

HIW/16/17

North Devon Highways and Traffic Orders Committee  
24 November 2016

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

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

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

**Recommendation: It is recommended that:**

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

**1. Summary**

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

**2. Background/Introduction**

Devon County Council has developed proposals designed to:

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

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

**3. Proposals**

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

Specific proposals include

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

#### 4. Representations Received

The following representations were received during the statutory consultation:

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

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

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

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

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

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

34 submissions have been received in support of the proposals.

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

The petition and objection submission arguments can be summarised as:

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

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

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

No submissions received.

**5. Recommendations**

**(a) Junction of Littlebourne and Beech Grove**

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

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

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

**(c) Chanters Hill Resident Parking**

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

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

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

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

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

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

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

It is recommended that the proposal is implemented as advertised.

### **6. Financial Considerations**

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

### **7. Environmental Impact Considerations**

The stated objectives of the scheme include:

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

The Environmental effects of the scheme are therefore positive.

### **8. Equality Considerations**

No new policies are being recommended in this report.

### **9. Legal Considerations**

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

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

### **10. Risk Management Considerations**

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

## 11. Public Health Impact

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

## 12. Summary/Conclusions/Reasons for Recommendations

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

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

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

David Whitton  
Chief Officer, Highways, Infrastructure Development and Waste

### Electoral Division: Barnstaple North

Local Government Act 1972: List of Background Papers

Contact for enquiries: Mike Jones

Room No: ABG Lucombe House

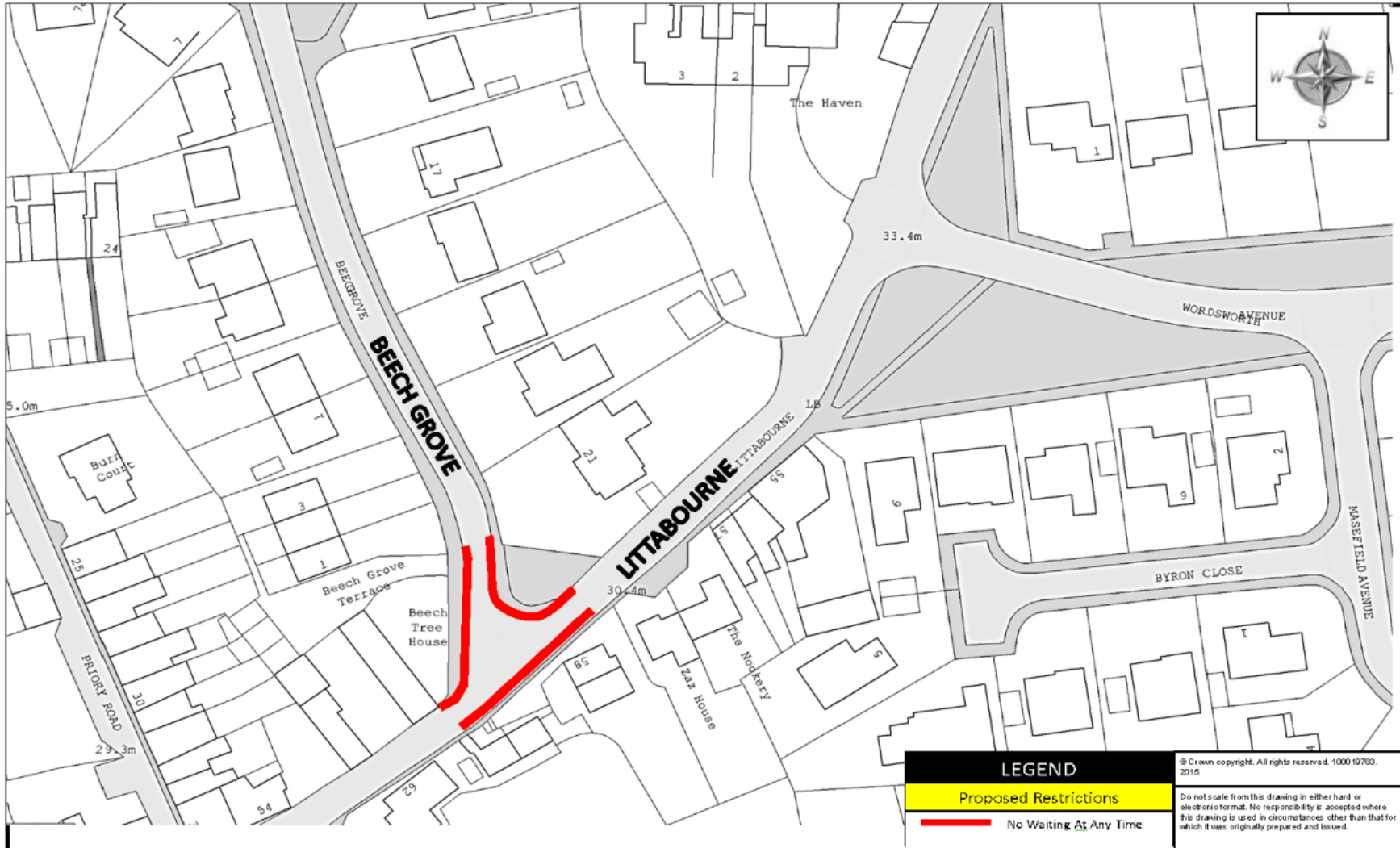
Tel No: (01392) 383000

Background Paper	Date	File Ref.
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Nil

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

**Appendix I  
To HIW/16/17**

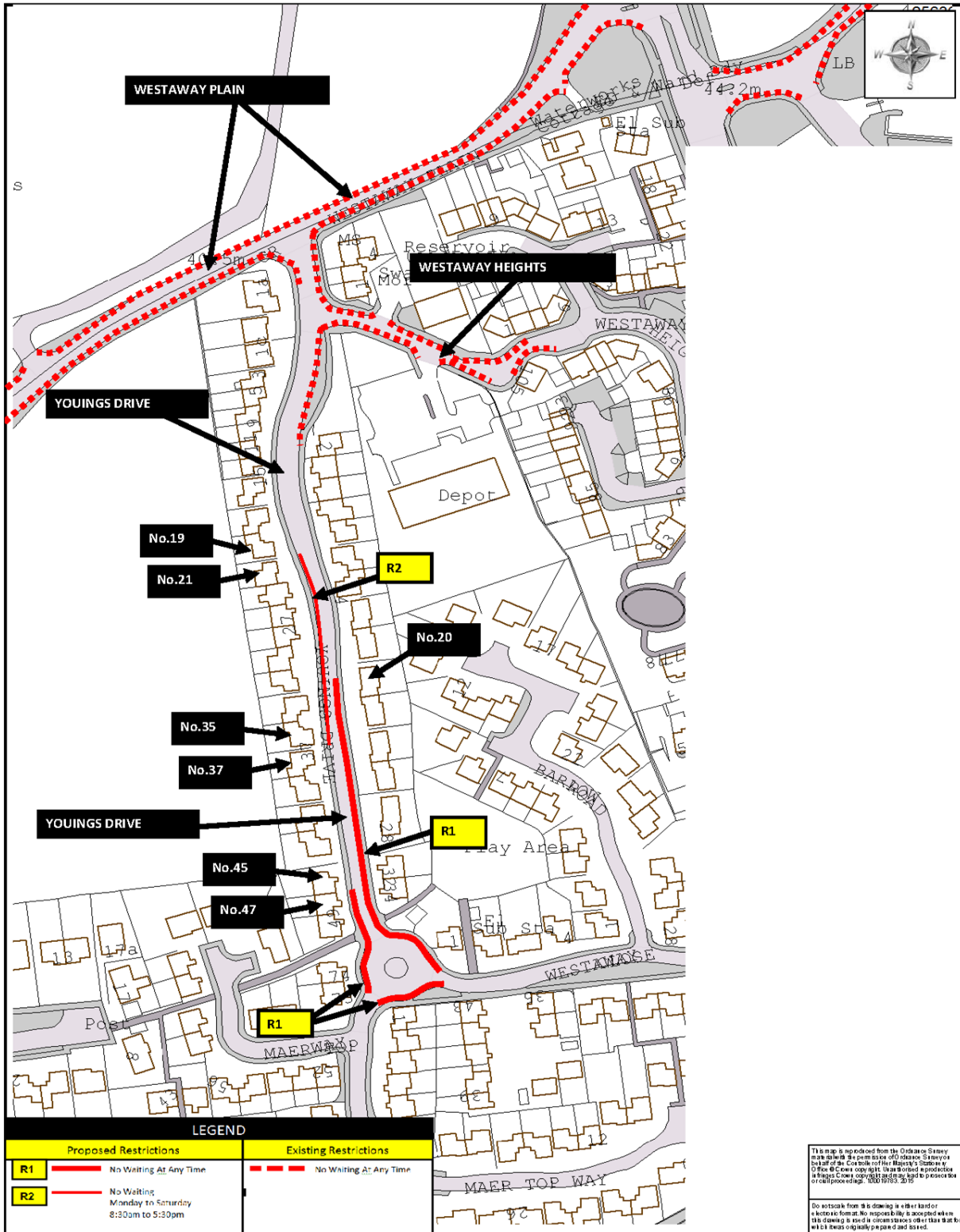



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Head of Capital Development,  
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SCHEME	BARNSTAPLE ~ Chanters Hill RPZ & various roads parking restrictions	
DRAWING	APPENDIX I ~ ENV5481/1 (Beech Grove & Littabourne area)	

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



LEGEND	
Proposed Restrictions	Existing Restrictions
<b>R1</b> No Waiting At Any Time	No Waiting At Any Time
<b>R2</b> No Waiting Monday to Saturday 8:30am to 5:30pm	

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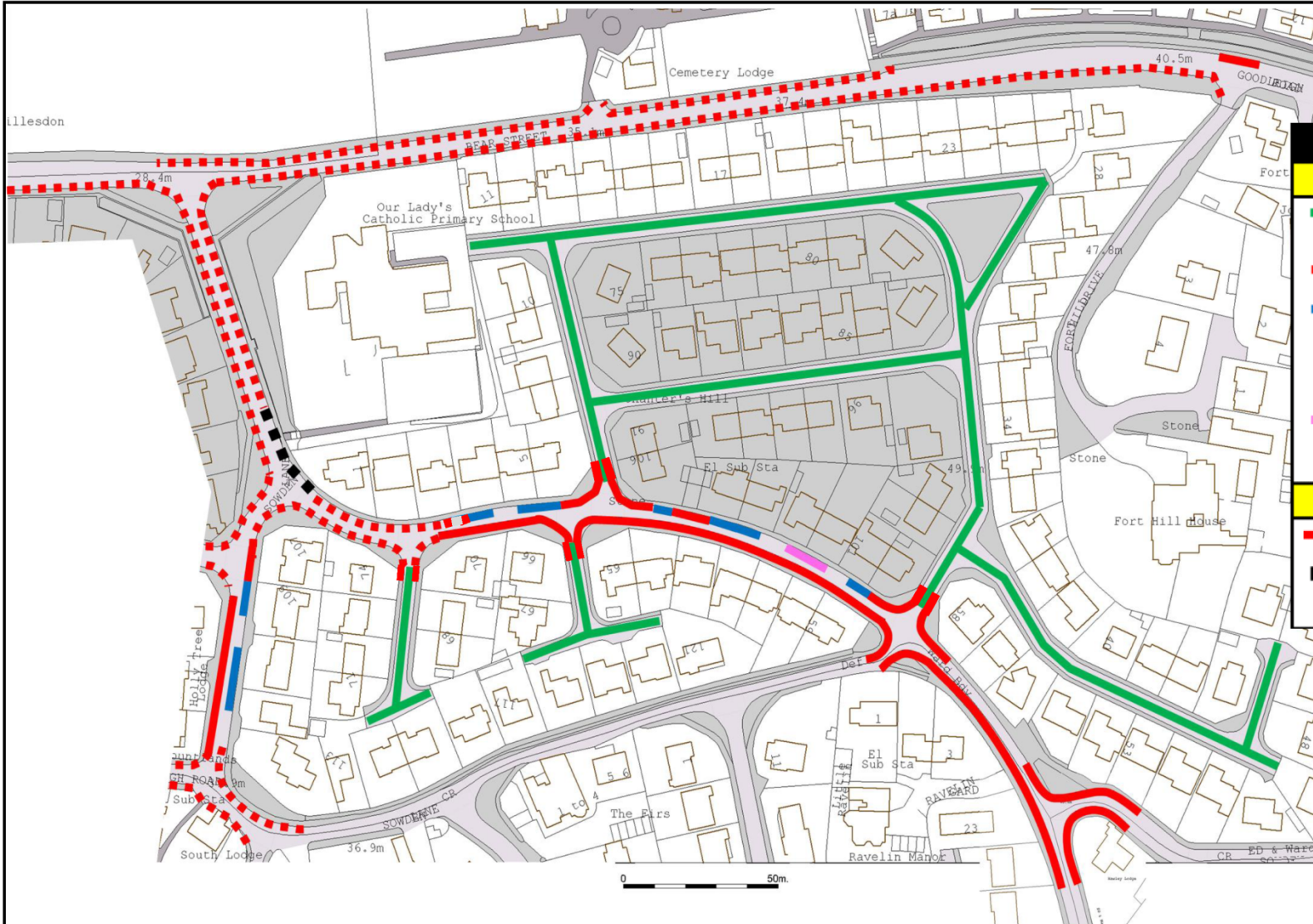
David Hill Esq  
Head of Capital Development, Highways & Works

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TELEPHONE 01392 381300

SCHEME: **BARNSTAPLE ~ Chanters Hill RPZ & various roads parking restrictions**

DRAWING: **APPENDIX I ~ ENV5481/2 (Youings Drive)**

Drawn by	NO	Scale	NONE
Date	12-Jan-2016	O.S. Ref	256112.134424
Drawing number: <b>ENV5481/2 (A)</b>			



LEGEND	
Proposed Restrictions	
<span style="color: green;">—</span>	Residents Parking Zone K2 Mon-Fri, 8am-5pm
<span style="color: red;">—</span>	No Waiting At Any Time
<span style="color: blue;">—</span>	Limited Waiting Mon-Fri, 8am-5pm 2 Hrs No Rtn Within 4 Hrs (Exemption for Residents Zone K2 Permit Holders)
<span style="color: magenta;">—</span>	Bus Clearway No Stopping At Any Time
Existing Restrictions	
<span style="color: red;">- - -</span>	No Waiting At Any Time
<span style="color: black;">- - -</span>	School Clearway No Stopping At Any Time

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**Devon County Council**

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Head of Capital Development, Highways & Visits

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**Scheme**

**BARNSTAPLE ~ Chanters Hill RPZ & various roads parking restrictions**

**Drawing**

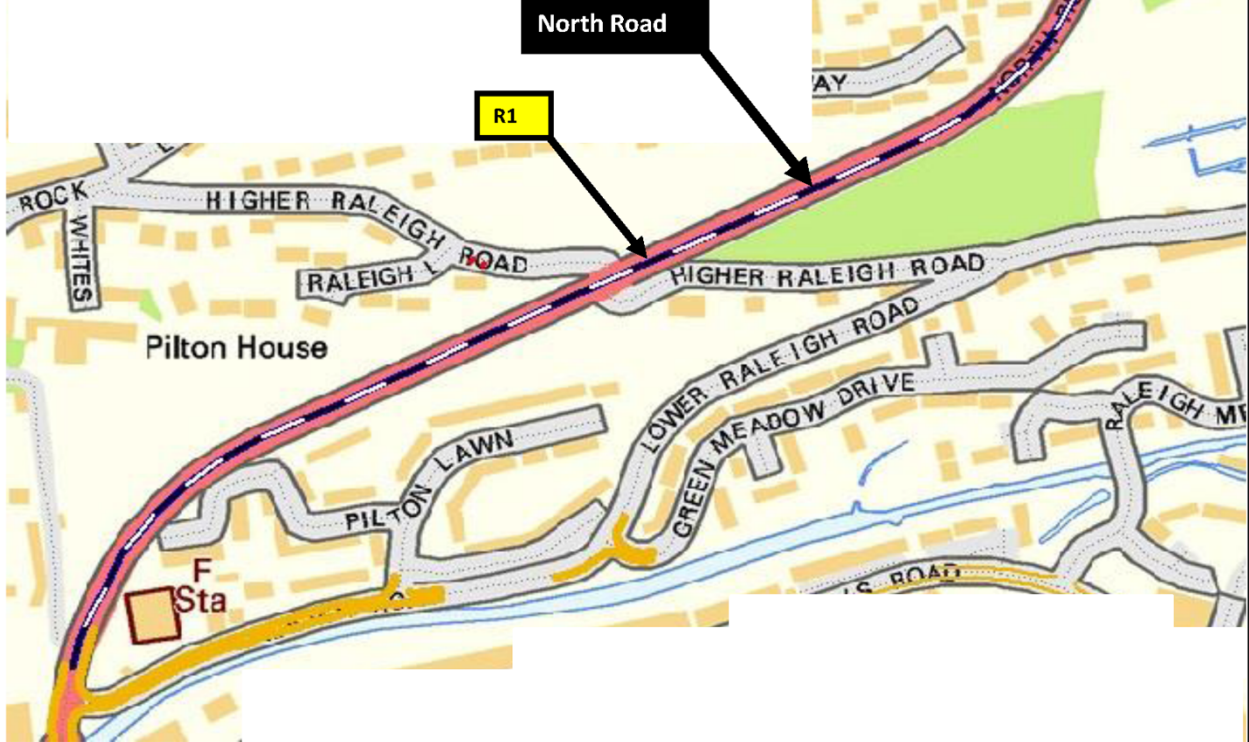
**APPENDIX I ~ ENV5481/3 (Chanters Hill, Constitution Hill, Goodleigh Road and Sowden Lane)**

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CW	NONE
date	O.S. Ref
11-Jan-2016	256685, 133197
drawing number	
<b>ENV5481/3 (A)</b>	



### LEGEND

Proposed Restrictions	
<div style="border: 1px solid black; padding: 2px; display: inline-block;">R1</div>	No Stopping At Anytime now with exemption for public service buses
Existing Restrictions	
	No Waiting At Anytime



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<b>SCHEME</b>	BARNSTAPLE ~ Chanters Hill RPZ & various roads parking restrictions
<b>DRAWING</b>	APPENDIX 1 ~ ENV5481/4 (North Road ~ Clearway)

<b>drawn by</b>	NO
<b>scale</b>	N/A
<b>date</b>	13-Jan-2016
<b>O.S. Ref</b>	294400,094300
<b>drawing number</b>	ENV5481/4 (A)

**Appendix II  
To HIW/16/17**



**OUR LADY'S CATHOLIC PRIMARY SCHOOL**

**Chanters Hill Barnstaple Devon EX32 8DN**

**Telephone: 01271 345164 Fax: 01271 328584**

**Email: [admin@ourladys.devon.sch.uk](mailto:admin@ourladys.devon.sch.uk) [www.ourladys.devon.sch.uk](http://www.ourladys.devon.sch.uk)**

**Principal: Robert Meech**

29<sup>th</sup> April 2016

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

Dear Sir

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

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

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

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



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

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

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

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

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

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

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

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

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

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

Yours faithfully

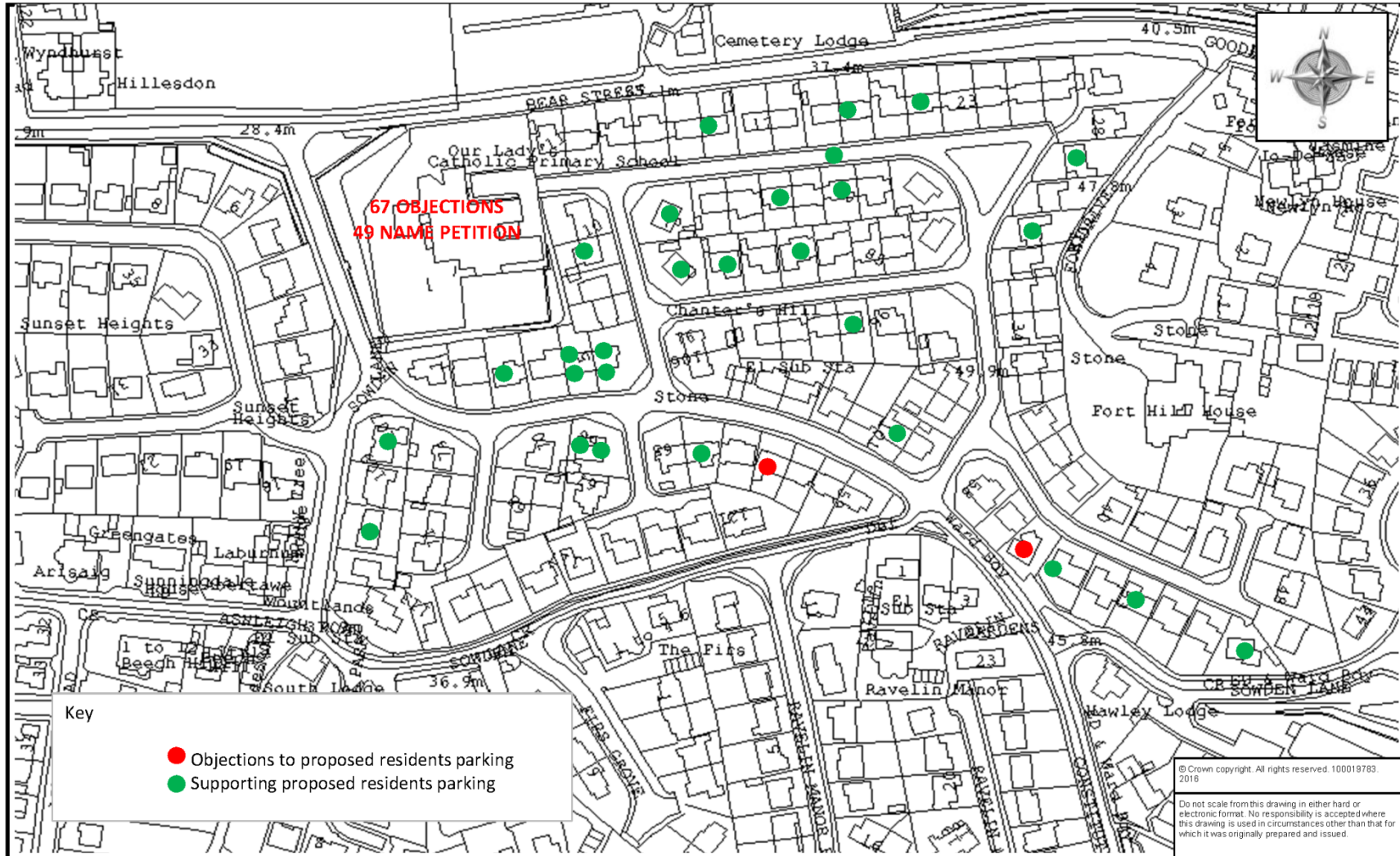
A handwritten signature in black ink, appearing to read 'Sandy Anderson', with a long horizontal flourish extending to the right.

Sandy Anderson  
Chair of Governors





Appendix III  
To HIW/16/17



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**SCHEME**

CHANTERS HILL, BARNSTAPLE

**DRAWING**

APPENDIX III ~ ENV5481/5 (Chanters Hill area ~Supportes / objectoires plotted)

**drawn by**

NO

**scale**

NTS

**date**

03-Aug-2016

**O.S. Ref**

256690,133236

**drawing number**

ENV5481/5 (A)