

Braunton Air Quality Management Area

Technical Working Group

Wednesday 1st May 2019

1000-1200, Council Chamber, Braunton Parish Council

Present Andy Cole (AC) - Environmental Health and Housing Services, North Devon Council (NDC)

Andrew Austen (AA) - Planning and Development Services, NDC

James Anstee (JA) – Highways - Devon County Council (DCC)

Tracey Lovell (TL) – Braunton Parish Council

Jane Fewings (JF) – Braunton Parish Council

1 Apologies

Steve Short (SS) – Highways - Devon County Council (DCC)

2 Progress with agreed actions from previous meeting and new agreed actions.

1 Upgrading of the traffic signals at “The Square” to “MOVA” (Microprocessor Optimised Vehicle Actuation).

2 Considering amending the South Street one way system in relation to optimising traffic flow.

4 Reviewing all pedestrian movements around the village, to identify the optimal type and location of signals / crossings to maximise traffic flow. This review should include but not be limited to the consideration of amending signal / crossing timings, resiting / removal of the crossing outside The George Hotel, crossing patrol associated with Caen Primary School

5 Improving parking management, including the prevention of parking associated with blocking bus stops

JA advised he had not made a written response to BPC addressing their previous comments (attached to the bottom of these minutes) - but would do by the 3rd May 2019.

Discussions were had regarding the need to seek opinion from Caen Primary School regarding any measures which would have a direct impact on them - before making any final decision regarding which measures to implement.

It was agreed that DCC would contact the school inviting their comments by 10th May 2019, and offering them the opportunity to attend a meeting with the TWG to discuss – if they would prefer to do that rather than communicate their views via email. Such a meeting would need to result in clarity of their views - to enable BPC and DCC to subsequently reach agreement on those measures which would be implemented.

In relation to timeframes, it was agreed that it would be preferable if any such meeting could take place in advance of 10th June – to enable TW to report a definitive position to new Members at BPC on 10th June – and minimise the likelihood of the school summer holidays preventing progression of this work.

<i>Action</i>	<i>JA to respond to BPC's comments by 3rd May 2019</i>
	<i>DCC to contact Caen Primary School to invite their comment on DCC's proposals by 10th May 2019 – inviting them to attend a meeting which would take place before 10th June</i>
<i>Organisation</i>	<i>DCC</i>
<i>Timeframe</i>	<i>As above</i>

12 Developing a supplementary planning document re air quality

AA advised that approval had been given by NDC Executive to progress with a public consultation on this, and a number of other SPDs.

<i>Action</i>	<i>Public consultation exercise to commence</i>
<i>Organisation</i>	<i>NDC</i>
<i>Timeframe</i>	<i>Anticipated to be June / July 2019</i>

13 Producing travel packs for holiday accommodation

AC advised this had now been completed – available at <https://www.northdevon.gov.uk/environment/smarter-travel/>

A Social Media exercise would also be commenced w/c 6th May 2019

<i>Action</i>	<i>None</i>
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3 Any Other Business

TW advised of a feasibility study to JA, concerning renewable energy in Braunton – which she offered to forward to JA.

AC advised the 2019 Air Quality Status Report was in the process of now being written, scheduled to be submitted to DEFRA in June 2019

Action *Invite DCC comment to ASR prior to submission*

Organisation *NDC*

Timeframe *June 2019*

Action *Share renewable energy study with DCC*

Organisation *BPC*

Timeframe *none agreed*

Next Meeting Date – 1100 – 1300 - Friday 14th June 2019

(BPC to arrange Braunton venue and advise)

From: tracey@brauntonparishcouncil.gov.uk <tracey@brauntonparishcouncil.gov.uk>
Sent: 25 January 2019 15:28
To: James Anstee <james.anstee@devon.gov.uk>
Subject: RE: Air Quality - Technical Working group Meeting

Dear James

Thank you for your email on the 6 December. The Council at its meetings last week considered Devon County Council's summary of potential highway measures to support air quality improvements in Braunton. Please see its comments below.

Consider MOVA at the Square (AQAP measures 1 & 3)

Microprocessor Optimised Vehicle Activation (MOVA) is a means of upgrading the current traffic signals at The Square. MOVA reacts to different traffic demands to modify the timings of the lights and manage traffic more efficiently. MOVA cannot create additional capacity at times when there is heavy opposing traffic demands. For example when there is heavy traffic in Caen St from the beaches and at the same time from Ilfracombe and Woolacombe. But MOVA can reprioritise demands to reduce delays at this junction at other times. This measure is being proposed as a lower cost/impact alternative to modified junctions arrangements, one way road systems or a bypass.

Braunton Parish Council agreed that upgrading the current traffic signals at the Square to MOVA should be a high priority on the list of measures. It believes that this would have the greatest benefit to improving the air quality in Braunton as the current traffic signals cause vehicle congestion within the Air Quality Management Area (AQMA). It understood that during peak times when all four approaches to the lights are heavily congested its impact on improving the air quality would be less but it would still be a significant improvement on the current situation.

Comprehensive one-way systems (AQAP measure 3)

Potential options have previously been reported on. DCC are not recommending progressing high cost measures such as this. However minor improvements to introduce improved passing places could still be considered for the Braunton Burrows route to the south west of the village. This would not be aimed at promoting this route as an alternative to the B3231 Saunton Road. But could support increased use by light traffic. The route could also be promoted as a tourist route.

Braunton Parish Council supports further investigation regarding introducing improved passing places along the Braunton Burrows route to the south west of the village. There were concerns regarding the safety of motorists as the road is used regularly by large agricultural machinery. There are approximately 12 passing places mostly splays from farm gate entrances and due to the condition of the road this route should only encourage light traffic with a restriction imposed on HGVs. There were also concerns regarding the impact on the Marshes and the wildlife. Further investigation is needed into what actual positive impact this measure would have on

the AQMA.

South Street (AQAP measure 2)

Allowing two way traffic back into South Street could have a small but positive annual impact on air quality within Caen Street. However DCC would not propose this measure as a priority and would seek guidance from the Parish Council as to whether it should be reconsidered.

Braunton Parish Council felt that it could not comment on measure 2, to allow two way traffic back into South Street, without first being provided with measurable evidence regarding the impact this would have on the AQMA. It suggested that improvements should be made to make South Street safer for pedestrians and cyclists. This would prevent parents having to drive along South Street to access schools due to the walking conditions being so dangerous.

Consider changing the Zebra crossing on Chaloners Rd to a signal controlled crossing and relocating/removing the school crossing patrol from Caen St. (AQAP Measures 4 & 11)

If the current Zebra crossing on Chaloners Road were to be replaced with a signal controlled crossing this would help address safety concerns raised about pedestrians crossing through one lane of stationary traffic. The potential AQ benefits of this suggestion are associated with removing the school crossing patrol that operates within Caen St. This measure would still need to be revisited with the school in terms of their current support for school access arrangements.

Encouraging walking is important throughout the village. The proposed measure above for Chaloners Road does not preclude supporting other pedestrian improvements. I am aware that the zebra crossing on Saunton Road is also a current area of local safety concern. The review of this site and the potential for improved access to Kingsacre Primary School can also be considered.

Braunton Parish Council supports the Zebra crossing on Chaloners Road being upgraded to a signal-controlled crossing as this would address safety concerns with pedestrians crossing through one lane of stationary traffic. This would also provide a safe crossing for parents taking their children to Caen Primary School and encourage them to walk. The upgraded crossing lights would need to be synchronised with the lights on The Square and the pedestrian signal lights on Exeter Road. The Council strongly disagreed with the removal of Devon County Council's crossing personnel in Caen Street, and felt this would cause further safety issues for parents and children accessing the School. Although there is a pedestrian signal crossing in Caen Street it would be difficult to encourage parents to use this crossing as the pavement is very narrow. It was suggested that the School be consulted on whether they would support closing their main entrance in Caen Street via the playground, and encourage parents to use the alternative entrances in Chaloners Road and on the Tarka Trail behind the Anchor. This would then allow green screening to be planting along their Caen Street entrance which would help to improve the air quality.

Parking measures (AQAP measures 5,6 & 8)

Parking management measures were consulted upon and introduced in 2013/14. At the consultation stage this included measures that were identified to support AQ. Some of these

were progressed through advertisement to implementation, including new restrictions to reduce congestion on the A361. But others were not supported and could still be reconsidered.

- Consider extending the times of no-loading restrictions within Caen St to become a complete ban on loading between the Square and the pedestrian crossing. Including the provision of new convenient loading close to the businesses. The previous proposal was to return the limited waiting layby outside of Cawthornes to its use as a loading bay. The aim of this measure is to reduce obstructions and delays on Caen Street.

The Parish Council have observed that there is already an informal delivery hub in Braunton see photograph attached. It believes that there would be sufficient room to carry out minor improvements to widen the road to provide a more formal delivery hub away from the AQMA.

- Consider managing Exeter Road limited waiting parking with Pay & Display. The aim of this measure was to create more turnover and increase the availability of spaces for vehicles to find parking there. By supporting better management of short term parking on Exeter Road, vehicle trips to find parking or trips to avoid parking charges could be reduced, obstruction to A361 traffic could be reduced and longer term parking needs would be encouraged to use the public car parks. This could be potentially be considered for 30min free parking with P&D charges for longer stays. This was successful in Ilfracombe .

Public Transport (AQAP measure 9)

Upgrades to the bus fleet operating on the main services (21\21A) through the village were introduced back in 2012/13 to the then Euro V standards. Further enhancements to services are identified through contributions from planned developments over the local plan period. It is intended that through negotiation with bus operators investment in service enhancements that travel through Braunton should be prioritised for improved emissions standards.

Cycle route improvements (AQAP measures 11,13)

Consider support for local cycle route improvements , including the Station Road area of the village. Also support for longer term improvements to the Tarka Trail leisure network to the north of the village.

The Parish Council fully supports improvements to cycle routes.

(Other measures not specific to the AQAP or completed)

Park & Change Facility at Chivenor (AQAP measures 14, 11 & 13)

Measure complete. But the AQ benefits could be explored through local work based travel plans promoting access to car sharing and/or holiday packs promoting scheduled bus services to the beaches, parking for the Tarka Trail etc.

Caen Street Car Park Entrance

In 2017 the entrance to the Caen Street car park was widened in conjunction with planned works for the flood defence scheme. This work is not specific to an identified AQAP measure. But was undertaken to support AQ by reducing obstructions on Caen Street and improving

access to the car park.

Electric Vehicle Infrastructure

I am aware that the parish council has been investigating EV charging facilities for Caen Street car park. This would be a good measure to support long term AQ. DCC is engaged with different projects to increase the roll out of charging infrastructure. If required DCC could work with the parish council to help deliver a managed charging solution for this site.

Braunton Parish Council is in favour of installing Electric Vehicle Infrastructure in Caen Street car park and would welcome further discussion regarding what charging options would be most suitable for the location.

If you would like to discuss any of the above further please contact me.

Kind regards

Tracey Lovell
Clerk to the Council

Braunton Parish Council
Tel. 01271 812131

From: James Anstee <james.anstee@devon.gov.uk>
Sent: 06 December 2018 18:31
To: "Tracey Weaver" (tracey@brauntonparishcouncil.gov.uk)
<tracey@brauntonparishcouncil.gov.uk>
Cc: Councillor Caroline Chugg <Caroline.Chugg@devon.gov.uk>
Subject: RE: Air Quality - Technical Working group Meeting

Dear Tracey,

Thank you for your time last week at the TWG. One of the actions was for DCC to summarise potential highways measures, that could be considered with the Parish Council in order to support air quality improvements. I have attached an extract from the Air Quality Action Plan (AQAP) for reference that identifies the 14 priority actions within the AQAP. As discussed with Parish Council members in February 2018, DCC were proposing that a proportionate response to the air quality monitoring data could be adopted and had suggested that DCC and the Parish Council could agree and prioritise together the AQ measures to take forward. It would be useful to start look at these again with the parish council, with the aim of identifying support and funding priorities for DCC to take forward. In no particular order these were: -

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MOVA can reprioritise demands to reduce delays at this junction at other times. This measure is being proposed as a lower cost/impact alternative to modified junctions arrangements, one way road systems or a bypass.

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Encouraging walking is important throughout the village The proposed measure above for Chaloners Road does not preclude supporting other pedestrian improvements. I am aware that the zebra crossing on Saunton Road is also a current area of local safety concern. The review of this site and the potential for improved access to Kingsacre Primary School can also be considered.

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I appreciate that there will be questions and possibly alternative suggestions to consider. From the DCC perspective it would be good to start identifying some priorities for funding in 2019. The Chaloners road crossing improvement looks like a potential high priority measure if it is still supported by the school and parish. But I look forward to the councils comments.

Best regards

James

James Anstee

Planning Transportation & Environment

Devon County Council, County Hall, Exeter EX2 4QD

Motion to declare a Climate Emergency and commit to action to achieve carbon neutrality

The Council notes:

1. Humans have already caused irreversible climate change, the impacts of which are being felt around the world. Global temperatures have already increased by 1 degree Celsius from pre-industrial levels. Atmospheric CO₂ levels are above 400 parts per million (ppm). This far exceeds the 350 ppm deemed to be a safe level for humanity;
2. In order to reduce the chance of runaway Global Warming and limit the effects of Climate Breakdown, it is imperative that we as a species reduce our CO₂eq (carbon equivalent) emissions from their current 6.5 tonnes per person per year to less than 2 tonnes as soon as possible;¹
3. Individuals cannot be expected to make this reduction on their own. Society needs to change its laws, taxation, infrastructure, etc., to make low carbon living easier and the new norm;
4. Carbon emissions result from both production and consumption;
5. Scarborough Borough Council has already shown foresight when it comes to addressing the issue of Climate Breakdown, having signed the Nottingham Declaration on Climate Change, written an Environment Sustainability Policy and Action Plan, and having employed a Sustainability Officer and an Energy Manager for several years, leading to substantial improvements in energy use in our buildings.
6. Unfortunately, our current plans and actions are not enough. The world is on track to overshoot the Paris Agreement's 1.5°C limit before 2050;^{2, 3}
7. The IPCC's Special Report on Global Warming of 1.5°C, published in the autumn of 2018, describes the enormous harm that a 2°C rise is likely to cause compared to a 1.5°C rise, and told us that limiting Global Warming to 1.5°C may still be possible with ambitious action from national and subnational authorities, civil society, the private sector, indigenous peoples and local communities³;
8. Parish, Town and City Councils around the world are responding by declaring a 'Climate Emergency' and committing resources to address this emergency.⁴

The Council believes that:

1. All governments (national, regional and local) have a duty to limit the negative impacts of Climate Breakdown, and local governments that recognise this should not wait for their national governments to change their policies. It is important for the residents of the Braunton and the UK that local authorities commit to carbon neutrality as quickly as possible;

2. The consequences of global temperature rising above 1.5°C are so severe that preventing this from happening must be humanity's number one priority; and,
3. Bold climate action can deliver economic benefits in terms of new jobs, economic savings and market opportunities (as well as improved well-being for people worldwide).

The Council resolves to:

1. Declare a 'Climate Emergency';
2. Pledge to do everything within the Council's power to make the Parish of Braunton carbon neutral over the term of this council by 2023.
3. Work with other local authorities and bodies (both within the UK and internationally) to determine and implement best practice methods to limit Global Warming to less than 1.5°C;
4. Continue to work with partners across the parish and region to deliver this new goal through all relevant strategies and plans;

References:

1. Fossil CO₂ & GHG emissions of all world countries, 2017:
<http://edgar.jrc.ec.europa.eu/overview.php?v=CO2andGHG19702016&dst=GHGpc>
2. World Resources Institute:
<https://www.wri.org/blog/2018/10/8-things-youneed-know-about-ipcc-15-c-report>
3. The IPCC's Special Report on Global Warming of 1.5°C: <https://www.ipcc.ch/report/sr15/>
4. Including US cities
Berkeley:
<https://www.theclimatemobilization.org/blog/2018/6/13/berkeleyunanimously-declares-climate-emergency> and
Hoboken:
<https://www.theclimatemobilization.org/blog/2018/4/25/hobokenresolves-to-mobilize>, and the C40 cities <https://www.c40.org/other/deadline2020>



Highways and Traffic Management

Tracey Lovell
Clerk to the Council
Braunton Parish Council
Chaloners Road
Braunton
EX33 2ES

Devon Highways
Lucombe House
County Hall
Topsham Road
Exeter
EX2 4QD

Telephone: 0345 155 1004
Email: pro@devon.gov.uk
Your ref:
My ref: Braunton 31/SH
Date: 30th May 2019

Dear Tracey,

Proposed Diversion, Braunton Footpath 31 informal consultation

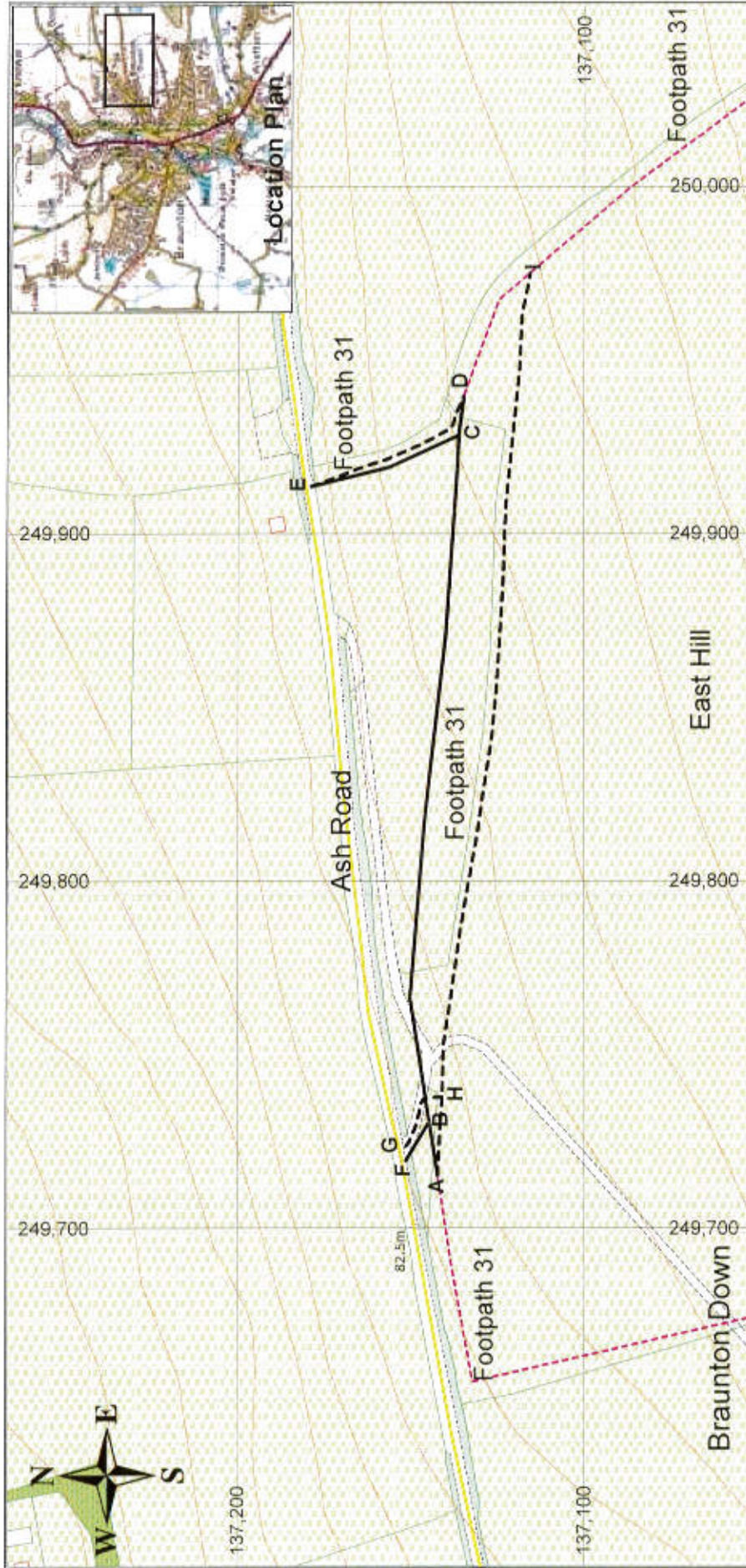
An application has been received from the owners of the land on Braunton Down, to the south of Ash Road, to divert parts of Braunton Footpath 31, as shown on the attached plan.

The proposed diversion makes a slight change to the line of the path along the boundary of the fields and formalises the used route at the junction of two sections of the path and the exit onto Ash Road.

I would be pleased to receive any comments Braunton Parish Council may have by Friday 5th July 2019.

Yours sincerely,

Simon Houghton
Public Rights of Way Warden



map ref. SS 4937

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Devon County Council
 Chief Officer for
 Highways, Infrastructure
 Development & Waste

Meg Booth

drawing number **HIW/PROW/19/16**
 date **March 2019**
 scale **1:2500**
 drawn by **CLG**

Devon County Council
(Footpath Nos. 31, Braunton)
Public Path Diversion &
Definitive Map & Statement Modification Order 2019

Notation	To be extinguished	To be created
A - B - C - D (215m)	—————	A - H - I (262m) - - - - -
F - B (14m)	—————	G - H (21m) - - - - -
E - C (45m)	—————	E - D (54m) - - - - -
		Existing footpath - - - - -

Open Space & Green Infrastructure: S106 and Planning obligations

- Planning obligations are legal obligations agreed between the applicant and the Council to mitigate the impacts of a development proposal. They are also known as 'Developer Contributions', 'Section 106 contributions' or 'S106'.
- Financial contributions through S106 can be collected for a number of areas for example affordable housing or highway improvements. For the purpose of this briefing note, we will only refer to Open Space & Green Infrastructure contributions.
- Planning obligations are only justified as a reason for granting planning permission if they meet the following tests:
 - necessary to make the development acceptable in planning terms,
 - directly related to the development, and
 - fairly and reasonably related in scale and kind.

These tests are set out as statutory tests in the Community Infrastructure Levy Regulations 2010 (CIL) (regulation 122) and as policy tests in the National Planning Policy Framework (paragraph 56).

- CIL regulation 123 restricts pooling of more than 5 separate planning obligations towards one specific project. Although this piece of legislation is currently under review.
- Our Green Infrastructure study defines Green Infrastructure as:

The network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect villages, towns and cities. It is a natural, service-providing infrastructure that is often more cost-effective, more resilient and more capable of meeting social, environmental and economic objectives than 'grey' infrastructure

- When securing financial contributions, these support capital investment into open space, green infrastructure and built recreation. Examples include but not limited to:
 - Purchase of open space
 - New Play equipment
 - Provision of allotments
 - Sports Pitches
 - Built recreation, changing rooms , community halls
 - Improved access to facilities/amenities
 - Multi Use Games areas
 - Skate Parks & BMX facilities
 - Community Woodlands

- Financial open space contributions are often as a result of provision not being provided on-site. Contributions are collected towards delivering Open Space & Green Infrastructure through identified projects off-site in other locations.
- The Local Plan provides the mechanism for protecting, securing and improving open space and green infrastructure through the following policies:
 - Local plan policy DM09: Safeguarding Green Infrastructure
 - Local plan policy DM10: Green Infrastructure Provision.
- Provision of open space & green infrastructure should be on-site wherever this is feasible. Any off-site provision will need to be justified and negotiated. Where a mix of on-site and off-site provision is proposed it is important to ensure off-site contributions are secured through a S106 towards addressing any deficit of need. We hold a list of identified community projects and priorities to support and evidence the negotiation process.
- The Community Priority list is an active list which can be updated regularly. We rely on District Councillor's and Town/Parish Councils to feed community priorities into this list. We also have an evidence base of existing provision for different localities in the form of a Green Infrastructure Strategy and Playing Pitch Strategy.
- We email ward members in the first instance and parish clerks asking for the community priority lists to be reviewed approximately twice a year, but you shouldn't necessarily wait for this reminder email. If you, a community group, parish or town council or sports club would like to add a priority to the list, please complete and return the Community Priority Expression of Interest Form.



s106 Expression of
Interest Form - May

- When the S106 agreement is drafted, we must identify a specific project within the agreement towards which the collected contributions will be directed. This project will be taken from the Community Priority list, following consultation with ward member(s). This needs to be a quick process and should not have to wait for Parish or Town councils committee meetings to put forward a scheme. Holding a community priority list should ensure an efficient process. A one week turnaround should be achievable.

- The Open Space Officer recommends a scheme for inclusion within the agreement, based on a number of points, which may include but not limited to:
 - The contribution amount
 - The proximity of the scheme to comply with the relevant test
 - The timescale for the scheme/project
 - Suitability of the contributions
 - Evidence of community need
 - Confirmation of ownership, maintenance and location

- Specified contributions are requested and must be received when triggers within each individual S106 agreement are reached by that development. For example, prior to occupation of 10th dwelling.

- When the Council is in receipt of contributions, a report is prepared and presented to the Strategy & Resources Committee recommending allocation of the contribution in accordance with the S106 agreement. If approved, the recommendation is then considered by Council as the decision requires a change to the approved budget (a Council function). Subject to approval, a funding agreement is prepared and issued to the awarded party.

- If you have any queries, please contact Lucy Wheeler on 01271 388433 or email lucinda.wheeler@northdevon.gov.uk