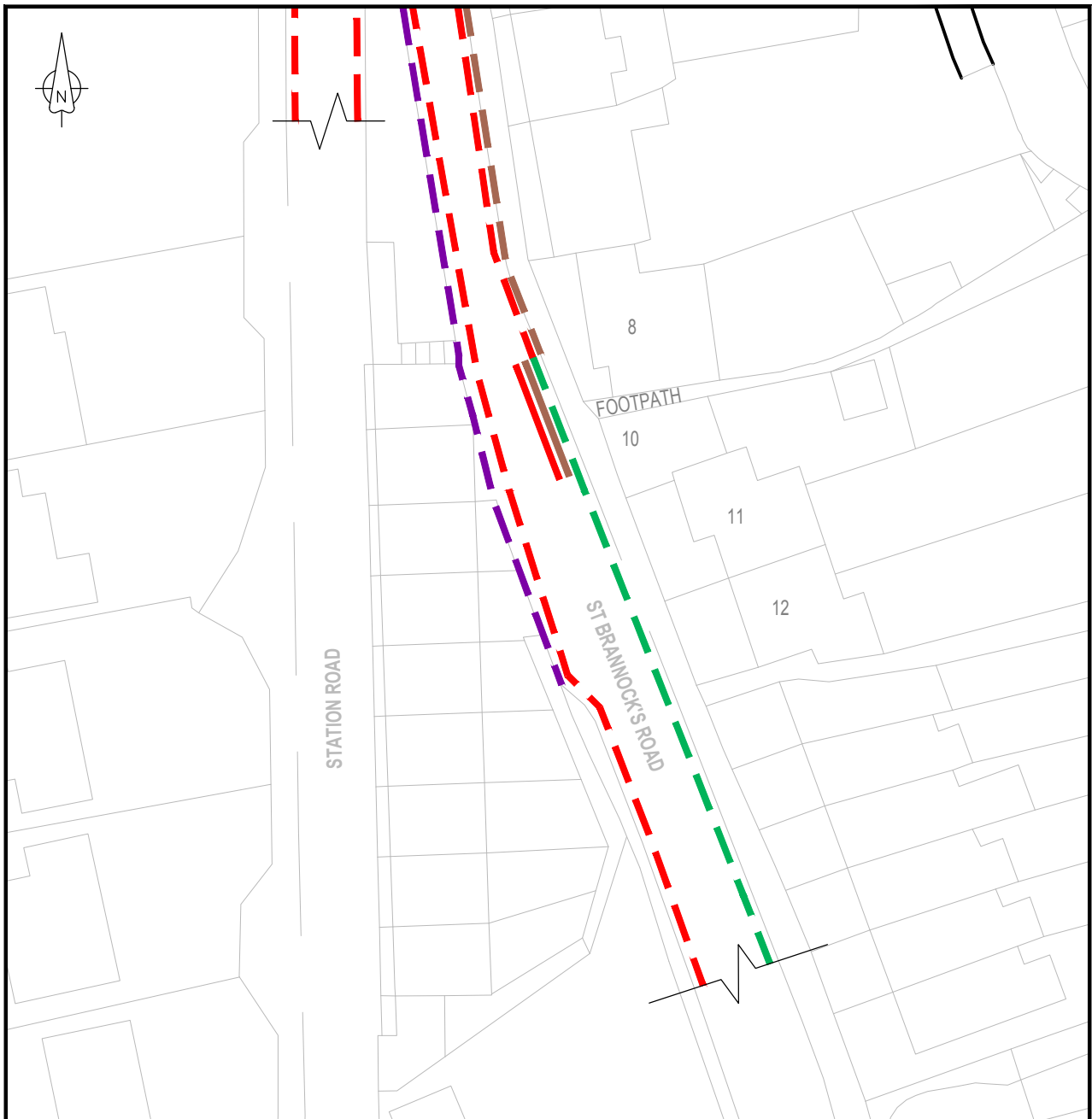
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  - NO LOADING AT ANY TIME - PROPOSED
  - RESTRICTED WAITING 10AM - 6PM  
15 MAR - 31 OCT - EXISTING
  - TAXI BAYS - EXISTING

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TITLE:  
NORTH DEVON HATOC SCHEMES  
MILL HEAD, ILFRACOMBE  
OS REF. 252089, 147798  
**Page 36**

FIGURE No:  
ENV5809/024



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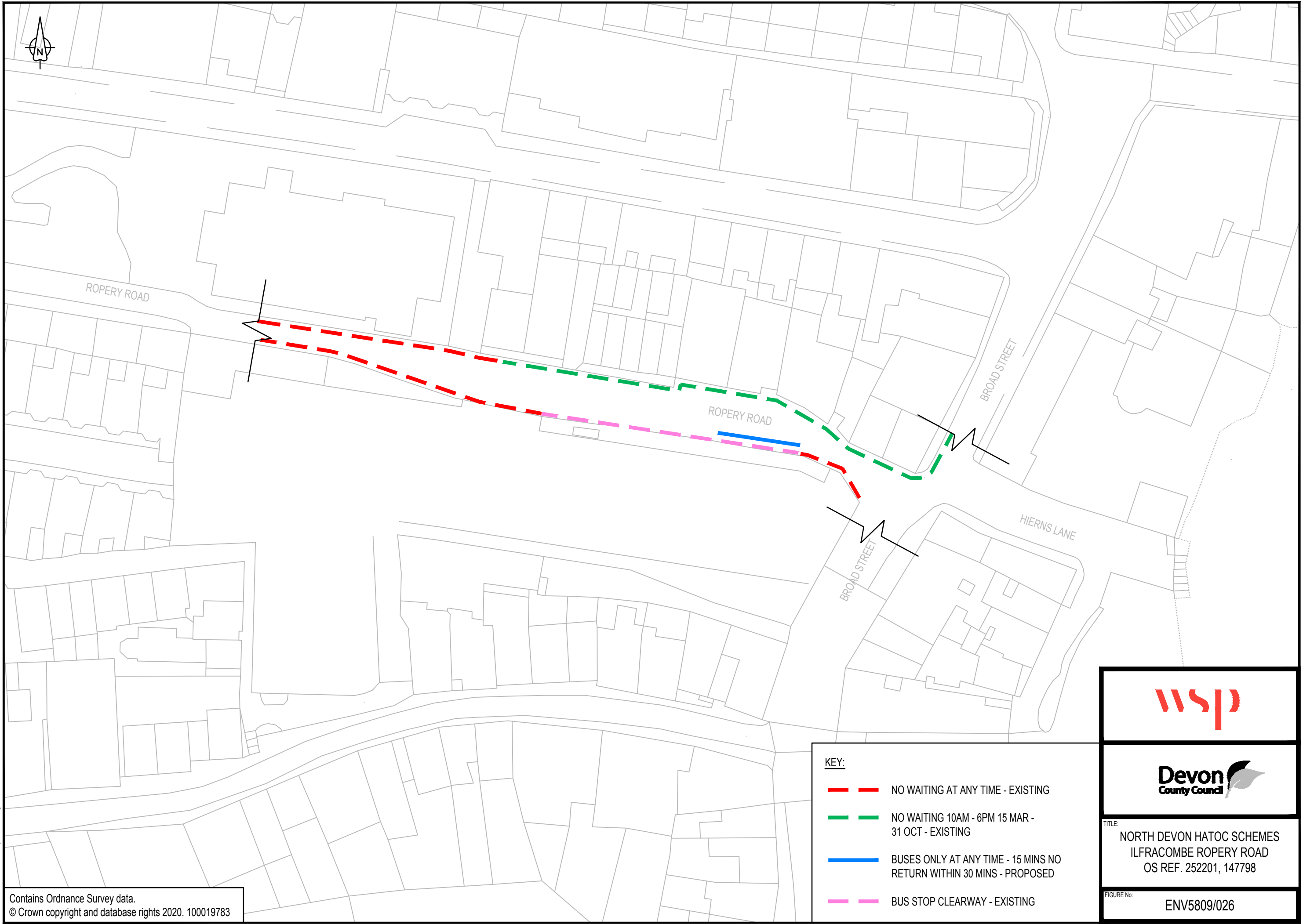
**KEY:**

-  NO WAITING AT ANY TIME - EXISTING
-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING 15 MAR - 31 OCT 10AM-6PM - EXISTING
-  NO LOADING 10AM-6PM - PROPOSED
-  NO LOADING 10AM-6PM - EXISTING
-  NO LOADING AT ANYTIME - EXISTING



TITLE:  
 NORTH DEVON HATOC SCHEMES  
 ILFRACOMBE ST BRANNOCK'S ROAD  
 OS REF. 251524, 147146

FIGURE No:  
 ENV5809/025



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**KEY:**

	NO WAITING AT ANY TIME - EXISTING
	NO WAITING 10AM - 6PM 15 MAR - 31 OCT - EXISTING
	BUSES ONLY AT ANY TIME - 15 MINS NO RETURN WITHIN 30 MINS - PROPOSED
	BUS STOP CLEARWAY - EXISTING

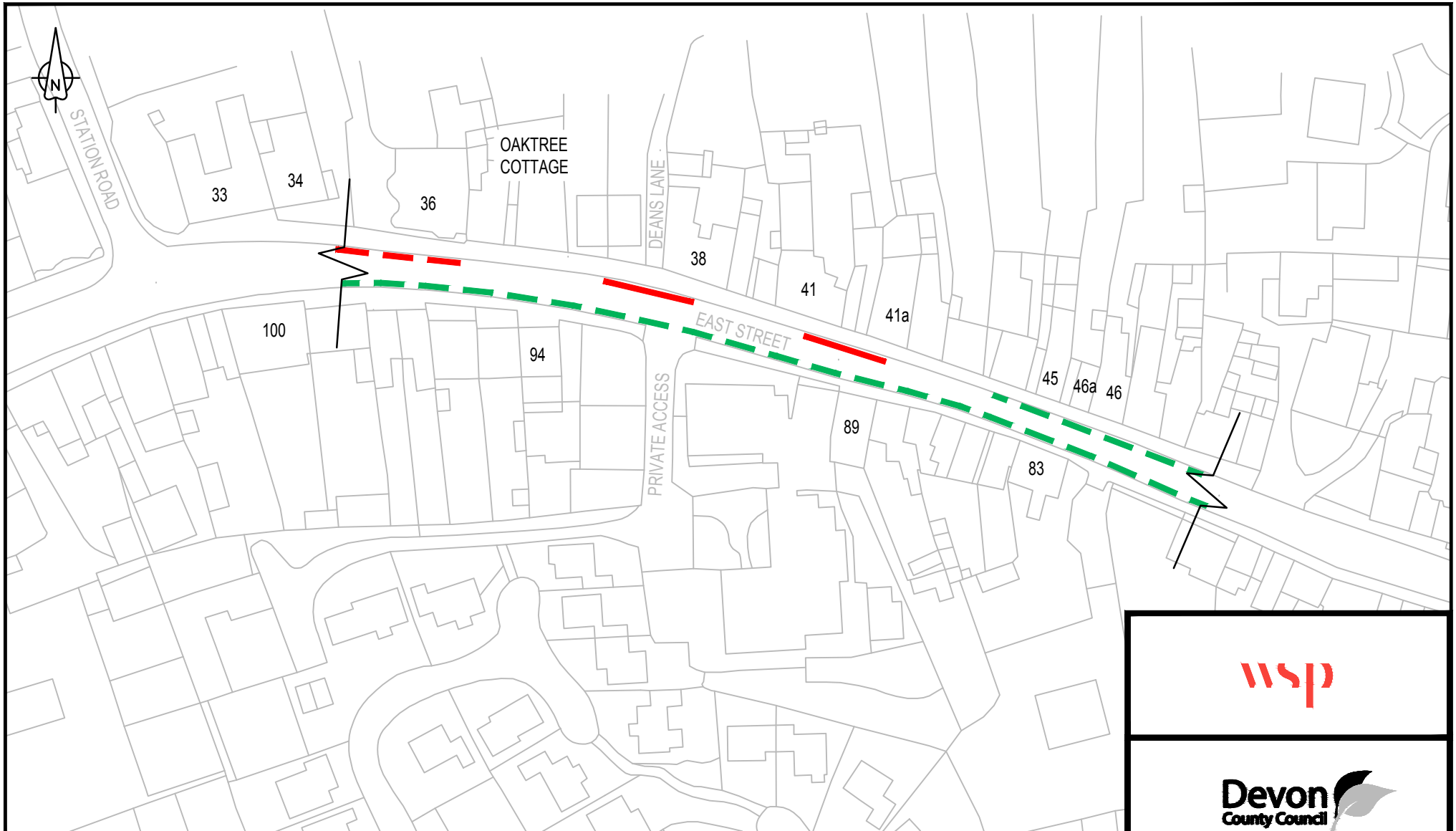

  


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TITLE:  
**NORTH DEVON HATOC SCHEMES  
 ILFRACOMBE ROPERY ROAD  
 OS REF. 252201, 147798**

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FIGURE No:  
**ENV5809/026**



TITLE:  
 NORTH DEVON HATOC SCHEMES  
 SOUTH MOLTON EAST STREET  
 OS REF. 271834, 125959

FIGURE No:  
 ENV5809/027

KEY:	
	NO WAITING AT ANY TIME - PROPOSED
	NO WAITING AT ANY TIME - EXISTING
	NO WAITING 10AM - 6PM 15 MAR - 31 OCT - EXISTING

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## **Station Road, Barnstaple Crossing Facility and Right Turn Lanes**

Report of the Head of Planning, Transportation and Environment

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

### **Recommendation: It is recommended that:**

- (a) subject to road safety audit the proposed crossing scheme shown on plan 17938/02 in Appendix I is approved for construction at an estimated cost of £126,000; and**
- (b) the Head of Planning, Transportation and Environment be given delegated powers, in consultation with the Chair of HATOC and the local member, to make minor amendments to the scheme details.**

### **1. Summary**

To improve cycle links for active travel and to help reduce congestion on Station Road, the report seeks scheme approval to introduce a new shared cycle and pedestrian crossing facility with right turn traffic lanes on Station Road, Seven Brethren in Barnstaple.

### **2. Introduction**

The Seven Brethren estate is a main retail, commercial, leisure and car parking area within Barnstaple and it is currently identified for new residential redevelopment. The sub-region's main rail station is located within the estate and it is accessed from Station Road. The estate includes the town's main leisure centre facilities and the towns household recycling site. Core bus and cycle routes run through the estate and past the rail station. Seven Brethren is also connected to the Newport Cycle Network, the town centre and to the Tarka Trail via a network of existing cycle paths.

A key route for cyclists and pedestrians is currently from the rail station along Station Road to the Longbridge and the town centre. Also from the east of Barnstaple via the Newport Cycle Network and Station Road to the town centre, the railway station and to destinations like Petroc College and the Tarka Trail.

Cycle paths are already in place along Station Road. But crossing points between cycle and walking paths are currently uncontrolled with pedestrians and cyclists needing to cross both traffic lanes between dropped crossings.

There are a number of entrances located along Station Road that serve commercial and retail areas. Station Road is the main access route to the estate from the A3125 and at core travel times the road can become busy, particularly as traffic attempts to

# Agenda Item 5

leave the estate at the end of the retail day. When traffic is heavy on Station Road, this can make it difficult for traffic to turn right into or out of these entrances causing more delays on Station Road which in turn can impact on the reliability of core bus services running between the A361 underpass, rail station and town centre bus station. The road is constrained in terms of available highway space. But opportunities have been sought wherever possible to acquire adjacent private land through planning to enable access improvement to be made along the route.

## **3. Proposal**

The proposed scheme detailed on Plan 17938/02 in Appendix I, incorporates two main elements.

A shared use controlled crossing also known as a “Tiger” crossing, which gives priority over traffic to both pedestrians and cyclists when crossing Station Road. The Tiger crossing facility is being proposed just north of the junction with the road known as the Tesco’s link. The Tiger crossing replaces an uncontrolled dropped crossing point that is located just to the north before the B&Q car park entrance. The proposed crossing will link cycle paths and retail areas on both side of Station Road.

This second scheme element involves widening Station Road to enable the creation of a central area that incorporates right turn lanes for the entrances serving the B&Q retail car park and the service access to the rear of the Seven Brethren Retail Park. This road improvement required private land that was only possible to acquire by dedication through the planning process.

Subject to scheme approval construction will take place in 2021. Funding had been identified through S106 contributions from developments at Anchorwood Bank. The proposed scheme has been included in a successful bid for funding through the second Tranche of the Emergency Active Travel Fund (EATF). As well as supporting this proposed scheme in Station Road, EATF funding will also be utilised to complete the cyclepath link from Anchorwood to the Tarka Trail that was approved by HATOC in 2019.

## **4. Options/Alternatives**

An earlier scheme proposal for a Zebra controlled crossing and right turn lanes had been prepared prior to securing the additional private land. With updates to signing regulations over this period of time before land was acquired, it is now possible to consider a shared use Tiger crossing, which will be more suitable in this location for use by cyclists.

Alternative options have been considered for a signalised Toucan controlled cycle crossing. But this option could impact on the ability to include the proposed right turn lanes on Station Road. The earlier Zebra crossing scheme was subject to Road Safety Audit (RSA). But the latest proposed scheme for a shared use Tiger crossing still requires a final RSA decision. Subject to final RSA approval it may be necessary to make amendments to the scheme being proposed in this report.



For travel to the rail station from the Newport Cycle network a desire line also exists for crossing Station Road on the other side of the Tesco's link road junction. With the current private entrance and loading area to the rear of B&Q, it is not possible to accommodate a controlled crossing in this location. However alternative refuge crossing improvements are still being considered here as part of a separate rail station forecourt improvement scheme.

## **5. Consultations**

Consultation has been undertaken with the local member and stakeholders through the Tarka Rail Forum.

The intention to introduce a controlled Tiger crossing will require the advertisement of a public notice.

No further public consultation is expected to take place.

## **6. Financial Considerations**

External funding for the scheme has been identified through the EATF. Additional funding is available from S106 contributions already received by the Council.

Not building the scheme may result in the Council having to pay back money received from section 106 contributions specifically towards a crossing in this location. This could require repayment with additional interest on the amount held.

## **7. Legal Considerations**

To introduce a controlled crossing, the Council is required to issue a public notice in accordance with Section 23 of The Road Traffic Regulation Act 1984.

When introducing new traffic schemes 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.

## **8. Environmental Impact Considerations (Including Climate Change)**

The scheme will have a positive impact on promoting sustainable low carbon travel in the town.

## **9. Equality Considerations**

No new policies are being recommended in this report and therefore an individual Equality Impact and Needs Assessment for the scheme is not considered necessary.

# Agenda Item 5

## 10. Risk Management Considerations

The proposal will have an ongoing revenue cost for the Council to maintain the new crossing facility.

## 11. Public Health Impact

There will be a small but positive benefit to public health and road safety by supporting and encouraging active travel choices and access to public transport.

## 12. Reasons for Recommendations

The proposed scheme will support active travel and help to reduce traffic congestion.

Dave Black  
Head of Planning, Transportation and Environment

### **Electoral Division: Barnstaple South**

#### Local Government Act 1972: List of Background Papers

Contact for enquiries: James Anstee

Room No: Matford Lane Offices, County Hall, Exeter

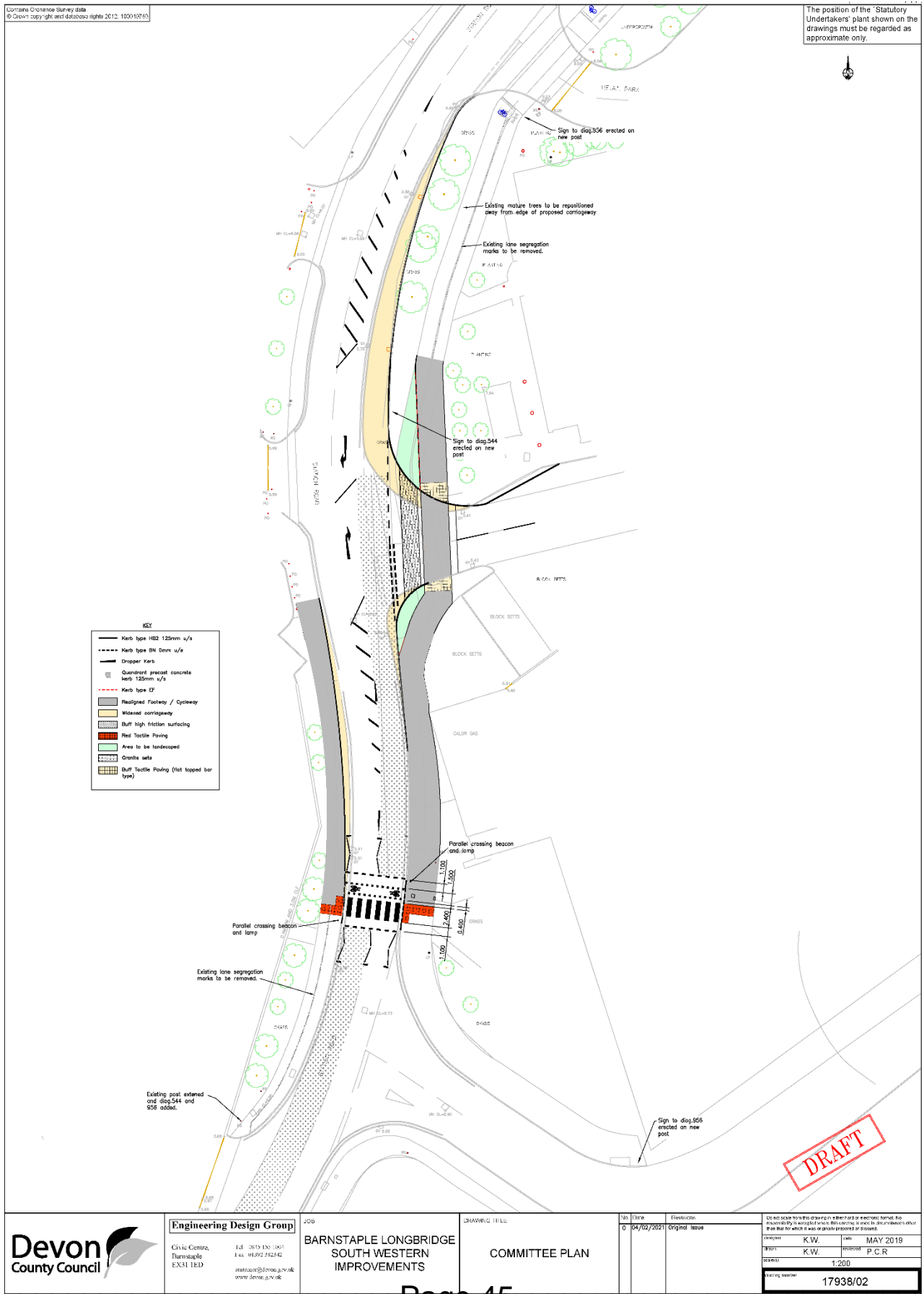
Tel No: 01392 382727

Background Paper	Date	File Ref.
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Nil

ja180221ndh  
sc/cr/Station Road Barnstaple Crossing Facility and Right Turn Lanes  
03 220221

## Appendix I To PTE/21/8





## **A39 Pilton Causeway, Barnstaple, Crossing Facility**

Report of the Head of Planning, Transportation and Environment

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 proposed crossing scheme shown on plan 19013/5A in Appendix I is approved for construction at an estimated cost of £133,000; and**
- (b) the Head of Planning, Transportation and Environment be given delegated powers, in consultation with the Chair of HATOC and the local member, to make minor amendments to the scheme details.**

### **1. Summary**

In conjunction with planned signals maintenance work, the report seeks scheme approval to introduce a new pedestrian crossing facility at the A39 Pilton Causeway signalised junction in Barnstaple.

### **2. Introduction**

Pilton Causeway is a main road junction on the A39 to the north of Barnstaple town centre. The junction with Pilton Quay and St George Street is a staggered signalised four way junction which currently has a controlled pedestrian crossing facility on the southern A39 arm of the junction. On the A39 northern arm of the junction it has an uncontrolled pedestrian refuge facility for pedestrians to cross the road between phases of the signals.

There is currently a strong desire line for pedestrians to cross on the northern side of the junction, particularly for school children, when walking from St Georges Road towards Pilton Quay and on to the schools at Abbey Road. With further development pressure along the A39 corridor pedestrians crossing will be in increased conflict with traffic levels at the current uncontrolled crossing.

Due to the age of the current signals equipment at the junction, routine maintenance works are required to replace them. Planning for maintenance work has provided an opportunity to review the current pedestrian provision and to consider options for introducing improved pedestrian facilities.

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## 3. Proposal

Plan 19013/5A in Appendix I details the proposed scheme. The proposed crossing is located on the northern A39 North Road arm of the junction. The scheme will provide a staggered controlled pedestrian crossing that operates with pedestrian demand as part of the signalised junction. Pedestrians will cross the A39 in two stages between an enlarged staggered central island.

This site and junction is very constrained in terms of available highway space. To maintain the current traffic lanes on both the Pilton Quay and North Road approaches into the junction and to avoid impacting on adjacent private land and a listed building. The proposed scheme will incorporate a minimum width 2.5m wide central staggered island without pedestrian guard rails. The carriageway will be widened and the kerb lines modified on both sides of the proposed crossing facility.

Subject to approval the scheme will be constructed in 2021 in conjunction with planned maintenance works for the full signalised junction. The estimated cost of the proposed scheme for approval includes both the signals upgrade costs for the full junction and the additional costs required to construct the new pedestrian crossing facility.

## 4. Options/Alternatives

Alternative options were considered at the feasibility design stage. This included options to:

1. Provide a staggered crossing and maintain existing traffic lanes by utilising private land outside Bridge House.
2. Provide a staggered crossing and maintain existing traffic lanes by removing the existing cycle lane on North Road.
3. Provide a staggered crossing reducing the Pilton Quay approach to one lane.
4. Provide a single straight across (non staggered) crossing.
5. Maintain the current layout and uncontrolled refuge crossing point.

To minimise impact on the operation and capacity of the signalised junction, the proposed scheme for approval maintains existing traffic lanes and incorporates a staggered as opposed to a straight single crossing. It avoids impacting on adjacent private land, and it maintains the on road cycle lane from North Road.

## 5. Consultations

A request to investigate provision of an improved crossing facility at this junction was raised by the local member during discussions of planning applications near to the Hospital over the past years and again at more recent site meetings.

Feasibility design was undertaken in 2019 and capital funding was identified for detailed design and construction in the 2020/21-2021/22 Transport Capital Programme. Updates were provided to Council questions raised in May and October 2019 and to the ND HATOC in July 2020.

## **6. Financial Considerations**

Local Transport Plan funding to implement the scheme has been identified under the 2020/21-2021/22 Transport Capital Programme. The estimated cost including contingency is £133,000. This total incorporates £39,000 from traffic signals budgets and £94,000 from the Local Transport Plan Integrated Block.

## **7. Legal Considerations**

There are no legal considerations.

## **8. Environmental Impact Considerations (Including Climate Change)**

The scheme will have a positive impact on promoting sustainable low carbon travel in the town and it will support walking to schools.

## **9. Equality Considerations**

No new policies are being recommended in this report and therefore an individual Equality Impact and Needs Assessment for the scheme is not considered necessary.

## **10. Risk Management Considerations**

The proposal will have a minor impact on the operation and vehicle capacity of the junction. But this risk has been minimised by maintaining existing traffic lanes on the approaches into the junction and by incorporating a staggered crossing facility. The staggered two stage crossing facility will operate in conjunction with the signalised phases of the current junction. There will be a small increase to the intergreen time (or clearance time) between changes in the phases of the signals. But this will have a minor impact on the operation of the junction.

## **11. Public Health Impact**

There will be a small but positive benefit to public health by supporting active travel.

## **12. Reasons for Recommendations**

The proposed scheme will have a positive benefit in supporting active travel and supporting safer routes to schools.

Dave Black  
Head of Planning, Transportation and Environment

**Electoral Division: Barnstaple North**

# Agenda Item 6

## Local Government Act 1972: List of Background Papers

Contact for enquiries: James Anstee

Room No: Matford Lane Offices, County Hall, Exeter

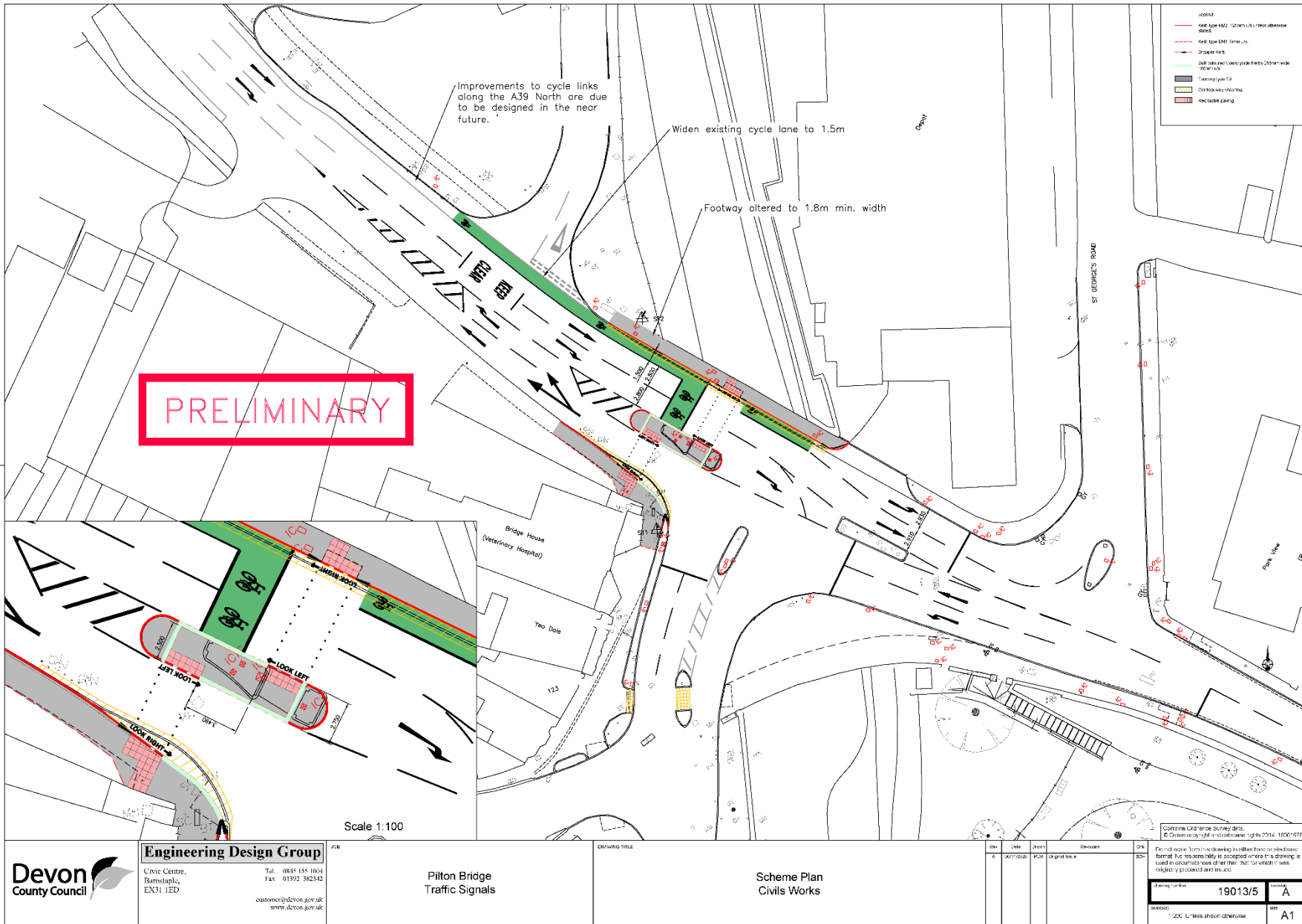
Tel No: 01392 382727

Background Paper	Date	File Ref.
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Nil

ja180221ndh  
sc/cr/A39 Pilton Causeway Barnstaple Crossing Facility  
02 220221







PTE/21/10

North Devon Highways and Traffic Orders Committee  
3 March 2021

## **Chaloners Road Crossing, Braunton**

Report of the Head of Planning, Transportation and Environment

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 proposed Puffin crossing shown on the plan 20468/03 is approved for construction at an estimated cost of £63,000; and**
- (b) the Head of Planning, Transportation and Environment be given delegated powers, in consultation with the Chair of HATOC and the local member, to make minor amendments to the scheme details.**

### **1. Summary**

The report seeks approval to upgrade an existing Zebra controlled crossing facility on the A361 Chaloners Road to a Puffin signalised controlled crossing. The scheme aims to support safer routes to school and to support active travel improvements in the village as part of the Braunton Air Quality Action Plan.

### **2. Introduction**

A Zebra controlled pedestrian crossing facility was first introduced on the A361 Chaloners Road back in 2008. As well as providing an improved pedestrian access to the public library, the parish hall and to the Vivian Moon centre. The crossing was introduced to help support school travel plans and access to the rear entrance of Caen Primary School. At school travel times the Zebra crossing was originally manned by a School Crossing Patrol officer. But this patrol has not now been in place for several years. At peak travel times there can be slow moving traffic heading south through the Zebra crossing to the main village traffic lights. Safety concerns have been raised about pedestrians crossing two lanes of traffic on a Zebra when one lane has stationary or slow moving traffic travelling inbound to The Square and the other lane is free flowing outbound from The Square. This situation can result in poor driver visibility of pedestrians using the Zebra as they cross between queuing vehicles on the inbound lane. A signalised pedestrian crossing was requested to allow pedestrians to cross both lanes of traffic under traffic light control and to enable traffic to respond to the signals rather than react to pedestrians using the Zebra.

Braunton has the only declared Air Quality Management Area (AQMA) within North Devon District. When an AQMA is declared it is a requirement that an Air Quality Action Plan (AQAP) is prepared, which identifies measures that can help to improve local air quality. The current AQAP for Braunton identifies a range of measures,

# Agenda Item 7

including measures that support walking and cycling in the village and that support safer active travel to schools. To improve opportunities to encourage walking to Caen Primary School the Air Quality Traffic Working Group have requested that the current Zebra crossing be considered for upgrading to a signal controlled crossing. This request has also been raised independently by the Caen Primary school administration and by parents of children attending the school.

## **3. Proposal**

Plan 20468/03 in Appendix 1 details the proposed scheme. The signalised Puffin crossing will replace the current Zebra crossing facility in the same location directly outside the public carpark between the Library and the Vivian Moon centre.

It was originally proposed to undertake construction of the proposed crossing in conjunction with highway resurfacing works in 2020. Whilst it was possible to still incorporate ducting works underneath the A361 at this time, it was not possible during the COVID 19 lockdown period to procure the signals equipment for the new Puffin crossing. As a result the proposed scheme shown on Plan 20468/03 includes relining and high friction surfacing (anti-skid surface) works that will be required for the new Puffin crossing facility.

To maintain adequate footpath widths, a controller cabinet for the new crossing will need to be located on private land to the rear of the pavement on the western side of the road. This land is owned by the parish council. The site shown on Plan 20468/03 has already been discussed with representatives from the parish council. But this will be subject to the parish council's final agreement.

Subject to HATOC approval it is proposed to construct this crossing in the first half of 2021/22.

## **4. Options/Alternatives**

An alternative option can be considered to not implement the proposed changes. And to leave the current road layout and Zebra crossing. The existing crossing has had a good safety record since it was introduced. But the current Zebra crossing facility without a school crossing patrol is seen to be a barrier to its use by both parents and to other pedestrians.

## **5. Consultations**

Through the Braunton Air Quality Transport Working Group, consultation has been undertaken with the local member, parish council and with the head teacher of Caen Primary school. The intention to introduce a controlled crossing will also require the advertisement of a formal public notice.

## **6. Financial Considerations**

Local Transport Plan funding to implement the scheme has been identified under the 2020/21-2021/22 Transport Capital Programme.

## **7. Legal Considerations**

To introduce a controlled crossing, the Council is required to issue a public notice in accordance with Section 23 of The Road Traffic Regulation Act 1984.

When introducing new traffic schemes 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.

## **8. Environmental Impact Considerations (Including Climate Change)**

The scheme will have a small but positive impact on supporting sustainable travel. The measures will also support travel to school and travel links to local facilities.

## **9. Equality Considerations**

No new policies are being recommended in this report and therefore an individual Equality Impact and Needs Assessment for the scheme is not considered necessary.

## **10. Risk Management Considerations**

The proposed scheme includes locating a cabinet on private land owned by Braunton Parish Council and this will be subject to the parish council's agreement.

The proposal will have an ongoing revenue cost for the Council to maintain the traffic signalised crossing facility.

## **11. Public Health Impact**

There will be a small but positive benefit to public health by supporting active travel.

## **12. Reasons for Recommendations**

The proposed scheme will have a positive benefit in promoting walking and active travel within the community and will have a positive impact on helping to tackle air quality and meeting the objectives of the Air Quality Action Plan.

Dave Black  
Head of Service for Planning, Transportation and Environment

**Electoral Division: Braunton Rural**

# Agenda Item 7

## Local Government Act 1972: List of Background Papers

Contact for enquiries: James Anstee

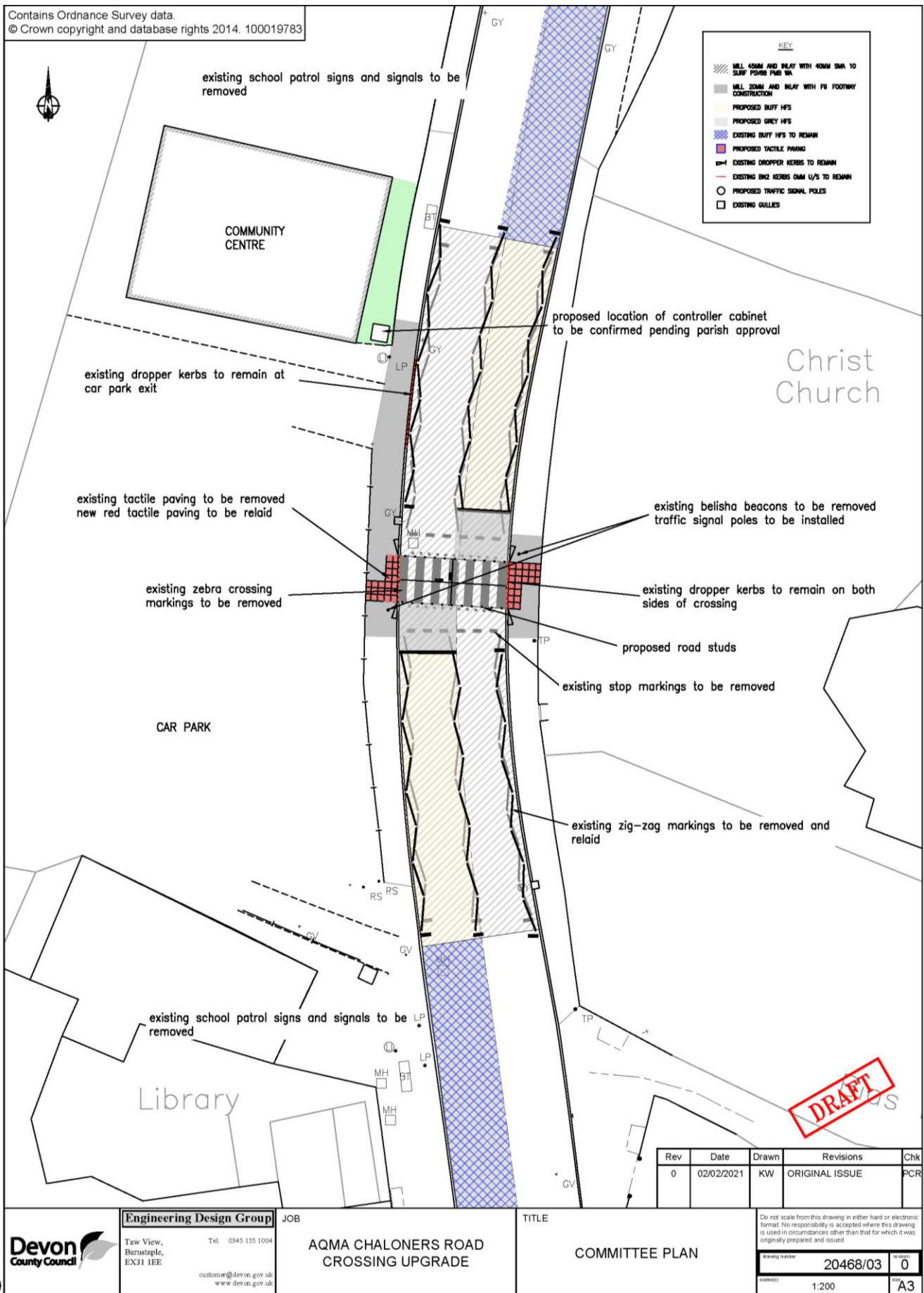
Room No: Matford Lane Offices, County Hall, Exeter

Tel No: 01392 382727

Background Paper	Date	File Ref.
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Nil

ja170221ndh  
sc/cr/Chaloners Road Crossing Braunton  
02 220221







HIW/21/9

North Devon Highways and Traffic Orders Committee  
3 March 2021

## **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 \*4 of the Meeting of this Committee on 29 June 2017 this report details the actions taken in respect of traffic regulation orders under Delegated Powers since the last meeting.

### **2. Actions on Advertised Traffic Schemes**

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 Chair and local County Councillors. Details of these matters are listed below.

<b>Location</b>	<b>Proposal</b>	<b>Action</b>
North Road, South Molton	New Zebra Crossing	Public notice for zebra crossing issued after consultation with Local County Councillor and HATOC Chair.
Oak Tree Gardens, Ilfracombe Pottington Road & Richmond Street, Barnstaple	Introduction and removal of Disabled Parking bays	Traffic regulation orders advertised, objections resolved where necessary and order sealed after consultation with Local Councillors and HATOC Chairs.

Meg Booth  
Chief Officer for Highways, Infrastructure Development and Waste

**Electoral Divisions: Barnstaple North, Ilfracombe and South Molton**

# Agenda Item 10

## **Local Government Act 1972: List of Background Papers**

Contact for Enquiries: James Bench

Tel No: 0345 155 1004 Room: M8, Great Moor House

<b>Background Paper</b>	<b>Date</b>	<b>File Reference</b>
Nil		

jb080221ndh  
sc/cr/Actions Taken Under Delegated Powers  
02 220221