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

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

Date: 17 June 2022

Contact: Gerry Rufolo

Email: gerry.rufolo@devon.gov.uk

NORTH DEVON HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Monday, 27th June, 2022

A meeting of the North Devon Highways and Traffic Orders Committee is to be held on the above date at 10.30 am at Barnstaple Library (top floor) to consider the following matters.

Phil Norrey
Chief Executive

A G E N D A

PART 1 OPEN COMMITTEE

- 1 Apologies for Absence
- 2 Election of Chair and Vice Chair

In accordance with the County Council's Constitution, the Chair and Vice Chair must be County Councillors.

- 3 Minutes

Minutes of the meeting held on 14 March 2022 (previously circulated).

MATTERS FOR DECISION

4 Items Requiring Urgent Attention

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

5 Bus Gate - Old Torrington Road, Sticklepath (Pages 1 - 10)

Report of the Director of Climate Change, Environment and Transport (CET/22/13), attached

Electoral Divisions(s): Chulmleigh & Landkey

6 Local Waiting Restriction Programme (Pages 11 - 32)

Report of the Director of Climate Change, Environment and Transport (CET/22/9), attached

7 Fore Street, Witheridge Zebra Crossing and Bus Shelters (Pages 33 - 36)

Report of the Director of Climate Change, Environment and Transport (CET/22/10), attached

Electoral Divisions(s): South Molton

8 Tarka Trail Willingcott Holiday Village to Buttercombe Lane (Pages 37 - 44)

Report of the Director of Climate Change, Environment and Transport (CET/22/11), attached

Electoral Divisions(s): Combe Martin Rural

9 A361 Tarka Holiday Park uncontrolled crossing, Ashford (Pages 45 - 52)

Report of the Director of Climate Change, Environment and Transport (CET/22/12), attached

Electoral Divisions(s): Braunton Rural

MATTERS FOR INFORMATION

10 Delegated Powers (Pages 53 - 54)

Report of the Director of Climate Change, Environment and Transport (CET/22/14), attached

Electoral Divisions(s): Fremington Rural

11 Dates of Meetings

16 November 2022 and 8 February 2023 (venue to be confirmed)

Up to date information on dates here: [Browse meetings - North Devon Highways and Traffic Orders Committee - Democracy in Devon](#)

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

Nil

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Induction Loop available



Bus Gate - Old Torrington Road, Sticklepath

Report of the Director of Climate Change, Environment and Transport

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 consultation be noted; and**
- (b) the traffic order for the bus gate on Old Torrington Road (as modified) is made and sealed.**

1. Background/Introduction

As part of the new housing developments it has been proposed that the prohibition of motor vehicles (bus gate) on Gratton Way be relocated to Old Torrington Road to better manage traffic in the area.

At the North Devon HATOC on 7th July 2021 it was resolved that to implement the bus gate and waiting restrictions on Old Torrington Road subject to further consideration by this committee on the proposed operating times of the new bus gate.

This discussion took place at HATOC on 21 November 2021 where the HATOC resolved to introduce the bus gate at all times for northbound traffic only, with an exemption for motorcycles. However, following legal advice, this modification required further public consultation. This report details the results of the consultation so that the comments can be considered before a final decision is made.

2. Proposal

A large housing development (Larkbear) is being constructed between Old Torrington Road & the A361 in several phases. So far, planning permission has been granted for over 200 new homes, with the potential for more to be constructed in the future. As part of the development it has been proposed to change the route motor vehicles use to access the southern part of Old Torrington Road.

Currently there is an existing prohibition (bus gate) in Gratton Way which is operated by a rising bollard system. The traffic orders would revoke this and introduce a new bus gate on Old Torrington Road, to the north of the junction with Gratton Way.

This would mean that traffic would be directed through Gratton Way to the new development, the crematorium and properties at the southern end of Old Torrington Road instead of from Bickington Road (A3125). This is to help better manage traffic in the area and reduce congestion due to the new housing development.

Agenda Item 5

The committee has considered the proposal and has suggested amending the bus gate so that it applies to northbound traffic only, allowing all traffic to travel southbound, towards the crematorium.

3. Consultations

At the meeting on 21 November 2021 it was resolved that a Bus Gate in Old Torrington Road, be implemented subject to:

- (a) all traffic being permitted to travel southbound through the bus gate and Officers further investigate a proposal for an exemption for motorcyclists northbound.
- (b) additional traffic calming measures being investigated for Old Torrington Road, north of the bus gate; and
- (c) monitoring of the impact of the implementation of the above over a period of 12 months and for report to a future meeting of this Committee.

Following legal advice, it is considered that the modifications proposed at HATOC would be a substantial change to the original traffic order. This meant the council is required to re-consult those that would be affected by the proposed change.

We have since arranged this consultation, which was carried out from 1 to 14 June 2022 and we wrote to all properties affected north and south of the proposed bus gate. Details of the modification can be found in Appendices 1 & 2.

Notices were also erected on site and information was provided on the councils website. It is acknowledged that the modification notice was not originally published on the website and this was rectified as soon as the matter was identified. However, it is considered that the information on what is proposed was available on the website and within the postcards sent to residents, that this does not impact the consultation.

In total 118 responses were received. only 11 indicated support for the modification with 107 opposed.

Number of Reponses	North	South
Support	8	3
Oppose	94	13

A full summary of comments and the councils response can be found in Appendix 3.

4. Enforcement

Since the November HATOC, officers have also been reviewing the legislation and design to ensure the council does have the powers to enforce by means of a camera. This is proved to be more technically complex then we'd originally thought.

The latest position is that the Department for Transport (DFT) has just published new legislation for the enforcement of moving traffic restrictions, which means that authorities wishing to take on the powers will be required to formally seek and obtain approval from the DFT. Then carry out specific consultation before any camera enforcement can take place. As these powers could be used across Devon the decision to apply for these powers is to be considered by the Scrutiny Committee which is planned for June 2022.

It is worth noting that enforcement could still be carried out by the police, but it would require a police officer in uniform to be present and witness a vehicle breaking the prohibition. Due to the limited resources of the police, they have indicated they would not support this option.

The scrutiny task group is planned for June to September 2022.

5. Discussion

Whilst it is recognised that the majority of the responses are not in favour of the proposed modification, the comments submitted are the same issues previously raised and considered by the committee.

Previously officers had recommended to implement the bus gate as advertised. This was based on the responses previously submitted. However, the committee considered the officers recommendation and other representations at the meeting in November 2021 before making the resolution on a modified proposal.

It is not considered that the responses to the modified proposal provide anything different to the comments that have previously been considered by the committee. It is therefore recommended that the modification to the bus gate is approved and the traffic regulation order (as modified) is made and sealed.

6. Alternatives

The alternative of implementing the bus gate part time has been considered.

The purpose of the bus gate is to stop traffic from using the Old Torrington Road route. It is recognised that there would be an increased demand to use this route when the A3125 is congested and therefore it is appropriate that the bus gate must apply during these times. However, if the A3125 is not congested then the A3125 will have capacity for the traffic that would want to use Old Torrington Road.

This is consistent with the existing bus gate on Gratton Way that also applies at all times.

A part time bus gate may also lead to confusion for drivers, especially those occasionally travelling to properties / amenities to the south of the bus gate. A full time restriction is much clearer than one that operates some of the time.

The option of implementing the bus gate as originally advertised has been considered but ruled out for the reasons detailed within this report.

7. Strategic Plan

The restrictions proposed support the priorities in the Strategic Plan as they aim to improve road safety to improve health and wellbeing and to better manage traffic in the areas to respond to the climate emergency and support sustainable economic recovery.

Agenda Item 5

8. Financial Considerations

The proposals and associated works are being funded by the housing developer for the Larkbear development, Persimmon Homes. The camera enforcement equipment for the bus gate would also be funded by the developer.

9. Legal Considerations

To introduce a vehicle prohibition will require a statutory consultation in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

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 is practicable, to secure the expeditious, convenient and safe movement of traffic and provision of parking facilities.

10. Environmental Impact Considerations (Including Climate Change)

Comments received as part of the consultation suggested that congestion on Cedars Roundabout and the surrounding roads may get worse following the implementation of this new bus gate. It is considered that traffic should use the A3125 as this is designed for a higher capacity of traffic. Work is being undertaken as part of a different scheme to identify any issues here and look to improve congestion.

11. Equality Considerations

It is not considered that the proposed recommendation has any equality impacts.

12. Risk Management Considerations

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

13. Reasons for Recommendations

After considering the comments, it is recommended that the new bus gate and associated waiting restrictions on Old Torrington Road are introduced as modified.

Meg Booth
Director of Climate Change, Environment and Transport

Electoral Division: Chulmleigh & Swimbridge

Agenda Item 5

Local Government Act 1972: List of Background Papers

Contact for Enquiries: James Bench

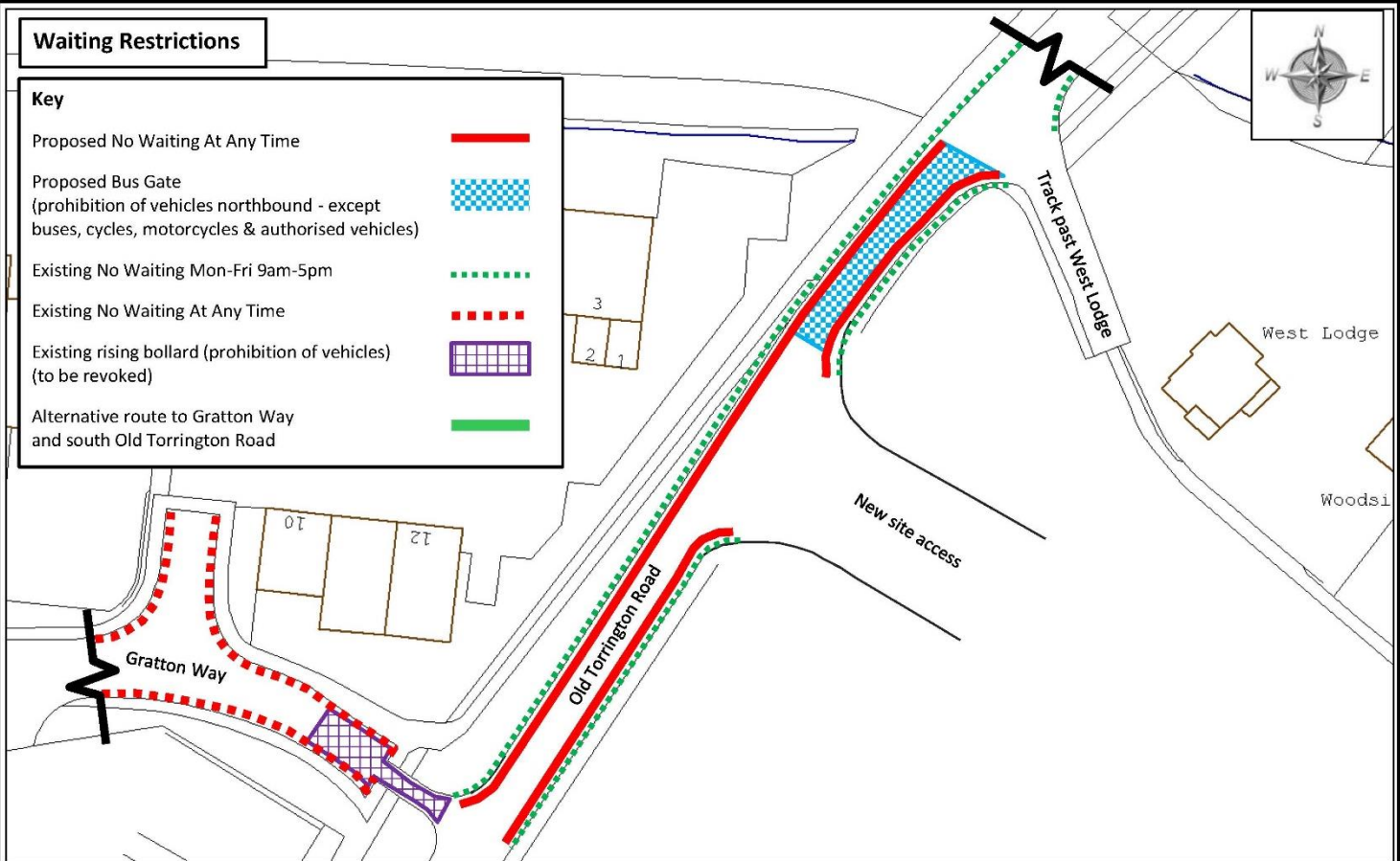
Room No: Great Moor House, Bittern Road, Exeter EX2 7NL

Tel No: 0345 155 1004

Background Paper	Date	File Reference
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None		
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jb170622ndh sc/cr/Bus Gate – Old Torrington road Sticklepath 03 170622		
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Devon County Council

Meg Booth - Chief Officer, Highways, Infrastructure Development & Waste
 TRAFFIC MANAGEMENT TEAM
 DEVON COUNTY COUNCIL
 COUNTY HALL
 EXETER EX1 1JH
 Telephone 0345 195 1004

SCHEME
 Old Torrington Road, Sticklepath

DRAWING
Page 6 Bus Gate

drawn by JPB scale NTS
 date 19-May-2022 O.S.Ref 254525,131761
 drawing number ENV5820&21/1 (B)



Devon County Council (Old Torrington Road, Sticklepath) (Bus Gate) Order

Following further consideration, it is being recommended that the proposals for the Bus Gate are modified.

The modification would relax the proposed prohibition (Bus Gate) to allow:

- All vehicles to travel southbound towards the crematorium.
- Motorcycles to travel northbound (as well as the buses, cycles and authorised vehicles originally proposed).

A plan showing the modification can be seen at <http://devon.cc/tro> from 1 June 2022. Free computer use (bookable in advance) is available during their opening hours at most Devon Libraries. Documents are also available to view, by appointment, during normal office hours at the address below. To book an appointment please contact 0345 155 1004 or use the online form at <http://devon.cc/tro>

Should you wish to make a representation regarding this proposed modification then you may do so via the following methods: -

- **Online:** <http://devon.cc/tro> to arrive on or before 14 June 2022
- **Post:** County Solicitor, Devon County Council, County Hall, Topsham Road, Exeter, EX2 4QD to arrive on or before 14 June 2022

ENV ID 5820
Website Reference IMR/B18112
1 June 2022

Summary of Comments Submitted

Comment	North	South	DCC Response
<p>Congestion on 'A' road Higher volume of traffic on Roundswell, A3125 and Sticklepath Hill causing congestion problems, with such a large number of additional houses being built off the Old Torrington Road [Riverton Road development], there has been a significant increase in traffic in the area.</p> <p>The relaxation of the traffic at the Bus Gate access needs to be open to traffic moving both south- and northbound, in order to ease the increasing congestion at the Sticklepath Hill roundabout and allow easier access for local residents.</p>	3	3	<p>It is recognised that the bus gate will require traffic to use an alternative route and may increase traffic on the A road. However, this is the most appropriate route for traffic.</p> <p>There is a long term ambition for a new access from the Larkbear development to the A361 Western Bypass, but this does not have planning permission or a live planning application. It is not known when this might be constructed but would ease traffic as the new housing development grows.</p>
<p>The modification does not address the main existing problem of speeding/heavy traffic flow on Old Torrington Road past mini roundabouts at Shorelands Road, and main route into town from Cedars roundabout. This new modification will create a 'Rat run' that will cause congestion and pollution.</p>	69	12	<p>Views noted.</p> <p>The HATOC has previously agreed to investigate additional traffic calming measures for Old Torrington Road, north of the bus gate.</p>
<p>Revert back to plan The original plan to have a bus gate on the Old Torrington Road was recommended after consultation with the local community. Reinstating the original proposals would ease the situation on the Main A3125 at the junction with Old Torrington Road.</p> <p>The bus gate should go where it was originally meant to go between Grange Avenue and the new development. Only buses, ambulances & police be allowed to use it. The proposed modification will cause chaos.</p>	9	1	<p>Views noted.</p> <p>The location of the bus gate has not changed.</p>

Agenda Item 5

Comment	North	South	DCC Response
<p>Safety The new modification won't fix anything only move a traffic problem and make yet another road more dangerous. The college junction and Sticklepath roundabout are far too busy already. The new proposal will not decrease the amount of traffic but instead will encourage drivers to drive at speed along this stretch of road. It will also make coming out of junctions more hazardous.</p>	25	1	Views noted
<p>Support The modification of the operation of the relocated bus-gate to allow all south-bound traffic, would give a preferable experience of the last part of their journey for mourners travelling by road to the Crematorium.</p> <p>This new modification resolves the key issue of traffic build up through vehicles using Old Torrington Road as a short cut, which back's up traffic from the roundabout onto Sticklepath Hill.</p>	8	3	Support noted.

Local Waiting Restriction Programme

Report of the Director of Climate Change, Environment and Transport

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;**
- (b) the recommendations contained in Appendix 2 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 October 2021, a list of requests for new or amended waiting restrictions for the 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 19 May until 13 June 2022.

A summary of the proposals advertised can be found in Appendix 1 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 2 to this report.

Following advertisement:

- Proposals which did not attract objections will be implemented.
- Proposals that received objections are detailed in Appendix 2 to this report with recommendations for each location.

4. Strategic Plan

The restrictions proposed support the priorities in the Strategic Plan as they aim to improve road safety to improve health and wellbeing and to better manage traffic and parking in the areas to respond to the climate emergency and support sustainable economic recovery.

Agenda Item 6

5. 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.

6. 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.

7. 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.

8. Equality Considerations

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

9. Risk Management Considerations

No risks have been identified.

10. Public Health Impact

There is not considered to be any public health impact.

11. Reasons for Recommendations

The proposals rationalise existing parking arrangements within the 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 the area and therefore comply with Section 122 of the Road Traffic Regulation Act 1984.

Meg Booth
Director of Climate Change, Environment and Transport

Electoral Divisions: All in North Devon

Local Government Act 1972: List of Background Papers

Contact for Enquiries: James Bench

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

Background Paper	Date	File Reference
Nil		

Agenda Item 6

Appendix 1
To CET/22/??

Details of Proposals Advertised

Councillor	Plan Reference	Location	Parish/Town	Proposals	Statement of Reasons
Ian Roome	ENV5936-01	Queen Street	Barnstaple	Convert unused bus stop to a loading bay.	To convert the current Bus Stop to Loading Only at Any Time.
Caroline Leaver	ENV5936-02	Cyprus Terrace	Barnstaple	Extend the No Waiting at Any Time at the junction with Victoria Street.	To prevent obstructive parking.
Ian Roome	ENV5936-03	Upcott Avenue	Barnstaple	No Waiting at Any Time outside Booker & Magnet.	To improve access for deliveries and customers.
Ian Roome	ENV5936-04	Ashleigh Crescent	Barnstaple	No Waiting at Any Time around the eastern, western and northern edge of the central island.	To prevent parked vehicles damaging verge and services.
Ian Roome	ENV5936-05	Goodleigh Road	Barnstaple	No Waiting at Any Time at the junction with Gorwell Road.	To prevent parked vehicles obstructing visibility when emerging from the junction.
Caroline Leaver	ENV5936-06	Cleave Road	Sticklepath	No Waiting at Any Time around the turning area.	To prevent obstructive parking.
Caroline Leaver	ENV5936-07	Westfield Avenue	Sticklepath	No Waiting at Any Time at the bend.	To prevent obstructive parking.
Caroline Leaver	ENV5936-08	Bickington Road	Sticklepath	No Waiting at Any Time across the access to the industrial estate.	To remove the disabled parking bay as it is no longer required and to introduce double yellow lines to prevent obstructive parking.
Caroline Leaver	ENV5936-09	Willow Tree Road	Barnstaple	No Waiting at Any Time at the junction with Rumsam Road.	To prevent obstructive parking.

Agenda Item 6

Councillor	Plan Reference	Location	Parish/Town	Proposals	Statement of Reasons
Andrea Davis	ENV5936-10	High Street	Combe Martin	Upgrade the Keep Clear outside of the Fire Station.	To prevent obstructive parking outside the Fire Station.
Paul Crabb	ENV5936-11	Highfield Road	Ilfracombe	Upgrade the No Waiting to No Waiting at Any Time outside 7 to 23.	To prevent obstructive parking.
Paul Crabb	ENV5936-12	Langleigh Road	Ilfracombe	No Waiting at Any Time opposite driveways along the road.	To prevent obstructive parking.
Paul Crabb	ENV5936-13	Castle Hill	Ilfracombe	Extend the No Waiting at Any Time opposite Montpelier Lane.	To prevent obstructive parking.
Paul Crabb	ENV5936-14	Bicclescombe Park Road	Ilfracombe	No Waiting at Any Time at the entrances to the factory.	To prevent obstructive parking.
Paul Crabb	ENV5936-15	Fortescue Road	Ilfracombe	No Waiting at Any Time outside no. 4	To prevent obstructive parking
Paul Crabb	ENV5936-16	Station Road	Ilfracombe	No Waiting at Any Time within the cycle lane near Cairn Road.	To prevent obstructive parking.
Paul Crabb	ENV5936-17	Bradwell Road	Ilfracombe	No Waiting at Any Time on both sides of the road for the entire length.	To prevent obstructive parking.
Paul Crabb	ENV5936-18	Hillside Road and Watermouth Road	Ilfracombe	No Waiting at Any Time at junction of Watermouth Road.	To improve visibility.
Paul Crabb	ENV5936-19	St Brannocks Park Road	Ilfracombe	No Waiting at Any Time at junction with St Brannocks Park Road.	To prevent obstructive parking.
Andrea Davis	ENV5936-20	Market Street	Lynton	Upgrade No Waiting to No Waiting at Any Time outside the Library.	To prevent obstructive parking.

Agenda Item 6

Councillor	Plan Reference	Location	Parish/Town	Proposals	Statement of Reasons
Jeremy Yabsley	ENV5936-21	Elysian Court	South Molton	No Waiting Mon-Sat 8am-6pm for the entire length.	To prevent obstructive parking.
Paul Henderson	ENV5936-22	Barnstaple Hill	Swimbridge	Upgrade the Keep Clear outside of the school.	To prevent obstructive parking outside the Primary School.
Jeremy Yabsley	ENV5936-23	West Street	Witheridge	No Waiting at Any Time outside no. 17 to 21.	To prevent obstructive parking.
Frank Biederman	ENV5936-24	Bickington Road	Bickington	No Waiting at Any Time on south side from The Retreat to Tews Lane and the north side outside nos. 4 to 9.	To prevent obstructive parking.
Pru Maskell	ENV5936-25	Glebe Field	Georgeham	No Waiting at Any Time opposite the car park.	To prevent obstructive parking.
Caroline Leaver	ENV5936-26 & ENV5936-27	Newport Road (South)	Barnstaple	Amend No Waiting to Mon-Sat 9am-5pm and introduce some Limited Waiting.	To extend the hours of operation of the single yellow line to provided longer period for parking.
Paul Crabb	ENV5936-28	The Quay	Ilfracombe	No Waiting/No Loading at Any Time to shorten the loading bay at either end.	To prevent obstructive parking.

Summary of Submissions

ENV5936-02 Cyprus Terrace, Barnstaple 2 respondents – Residents of Cyprus Terrace	
Comment	Devon County Council Response
<p>2 respondents oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> - Restrictions will reduce parking provision. <p>Suggestions:</p> <ul style="list-style-type: none"> - Make Bowering Court car park was made available for use by those on Cyprus Terrace. 	<p>Reason for Proposal: Extend the No Waiting at Any Time at the junction with Victoria Street to prevent obstructive parking.</p> <p>Officer comments: Parking is only permitted at locations where it does not cause an obstruction to traffic.</p> <p>The restrictions are considered necessary to prevent parking that prevent larger vehicles accessing the road.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

ENV5936-04 Ashleigh Crescent, Barnstaple 12 respondents – 11 residents of Ashleigh Crescent and 1 resident of Westaway Close	
Comment	Devon County Council Response
<p>2 respondents support and 10 oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> - Parking is already an issue. <ul style="list-style-type: none"> - Residents from nearby streets and town visitors park here. - Currently a lot of non-residents parking. - Households have more than one car. - Restrictions will prevent residents being able to park (on the green). - Will create knock on effect on surrounding network. - Does not benefit/at the expense of residents. - No alternative parking provisions. - Residents need parking. <ul style="list-style-type: none"> - To allow family and friends to care for resident. - Due to age, shopping and children. - Residents should have the right to park outside their homes. - Parking on the green. <ul style="list-style-type: none"> - only happens overnight. - does not create problems. - Residents do not park on the grass bank; bank is used due to non-residents parking in spaces OR parking on the grass itself. - allows residents to park in case of emergency. - Residents have not been consulted. 	<p>Reason for Proposal: No Waiting at Any Time around the eastern, western and northern edge of the central island to prevent parked vehicles damaging verge and services.</p> <p>Officer comments: The grass verge is not designed for vehicles and parking here is damaging the services underneath.</p> <p>Parking is only permitted at locations where it does not cause damage to the highway, which includes verges.</p> <p>This is the consultation for residents to make their comments on the proposals. We wrote to all residents affected to notify them of the 3 week consultation period. An optional additional site notice was erected as soon as we could arrange it.</p>

Agenda Item 6

- Damage of grass area is due to refuse collection vehicle and other larger delivery vehicles.
- Concerns about being able to charge future EV vehicles.
- Residents have not had sufficient time to place objections to proposals.
 - Residents are not getting a fair hearing or opportunity to understand or oppose the restrictions.

Suggestions:

- Introduce residents' parking.
 - Propose that residents that live on the sides of the grass bank are given parking permits which will result in deterring non-residents from parking, and removing the space from public usage.
- Insert grids into outer edges of the grass area so it doesn't get damaged when people park on it.
- Make parking easier for residents.

Additional Info:

- Although resident supports, resident does not believe the proposal will have any effect.
- The site notice was not erected at the start of the consultation period.

The proposed restrictions do not prevent parking outside residents' homes or the ability to charge electric vehicles.

A residents parking scheme would need the support of the whole area, as we would not consider a single road. And it would only be progressed when there was available funding and resource.

In addition, there is no funding available to improve the area to allow parking.

Recommendation

It is recommended that the proposals are implemented as advertised.

ENV5936-06 Cleave Road, Sticklepath

4 respondents – 3 residents of Cleave Road and Councillor Leaver

Comment	Devon County Council Response
<p>2 respondents support and 2 oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> - Waste of tax money. - Causes issues as a severely disabled person: parking is needed outside of property. - There is no issue with parking and vehicles turning right. - A few people park here to access Tarka Trail. - Restrictions will exacerbate the parking and obstruction problems. <p>Supporting arguments:</p> <ul style="list-style-type: none"> - Larger vehicles have difficulty in turning when cars are parked there often for long periods. - allow vehicles to use the turning head as was intended when it was designed. <p>Suggestions:</p> <ul style="list-style-type: none"> - If must allow extra space for a super large truck, can still have a disabled parking bay in the spur and trucks will be able to reverse past a disabled person's car. - Provision for disabled badge holder parking if restrictions go ahead. - The section of road that needs changing is where Cleave Road joins Westfield Avenue, road needs to be widened and changed. <p>Additional Info:</p> <ul style="list-style-type: none"> - Resident believes this has been raised by a neighbour willing to file a criminal process under the Equality Act. 	<p>Reason for Proposal: No Waiting at Any Time around the turning area to prevent obstructive parking.</p> <p>Officer comments: There are no rights to park on the public highway and parking is only permitted at locations where it does not cause an obstruction to traffic.</p> <p>It is recognised that there is concern about parking for disabled. However, we do not have any live records of a bay in this location or a request for one but as the adjacent properties have off-street parking it is unlikely a bay would meet the councils policy. However, if one were to be provided, it would be marked at a safe location where parking does not cause an obstruction.</p> <p>It is not proposed to make changes to the junction as it has been designed to reduce the speed of vehicles turning into/out of the road.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

Agenda Item 6

ENV5936-07 Westfield Avenue, Sticklepath

1 respondent – Councillor Leaver

Comment	Devon County Council Response
<p>1 respondent supports the proposals</p> <p>Suggestions:</p> <ul style="list-style-type: none"> - The lines prohibiting parking should be extended in both directions to reduce the danger to other road users from vehicles going round the bend at speed. 	<p>Reason for Proposal: No Waiting at Any Time at the bend to prevent obstructive parking.</p> <p>Officer comments: It is not possible to extend the restrictions at this time and it is considered that extending the restrictions further would be more likely to increase speeds.</p> <p>However, it is recommended that the restrictions are implemented as proposed and if it is considered necessary, further restrictions can be considered as part of a future review.</p>

Recommendation

It is recommended that the proposals are implemented as advertised.

ENV5936-08 Bickington Road, Sticklepath

1 respondent – Cllr Leaver

Comment	Devon County Council Response
<p>1 respondent supports the proposals.</p> <p>Suggestions:</p> <ul style="list-style-type: none"> - Extend restriction in both directions so the total line is about double what is currently proposed. The entrance is the only access into the industrial estate and is used by articulated lorries that are unable to make turns left or right onto Bickington Road when there are vehicles parked on close to the entrance. 	<p>Reason for Proposal: No Waiting at Any Time across the access to the industrial estate to remove the disabled parking bay as it is no longer required and to introduce double yellow lines to prevent obstructive parking.</p> <p>Officer comments: It is not possible to extend the restrictions at this time.</p> <p>However, it is recommended that the restrictions are implemented as proposed and if it is considered necessary, further changes can be considered as part of a future review.</p>

Recommendation

It is recommended that the proposals are implemented as advertised.

ENV5936-09 Willow Tree Road, Barnstaple

1 respondent – Cllr Leaver

Comment	Devon County Council Response
<p>1 respondent supports the proposals.</p> <p>Suggestions:</p> <ul style="list-style-type: none"> - Extend restrictions further into Willowtree Road. Visibility on this junction is severely restricted by parked cars, and there is nowhere that vehicles can pass each other. 	<p>Reason for Proposal: To prevent obstructive parking.</p> <p>Officer comments: It is not possible to extend the restrictions at this time and it is considered that the restrictions provide adequate protection for the junction.</p> <p>However, it is recommended that the restrictions are implemented as proposed and if it is considered necessary, further restrictions can be considered as part of a future review.</p>

Recommendation

It is recommended that the proposals are implemented as advertised.

ENV5936-11 Highfield Road, Ilfracombe

118 Responses – 30 residents of Highfield Road, 1 resident of Oak Tree Gardens, 3 residents of Marlborough Park, 5 residents of Marlborough Road, 7 residents of Victoria Road and 72 responses from residents of other streets in Ilfracombe

Comment	Devon County Council Response
<p>3 respondents support and 114 oppose the proposals. 1 response did not clearly indicate their view.</p> <p>Objections:</p> <ul style="list-style-type: none"> - Parking is already an issue/ Limited available parking. <ul style="list-style-type: none"> - Parking by non-residents/holiday makers/local employees. - Local development has increased pressure. - restrictions in summer make it difficult to park. - Highfield Road is the most important road in Town offering parking to resident/Can absorb cars from other roads when there is no parking there. - Already issues with current parking behaviour including double and treble parking. - Parking is already spilling over from Highfield Road. - No alternative parking provisions. <ul style="list-style-type: none"> - Car park is very expensive. - Restrictions will exacerbate parking issues in the area. i.e. allow dangerous parking near the Junior School. - Parking acts as traffic calming to keep speeds down. - No problems experienced. - Only problems experienced at the beginning and the end of the school day. - Buses only use the road twice per day at school times. - Road is no busier in the summer as it is in the winter. 	<p>Reason for Proposal: Upgrade the No Waiting to No Waiting at Any Time outside 7 to 23 to prevent obstructive parking.</p> <p>Officer comments: Parking is only permitted at locations where it does not cause an obstruction to traffic.</p> <p>We have received reports that some vehicles are unable to travel along Highfield Road during the winter months when the No Waiting restriction does not apply. This would apply to all larger vehicles requiring access along the road for deliveries or emergencies.</p> <p>However, it is also recognised that there is a demand for parking in this location and it is recommended that further discussion take place with the local County Councillor and Chair of HATOC to review the proposed restrictions to identify</p>

Agenda Item 6

- Road is quiet at night, no need to take overnight parking away.
 - parked cars on both sides only for a short stretch where visibility is good.
 - Yellow lines should be for safety critical areas.
- Negative impact on the town and residents:
- Impact access to properties & house properties.
- Parking is vital to local residents and businesses, because for work, childcare, EV Charging, disability.
- Public transport supporting the town is poor.
- No enforcement after 4.30pm Monday to Saturday.
- Plans do not seem to be properly thought out, and do not take the bigger picture into consideration.
- Unclear what will be gained.
- Explanation from the council is not sufficient and no specific justification is given.
- Restrictions will cause more accidents and access issues for emergency vehicles.

Supporting arguments:

- Restrictions would improve safety.
- The road is unsafe for pedestrians.
- Difficult for busses to get through.
- Difficult for cars to see whether road is clear.
- road safety risk due to parking on both sides.
- Knock on effect on surrounding network.
- Car parks are paid for by residents.

Suggestions:

- Introduce residents' parking.
- Provision of alternative parking/EV charging.
- Amend proposals or existing restrictions:
- Change current road layout e.g. narrow pavement:
- Speed reducing measures e.g. 20mph speed limit.
- Change route for coaches or smaller buses.
- Increase enforcement.
- parking strategy for the town.
- Let holiday makers use car parks.

Questions:

- Has knock on effect on surrounding roads been considered?
- Questions benefit to local community.
- EV charging plans.

Additional Info:

- Parking permits are unaffordable.

whether the timings or extent of restrictions can be relaxed.

Recommendation

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 with the final decision delegated to the Director of Climate Change, Environment and Transport in consultation with the local County Councillor and HATOC Chair.

ENV5936-12 Langleigh Road, Ilfracombe

29 Responses – 7 residents of Langleigh Road, 5 residents of Langleigh Park, 12 residents of Langleigh Terrace, 2 residents of Trinity Gardens and 3 residents of other streets in Ilfracombe

Comment	Devon County Council Response
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4 respondents support and 24 oppose the proposals. 1 response did not clearly indicate their view.

Objections:

- Negative impact on property value.
- Residents need to park close to home due to health, children, shopping, equipment.
- Residents with multiple vehicles won't be able to park.
- There is no problem.
- No alternative parking provision as does not have a driveways or designated parking spaces.
- Parking is already an issue.
- Restrictions would exacerbate the parking problem.
- Knock on effect on surrounding network.
- Disproportionate measure in response to minor issue.
- Measure would favour those with off road parking.
- Proposal does not quantify number of cars affected.
- the addition of double yellow lines will not overcome the dangerous situation of people driving their cars off of a driveway with no visibility to the oncoming traffic.
- Restrictions would lead to dangerous parking.
- Speed of traffic poses a danger and would not be reduced by parking restrictions.
- Trinity Gardens experiences access issues for service vehicles.

Supporting arguments:

- Restrictions don't go far enough; problem is tall vehicles.
- Dangerous parking.
- On kerb parking reduces accessibility for pedestrians, buggies etc.
- Reduced access of road by car & emergency vehicles.
- Instances when refuse can't be collected.
- Issues with visitors of holiday accommodation parking.

Suggestions:

- Amend proposals.
- improve access to properties with existing driveways.
- restrictions where road is narrow.
- restrictions needed for Church Hill into Langleigh Road.
- Introduce 20mph speed limit or one-way system.
- Introduce residents' parking.

Additional Info:

- Resident had application turned down for a disabled parking bay.
- Resident requests impact analysis.

Reason for Proposal:
No Waiting at Any Time opposite driveways along the road to prevent obstructive parking.

Officer comments:
Parking is only permitted at locations where it does not cause an obstruction to traffic.

We have received reports that some vehicles are unable to travel along Highfield Road during the winter months when the No Waiting restriction does not apply. This would apply to all larger vehicles requiring access along the road for deliveries or emergencies.

However, it is also recognised that there is a demand for parking in this location and it is recommended that further discussion take place with the local County Councillor and Chair of HATOC to review the proposed restrictions to identify whether the timings or extent of restrictions can be relaxed.

Recommendation

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 with the final decision delegated to the Director of Climate Change, Environment and Transport in consultation with the local County Councillor and HATOC Chair.

Agenda Item 6

ENV5936-13 Castle Hill, Ilfracombe

5 responses – 2 residents of Castle Hill, 1 resident of Cambridge Grove and 1 resident of Portland Park

Comment	Devon County Council Response
<p>5 respondents oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> - Parking is already a problem with non-residents. - Restrictions would prevent resident from parking near property when arriving home late after shift work. - Restrictions will create issues for overnight and weekend parking for residents. - No alternative parking provisions. - Knock on effect on surrounding network. <p>Suggestions:</p> <ul style="list-style-type: none"> - Only increase restrictions if adequate resident parking system is in place. - Introduce residents' parking: this would prevent non-residents parking and increase use of car parks (income generating). - Give planning permission to build a garage. - Adopt scheme with limited hourly parking for non-residents. 	<p>Reason for Proposal: Extend the No Waiting at Any Time opposite Montpelier Lane to prevent obstructive parking.</p> <p>Officer comments: Parking is only permitted at locations where it does not cause an obstruction to traffic or pedestrians.</p> <p>There is insufficient space to allow parking opposite the junction with Montpelier Lane.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

ENV5936-14 Bicclescombe Park Road, Ilfracombe

3 responses – 1 resident of Park Way, 1 resident of Bicclescombe Park Road and 1 resident of St Helier Court

Comment	Devon County Council Response
<p>2 respondents oppose the proposals. 1 response did not clearly indicate their view.</p> <p>Objections:</p> <ul style="list-style-type: none"> - Proposals are unrealistic. - Use of car is essential for work. - Public transport is not an option. - Resident reports parking issues relating to commercial vehicles and holidaymakers. - No alternative parking provision. 	<p>Reason for Proposal: No Waiting at Any Time at the entrances to the factory to prevent obstructive parking.</p> <p>Officer comments: Parking is only permitted at locations where it does not cause an obstruction to traffic.</p> <p>The restrictions are considered necessary to protect the entry and egress for large vehicles from TDK.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

Agenda Item 6

ENV5936-15 Fortescue Road, Ilfracombe

5 responses – 3 residents of Fortescue Road and 2 residents of Northfield Road

Comment	Devon County Council Response
<p>2 respondents support and 3 oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none">- Parking is already a problem in Ilfracombe.- Restrictions would exacerbate existing traffic/parking problems.- Restrictions would encourage negative parking behaviour. <p>Supporting arguments:</p> <ul style="list-style-type: none">- Fortescue Road needs traffic enforcement.- Occasions when it is difficult to access garages when there are cars parked opposite. <p>Suggestions:</p> <ul style="list-style-type: none">- Introduce residents' parking.- Have a turning circle at the top of the road.	<p>Reason for Proposal: No Waiting at Any Time outside no. 4 to prevent obstructive parking.</p> <p>Officer comments: Parking is only permitted at locations where it does not cause an obstruction to traffic.</p> <p>The restrictions are considered necessary to protect the entry and egress from the adjacent property.</p> <p>A residents parking scheme would need the support of the whole area, as we would not consider a single road. And it would only be progressed when there was available funding and resource.</p> <p>There is no highway space to create a turning circle.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

Agenda Item 6

ENV5936-16 Station Road, Ilfracombe

9 responses – 7 residents of Station Road, 1 resident of Castle Street & 1 resident of Osborne Road

Comment	Devon County Council Response
<p>1 respondents support and 8 oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> - Parking is already a problem. <ul style="list-style-type: none"> - dangerous and inconsiderate parking. - parking by local employees. - access issues for emergency vehicles. - parking due to visitors to cycle way and the Cairn. - Restrictions will exacerbate the problem. - No alternative parking provisions. - Knock on effect on surrounding network. - Restrictions would negatively impact access to nature reserve. - Plans do not seem to be properly thought out, and do not take the bigger picture into consideration. - Resident reports issues with turning for all vehicles at junction with Station Road & Richmond Road. <p>Suggestions:</p> <ul style="list-style-type: none"> - No parking between 08.00 to 17.00 Monday to Friday only. - Introduce residents' parking. - Contact local employer before implementing restrictions. - Find alternative arrangement for affected residents. 	<p>Reason for Proposal: No Waiting at Any Time within the cycle lane near Cairn Road to prevent obstructive parking.</p> <p>Officer comments: Parking is only permitted at locations where it does not cause an obstruction to traffic, including cyclists.</p> <p>The restrictions are considered necessary to remove parking from the cycle lane on the road.</p> <p>It is the responsibility of drivers to park in a safe location that does not cause an obstruction.</p> <p>However, it is recommended that the times of operation be relaxed to allow overnight parking. The exact timings would be discussed and agreed with the local County Councillor and HATOC Chair.</p> <p>A residents parking scheme would need the support of the whole area, as we would not consider a single road. And it would only be progressed when there was available funding and resource.</p>
<p>Recommendation</p> <p>It is recommended that the proposals are relaxed to allow overnight parking with the timings to be agreed by the Director for Climate Change, Environment and Transport in consultation with the local County Councillor and HATOC Chair.</p>	

Agenda Item 6

ENV5936-17 Bradwell Road (Ilfracombe) 1 response – 1 resident of Osborne Road

Comment	Devon County Council Response
<p>1 respondent opposes the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> - Knock-on effect on the parking around Church Road and Osborne Road (and also Brookdale Road). - Already parking and access issues on Osborne Road. - Plans do not seem to be properly thought out, and do not take the bigger picture into consideration. <p>Additional Info:</p> <ul style="list-style-type: none"> - Resident reports dangerous and inconsiderate parking. - Resident reports access issues for emergency vehicles. 	<p>Reason for Proposal: No Waiting at Any Time on both sides of the road for the entire length to prevent obstructive parking.</p> <p>Officer comments: Parking is only permitted at locations where it does not cause an obstruction to traffic, including pedestrians.</p> <p>The road is not wide enough to permit parking on the carriageway and current parking is taking place on the pavement and obstructing pedestrians.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

ENV5936-18 Hillside Road and Watermouth Road, Ilfracombe 8 responses – 1 resident of Hillside Road, 3 residents of Watermouth Road, 2 residents of Beach Road and 2 residents of Sunnymeade

Comment	Devon County Council Response
<p>8 respondents oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> - Plenty of room on Watermouth Road. - Parking on the left-hand side naturally slows down traffic. - No alternative parking provision. - Parking near property is needed unload children, shopping etc. - Proposed area is too extensive. - Knock on effect on surrounding network. - Concerns about decreased road safety. - Parking is already a problem & worse in the summer. - Restrictions will exacerbate the existing parking problem/reduces the number of available parking spaces. <p>Suggestions:</p> <ul style="list-style-type: none"> - Introduce a one way system, entering from junction and exit at top. Would increase road safety. - Need to restrict max of one parking space at end of junction to allow vehicles turning from Old Berrynarbor Road. 	<p>Reason for Proposal: No Waiting at Any Time at junction of Watermouth Road to improve visibility</p> <p>Officer comments: Parking is only permitted at locations where it does not cause an obstruction to traffic.</p> <p>It is considered that removal of parking at the junction is necessary to ensure there is sufficient visibility for traffic to safely exit the road.</p> <p>Requests for additional restrictions should be discussed with the local County Councillor.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

Agenda Item 6

ENV5936-19 St Brannocks Park Road, Ilfracombe 3 responses – 2 residents of St Brannocks Park Road & 1 resident of St Helier Court	
Comment	Devon County Council Response
<p>1 respondent supports and 2 oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> - Parking is already an issue. - Resident reports non-residents vehicles parking. - Resident expresses concerns about parking after work at night and walking home on their own. - Resident reports road safety issues. - Insufficient resident parking available. <p>Supporting arguments</p> <ul style="list-style-type: none"> - Can see danger parking causes: It forces traffic going east up from St Brannocks Road out into the line of traffic coming south along St BP Road. - Sometimes allotments gate is blocked. 	<p>Reason for Proposal: No Waiting at Any Time at junction with St Brannocks Park Road to prevent obstructive parking.</p> <p>Officer comments: Parking is only permitted at locations where it does not cause an obstruction to traffic.</p> <p>It is considered that removal of parking at the junction is necessary to ensure there is sufficient visibility for traffic to safely travel around the corner.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

ENV5936-20 Market Street, Lynton 5 responses – 3 residents of Queen Street, 1 resident of Lee Road & 1 resident of Highfield Road	
Comment	Devon County Council Response
<p>3 respondents support and 2 oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> - Resident needs to park outside of property to charge their vehicle. - Opposes proposed no waiting at any time on the south side of Market Street, during quiet times this is useful parking area for residents (which can be in high demand) and individuals visiting the library, museum or fitness centre. Particularly people with mobility issues. - Parking on the south side of Market Street is not obstructive. <p>Supporting arguments</p> <ul style="list-style-type: none"> - supports proposals for the north side <p>Suggestions:</p> <ul style="list-style-type: none"> - Restrictions do not extend far enough. - There should be double yellow lines for all of Market Street & Queen Street. - speed humps would reduce vehicle speeds as junctions at both ends of Market Street are difficult. - junction markings at Queen Street junction. 	<p>Reason for Proposal: Upgrade No Waiting to No Waiting at Any Time outside the Library to prevent obstructive parking.</p> <p>Officer comments: Parking is only permitted at locations where it does not cause an obstruction to traffic, including pedestrians.</p> <p>Parking on the road is impacting the safe access to adjacent properties.</p> <p>Junction markings are not provided in quieter streets as vehicle numbers and speeds are low and they are not required.</p> <p>Requests for additional restrictions should be discussed with the local County Councillor.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

Agenda Item 6

ENV5936-21 Elysian Court, South Molton

3 responses – 2 residents of Elysian Court & 1 resident of North Street

Comment	Devon County Council Response
<p>2 respondents support the proposals. 1 response did not clearly indicate their view.</p> <p>Supporting arguments:</p> <ul style="list-style-type: none"> - current parking means pedestrian must walk in the road. <p>Suggestions:</p> <ul style="list-style-type: none"> - Restriction should be 'At all times'. <p>Additional Info:</p> <ul style="list-style-type: none"> - Resident reports regular access issues for cars using the medical centre car park & Elysian Court Car Park. - Resident reports continuous access issues for fire emergency vehicles. 	<p>Reason for Proposal: No Waiting Mon-Sat 8am-6pm for the entire length to prevent obstructive parking.</p> <p>Officer comments: Support noted.</p> <p>It is not possible to extend the timings of the restriction at this time, so it is recommended that the restrictions are implemented as proposed. The situation can be monitored and if it is considered necessary, changes can be considered as part of a future review.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

ENV5936-23 West Street, Witheridge

8 responses – 7 residents of West Street & 1 resident of The Square

Comment	Devon County Council Response
<p>8 respondents oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> - Parking is already an issue including double parking and damage to cars. - Never been any issues caused by parking on this section. - No access issues as alternative route is available and should be preferred. - Limited availability of parking for residents and visitors. - Restrictions would have a negative impact: <ul style="list-style-type: none"> - Make parking difficult. - decrease accessibility of properties. - would decrease the value of properties. - would increase flow of traffic. - damage to local business due to lack of customer parking. - Risk for pedestrians: Restrictions will encourage people coming from Drayford Lane to attempt to make a left turn in front of the shop. - Issue is caused by people parking when visiting local shops; Issue will get worse with restrictions. - Parking near property is needed due to disability, loading/unloading, charging EV, washing car. - No alternative parking provisions. - Restrictions would negatively impact community. - Adjacent road allows for continued traffic flow. - Current issues will escalate with new developments 	<p>Reason for Proposal: No Waiting at Any Time outside no. 17 to 21 to prevent obstructive parking.</p> <p>Officer comments: Parking is only permitted at locations where it does not cause an obstruction to traffic.</p> <p>The road is too narrow, and parking is restricting through traffic.</p>

Agenda Item 6

Suggestions:

- one way for west bound traffic.
- suggest ambulances drive along the main road, and through The Square.

Recommendation

It is recommended that the proposals are implemented as advertised.

**ENV5936-24 Bickington Road, Bickington
7 responses – 7 residents from Bickington Road**

Comment	Devon County Council Response
<p>1 respondent supports and 6 oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> - Restrictions would have negative impact: <ul style="list-style-type: none"> - Would make disabled parking bay and car target for damage. - Would reduce accessibility of properties. - Need to park near property – need to unload shopping etc & children: - Parking elsewhere would have health and safety risks. - Measures will not solve the problem of volume of traffic. - Parked cars help calm traffic speeds. - No alternative parking provisions/no off-street parking available. - car park already at capacity. <p>Supporting arguments:</p> <ul style="list-style-type: none"> - Lack of visibility for vehicles emerging from Old Bakery Cottages onto the main road in the easterly direction <p>Suggestions:</p> <ul style="list-style-type: none"> - Pelican crossing - Disabled bays outside Pudding Court and 4 and 5 Orchard View. - widen the road. - build another link road onto the A39. - No waiting restriction is extended to the Old Bakery Cottages junction. - Additional traffic calming would be required through the conservation area. - Widen bollard crossing further down the road as not wide enough for prams, mobility scooters etc. - Give houses on terrace off road parking as part of new development. 	<p>Reason for Proposal: No Waiting at Any Time on south side from The Retreat to Tews Lane and the north side outside nos. 4 to 9 to prevent obstructive parking.</p> <p>Officer comments: Parking is only permitted at locations where it does not cause an obstruction to traffic.</p> <p>The proposals retain some parking on the north side but provide a passing place in the middle to allow traffic to flow without the need to mount the pavement.</p> <p>Loading is still permitted on the No Waiting restriction.</p> <p>It would not be appropriate to narrow the pavements to widen the road.</p> <p>Larger traffic changes and planning issues fall outside the remit of this scheme.</p>

Recommendation

It is recommended that the proposals are implemented as advertised.

Agenda Item 6

ENV5936-26 & ENV5936-27 Newport Road, Barnstaple
4 responses – 1 resident of Newport Road, 1 resident of Newport Terrace, 1 resident of Trafalgar Gardens and Cllr Leaver

Comment

Devon County Council Response

3 respondents support and 1 opposes the proposals.

Objections:

- Will make the street a one lane road which isn't a good idea considering it's a busy road and on a bus route.
- It's of no benefit to residents or business.
- Would make the road more dangerous and hazardous for everyone who uses it.

Supporting arguments

- Reduces congestion.

Suggestions:

- Extend 3 hour waiting area to nearer the start of the Bathwick tyres (97a) to provide more space for visiting tradespeople etc who presently either wait illegally or have to use Congrams Close.

Reason for Proposal:

Amend No Waiting to Mon-Sat 9am-5pm and introduce some Limited Waiting to extend the hours of operation of the single yellow line to provided longer period for parking.

Officer comments:

Support noted.

By allowing parking it will help to calm traffic along the road.

The extent of the restrictions has been chosen to retain visibility when exiting onto and travelling along Newport Road.

Recommendation

It is recommended that the proposals are implemented as advertised.

ENV5936-28 The Quay, Ilfracombe
7 responses – 1 business on The Quay, 2 residents of Quayfield Road, 3 residents of High Street and 1 resident of Combe Park

Comment

Devon County Council Response

6 respondents support and 1 opposes the proposals.

Objections:

- Current parking restrictions never enforced.
- Getting down the pier takes a long time; Loading bays full of parked cars; Evenings are worse.

Supporting arguments:

- Parking is always an issue.
- Resident reports congestion problem throughout the year but extreme during peak tourist season.
- Reports of accidents and near misses due to obstructive parking.
- Restricting non-essential parking will benefit the area.
- People do not take notice of restrictions, causing congestion.

Suggestions:

- Request for No Loading restrictions.
- Better enforcement of loading bay.

Reason for Proposal:

No Waiting/No Loading at Any Time to shorten the loading bay at either end to prevent obstructive parking.

Officer comments:

Support noted.

A shorter loading bay will better manage traffic travelling along The Quay.

No loading restrictions are proposed at the eastern end where the road is wider to restrict vehicles using this area.

Recommendation

It is recommended that the proposals are implemented as advertised.

CET/22/10

North Devon Highways and Traffic Orders Committee
27 June 2022

Fore Street, Witheridge Zebra Crossing and Bus Shelters

Report of the Director of Climate Change, Environment and Transport

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 zebra crossing and bus shelters shown on the plan 21016/03 is approved for construction at an estimated cost of £77,380; and**
- (b) the Director of Climate Change, Environment and Transport 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 introduce a zebra crossing facility on the B3137 Fore Street, Witheridge. The scheme will require moving the existing uncontrolled crossing location, to another point on Fore Street; two new bus shelters are proposed. These works are outlined on the included drawings. The scheme aims to support safer routes to school and to support active travel improvements in the village.

The works will be fully funded by Section 106 developer contributions.

2. Introduction

A zebra crossing at Witheridge School has been a long-standing request from the school. A nearby housing development in the village allowed the Highway Authority the opportunity to gain funding for this scheme through the Section 106 process.

The present arrangement requires parents and children to cross at an uncontrolled point in the highway. Efforts have previously been made to improve safety in the area, such as signing and road markings. However, concerns remain about the road safety.

The additional benefit will be a length of footway at the rear of the bus stop, which will allow increased accessibility to other facilities in the village such as the sports club and football pitches.

Similarly, funding for the new bus shelter was also acquired through this process.

Consultation with the school and the Parish Council has been positive with general agreement for the introduction of the scheme.

Agenda Item 7

3. Proposal

Plan 21016/03 in Appendix 1 details the proposed scheme. The zebra crossing will be introduced outside the school. A footway will be provided to the south of the crossing adjacent to the school frontage, which will link up with the existing pedestrian network. The bus layby will remain but will be for the sole use of the school for their mini-bus. Because the layby needs to be shortened in length to accommodate these works, the existing shelter will be moved to a new agreed site, which is expanded on below.

With regards to the two bus shelters:

1. The existing shelter, which is outside the school, is to be moved to the west side of Fore Street, south of the Butts Close access. This will service the new 55 dwelling estate, as well as existing residential areas in the vicinity. This will be a new shelter funded by the same Section 106 agreement.
2. A new bus shelter will be installed on the east side of Fore Street between the sports club and Lakelands Close. It is proposed to widen the footway at this point to allow pedestrians to pass anyone who is waiting at the stop.

4. Options/Alternatives

An alternative option was considered and offered as part of the consultation process. However, this would have required the moving of a telegraph pole, which housed a street-light, electrical power and BT lines. Moving this pole would have been time consuming (based on recent projects with Western Power) and it was likely that the additional costs would have resulted in the scheme being more than the budget available. Therefore, it was agreed that the scheme recommended for approval is the preferred option.

5. Consultations

Consultations have taken place with the school and the Parish Council. The option noted above has been agreed.

6. Financial Considerations

£111,750.46 has been received from developers through the Section 106 process. This can only be used for a crossing facility for the school and if not spent then it would need to be paid back to the developer with interest. There is a requirement to spend this contribution within ten years of receipt.

A cost estimate for the scheme is £77,380.

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 an overall positive impact on supporting active travel. The measures will also support non-car travel to school and active 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 proposal will have an ongoing revenue cost for the Council to maintain the controlled crossing facility.

11. Public Health Impact

There will be an overall 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.

Meg Booth
Director of Climate Change, Environment and Transport

Electoral Division: South Molton Rural

Local Government Act 1972: List of Background Papers

Contact for Enquiries: Michael Newcombe

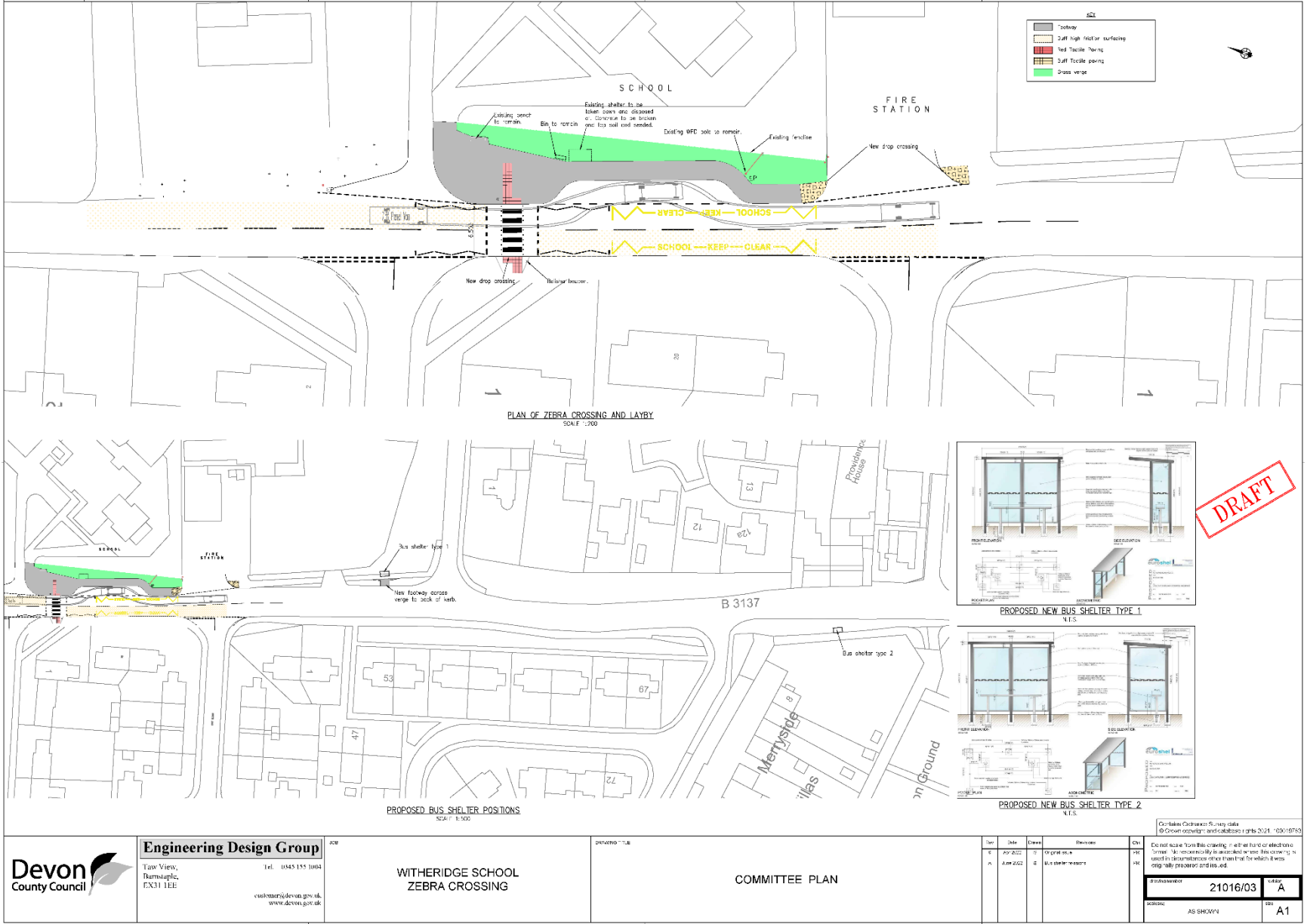
Tel No: 01392 388613 Room: Taw View, Barnstaple

Background Paper	Date	File Reference
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Nil

mn240522ndh
sc/cr/Fore Street Witheridge Zebra Crossing and Bus Shelters
06 170622

Appendix 1
To CET/22/10



Engineering Design Group
 1 Law View,
 Barnstaple,
 EX31 1EE
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WITHERIDGE SCHOOL
 ZEBRA CROSSING

COMMITTEE PLAN

No	Date	Drawn	Revised	CHK
01	14/06/22	EP	10/06/2022	EP

21016/03	A
AS SHOWN	A1

CET/22/11

North Devon Highways and Traffic Orders Committee
27 June 2022

Tarka Trail Willingcott Holiday Village to Buttercombe Lane

Report of the Director of Climate Change, Environment and Transport

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

Recommendations: It is recommended that:

- (a) subject to a final detailed design and stage two Road Safety Audit, the proposed multiuse path on plans 10310/08 and 10310/09 in Appendix 2 is approved for construction at an estimated cost of £220,000 and;**
- (b) powers are delegated to the Director of Climate Change, Environment and Transport in consultation with the Chair of HATOC and local member, to make minor amendments to the scheme as required.**

1. Summary

Approval is sought to construct the next section of the Tarka Trail in North Devon, between Willingcott and Buttercombe Lane. This would enable 0.6 km of the missing 6.4 km gap between Knowle and Willingcott to be completed and connecting the major North Devon towns of Ilfracombe and Barnstaple.

2. Introduction

The County Council continues to make progress with delivering cycling and walking improvements in accordance with the [Cycling and Multi Use Trail Network Strategy](#), which was approved by Cabinet in 2015.

The Tarka Trail connecting Willingcott to Knowle is one of Devon's top priorities as it would go towards completing the Coast to Coast cycle network between Ilfracombe and Plymouth. The County Council are working hard to progress this link as quickly as possible, however delivery of rural trails has been constrained by the limited external funding available. We were unsuccessful with a recent Active Travel Fund bid and so we continue to make progress with Local Transport Plan funds. The current plan is to deliver the remaining sections incrementally over the years when funding becomes available.

The Tarka Trail section through Willingcott Holiday Village (the former golf course) will be constructed as part of a 3rd party-led development. Under the land agreement with Willingcott Holiday Village, a compound area and access road has been agreed through Willingcott Holiday Village which would simplify construction. This access will be available between the months of November 2022 and March 2023 which is why the section from Willingcott Holiday Village to Buttercombe Lane has come forward to construct at the present time.

Agenda Item 8

This is a 0.6 km section, which will be implemented across financial years 2022/2023 and 2023/2024.

3. Proposal

The proposal is to construct a 0.6 km section of 3.5-metre-wide path along a former railway line (see Appendix 2). The design has been carried out in accordance with LTN1/20 (geometry including width, gradients and construction materials). The path will be accessible for multiuse, which includes walking, cycling and equestrian use.

As can be seen in Appendix 1, this section of the path will connect to the north with the path through Willingcott Holiday Village, which is being privately constructed by a developer. To the south it will continue as far as Buttercombe Lane. The section from the Holiday Village to Buttercombe Lane would not be opened to the public until the path can be extended further to the south and therefore is proposed to be temporarily fenced off at Willingcott.

4. Options/Alternatives

The construction of the Willingcott Holiday Village to Buttercombe Lane section is dependent on the available access which has been negotiated with the developer between November 2022 and March 2023.

If this window of opportunity is missed and access is not possible via Willingcott Holiday Village, then the construction will have to commence after the sections between Buttercombe Lane and Foxhunters are completed, delaying the construction of this section of the route by at least one year. It would also result in additional construction costs due to the necessary multiple handling of materials and extended construction period.

5. Consultations/Technical Data

Ecological surveys have been previously carried out between Willingcott Village and Foxhunters in 2014 and 2021. Further site clearance is needed, and a walkover site visit will be carried out by a qualified ecologist before this work is started.

A Road Safety Audit Stage 2 has been commissioned on the proposals and the report is expected to be completed in June. It is expected that there are low risks associated with the section between Willingcott to Buttercombe.

A DCC Maintenance Audit has also been commissioned to ensure we minimise ongoing maintenance costs through the choice of materials.

6. Strategic Plan

The scheme is considered to be well aligned with several of the actions within the Strategic Plan:

-the scheme responds to the climate emergency by prioritising sustainable travel and transport and encouraging sustainable lifestyles,

- invests in Devon's economic recovery by maintaining and where necessary improving our highway network and sustainable transport options,
- improves health and wellbeing by giving people greater opportunities for walking and cycling to increase their physical activity.

The scheme also supports the decarbonisation agenda by encouraging modal shift for leisure journeys and ultimately (when the scheme is completed until Knowle) may encourage modal shift for some commuter journeys.

7. Financial Considerations

The construction of the scheme is expected to cost £220,000 funded by the Local Transport Plan 2022/2023 funding.

8. Legal Considerations

Devon County Council have acquired all necessary land on this section.

The route will become a permissive bridleway with DCC as the landowner. When the section is complete to the nearest Highway, DCC will look at dedicating this as a formal bridleway.

9. Environmental Impact Considerations (Including Climate Change)

As the route follows the track bed of the disused railway line, the environmental impacts are reduced compared with the construction of a trail on an entirely new alignment. Due to the stone bed (i.e. ballast) along the track, there is mainly low growing vegetation. There are trees situated adjacent to the track, and a small number of these will need felling. A qualified ecologist will carry out a walkthrough survey prior to any site clearance, which will be carried out at an appropriate time of year to minimise any disturbance to wildlife.

Greenhouse gases will arise from the construction phase where the main contributors will be the production of trail surfacing material and the movement of material and equipment to and from the site. This will be mitigated by using materials with high recycled content and superior durability, sourcing materials and waste facilities as local to the site as possible, and electrically powered plant where it may be feasible.

As part of the design stage a carbon calculator will be used to minimise the scheme's carbon footprint.

The new path will be constructed on the former railway line, which for the most part has its base construction still intact; this material will be left undisturbed and form the base for the new path construction. This will result in reduced excavation and waste disposal operations. Warm asphalt will also be used to surface the new path as opposed to hot asphalt, therefore reducing greenhouse emissions.

Agenda Item 8

There could be a positive impact on public engagement with the historic environment setting. Reopening the track as a cycle route may provide opportunities to highlight the history of the railway line.

Once the trail is open for use it will result in a permanent reduction in greenhouse gas and pollutant emissions from people who switch from car use to walking and cycling for commuting or leisure journeys.

10. Equality Considerations

Where relevant to the decision, the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding.

taking account of age, disability, race/ethnicity (includes Gypsies and Travellers), gender and gender identity, religion and belief, sexual orientation, pregnant women/new and breastfeeding mothers, marriage/civil partnership status in coming to a decision, a decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

The scheme could enhance equality of opportunity by providing additional traffic free paths which may be more attractive to families, young children, elderly people or people with disabilities who may feel safer partaking in outdoor exercise. It may also enable people without access to a car (i.e. young people) to access jobs or leisure opportunities more easily.

11. Risk Management Considerations

A Construction Management Plan with method statements and risks assessments will be agreed with the appointed contractor prior to the start of the construction phase. If we miss the window to construct or if the developer does not allow us access, we will need to access via Foxhunters, which will mean we will have to construct Buttercombe to Foxhunters first. For this section, no funding has been identified.

12. Public Health Impact

The scheme will likely have a positive public health impact by providing attractive and accessible walking and cycling routes, thus helping tackle health issues associated with physical inactivity (e.g. obesity).

13. Summary

The completion of this 0.6km section of the route will go some way in completing the missing gaps in the Tarka Trail between Willingcott and Knowle and ultimately connecting the north coast in Ilfracombe with Barnstaple and the remainder of the route linking to other market towns in West Devon and Torridge. It supports the aims in the County Council's multiuse trail strategy and complements the County Council's Devon Carbon Plan, and Devon County Council Strategic Plan, promoting more opportunities for active travel.

Constructing the section of Tarka Trail between Willingcott Holiday Village and Buttercombe Lane also takes advantage of the opportunity to utilise the access provided through the construction of Willingcott Holiday Village development. This will allow the scheme to be constructed in the most time and cost effective way.

Meg Booth
Director of Climate Change, Environment and Transport

Electoral Division: Combe Martin Rural

Local Government Act 1972: List of Background Papers

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Room: Transport Planning, Matford Offices, County Hall, Exeter EX2 4QD

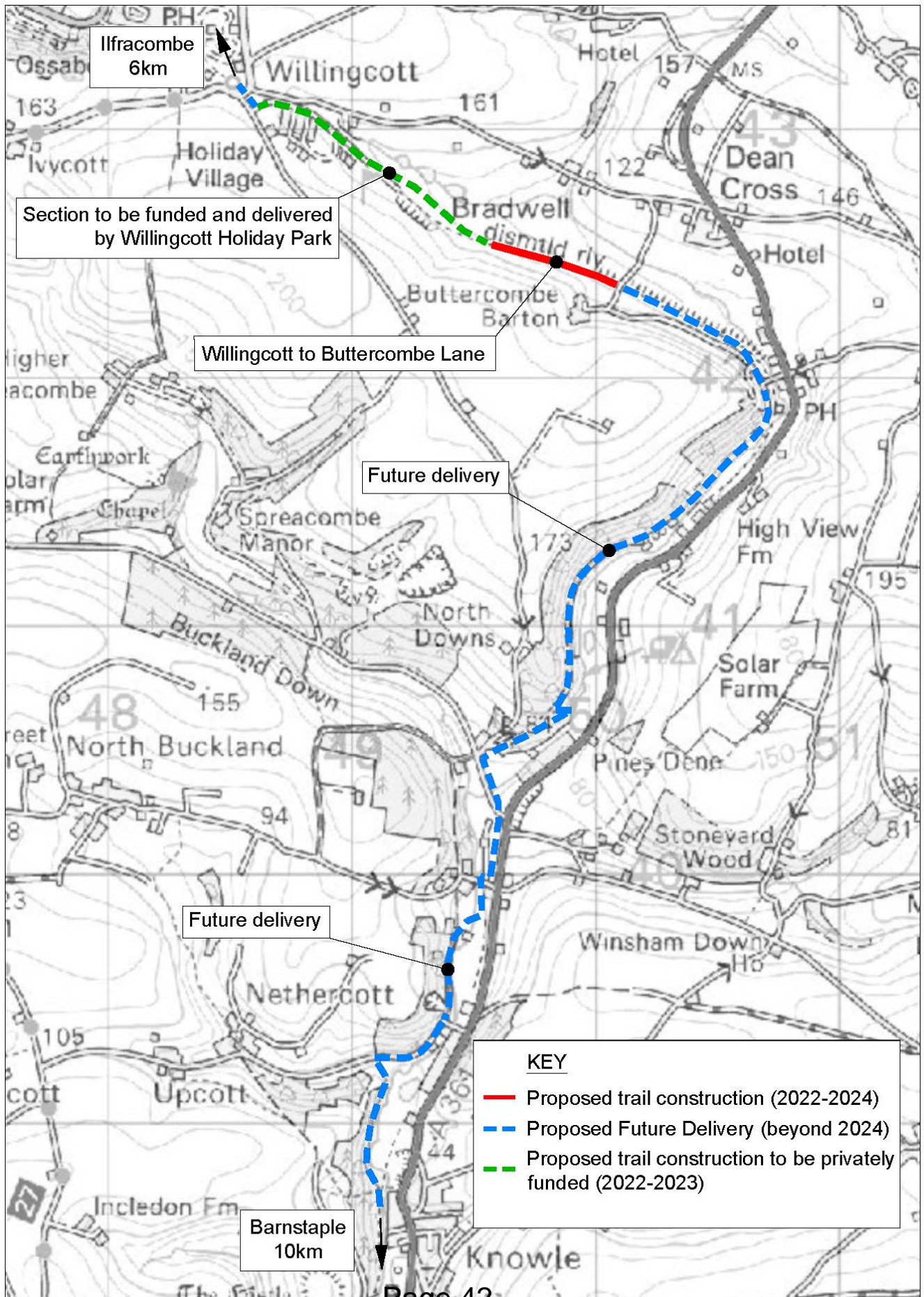
Background Paper	Date	File Reference
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Nil

lh150622ndh
sc/cr/Tarka Trail Willingcott Holiday Village to Buttercombe Lane
02 170622

Agenda Item 8

Appendix 1
To CET/22/11





NOTES:

- The proposed multi-use path through Willingcott Village is being designed and constructed by a developer in advance of DCC work starting.
- Phase 1 of DCC work will be carried out between Willingcott Village and Buttercombe Lane (Ch 0.00 to Ch 525.00), with phase 2 (Buttercombe Lane to Foxhunters) being carried out at a later date.
- The new multi-use path shall be 3.5m wide and have a type F1 footway construction comprising of:
20mm layer of AC 6mm dense surface course with a PSV of 50 and 100/150 pen WMA.
50mm layer of AC 20 binder course with 100/150 pen WMA.
100mm layer of type 1 sub base.
- A layer of geotextile Terram 1000, or similar approved, will be laid at formation level. Formation level shall be on average 100mm below existing track levels.
- Between Chainage 0.000 and 520.000 the new track shall have a balanced cross-fall of 1 in 40. From Chainage 520.000 the cross-fall will transition to tie in with Buttercombe Lane.
- Any tree within 1 metre of the edge of the new path will be marked out and felled.
- Verge areas to be dressed with 100mm layer of class 5B topsoil and grass seed. Existing site material shall be used as fill where new verge depths exceed 100mm.
- The contractor's compound area will be situated in Willingcott Village, adjacent to Bradwell Road. The compound will be shared with the Developer's contractor. All materials deliveries must access the site via Bradwell Road through a temporary entrance constructed by the developer. All imported materials will need to be double handled by the contractor using dumpers.
- Access/egress from the compound to the working area shall be via a newly constructed track carried out by the Willingcott Village Developer. This track will be based but not surfaced until the DCC works are completed between Willingcott and Buttercombe Lane.

Engineering Design Group

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JOB

**NATIONAL CYCLE NETWORK
KNOWLE TO WILLINGCOTT**

DRAWING TITLE

**WILLINGCOTT TO BUTTERCOMBE LANE
SCHEME PLAN**

Rev	Date	Drawn	Revisions	Chk
0	20-5-2022	JRM	Original issue	SH

Do not scale from this drawing in either hard or electronic format. No responsibility is accepted where this drawing is used in circumstances other than that for which it was originally prepared and issued.

Drawing number	10310/08	Revision	0
Scale(s)	1:500	Size	A1

CET/22/12

North Devon Highways and Traffic Orders Committee
27 June 2022

A361 Tarka Holiday Park uncontrolled crossing, Ashford

Report of the Director of Climate Change, Environment and Transport

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 works for an uncontrolled crossing shown on the plan 20557/03A is approved for construction at an estimated cost of £93,031; and**
- (b) the Director of Climate Change, Environment and Transport 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 build an uncontrolled pedestrian crossing on the A361 between the Tarka Holiday Park and a bus stop on the opposite side of the road. The scheme aims to enable improved access to the bus stop for people accessing the holiday park.

2. Introduction

Tarka Holiday Park has no suitable access for pedestrians using nearby bus stops to access public transport. The only access is via the A361 dual carriageway and pedestrians using this road to walk to bus stops or elsewhere is considered dangerous. Buses travelling from Braunton towards Barnstaple stop in the entrance to the Holiday Park and buses travelling from Barnstaple towards Braunton use a bus layby opposite the Holiday Park. Pedestrians walking between the holiday park and the bus layby need to cross the 4-lane A361 dual carriageway in two stages or walk along the A361 for a short section.

In 2020, Devon County Council, in discussion with the bus operator, 'closed' the bus layby due to the above safety concerns; however, this led to people walking a considerably further distance along the A361 dual carriageway to access the bus stop at Ashford or in the other direction at Pottington Industrial Estate.

Following review, it was decided that it would be preferable for the bus stops to be reinstated immediately and a scheme be drawn up for pedestrian facilities to be installed to allow improved pedestrian access to the bus layby.

Agenda Item 9

3. Proposal

Plan 20557/03A in Appendix 1 details the proposed scheme. It includes a 1.2m wide footway behind the bus layby, widening to 1.45m to the south with a 1.5m wide grass verge separating this path from the A361 carriageway. There will also be an uncontrolled crossing point of the westbound dual carriageway section, with a small section of 1.5m wide path in the central reservation and an uncontrolled crossing of the eastbound A361 carriageway. This then joins a 1.5m wide footway on land adjacent to Tarka Holiday Park. This land is owned by Tarka Holiday Park and agreement will be needed with them for this to proceed; however initial discussions have indicated their willingness for this land to be dedicated as public highway.

The proposal has been subject to road safety audit and amendments were made to reach the current design. Those amendments included vegetation clearance and changes to kerbs, tactile paving and drainage.

Subject to HATOC approval it is proposed to construct this crossing this financial year.

4. Options/Alternatives

There are two alternative options, the first of which is to do nothing and to continue with the current existing situation which has been acknowledged to be dangerous for pedestrians accessing the bus stop. The second option is a larger scheme building a footway on the northern side of the A361 all the way back to the bus stop near to Strand Lane, approximately 500m away from the holiday park. This would be significantly more expensive and has challenges to overcome before delivery including possible use of third party land.

5. Consultations

Tarka Holiday Park, who are the main affected business have been consulted and considered the proposal to be “great news”, with strong support for the details.

No further consultation is planned as the proposal formalises and improves an existing situation.

6. Financial Considerations

The scheme has been estimated to cost £93,031 using the latest framework contract prices and includes an increase for inflation.

£38,000 was originally included in the Local Transport Plan 2022/23 Transport Capital Programme for a very minor scheme, however, as a result of amendments to include more footway the cost has risen. This will still be met using Local Transport Plan 2022/23 Transport Capital Programme funding.

7. Legal Considerations

Legal agreement shall be required with the Tarka Holiday Park for the dedication of land required for works as public highway.

8. Environmental Impact Considerations (Including Climate Change)

The current arrangement for pedestrians to access bus stops to use public transport is considered dangerous, however closing the bus stops and forcing people to walk along the A361 to other bus stops is considered worse and likely to discourage people from travelling sustainably, increasing their reliance on car use. The scheme is therefore expected to have a small but positive impact on public transport use, enabling people to have improved access to public transport.

9. Equality Considerations

Where relevant to the decision, the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding.

Taking account of age, disability, race/ethnicity (includes Gypsies and Travellers), gender and gender identity, religion and belief, sexual orientation, pregnant women/new and breastfeeding mothers, marriage/civil partnership status in coming to a decision, a decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

The proposal helps to improve access to bus services (as laid out in Devon County Council's Bus Service Improvement Plan). The people affected by the proposal will be those using the existing bus services to access the Tarka Holiday Park. Based on the information below the scheme is considered to have a positive impact for younger people and older people, females, Black and Asian people, disabled people and people with low incomes.

According to 2019 National Travel Survey data bus use is highest amongst people aged 17-20, and is also significantly above the national average for those aged 70+. Older people tend to make a higher proportion of trips by private vehicles, such as cars, vans and motorcycles, than younger people.

According to 2019 National Travel Survey data, on average, females make fewer trips in total than males, at 734 per person per year versus 878 per person per year. The modal splits for these trips are mostly similar between the genders, except for local buses (outside London), which are used for 7% of females' trips, compared to just 4% for males.

Agenda Item 9

According to 2019 National Travel Survey data, people from minority ethnic backgrounds, particularly Black people, are more likely to live in households without access to a car than White people. Black and Asian people and those with mixed/other ethnicities all make a lower proportion of trips by car and a higher proportion of trips by active travel (walking/cycling) than White people.

According to National Travel Survey data, on average, disabled people make considerably fewer trips by all modes (approximately 840 per annum) than non-disabled people (1,014 per annum). The proportion of trips by each mode is broadly similar for disabled and non-disabled people, except for cycle (non-disabled people make a greater proportion of trips) and local bus (disabled people make a greater proportion of trips).

According to National Travel Survey data, those in lower income groups typically make a greater proportion of trips by active travel (walking and cycling) and bus, and a lower proportion of trips by car, than higher income groups.

10. Risk Management Considerations

The proposed scheme includes use of private land owned by the Tarka Holiday Park; however, the business owners are supportive of the scheme.

The A361 contains significant utility apparatus which could result in unexpected increased costs.

Significant traffic management will be required to keep workers safe during the construction of the works. If the construction is delayed, continued use of traffic management will result in increased cost to the scheme.

The estimated scheme cost includes £12,862 of contingency.

11. Public Health Impact

There will be a small benefit to public health as a result of providing better pedestrian access to public transport services. Travelling actively to and from bus stops can improve physical and mental health.

12. Reasons for Recommendations

The proposed scheme aims to provide an improved pedestrian connection to the existing bus stop opposite the Tarka Holiday Park on the A361. This is expected to address existing issues of pedestrians crossing the A361 without any facilities or walking along the A361, either of which are considered dangerous.

Meg Booth
Director of Climate Change, Environment and Transport

Electoral Division: Braunton Rural

Local Government Act 1972: List of Background Papers

Contact for Enquiries: Matt Collins

Tel No: 01392 388510 Room: Taw View, Barnstaple

Background Paper	Date	File Reference
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Nil

mc090622ndh
sc/cr/A361 Tarka Holiday Park uncontrolled crossing Ashford
03 170622

Contains Ordnance Survey data
© Crown copyright and database rights 2014. 100049733

SIGNS EAST APPROACH

SIGNS WEST APPROACH

DRAFT

	Engineering Design Group	JOB	DRAWING TITLE	No	Date	Drawn	Revised	CR	Detail used for the drawing is shown in blue. If detail is not shown, it is assumed to be as shown in the drawing. It is the responsibility of the user to ensure that the drawing is up to date.
	Taw View, Barnstaple, EX31 1EE custom@devon.gov.uk www.devon.gov.uk	Tel: 0845 155 1004 Fax: 01392 182142	A361 ASHFORD FOOTWAY	BUS STOP FOOTWAY SIGNING	2	08/03/2011	02	ORIGINAL ISSUE	PCR
				1	1	1		1	Issues 1 EXC 2 A1 3 0

CET/22/14

North Devon Highways and Traffic Orders Committee
27 June 2022

Actions Taken Under Delegated Powers

Report of the Director of Climate Change, Environment and Transport

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 7 July 2021 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.

Location	Proposal	Action
Sticklepath Hill, Sticklepath	Changes to residents parking restrictions	Traffic regulation order advertised and implemented following consultation with Local County Councillor and HATOC Chair as no objections received.
Landkey Road Area, Barnstaple	Extension to 30mph	Traffic regulation order advertised, objections resolved and changes implemented following consultation with Local County Councillor and HATOC Chair.
Woolacombe	Changes to waiting restrictions. Phase 1 has been implemented. Phase 2 will be implemented later this year	Traffic regulation order advertised, objections resolved and changes implemented following consultation with Local County Councillor and HATOC Chair.

Agenda Item 10

Instow	Residents Parking Scheme	Traffic Regulation Order implemented after resolving address queries with local councillor, as delegated by the HATOC.
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Meg Booth
Director of Climate Change, Environment and Transport

Electoral Divisions: Barnstaple South, Chulmleigh & Landkey, Combe Martin Rural & Fremington Rural

Local Government Act 1972: List of Background Papers

Contact for Enquiries: James Bench
Tel No: 0345 155 1004 Room: M8, Great Moor House

Background Paper	Date	File Reference
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Nil

jb160622ndh
sc/cr/Actions Taken Under Delegated Powers
02 170622