

**Ordinary meeting of Harberton Parish Council  
8<sup>th</sup> March 2022**

Item 11 Correspondence

**11. Correspondence**

- 11.1. 20220207 Temporary Traffic Notice BOW ROAD TO BEENLEIGH *For information* Cllrs are informed of road closure from 25<sup>th</sup> – 29<sup>th</sup> April due to Openreach work on access to underground structures.
- 11.2. 20220207 SCARF & 20's plenty signage? *For information* Cllrs are forwarded information by the C.Cllr from Highways detailing County Council policy. The C.Cllr will take any comments or queries back to highways.
- 11.3. 20220208 Action to Tackle the Climate Emergency *For consideration* Cllrs are informed of an invitation from Bishopsteignton Parish Council looking to work with others who have an interest in reducing transport emissions in communities.
- 11.4. 20220214 Great British Spring Clean 2022: Will You Take Part? *For consideration* The spring clean has been launched seeking pledges from communities to participate between 25<sup>th</sup> March – 10<sup>th</sup> April. A pack is available to promote the campaign locally and spring clean bags for those who sign up.
- 11.5. 20220214 Temporary Traffic Notice - A381 Brockhills Cross to Main Road, Harberton (TTRO2244358) *For information* Cllrs are informed of temporary closure of the A381 to enable CCTV and drainage. The closure is in place from 7<sup>th</sup> – 9<sup>th</sup> March inclusive between 7pm – 7am.
- 11.6. 20220216 SR Your South West Water reply case 10470885 *For information* The Parish Council has received an update on discussions between a resident and South West Water confirming that the water pressure to the village will be halved this summer.
- 11.7. 20220228 Invitation *For information* The Mayor of Totnes invites the Chair or representative of the Parish Council and a guest is invited to attend The Mayors Supper, a charity event in aid of the Totnes Rural Youth Engagement Project at 7 Stars Hotel, Totnes on 28<sup>th</sup> March at a cost of £30 per ticket. Deadline for RSVP is 17<sup>th</sup> March.
- 11.8. 20220303 DALC #12 2022 Newsletter *For consideration* Cllrs are informed that this issue reminds councils of their duties as occupiers, suggesting trees and structures on Parish Council land are checked to ensure that they are in a good and safe condition, and to take steps to remedy the situation if this is not the case. The issue also lists March dates for 'Being a Good Councillor' and 'Responding to Planning Application' courses
- 11.9. 20220303 South Hams Garden Waste Service Restarts Cllrs are informed that the South Hams District Council's contracted garden waste service is restarting in the spring. FCC who operate the service on behalf of the District Council, will begin collections once again from the week beginning Monday 28 March. The garden waste bin will be emptied the opposite week to the grey bin.



Harberton Parish Clerk &lt;harbertonparishclerk@gmail.com&gt;

**FW: SCARF & 20's plenty signage?**

1 message

**Councillor Jacqi Hodgson** <jacqi.hodgson@devon.gov.uk>

To: [REDACTED]

7 February 2022 at 16:38

Dear Town & Parish Clerks and Totnes Green Travel coordinator,

Please find below a fulsome response from Alan Martin, of our Neighbourhood Highways team regarding speed restrictions and processes. He has also attached the current policy.

Please could you circulate this to the town and parish councillors as I'm aware that this matter is likely to be of interest to many of them.

I will be happy to take any responses back to the Neighbourhood Highways Team.

Many thanks

Cllr Jacqi Hodgson

Devon County Councillor for Totnes & Dartington

Green Party

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**From:** Alan Martin <[Alan.Martin@devon.gov.uk](mailto:Alan.Martin@devon.gov.uk)>  
**Sent:** 04 February 2022 17:00  
**To:** Councillor Jacqi Hodgson <[jacqi.hodgson@devon.gov.uk](mailto:jacqi.hodgson@devon.gov.uk)>  
**Cc:** Darren Cole <[darren.cole@devon.gov.uk](mailto:darren.cole@devon.gov.uk)>; John Fewings <[john.fewings@devon.gov.uk](mailto:john.fewings@devon.gov.uk)>  
**Subject:** RE: SCARF & 20's plenty signage?

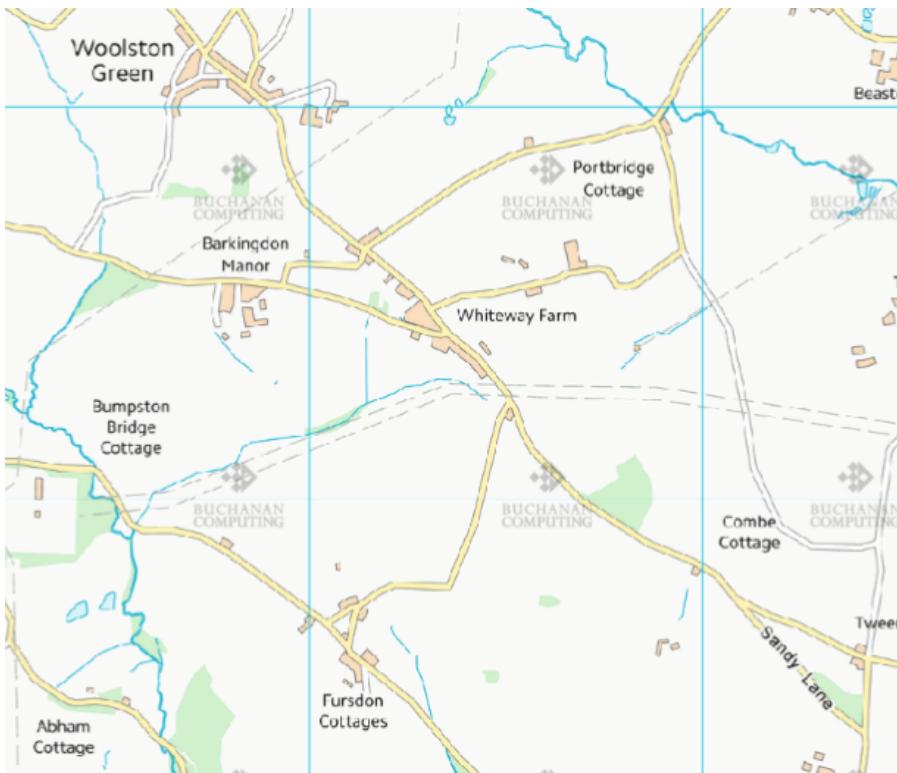
Hi Cllr Hodgson

We are aware of the concerns of the PC and residents as many of the issues raised in your email were discussed at the meeting, which you attended, late in November. I have attached DCC's current speed limit policy for reference, as this is the document that governs much of my response. We have no choice but to apply this policy, so if you do not agree with its guidance this should be raised with the Traffic Team. I also need to clarify again that SCARF (Speed Compliance Action Review Forum) will only assess compliance of vehicles to an existing speed limit, it is not a tool that can propose a speed limit. It is the attached policy which regulates this function.

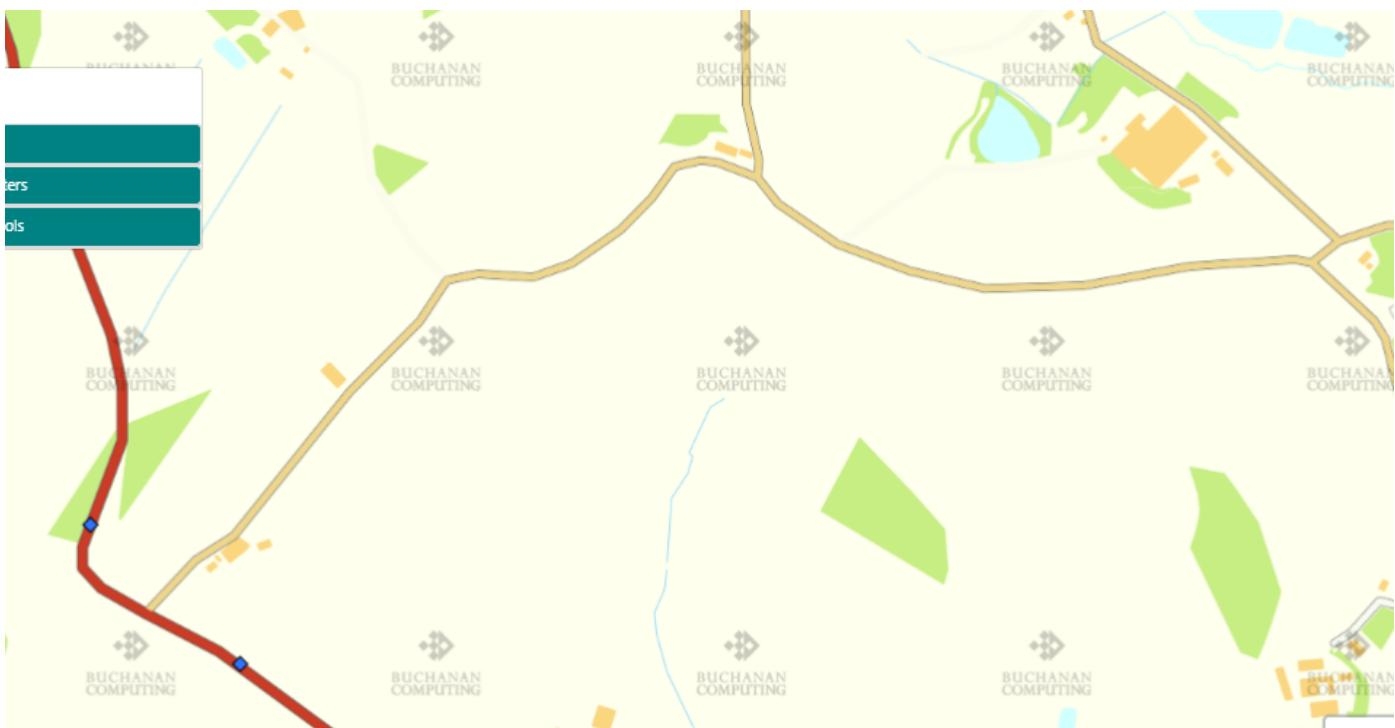
It may be best for me to respond first to your request for a SCARF review on the road between Staverton and Lanscove and from the A385 to Wash Farm/Riverford. These roads have the national speed limit (NSL) so it is highly unlikely that vehicles are speeding above 60mph and therefore SCARF will only indicate a compliance with the speed limit. If the PC and residents feel that the NSL is incorrect then it would have to be assessed against the attached policy. Referring to policy (page 4), I believe the NSL is the correct speed limit for these routes. Also, there is no collision data to support a Departure from Policy at either site. Below is a screen grab of the areas, but this data can be viewed at:

[Devon Accident site \(devoncctraffweb.co.uk\)](http://devoncctraffweb.co.uk)

Staverton to Lanscove:



A385 to Wash Farm:



Turning to the residential area of Staverton, this does have a short 30mph limit which was installed in 2008. To my knowledge it has never been through a SCARF review but if speed data is collected and shows a degree of non-compliance it could be taken to SCARF. However, the collision data shows zero incidents and therefore there is little justification for intervention. If you would like speed data taken please can you or the PC indicate the location of greatest concern, we can then try and install a data device in that vicinity. Once the speeds are known an informed decision can be made, but I do feel that I should make you aware that:

1. In accordance with the policy, this route does not meet DCC's criteria of a 20mph limit/zone or the Government's Department for Transport's (DfT) guidance for a 20mph limit / zone (see below)
2. Imposing a 20mph limit or zone is not a solution where there is a non-compliant 30mph limit
3. It is possible that the outcome of the SCARF review is that 30mph is not the correct speed limit and should be increased

DfT Circular 01/2013 states that highway authorities can set 20mph speed limits in areas where local needs and conditions suggest the current speed limit is too high. This includes:

- Major streets where there are, or could be, significant numbers of journeys on foot, and/or where cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic; and
- Residential streets, where the streets are being used by people on foot and on bicycles, there is community support, and the characteristics of the street are suitable.

The guidance recommends that highway authorities introduce 20mph speed limits over areas where the mean speeds are already 24mph or less and there is expected to be a positive effect on road safety and a generally favourable reception from local residents. The circular states that successful 20 mph limits are:

- Self-enforcing (i.e. the existing conditions of the road together with measures such as traffic calming (in the case of zones), signing, publicity and information),
- Lead to a mean traffic speed compliant with the speed limit; and to achieve compliance; and
- There should be no expectation on the police to provide additional enforcement beyond their routine activity unless this has been explicitly agreed.

The route through Landscove currently has a NSL. At the meeting in November it was raised that there may have been an increase in the properties fronting onto the road and if it would now qualify for another speed limit. I would be willing to put this site forward for review to the Traffic Team.

The '20's Plenty' signs are not an approved road sign so DCC cannot support their use and should have them removed as they invalidate the posted speed limit.

Now that the pilot blanket 20mph in Newton Abbot has been rejected our Traffic Team are looking at ways for requests to be submitted. They have inferred this will take the form of a list into which we can upload requests, but these sites would need to meet the attached policy. It is for the Neighbourhood Teams to give the initial guidance on these requests and none of the sites raised above meet DCC policy so we would not support them.

It's also been discussed whether the list described above can be used for all non-HATOC sites that require a TRO, such as weight and size restrictions. Again, it is for the Neighbourhood Teams to give the initial guidance and I believe we have covered restrictions in rural locations in previous discussions; without a physical reason (bridges etc.) DCC would not look to impose these restrictions. It's my understanding that TTC have been working with John and our EDG to review changes in the town centre and that these are with TTC for consideration. Any request for further restrictions could be raised through this design work but if you are considering restrictions outside the area involved in the design, are you able to identify where? High Street already has a 'no vehicles except for access' and a weight/size restriction could impact on the businesses.

I hope this clarifies our position of no further action at this time, if you feel that I am not applying DCC's policy correctly then please indicate where you feel this to be the case. Otherwise I will assume the issues surrounding these locations to be closed.

Thanks

Alan

**From:** Councillor Jacqi Hodgson <[jacqi.hodgson@devon.gov.uk](mailto:jacqi.hodgson@devon.gov.uk)>  
**Sent:** 02 February 2022 12:41  
**To:** Alan Martin <[Alan.Martin@devon.gov.uk](mailto:Alan.Martin@devon.gov.uk)>; Darren Cole <[darren.cole@devon.gov.uk](mailto:darren.cole@devon.gov.uk)>  
**Subject:** SCARF & 20's plenty signage?

Dear Alan / Darren,

As you will be aware, Staverton PC are deeply concerned about highways safety in their parish. A concern I share as I travel through there very frequently.

Residents are also very concerned, and at the Neighbourhood Plan public consultation events held at each end of the parish last weekend, speeding through the parish residential centres at Staverton and Landscove and the main link road between them was a key question asked by many residents who attended. There was (again) a well-supported request for 20 mph speed limits. A well supported request was made for a SCARF assessment of the traffic speeds on these roads and I suggest that assessment is also made of the speeds of the roads from the A385 that leads to Wash Farm / Riverford national distribution centre which is frequented by many larger vehicles and HGVs that have been the subject of much concern regarding road safety and quality of life by local residents in the parish.

A question that arose was the legality of installing '20's Plenty' signs being installed locally on the roadside. Please could you clarify the legal position on these and how this applies to installation on private or LA owned land.

Now that the Newton Abbott 20mph pilot has been dropped what is the position on applications for 20mph restrictions on roads and residential areas? How do Members apply in response to local requests?

Please could you also advise on how applications can be made for vehicle width and size restrictions in rural roads as well as Totnes Town centre? Has the update and changes to the Highway Code affected any of these safety matters?

Bit of a shopping list - I look forward to hearing from you

Best regards



Clr Jacqi Hodgson

Devon County Councillor for Totnes & Dartington

Green Party

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 Local Speed Limit Policy.pdf  
510K

## **Devon County Council TMT Policy**

### **LOCAL SPEED LIMITS**

DTP34/05

LOCAL SPEED LIMIT

REVISIONS  
v.1, 2005

**THIS DOCUMENT IS UNCONTROLLED IF PRINTED**



DEVON COUNTY COUNCIL

# TRAFFIC POLICY NOTE

LOCAL  
SPEED LIMITS

DTP  
34/05

## Policy

To work in partnership with local communities and in consultation with the police to:

- Provide 30 mph speed limits in communities
- Provide 20mph speed limits, where there is significant vulnerable road user activity and an identified, speed-related casualty record. Mean speeds will already be low; if not, the new restriction should be self-enforcing. Careful consideration should be given to the environmental impacts associated with the scheme which should not be introduced on roads serving a strategic function. 20mph speed limits may be provided in the vicinity of schools where the above criteria are met, ideally where highlighted in the school's travel plan.
- 40 mph speed limits in communities are an exception to the general policy and will require agreement from the Traffic Policy Team to ensure countywide consistency.
- Between communities the National Speed Limit will apply.
- As a result of the accident cluster review, to provide speed limits on sections of routes between communities where there is a significant reliable record of speed related accidents along that route. This will also require agreement from the Traffic Policy Team to ensure countywide consistency.

## Preamble

The Devon Local Transport Plan provides a link to the Devon Speed Management Strategy as the key document providing an overall focused approach to manage traffic speed for the prevention of speed related crashes, environmental and access improvements. It provides, in Objective 7 for the introduction of speed limits where appropriate to better match the local circumstances, in partnership with the Police and local community.

Criteria and guidance on implementing local speed limits is given in Traffic Advice Note DTA34/05.

## Devon Local Transport Plan Objectives

Positive effect on safety, economy, and environment and accessibility.

## Revisions

Revisions		
Nov 04	A	Approved by CED
Nov 09	B	Approved by DED EEC

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DEVON COUNTY COUNCIL

# TRAFFIC ADVICE NOTE

LOCAL  
SPEED LIMITS

DTA  
34/05

## Implementation of Policy

Policy DTP 34/05 sets out the criteria for introducing speed limits in Devon, this advice note gives further guidance to the implementation of those speed limits.

## Preamble

Care should be taken to ensure route consistency and many lower limits with short gaps between them should be avoided. Where there is justification for lower speed limits based on safety considerations, a 'whole route' approach may be appropriate.

Road Crash statistics show that inappropriate speeding is a contributory factor in about one third of personal injury accidents.

## Devon Local Transport Plan Objectives

Positive effect on safety, economy, and environment and accessibility.

## Revisions

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Nov 04	A	Approved by CED
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## LOCAL SPEED LIMITS – ASSESSMENT (SPEED LIMIT)

STREET LIGHTING SYSTEM → 30MPH UNLESS OTHER SPEED LIMIT TRO IN PLACE

- SIGNIFICANT VULNERABLE ROAD USER ACTIVITY
- SPEED RELATED CASUALTY ACCIDENT HISTORY
- MEAN SPEEDS LOW (AROUND 20MPH) OR PROPOSED ENGINEERING WILL MAKE LIMIT SELF ENFORCING (EVIDENCE TO BE COLLATED)
- ENVIRONMENTAL IMPACT OF SCHEME TO BE CONSIDERED IN TERMS OF SIGNING LINING NOISE POLLUTION ETC.
- NOT ON ROADS SERVING A STRATEGIC FUNCTION
- IF OUTSIDE A SCHOOL SHOULD ALSO BE PART OF THE ADOPTED SCHOOL TRAVEL PLAN
- MUST HAVE SUPPORT IN THE WIDER COMMUNITY

20 MPH SPEED LIMIT OR ZONE →

30 MPH SPEED LIMIT →

- NORM IN COMMUNITIES (MINIMUM DENSITY 3 FRONTAGES PER 100 METRES)
- MINIMUM OF 20 FRONTAGES OVER 600 METRES
- REQUESTS WHICH DO NOT MEET THESE CRITERIA MAY BE CONSIDERED THROUGH THE DEPARTURE FROM POLICY PROCEDURE.

40 MPH OR 50 MPH SPEED LIMIT →

- OUTSIDE OF 30 MPH LIMITS WHERE THERE IS A SPEED RELATED CASUALTY ACCIDENT HISTORY
- REQUESTS WHICH DO NOT MEET THESE CRITERIA MAY BE CONSIDERED THROUGH THE DEPARTURE FROM POLICY PROCEDURE.
- TRANSITIONAL SPEED LIMITS MAY BE CONSIDERED WHERE COMMUNITIES ARE LOCATED CLOSELY TOGETHER (LESS THAN 800 METRES)

NATIONAL SPEED LIMIT →

NORM BETWEEN COMMUNITIES

## 1. Planning Guidance

### 1.1 Departures from policy

- Departures from policy will be considered under the following circumstances with respect to length of speed limit and number of frontages within the community. (See DTA 01A/09)
  - Compliance with the proposed limit can be demonstrated
  - A relevant casualty accident record exists within the proposed limit

### 1.2 Safety

- A study of types of accidents, their severity, causes and frequency indicates whether an existing speed limit suits present conditions or whether it needs to be changed. Also this could indicate whether the introduction of other safety measures are also appropriate such as footways, street lighting, signing etc. The needs of vulnerable road users and quality of life also need to be taken into account
- Annual accident cluster analysis should identify routes where inappropriate speeds are an issue

### 1.3 Consultations

- Consultations with the County Councillor and local community representatives such as District, Town and Parish Councils are very important when proposals are put forward or consideration is being given to changing a speed limit. The consultations need to be effective and determine the express wishes of the community.
- In industrial areas Industrial Estate Forums and Freight Quality Partnerships should be included in the consultations
- Route continuity is an important issue. Where possible the same speed limits should be applied for similar circumstances along a single route, with the route being considered as a whole.
- Examples of factors that would be dealt with as part of the consultation process for certain locations are detailed below :-

#### (a) Communities

- Evidence of community support and commitment (including possible financial contribution from Town/Parish).
- Agreement that the change can be justified in terms of a net overall measurable benefit, having taken into account safety, economy, and the environment. This needs to be dealt with at an early stage so that the community is aware of any concerns
- Agreement that the signed boundaries of the settlement nameplates should, wherever possible, be located at the same point as speed limit entry signs
- Sufficient resources need to be available to put in place, where necessary, any suitable physical measures such that a lower limit will not create further dangers e.g. by increasing overtaking manoeuvres. Full audit procedures need to be used
- Monitoring should include speed measurement (mean, 85%ile and top speed), accidents and community satisfaction
- For guidance a community would generally have 20 or more properties with individual frontages on the through road with a minimum density of 3 properties every 100 metres.

#### (b) Child Sensitive Areas

- Evidence of school, parent and community support and co-operation
- Schemes directly connected with a school should be part of a School Travel Plan (STP) and this process will help to determine the local priorities
- The existence of flashing warning lights and the operation of school crossing patrols needs to be taken into account
- 20mph zones/speed limits may also be extended to estate roads around schools as part of the STP process
- Monitoring should include vehicle speeds, reported injury crashes, satisfaction of users, and levels of walking and cycling by children

#### (c) Cycle Routes on Minor Roads including the National Cycle Network

- The introduction of suitable measures, which could include lower speed limits to the normal level (possibly advisory), such that the safety and comfort of cyclists, walkers and horses are enhanced
- Specific investigations may need to take place into the range of calming / speed reduction measures available and possible development of new initiatives for particular locations. Confidence will be needed that proposed measures would slow down motor vehicles and raise the levels of driver awareness
- Satisfactory consultation with any households or farms along the routes, or needing to use the roads for access
- Monitoring should include speed measurement, accidents, feedback from vulnerable road users, and satisfaction of residents

### 1.4 The Major Road Network

- The national speed limit will generally apply. The lower limits would be linked to road safety and road layout and any deviation from this would require HQ Traffic Section approval.

## 2. Layout Considerations

### 2.1 Road Characteristic

- An important factor when setting a limit is what the road looks like to the road user. This is influenced by the road geometry (road width, sightlines, bends, crossings etc.) and the environment through which the road passes (rural, residential, shop frontages, schools etc). Road users will expect lower limits and drive slower where they can see that there are more potential risks
- To achieve a desired reduction in speed, measures such as traffic calming may need to be considered in order to alter the characteristic of the road so that it is compatible with the proposed limit. Advisory advanced warning may be appropriate

### 2.2 Length of Speed Limits

- 600m is the preferred minimum length on which to apply a limit, so that motorists will not be confused by too frequent changes in speed limit along a length of road. However, there may be circumstances where a shorter distance is suitable. The actual length adopted for a limit will depend on the limit applied and also on the conditions at or beyond the end points

### 2.3 Transitional Limits

- It may be appropriate to use a 40 mph or 50 mph limit (one step only) as a “buffer” transition between a length of road subject to a national limit and another length on which a lower limit is in

force e.g. on the outskirts of towns with adjoining intermittent development. Transitional limits should however be restricted to sections of road where immediate speed reduction causes real difficulty. A “countdown” system of several mandatory limits at gradually decreasing speeds should be avoided, and again a route should be considered as a whole to avoid multiple changes in the speed limit.

## 2.4 Gradients/Bends etc.

- Where a limit would otherwise end on a steep gradient, sharp bend, hump-backed bridge or other hazard, the restriction may need to be extended so as to clear the hazard. Similarly, an extension may be required to provide good visibility of the speed limit signs. A limit may also need to be extended so as to cover any new access to an estate. Advisory advanced warning may be appropriate

## 2.5 Isolated Hazards

- Mandatory speed limits should not be used to solve the problem of isolated hazards, such as a single road junction or bend

## 2.6 Interactive Signing

- Interactive signing can assist with reducing vehicle speeds. For the full effectiveness the use of such signs should be targeted to the most difficult areas such as approaches to unforeseen hazards

## 2.7 Roundabouts

- Where several roads with different limits enter a roundabout, the roundabout should be restricted at the same level as the majority of the approach roads. If there is an equal division, for example where a 30mph road crosses one restricted to 40 mph, the roundabout itself should take the lower limit. It follows that if all the approach roads have the same limit, the roundabout too should be restricted at that level. Care should be taken that approaching roads with a lower limit are not suddenly signed at a higher limit just as they reach the roundabout

## 3. Legal Background

- As contravention of a speed limit is an offence under the Road Traffic Regulation Act 1984, the police need to be consulted on any proposal
- Section 81 of the Road Traffic Regulation Act 1984 makes it an offence for a person to drive a motor vehicle on a restricted road at a speed of more than 30 mph. Section 82 (1) of that Act defines a restricted road as one on which there is a system of street lighting furnished by means of lamps placed not more than 183m apart
- The effect of Section 82 of the 1984 Act is that any road will become a restricted road when a system of lighting of the specified density is installed on it and will thus become subject to the restricted road speed limit of 30 mph (S.81), unless it is de-restricted by direction under S.82(2) allowing the national upper limit to apply, or some other limit as imposed by Order
- A section of road may, by Order, be given a 30mph speed limit or be designated as a restricted road so that a 30mph speed limit extends beyond a system of street lighting
- The use of repeater signs on lit 30mph roads is expressly forbidden by paragraph 11(4) (a) of the Traffic Signs (Speed Limits) General Directions 2002 (SI/3113)
- National guidance on the introduction of speed limits is given in Dft Circular 1/06, Setting Local Speed Limits

## 4. Signing of Speed Limits

- The regulations concerning terminal and repeater signs for speed limits are given in Directions 8, 9, 10 and 11 of TSRGD 2002
- Advice on the placement, size and frequency of speed limit signs is given in Chapter 3 of the Traffic Signs Manual.

## 5. Introducing a speed limit Traffic Regulation Order (TRO)

- After the initial consultations have taken place and all parties are in agreement with the proposed speed limit, it will be necessary to produce the required information / documentation in order for the County Solicitor to advertise the proposals. This includes the following:-
  - Copies of a drawing showing the extent of the limit(s)
  - A schedule of the proposals including any revocations needed
  - A statement of reasons
- The drawing should be of a reasonable scale in order for the general public to be able to identify the start and finish of the proposed speed limit(s), 1:2500 would be preferable.
- The schedule needs to identify each type of speed limit being proposed with terminal points being identified using measurements taken on site and not scaled off a map.

For a community speed limit the terminal points can be specified as a cordon of each road entering or passing through that community with the speed limit applying to all roads within that cordon.

On a single length of road each change in the speed limit needs to be identified. In both cases the terminal point needs to be defined as x metres north/south/east/west etc from a fixed point, i.e. a crossroads or a junction with another road, or can commence at a junction / crossroads.

Existing TROs would have to be checked to ensure duplication and confliction doesn't occur and revocations made as necessary.

- The statement of reasons needs to be clear and concise with links to the DLTP, a CTP or STP and any other road safety issues contributing to the decision to introduce a new speed limit.
- The schedule and statement of reasons should be entered onto DCC Traffic Orders System in the form of a memo with cost codes to the County Solicitors' office and then an e-mail sent to them with the EnVID number that the DCC system assigns to it so that they can progress the advertisement. The County Solicitors' office will check the documentation and arrange for the necessary adverts to be placed. A copy of the draft notice along with the plan will be available for viewing by the general public at the local Highway Management office and usually the local library during the advertising period. Copies are sent out by the County Solicitors' office to all consultees, i.e. police / emergency services, County Councillor and Town or Parish Council for their official view on the proposals.
- The next stage depends on the number of objections received:  
If no objections are received it is possible to progress the order after notifying the local County Councillor and the chairman of the relevant HATOC.

If only a few objections are received it may be possible to progress the order with the approval of the chairman of the relevant HATOC and local County Councillor without having to wait for full HATOC approval. Approval needs to be in writing with copies of this sent to the County Solicitor.

A substantial number of objections will require a full HATOC report and committee details including date and minute number will need to be sent to the County Solicitor for their records.

All new TROs need to be reported to HATOC as works implemented under delegated powers.

- Each individual objector will require an answer in writing, giving a full explanation why the Order is to be implemented, modified or abandoned, which is sent out via the County Solicitors' office to

the objector.

- When approved, the necessary signs and road markings should be ordered to coincide with the sealing of the Order. A date should be set with the County Solicitors' office to enable this. The County Solicitor will inform the relevant parties that the Order has been sealed and send them copies of the order where required.

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