

## NORTH DEVON HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

3 March 2021

Present:-

Councillors J Yabsley (Chair), F Biederman, C Chugg, P Crabb, A Davis, R Edgell and J Mathews

North Devon District Council

Councillors J Cann, D Knight and D Spear

Members attending in accordance with Standing Orders 25

Councillor B Greenslade and P Leaver (Barnstaple Town Council)

\* **94**      **Minutes**

**RESOLVED** that the Minutes of the meeting held on 30 November 2020 be signed as a correct record.

\* **95**      **Matter of Urgency: Rock Bridge, Barnstaple**

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

The Chair had decided that the Committee should consider the following due to concerns raised by the local Member and apprise the Committee of the current situation.

The Local Member (Barnstaple South) reported that a procurement methodology to allow the County Council to carry out the repair work this spring/summer using the County Council's Framework Contract tender process was underway. The intention was to aim to reopen the Bridge for the start of the Autumn School term, provided the repair method proposed could be achieved. The repair would also involve a new surface on the bridge to replace the worn timber decking which would help ensure years of service before any further maintenance was required.

The Committee noted the position.

\* **96**      **Local Waiting Restriction Programme**

(Councillor Greenslade attended in accordance with Standing Order 25 and spoke to this item in so far as it affected his Division)

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/21/8) on submissions following statutory consultation on the restrictions proposed in the North Devon area, as part of the local waiting restriction programme.

In early 2020, a list of requests for new or amended waiting restrictions for the North Devon area had been collated by the County Council. These requests

had been considered by officers and proposals drafted. Officers had also consulted the relevant local County Councillors and Chair/Vice Chair before advertisement (from 23 December 2020 until 27 January 2021).

A summary of the proposals advertised were at Appendix I of the Report along with the associated plans. The Report also summarised the representations received in response to the advertisements.

The respective local Members indicated their support of the recommendations relating to their Divisions, subject to the withdrawal of Newport Road (plan ENV5809/006) (Barnstaple, South) which was not supported by the local Member and residents. Proposals for changes to the taxi ranks in Ilfracombe would be subject to a wider review in the Town.

It was **MOVED** by Councillor J Yabsley, **SECONDED** by Councillor J Mathews and

### **RESOLVED**

(a) that work on the local waiting restriction programme be noted; and

(b) that the recommendations contained in Appendix II to this Report be agreed, subject to the withdrawal of the Newport Road, Barnstaple proposal.

\* 97

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

The Committee considered the Report of the Head of Planning, Transportation and Environment (PTE/21/8) on a proposed scheme to introduce a new shared cycle and pedestrian crossing facility with right turn traffic lanes on Station Road, Seven Brethren in Barnstaple. This better connected Seven Brethren with the Newport Cycle Network, the Town Centre and to the Tarka Trail.

The proposed scheme was detailed on Plan 17938/02 in Appendix I, of the Report.

Members referred to the need for future consideration of the implications with proposed impending residential and leisure development in the area which would impact on traffic volumes.

It was **MOVED** by Councillor J Mathews and **SECONDED** by Councillor A Davis and

### **RESOLVED**

(a) that subject to road safety audit the proposed parallel crossing scheme shown on plan 17938/02 in Appendix I be approved for construction at an estimated cost of £126,000; and

(b) that the Head of Planning, Transportation and Environment be given delegated powers, in consultation with the Chair and the local County Councillor, to make minor amendments to the scheme details.

\* **98**      **A39 Pilton Causeway, Barnstaple, Crossing Facility**

(Councillor Greenslade attended in accordance with Standing Order 25 and spoke to this item in support of the proposal)

The Committee considered the Report of the Head of Planning, Transportation and Environment (PTE/21/9) on a proposed scheme to introduce a new pedestrian crossing facility at the A39 Pilton Causeway signalised junction in Barnstaple (Plan 19013/5A in Appendix I of the Report detailed the proposed scheme).

The scheme would provide a staggered controlled pedestrian crossing that operated with pedestrian demand as part of the signalised junction.

It was **MOVED** by Councillor J Yabsley and **SECONDED** by Councillor J Mathews and

**RESOLVED**

(a) that 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) that the Head of Planning, Transportation and Environment be given delegated powers, in consultation with the Chair and the local County Councillor, to make minor amendments to the scheme details.

\* **99**      **Chaloners Road Crossing, Braunton**

The Committee considered the Report of the Head of Planning, Transportation and Environment (PTE/21/10) on a proposal to upgrade an existing Zebra controlled crossing facility on the A361 Chaloners Road to a Puffin signalised controlled crossing. The scheme aimed to support safer routes to school and to support active travel improvements in the village as part of the Braunton Air Quality Action Plan.

It was further reported that Braunton Parish Council had given their consent to place the signal control box on their land.

It was **MOVED** by Councillor C Chugg **SECONDED** by Councillor D Spear and

**RESOLVED**

(a) that the proposed Puffin crossing shown on the plan 20468/03 is approved for construction at an estimated cost of £63,000; and

(b) that 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.

\* **100**     **Larkbear Bus gate ( Barnstaple ) and associated Highways and Traffic Related Issues**

(Councillors A Davis and J Cann declared prejudicial interests in this matter due to being Members of the Joint Crematorium Committee, which could be affected by this matter, and left the meeting for the duration of its consideration)

(Councillor Greenslade attended in accordance with Standing Order 25 and spoke to this item)

The Head of Planning, Transportation and Environment reported that work on completing a footway along Old Torrington Road up to Sandringham Gardens was progressing. Progress had been slow due to the issue of utilities being present and the expected cost of works to these utilities is very high. A stage 1 road safety audit was currently also being undertaken.

The Traffic Regulation Order for the bus gate has been drawn up but had not been put out for advertising/consultation.

The issues had been discussed at a meeting on 24<sup>th</sup> February 2021 between County and District Councillors and Officers.

Although the bus gate was proposed as part of the permitted housing development which was part of the site allocated in the Local Plan as 'Larkbear', there was concern from Members regarding the traffic impact on Old Torrington Road and Gratton Way with or without the bus gate.

If the bus gate is built vehicle access to the crematorium would be entirely via Gratton Way and this would impact on the operation of the crematorium and the road network.

As part of the entire Larkbear development, currently subject to a second planning application, there is a requirement in the Local Plan for a new vehicle access onto the A361 Western Bypass. If built this would give an alternative access to Old Torrington Road and on to Gratton Way for all traffic including that accessing the crematorium and Petroc. This access had been identified in the County Council's Transport Infrastructure Strategy.

In the event that Devon County Council's concerns as a consultee in the planning process was outweighed in the planning balance by the Local Planning Authority or Planning Inspectorate, the entire Larkbear development could gain planning permission without the requirement for building the new access junction onto the Bypass and cyclebridge to Seven Brethren. In such a

scenario there would be an even larger pressure of traffic on Old Torrington Road and/or Gratton Way, depending on the building of the bus gate, or not.

There was the possibility of allowing the bus gate to be built shortly and removed again in the future, or not built yet and built in the future.

There was also a possibility to have no new bus gate and remove the existing bus gate, opening up Gratton Way and Old Torrington Road as a through route for all traffic.

All the possibilities above would have different impacts on traffic, and no detailed transport analysis of these impacts had yet been undertaken, including the impacts of yet unbuilt development such as the new Lidl store on Gratton Way.

The local Members were supportive of the approach outlined below.

It was **MOVED** by Councillor J Yabsley, **SECONDED** by Councillor R Edgell and

**RESOLVED** that the Head of Planning, Transportation and Environment be requested to:

- (a) take necessary measures, including allocating budget and resources, to advance the design and negotiation of land for a new junction on the A361 Western Bypass to access the 'Larkbear' development; and carry out transport analysis of traffic in the location area including Old Torrington Road and Gratton Way to support the need for such a junction;
- (b) progress the design work and planning application for a pedestrian and cycle bridge over the A361 and railway line between Lake Road and Seven Brethren;
- (c) ensure that robust consideration is made of major planning applications accessing Old Torrington Road in particular regards to the cumulative effect of traffic on Old Torrington Road and Gratton Way and the need for improved highway infrastructure in the area; and
- (d) progress the advertising of a Traffic Regulation Order for a bus gate on Old Torrington Road with the detailed design be agreed by the Head of Planning Transportation and Environment in consultation with the Chair and all Local Members affected, and if necessary a special meeting of this Committee be convened to consider responses.

\* 101

**North Devon Cycling Forum Report**

(In accordance with Standing Order 25 Councillor P Leaver spoke to this item)

(Councillor Greenslade attended in accordance with Standing Order 25 and spoke to this item)

The Head of Planning, Transportation and Environment reported that since the last Committee meeting, the Corporate Infrastructure and Regulatory Services Scrutiny Committee had met to consider a report on the County Council's approach to Active Travel. The report set out the County's progress in delivering the Cycling and Multi-Use Trail Strategy, provided updates on national policy and emerging design guidance and looked ahead to how this might impact on the planning and prioritisation of future infrastructure schemes.

The Scrutiny Report had highlighted the County Council's priorities for North Devon, which included:

- in Barnstaple, a parallel 'Tiger' crossing on Station Road to improve safety for pedestrians and cyclists crossing a busy commercial estate better linking Barnstaple Rail Station and the town centre and the completion of the link between the Tarka Trail and the Anchorwood strategic housing allocation, both funded by tranche 2 of the Active Travel Fund; and
- in terms of the strategic leisure trails, the section between Knowle and Willingcott was being prioritised.

Recognising the limited funding available and the long list of urban and rural aspirational routes being promoted by communities, the Scrutiny Committee had resolved to ask Cabinet to develop policy which supported local people to develop and realise cycle and multi-use trails in local areas and to include Scrutiny where appropriate in the development of policy.

On March 10th Cabinet the Cabinet Member for Highway Management would be asked through the planned refresh of the Cycling and Multi Use Trail Strategy to develop policy to enable local people to be actively involved in the delivery of Multi-Use Trails.

If approved, over the next 12 months the Cycling and Multi Use Trail Strategy would be refreshed to respond positively to the Government's recent publications '*Gear Change: a bold vision for cycling and walking*' and '*Local Transport Note 1/20 Cycle Infrastructure Design*' documents. The updated strategy would also incorporate policy to support local aspirations.

While Local Cycling and Walking Infrastructure Plans (LCWIPs) were being encouraged by Government, they are resource intensive and costly to develop. An LCWIP had been in development for Exeter and Teignbridge District Council had funded an LCWIP lite version for the Heart of Teignbridge (Newton Abbot).

With significant growth and potential for contributions to be secured in Barnstaple, officers would also seek to work with the District, Town Councils

and engaging with community groups to develop a cycling and walking plan for the Barnstaple urban network.

The Officer gave an update on the Anchorwood cycleway scheme.

The Officer also undertook to respond to the issues and points raised in the North Devon Cycling Forum report presented at the last meeting and submit these to Members of this Committee.

\* **102**      **Actions Taken Under Delegated Powers**

The Committee noted the Report of the Chief Officer for Highways Infrastructure, Development and Waste (HIW/21/09) on delegated decisions taken since the last meeting.

\* **103**      **Dates of Meetings**

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

**NOTES:**

1. *Minutes should always be read in association with any Reports for a complete record.*
2. *If the meeting has been webcast, it will be available to view on the [webcasting site](#) for up to 12 months from the date of the meeting*

**DENOTES DELEGATED MATTER WITH POWER TO ACT**

The Meeting started at 10.30 am and finished at 12.31 pm

