

Phil Norrey  
Chief Executive

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To: The Members of the Exeter  
Highways and Traffic Orders  
Committee

County Hall  
Topsham Road  
Exeter  
Devon  
EX2 4QD

(See below)

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Your ref :  
Our ref :

Date : 26 June 2017  
Please ask for : Gerry Rufolo, 01392 382299

Email: gerry.rufolo@devon.gov.uk

**EXETER HIGHWAYS AND TRAFFIC ORDERS COMMITTEE**

Tuesday, 4th July, 2017

A meeting of the Exeter Highways and Traffic Orders Committee is to be held on the above date at 2.15 pm at Committee Suite - County Hall to consider the following matters.

P NORREY  
Chief Executive

**A G E N D A**

**PART 1 - OPEN COMMITTEE**

- 1 Apologies for Absence
- 2 Election of Chairman and Vice Chairman  
(N.B. In accordance with the County Council's Constitution, the Chairman and Vice Chairman must be County Councillors)
- 3 Minutes  
Minutes of the meeting held on 29 March 2017 (previously circulated).
- 4 Matters of Urgency  
Items which in the opinion of the Chairman should be considered at the meeting as matters of urgency.
- 5 Members' Induction  
Presentation by the Acting Chief Officer for Highways, Infrastructure Development and Waste
- 6 Bus Services in Exeter  
Bus and Coach Operators to answer Members questions

*Electoral Divisions(s): All in Exeter*

- 7 Devon Highways Term Maintenance Contract  
A manager from Skanska attending to discuss issues with Members

*Electoral Divisions(s): All in Exeter*

**MATTERS FOR DECISION**

- 8 Annual Local Waiting Restriction Programme (Pages 1 - 10)  
Report of the Acting Chief Officer for Highways, Infrastructure Development and Waste (HIW/17/55) attached

*Electoral Divisions(s): All in Exeter*

- 9 Bus Shelters at Mount Pleasant Health Centre (Pages 11 - 14)  
Report of the Head of Planning, Transportation and Environment (PTE/17/34) attached

*Electoral Divisions(s): All in Exeter*

- 10 Pinhoe: Double Roundabouts  
Head of Planning, Transportation and Environment to report

*Electoral Divisions(s): Pinhoe & Mincinglake*

- 11 Alphington Road/Sydney Road, Exeter (Pages 15 - 20)  
Report of the Head of Planning, Transportation and Environment (PTE/17/35) attached

*Electoral Divisions(s): All in Exeter*

- 12 Exeter Residents' Parking Review (Pages 21 - 76)  
Report of the Acting Chief Officer for Highways, Infrastructure Development and Waste (HIW/17/56) attached

*Electoral Divisions(s): All in Exeter*

- 13 Rosebarn Lane Area - Residents' Parking (Pages 77 - 92)  
Report of the Acting Chief Officer for Highways, Infrastructure Development and Waste (HIW/17/57) attached

*Electoral Divisions(s): Duryard & Pennsylvania*

- 14 Construction of the E4 Cycle Route between Cumberland Way and Pilton Lane  
Presentation by the Head of Planning, Transportation and Environment

*Electoral Divisions(s): Heavitree & Whipton Barton; Pinhoe & Mincinglake*

- 15 Bindon Road, Exeter: Condition  
In accordance with Standing Order 23(2) Councillor Leadbetter has requested that the Committee consider this matter

*Electoral Divisions(s): Pinhoe & Mincinglake*

- 16 Residents' Parking Permits: Abuse of the Application Process  
In accordance with Standing Order 23(2) Councillor Prowse has requested that the Committee consider this matter.

*Electoral Divisions(s): All in Exeter*

- 17 Speeding, Various Road, Enforcement and the Role of SCARF and Councillors  
In accordance with Standing Order 23(2) Councillor Prowse has requested that the Committee consider this matter.

*Electoral Divisions(s): All in Exeter*

- 18 Princes Square Residents' Parking Petition  
In accordance with Standing Order 23(2) Councillor Hannaford has requested that the Committee consider this matter.

*Electoral Divisions(s): Alphington & Cowick*

- 19 Petitions/Parking Policy Reviews  
*[An item to be taken under s18 of the Traffic management Act 2004 relating to any reviews of parking policy sought in line with the Council's Petition Scheme (https://new.devon.gov.uk/democracy/guide/constitutionparts2-4/part-4-section-7-petition-scheme/)].*

### **MATTERS FOR INFORMATION**

- 20 Section 106(S106)/Community Infrastructure Levy (CIL) and Monies for Highway Works (Pages 93 - 98)  
In accordance with Standing Order 23(2) Councillor Harvey has requested that the Committee consider this matter.

Report of the Head of Planning, Transportation and Environment (PTE/17/1) to the former Place Scrutiny Committee (attached)

- 21 Actions Taken Under Delegated Powers (Pages 99 - 100)  
Report of the Acting Chief Officer for Highways, Infrastructure Development and Waste (HIW/17/58) attached

*Electoral Divisions(s): All in Exeter*

- 22 Dates of Future Meetings  
20 November 2017, 16 January 2018 and 26 April 2018

The County Council Calendar of meetings available on the website:

<http://democracy.devon.gov.uk/mgCalendarMonthView.aspx?GL=1&bcr=1>

### **PART II - ITEMS WHICH MAY BE TAKEN IN THE ABSENCE OF THE PUBLIC AND PRESS**

#### **Part II Reports**

*Members are reminded that Part II reports contain exempt information and should therefore be treated accordingly. They should not be disclosed or passed on to any other person(s).*

*Members are also reminded of the need to dispose of such reports carefully and are therefore invited to return them to the Democratic Services Officer at the conclusion of the meeting for disposal.*

#### **Agenda Items and Attendance of District & Town/Parish Councillors**

*Under the provisions of Standing Order 23, any member of the HATOC (including the District Council representatives) may put an item on the Agenda for the HATOC relevant to the functions of the Committee, subject to them giving notice in writing to the Chief Executive of*

*the matter to be discussed by 9.00am on the eighth working day before the meeting.*

*Any member of the District Council for the area covered by the HATOC who is not a member of the Committee, or a Town or Parish Councillor within the area covered by the HATOC, may, after giving 24 hours' notice in writing to the Chief Executive, attend and speak to any item on the Agenda with the consent of the Committee.*

*For further information please contact Gerry Rufolo on 01392 382299.*

<b>Membership</b>
<u>County Councillors</u>  Councillors H Ackland, M Asvachin, Y Atkinson, S Aves, E Brennan, R Hannaford, A Leadbetter, P Prowse and C Whitton  <u>Exeter City Council</u>  Councillors R Denham, D Harvey, R Newby and T Wardle
<b>Declaration of Interests</b>
Members are reminded that they must declare any interest they may have in any item to be considered at this meeting, prior to any discussion taking place on that item.
<b>Access to Information</b>
Any person wishing to inspect any minutes, reports or lists of background papers relating to any item on this agenda should contact Gerry Rufolo on 01392 382299. Agenda and minutes of the Committee are published on the Council's Website and can also be accessed via the Modern.Gov app, available from the usual stores.
<b>Webcasting, Recording or Reporting of Meetings and Proceedings</b>
The proceedings of this meeting may be recorded for broadcasting live on the internet via the 'Democracy Centre' on the County Council's website. The whole of the meeting may be broadcast apart from any confidential items which may need to be considered in the absence of the press and public. For more information go to: <a href="http://www.devoncc.public-i.tv/core/">http://www.devoncc.public-i.tv/core/</a>  In addition, anyone wishing to film part or all of the proceedings may do so unless the press and public are excluded for that part of the meeting or there is good reason not to do so, as directed by the Chairman. Any filming must be done as unobtrusively as possible from a single fixed position without the use of any additional lighting; focusing only on those actively participating in the meeting and having regard also to the wishes of any member of the public present who may not wish to be filmed. As a matter of courtesy, anyone wishing to film proceedings is asked to advise the Chairman or the Democratic Services Officer in attendance so that all those present may be made aware that is happening.  Members of the public may also use Facebook and Twitter or other forms of social media to report on proceedings at this meeting. An open, publicly available Wi-Fi network (i.e. DCC) is normally available for meetings held in the Committee Suite at County Hall. For information on Wi-Fi availability at other locations, please contact the Officer identified above.
<b>Public Participation</b>
Any member of the public resident in the administrative area of the County of Devon may make a presentation on any proposed traffic order being considered by the Committee. Any request to make a presentation must be given to the Chief Executive's Directorate, County Hall, Exeter by 12 noon on the forth working day before the relevant meeting.  For further information please contact Gerry Rufolo on 01392 382299.
<b>Emergencies</b>
In the event of the fire alarm sounding leave the building immediately by the nearest available exit, following the fire exit signs. If doors fail to unlock press the Green break glass next to the door. Do not stop to collect personal belongings, do not use the lifts, do not re-enter the building until told to do so.
<b>Mobile Phones</b>
Please switch off all mobile phones before entering the Committee Room or Council Chamber
<b>If you need a copy of this Agenda and/or a Report in another format (e.g. large print, audio tape, Braille or other languages), please contact the Information Centre on 01392</b>

380101 or email to: [centre@devon.gov.uk](mailto:centre@devon.gov.uk) or write to the Democratic and Scrutiny Secretariat at County Hall, Exeter, EX2 4QD.



Induction loop system available

## NOTES FOR VISITORS

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### Walking and Cycling Facilities

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### Access to County Hall and Public Transport Links

Bus Services K, J, T and S operate from the High Street to County Hall (Topsham Road). To return to the High Street use Services K, J, T and R. Local Services to and from Dawlish, Teignmouth, Newton Abbot, Exmouth, Plymouth and Torbay all stop in Barrack Road which is a 5 minute walk from County Hall. Park and Ride Services operate from Sowton, Marsh Barton and Honiton Road with bus services direct to the High Street.

The nearest mainline railway stations are Exeter Central (5 minutes from the High Street) and St David's and St Thomas's both of which have regular bus services to the High Street. Bus Service H (which runs from St David's Station to the High Street) continues and stops in Wonford Road (at the top of Matford Lane shown on the map) a 2/3 minute walk from County Hall, en route to the RD&E Hospital (approximately a 10 minutes walk from County Hall, through Gras Lawn on Barrack Road).

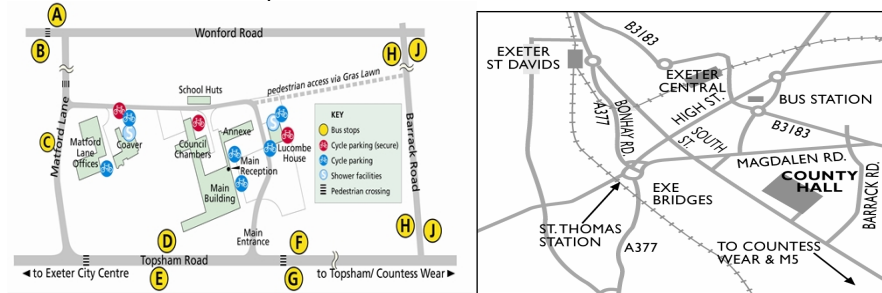
### Car Sharing

Carsharing allows people to benefit from the convenience of the car, whilst alleviating the associated problems of congestion and pollution. For more information see: <https://liftshare.com/uk/community/devon>.

### Car Parking and Security

There is a pay and display car park, exclusively for the use of visitors, entered via Topsham Road. Current charges are: Up to 30 minutes – free; 1 hour - £1.10; 2 hours - £2.20; 4 hours - £4.40; 8 hours - £7. Please note that County Hall reception staff are not able to provide change for the parking meters.

As indicated above, parking cannot be guaranteed and visitors should allow themselves enough time to find alternative parking if necessary. Public car parking can be found at the Cathedral Quay or Magdalen Road Car Parks (approx. 20 minutes walk). There are two disabled parking bays within the visitor car park. Additional disabled parking bays are available in the staff car park. These can be accessed via the intercom at the entrance barrier to the staff car park.



**NB**   Denotes bus stops

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### First Aid

Contact Main Reception (extension 2504) for a trained first aider.

HIW/17/55

Exeter Highways and Traffic Orders Committee  
4 July 2017

## **Annual Local Waiting Restriction Programme**

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

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

**Recommendation:** It is recommended that:

- (a) work on the annual waiting restrictions programme process for 2017/2018 is noted;***
- (b) the recommendations contained in Appendix I to this report are agreed and subject to consultation with local Members on the details, the proposals are advertised; and***
- (c) the recommendations contained in Appendix II to this report are agreed and subject to consultation with local Members on the details, the proposals are implemented.***

### **1. Background**

The County Council regularly receives requests for waiting restrictions to be introduced or amended. These can be difficult to deliver due to resource and funding pressures which can then have a negative impact on the County Council's relationship with local communities.

Recognising this difficulty, a managed process has been developed to deliver an Annual Local Waiting Restriction Programme for each HATOC area for the funding and delivery of waiting restriction schemes.

The 2016/17 programme has delivered proposals at over 250 sites across Devon. These were mainly amendments to Yellow Lines and Limited Waiting, thought to be non-controversial, which had been requested by communities or by local Highway Officers.

Building on the success of this process, officers propose that a further programme is developed for 2017/18 to include minor aids to movement improvements such as drop crossing, footway improvements and bollards.

### **2. Proposal**

Cabinet has allocated an amount of £100,000 countywide from the On Street Parking Account to this process in 2017/18 which equates to an amount of £12,500 to each HATOC area.

Approval is sought for the 2017/18 programme for this Committee's area. It is proposed that the schemes identified in Appendices I & II form the programme.

Following consultation on the detail with the locally affected County Members and Chair of HATOC the proposals will then be designed and the associated Traffic Order drafted and advertised.

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## **3. Consultations**

Following advertisement:

- Proposals which do not attract objections can be implemented without the need to report back to Committee.
- Proposals which attract minor objections should be determined under delegated powers by the acting Chief Officer in consultation with the Local Member and the Chair of HATOC.
- Proposals attracting significant objections will be reported to the next available HATOC.

## **4. Specific Proposals**

Specific Waiting Restriction Proposals are listed in Appendix I with Aids to Movement proposals shown in Appendix II. Costs are estimated to be in the region of £9,500 including Legal advertising charges. Detailed plans will be provided at the design stage.

## **5. Financial Considerations**

The total costs of the scheme are contained within a countywide budget of £100,000 which has been allocated from the On Street Parking Account.

There will be 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.

There remains scope within the programme to add more proposals if these can be agreed in time to undertake consultation before the next meeting of this Committee.

It is intended that any estimated underspend in delivering the waiting restriction proposals can be utilised to deliver the Aids to Movement proposals.

## **6. Environmental Impact Considerations**

The proposals are intended to rationalise on street parking and improve mobility and access within the district and are designed to:

- Encourage turnover of on street parking to benefit residents and businesses.
- Enable enforcement to be undertaken efficiently.
- Encourage longer term visitors to use off street car parks.
- Encourage commuters to make more sustainable travel choices eg 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.

## **7. Equality Considerations**

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



## 8. Legal Considerations

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

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

## 9. Risk Management Considerations

There are thought to be no major safety issues arising from the proposals.

## 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 Exeter by:

- Encouraging turnover of on street parking to benefit residents and businesses.
- Enabling enforcement to be undertaken efficiently.
- Encouraging longer term visitors to use off street car parks.
- Encouraging those working in the town make more sustainable travel choices eg Car Share, Public Transport, Walking and Cycling.

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

Meg Booth  
Acting Chief Officer for Highways, Infrastructure Development and Waste

## Electoral Divisions: All in Exeter

Local Government Act 1972: List of Background Papers

Contact for enquiries: James Bench

Room No: ABG, Lucombe House, County Hall

Tel No: 0345 155 1004

Background Paper	Date	File Ref.
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None

mj150617exh  
sc/cr/annual local waiting restriction programme  
02 260617

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Appendix I  
To HIW/17/55

## Waiting Restriction Proposals

Electoral division	Location	What is being proposed	Statement of Reasons	County Councillor
Alphington & Cowick	Aldens Road	No Waiting At Any Time at access to garages.	To prevent obstructive parking and secure visibility.	Yvonne Atkinson
Alphington & Cowick	Alphington Road	No Waiting At Any Time in layby north of Alphin Brook.	To prevent obstructive parking & secure visibility of directional road sign.	Yvonne Atkinson
Alphington & Cowick	Barley Farm Road	No Waiting At Any Time at access to garages behind number 82.	To prevent obstructive parking and secure visibility.	Yvonne Atkinson
Alphington & Cowick	Barley Lane/ Croft Chase	No Waiting At Any Time at the junction.	To prevent obstructive parking and secure visibility.	Yvonne Atkinson
Alphington & Cowick	Barley Lane/ Somerset Avenue	No Waiting At Any Time outside numbers 16-24 and into junction.	To prevent obstructive parking and secure visibility.	Yvonne Atkinson
Alphington & Cowick	Chieftain Way	Relaxation of No Waiting At Any Time outside number 15.	Restriction is no longer required.	Yvonne Atkinson
Alphington & Cowick	Coverdale Road	Extension of No Waiting At Any Time along south side of the road.	To prevent obstructive parking.	Yvonne Atkinson
Alphington & Cowick	Dawlish Road/ Lovelace Gardens	No Waiting At Any Time at the junction.	To prevent obstructive parking and secure visibility	Yvonne Atkinson
Alphington & Cowick	Eton Walk	No Waiting At Any Time on both sides outside numbers 2-6.	To prevent obstructive parking.	Yvonne Atkinson
Alphington & Cowick	Grace Road South	Extension of No Waiting At Any Time outside Exeter Recycling Facility.	To prevent obstructive parking and secure visibility.	Yvonne Atkinson
Alphington & Cowick	Hatherleigh Road	No Waiting At Any Time on inside of bends outside numbers 18, 51 & 61a.	To prevent obstructive parking and secure visibility.	Yvonne Atkinson
Alphington & Cowick	High Meadows	No Waiting At Any Time opposite number 4.	To secure visibility.	Yvonne Atkinson
Alphington & Cowick	Isca Road	Changes to restrictions outside number 76.	To accommodate new access.	Yvonne Atkinson
Alphington & Cowick	Marsh Green Road North	No Waiting At Any Time at access to MPK steelworks.	To prevent obstructive parking and secure visibility.	Yvonne Atkinson

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<b>Electoral division</b>	<b>Location</b>	<b>What is being proposed</b>	<b>Statement of Reasons</b>	<b>County Councillor</b>
Alphington & Cowick	Mill Lane/ The Halt	No Waiting At Any Time at the junction.	To prevent obstructive parking and secure visibility.	Yvonne Atkinson
Alphington & Cowick	Princes Square/ Princes Street North/ Princes Street South/ Princes Street East/ Princes Street West/ Queens Road/ Regent Street	No Waiting At Any Time at corners and junctions.	To prevent obstructive parking and secure visibility.	Yvonne Atkinson
Alphington & Cowick	Princes St East	Loading Only restriction outside 1a.	To enable deliveries to local businesses.	Yvonne Atkinson
Alphington & Cowick	Wheatsheaf Way	No Waiting At Any Time in access to numbers 9-33.	To prevent obstructive parking and secure visibility.	Yvonne Atkinson
Duryard & Pennsylvania	Prince Charles Road Service Road	No Waiting At Any Time outside number 3.	To secure pedestrian access to footway.	Percy Prowse
Duryard & Pennsylvania	Stoke Hill Crescent	Extension of No Waiting At Any Time opposite number 1.	To prevent obstructive parking and aid traffic movement.	Percy Prowse
Duryard & Pennsylvania	Stoke Hill/ Mincinglake Road	No Waiting At Any Time on junction with Mincinglake Road and opposite.	To prevent obstructive parking and secure visibility.	Percy Prowse
Duryard & Pennsylvania	Sylvan Road	Extension of Limited Waiting bay outside 2a.	To increase amount of parking availability.	Percy Prowse
Exwick & St Thomas	Exwick Road	Extension of No Waiting At Any Time outside number 197.	To prevent obstructive parking and secure visibility.	Rob Hannaford
Exwick & St Thomas	Exwick Road	Extension of No Waiting At Any Time outside numbers 3 & 5.	To prevent obstructive parking and aid traffic movement.	Rob Hannaford
Exwick & St Thomas	Farm Hill	No Waiting At Any Time around junctions with communal parking areas.	To prevent obstructive parking and secure visibility.	Rob Hannaford
Exwick & St Thomas	Farm Hill/ Poppy Close/ Whitycombe Way	No Waiting At Any Time at the junctions.	To prevent obstructive parking and secure visibility.	Rob Hannaford
Exwick & St Thomas	Kinnerton Way	Extension of No Waiting At Any Time outside numbers 18-28.	To prevent obstructive parking and aid traffic movement.	Rob Hannaford
Exwick & St Thomas	Leicester Mead/ Liverpool Hill	No Waiting At Any Time on east side of junction.	To prevent obstructive parking and secure visibility.	Rob Hannaford
Exwick & St Thomas	Merrivale Road	No Waiting At Any Time in turning area outside numbers 71-81.	To prevent obstructive parking.	Rob Hannaford

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<b>Electoral division</b>	<b>Location</b>	<b>What is being proposed</b>	<b>Statement of Reasons</b>	<b>County Councillor</b>
Exwick & St Thomas	Palmerston Drive	No Waiting At Any Time around junctions with access to garages.	To prevent obstructive parking on bend and secure visibility.	Rob Hannaford
Exwick & St Thomas	Peterborough Road	No Waiting At Any Time on bend outside number 30.	To prevent obstructive parking and secure visibility.	Rob Hannaford
Heavitree & Whipton Barton	Alford Crescent/ Whipton Barton Road	No Waiting At Any Time at junction and on south-east side.	To prevent obstructive parking and secure visibility.	Emma Brennan
Heavitree & Whipton Barton	Bramley Avenue	No Waiting At Any Time at junction with access to numbers 55-59.	To prevent obstructive parking and secure visibility.	Emma Brennan
Heavitree & Whipton Barton	Hamlin Lane	No Waiting At Any Time opposite junction with Sweetbrier Lane.	To prevent obstructive parking and aid traffic movement.	Emma Brennan
Heavitree & Whipton Barton	Regent Square	No Waiting At Any Time on inside of bends outside numbers 12 & 37.	To prevent obstructive parking and secure visibility.	Emma Brennan
Heavitree & Whipton Barton	Whipton Barton Road/ Vaughan Road/ Brookway	No Waiting At Any Time at junctions and along Whipton Barton Road.	To prevent obstructive parking, secure visibility and aid traffic movement.	Emma Brennan
Pinhoe & Mincinglake	Harrington Lane	Review of No Waiting restrictions on both sides between Cheyne Rise and Green Tree Court.	To increase parking availability and aid traffic movement.	Hilary Ackland
Pinhoe & Mincinglake	Main Road	No Waiting restrictions at peak times between Church Hill and Parkers Cross Lane.	To reduce congestion.	Hilary Ackland
Pinhoe & Mincinglake	Pinwood Meadow Drive/Ilex Close/ Juniper Close/ Whitebeam Close/Spruce Close/ Tamarisk Close	No Waiting At Any Time at junctions.	To prevent obstructive parking and secure visibility.	Hilary Ackland
Pinhoe & Mincinglake	Station Road	No Waiting At Any Time outside numbers 34-42.	To prevent obstructive parking.	Hilary Ackland
Pinhoe & Mincinglake	Stratford Avenue/ Warwick Way	No Waiting At Any Time at junction.	To prevent obstructive parking and secure visibility.	Hilary Ackland
St Davids & Haven Banks	Bonhay Road	Conversion of limited waiting to residents parking outside numbers 70-72.	To improve parking for residents.	Carol Whitton

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<b>Electoral division</b>	<b>Location</b>	<b>What is being proposed</b>	<b>Statement of Reasons</b>	<b>County Councillor</b>
St Davids & Haven Banks	Haven Banks	Restricted Parking Zone (zonal No Waiting At Any Time) between Piazza Terracina and swing bridge.	To reduce the number of vehicles in this pedestrianised area.	Carol Whitton
St Davids & Haven Banks	Looe Road	Conversion of No Waiting restriction to residents parking and No Waiting At Any Time outside number 71. Introduction of No Waiting At Any Time adjacent to number 62 Bonhay Road.	To improve parking for residents and access to properties.	Carol Whitton
St Davids & Haven Banks	Mary Arches Street	Extension of No Waiting At Any Time in access road behind former BHS.	To prevent obstructive parking.	Carol Whitton
St Davids & Haven Banks	Queen Street	Extension of No Waiting At Any Time outside Exeter College and adjacent to The Co-operative.	To allow access for large vehicles (e.g fire engines & buses) at all times.	Carol Whitton
St Davids & Haven Banks	Water Lane	Extension of No Waiting At Any Time at junction with Cotfield Street.	To improve visibility.	Carol Whitton
St Sidwells & St James	Blackboy Road	Conversion of some pay and display spaces to resident parking bays adjacent to the Almshouses.	To increase parking for residents	Su Aves
St Sidwells & St James	Pinhoe Road	Introduction of Loading Only restriction outside 167.	For deliveries to local businesses.	Su Aves
St Sidwells & St James	Regents Park	No Waiting At Any Time outside numbers 12-18.	To prevent obstructive parking across driveways	Su Aves
St Sidwells & St James	Well Street	Extension of No Waiting At Any Time opposite Clarence Place.	To improve access and secure visibility.	Su Aves
St Sidwells & St James	Well Street	Replace No Waiting At Any Time with Limited Waiting outside number 3.	To increase parking for visitors as dropped kerb is no longer required.	Su Aves
Wearside & Topsham	Admiral Way & Vernon Crescent	No Waiting At Any Time at junctions and bends.	To prevent obstructive parking and secure visibility.	Andrew Leadbetter
Wearside & Topsham	Lower Shapter Street	Extension of No Waiting At Any Time to the end of the road.	To prevent obstructive parking.	Andrew Leadbetter

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<b>Electoral division</b>	<b>Location</b>	<b>What is being proposed</b>	<b>Statement of Reasons</b>	<b>County Councillor</b>
Wearside & Topsham	Old Abbey Court, Salmonpool Lane	Extension of No Waiting At Any Time outside numbers 40-43.	To prevent obstructive parking opposite communal parking area.	Andrew Leadbetter
Wearside & Topsham	The Mede	No Waiting At Any Time for the length of the road.	To prevent obstructive parking.	Andrew Leadbetter
Wearside & Topsham	Wear Barton Road	Extension of No Waiting At Any Time outside number 2.	To prevent obstructive parking.	Andrew Leadbetter
Wearside & Topsham	Elm Grove Road	Extension of No Waiting At Any Time advertised in 2016 to Bridgehill Garth	To prevent obstructive parking	Andrew Leadbetter
Wonford & St Loyes	Betony Rise	Extension of No Waiting At Any Time adjacent to 21 Parkland Drive. Introduction of No Waiting At Any Time around corner.	To prevent obstructive parking and aid traffic movement.	Marina Asvachin
Wonford & St Loyes	Bittern Road	Relaxation of No Waiting At Any Time.	To increase parking availability.	Marina Asvachin
Wonford & St Loyes	Chestnut Avenue	No Waiting At Any Time adjacent to numbers 199 to 222.	To prevent obstructive parking.	Marina Asvachin
Wonford & St Loyes	Heraldry Way	Extension of No Waiting At Any Time between numbers 25-31.	To reduce congestion and aid traffic movement.	Marina Asvachin
Wonford & St Loyes	Lethbridge Road/ Hurst Avenue/ Wilford Road	No Waiting At Any Time at junctions.	To prevent obstructive parking and secure visibility.	Marina Asvachin
Wonford & St Loyes	Parkland Drive/ Campion Gardens/ Aspen Close/ Woodwater Lane	No Waiting At Any Time around bend and junctions.	To prevent obstructive parking and secure visibility.	Marina Asvachin
Wonford & St Loyes	Quarry Lane/ Coates Road/ Lancaster Close	Extension of No Waiting At Any Time.	To prevent obstructive parking at junctions and on the cycle lane.	Marina Asvachin
Wonford & St Loyes	Salters Road	No Waiting At Any Time at access to Salters Court parking area.	To prevent obstructive parking and secure visibility.	Marina Asvachin
Wonford & St Loyes	Shakespeare Road	Extension of No Waiting At Any Time outside number 3.	To prevent obstructive parking next to access.	Marina Asvachin

## Aids to Movement Proposals

<b>Electoral division</b>	<b>Location</b>	<b>What is being proposed</b>	<b>Statement of Reasons</b>	<b>County Councillor</b>
Pinhoe & Mincinglake	Station Road	Extend Keep Clear at Causey Lane junction.	To allow buses to exit Causey Lane when traffic is queued at level crossing.	Hilary Ackland





PTE/17/34

Exeter Highways and Traffic Orders Committee  
4 July 2017

## **Bus Shelters at Mount Pleasant Health Centre**

Report of the Head of Planning, Transportation and Environment

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

**Recommendation: It is recommended that the Committee notes the following report.**

### **1. Background/introduction**

A request has been received regarding the provision of a bus shelter on both sides of the road by the Mount Pleasant Health Centre in Mount Pleasant Road, and it was agreed at the last meeting of this Committee that an update report be provided at the next meeting.

### **2. Options/Alternatives**

There are four possible ways of obtaining bus shelter(s) in Mount Pleasant Road or elsewhere in Exeter:

1. Bus shelters in Exeter are provided by Clear Channel at no cost to the City or County Council in return for Clear Channel's exclusive right to mount advertising panels on shelters. As part of the arrangement all existing shelters are being replaced.

No new sites are provided for in this part of the arrangement. However, after five years (a point we are approaching) Clear Channel will provide shelters at two new sites a year for the remaining fifteen years of the contract, at no cost to the City or County Council. Potential sites are to be assessed according to agreed criteria - mainly related to level of passenger usage. Mount Pleasant Road has been placed on the list of requests to be considered but we have a long list of requests.

2. Obtain new shelter(s) from Clear Channel over and above the Exeter contract arrangement. The cost for each shelter installed under this arrangement (at contract year six prices) is £6,767, plus £1,362 per year cleaning and maintenance for the remainder of the contract period - a total cost per shelter of £27,197 over the remaining fifteen years of the contract period.
3. Utilize one or two life-expired shelters removed as part of Clear Channel's replacement programme. In respect of Mount Pleasant Road, Clear Channel have said that they would be prepared to deliver two shelters to a County Council depot. The shelters would be delivered free of charge, but without guarantees as to condition or durability. The cost of any necessary repair and reassembly, site preparation, installation, power supply and all cleaning and maintenance, together with any other liabilities, would need to be covered, these being entirely outside the Exeter contract arrangement. As a rough estimate, the installation cost could be up to £1,000 per shelter, although neither City nor County Council could underwrite this. To save costs, cleaning might be feasible by local volunteers, but repairs and other liabilities would require funding.
4. If on private property - as is possible (for one direction of travel) in the case of Mount Pleasant Health Centre - to fund the installation and maintenance as a separate project

# Agenda Item 9

entirely outside the arrangement with Clear Channel. The cost of this is estimated at £5,000 installation plus maintenance and other liabilities which would be the responsibility of the Health Centre.

There is no ongoing budget within either the County or City Council to cover any costs for works or maintenance, so these would need to be covered either from a Member Locality Budget, or external source such as the Health Centre. The Health Centre last corresponded with officers in September 2016 at which point there was no written confirmation of funding for acquisition and maintenance of shelters. The Health Centre have now been invited to confirm what contribution if any they would be willing or able to make to the commitment for Options 2, 3 or 4 above and whether they have or will wish to seek Member Locality funding. Officers are in correspondence with the Centre. Option 1 above also remains a possibility.

### **3. Consultations/Representations/Technical Data**

Not applicable.

### **4. Financial Considerations**

None, with no financial consideration for DCC or ECC.

### **5. Equality Considerations**

Wherever possible the Department for Transport's "Inclusive Mobility" guidelines are adopted. In some locations restricted pavement width may make it impossible to fully comply. Full details of the guidelines are available at:

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/3695/inclusive-mobility.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf)

### **6. Legal Considerations**

There are no specific legal considerations.

### **7. Risk Management Considerations**

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

### **8. Public Health Impact**

None.

### **9. Summary/Conclusions/Reasons for Recommendations**

It is recommended that this report be noted.

Dave Black  
Head of Planning, Transportation and Environment

**Electoral Divisions: All in Exeter**

# Agenda Item 9

## Local Government Act 1972: List of Background Papers

Contact for enquiries: Damien Jones

Room No: Matford Lane Offices

Tel No: 01392 383000

Background Paper	Date	File Ref.
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None		
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dj041016exh  
sc/cr/bus shelters in exeter  
04 270617



PTE/17/35

Exeter Highways and Traffic Orders Committee  
4 July 2017

**Alphington Road/Sydney Road, Exeter**

Report of the Head of Planning, Transportation and Environment

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

**Recommendation:** It is recommended that the scheme shown on plan C15008-05, included in Appendix I, is approved for construction at an estimated cost of £110,000.

**1. Introduction**

The report seeks scheme approval to introduce a new staggered, signal controlled pedestrian crossing of Alphington Road on the northern arm (city side) of the Alphington Road/Sydney Road signalised junction.

**2. Background**

The local member requested that the safety concerns for pedestrians at the Alphington Road/Sydney Road junction be considered at the July 2014 meeting of this committee. At that committee it was resolved that the Chairman, local members and officers meet on site to identify options for a pedestrian crossing. An evaluation was provided to this committee at the January 2015 meeting, where approval was given to undertake detailed design for a staggered pedestrian crossing. This report provides details of the preferred design and the results of the public consultation undertaken on the options.

Alphington Road is a key strategic route into the city and, by volume, the busiest radial route in the City. There is a pedestrian demand for the crossing of Alphington Road at the Sydney Road junction. The demand for crossing Alphington Road has recently increased due to the expansion of retail outlets at the Alphington Road Retail Park. An existing pedestrian crossing at Ebrington Road provides access for pedestrians from the south; however it is not on the desire line for people walking either from Sydney Road or from the city (i.e. from Exe Bridges) towards the retail park.

Travelling from the city, the main pedestrian route is via the railway arch on the western side of Alphington Road and to cross on the northern arm of the junction. The existing crossing facility is uncontrolled, and pedestrians cross in gaps in the traffic or during inter-stage periods. Although this is sufficient for many pedestrians the crossing is difficult for vulnerable users, including people with visual or mobility impairments and parents with young children/prams.

The introduction of a staggered crossing would provide pedestrians with a suitable signal controlled crossing. A number of options for a staggered crossing on the north side of the junction have been assessed to consider the needs of pedestrians crossing Alphington Road and balancing these against the impacts on congestion by providing such a facility. The most effective option is presented in this report. A brief outline of the impact of the alternative, a straight through crossing, is also included.

### 3. Proposal

Plan C15008-05 included in Appendix I outlines the recommended scheme proposal for a staggered signal controlled pedestrian crossing. The crossing will be a Puffin style to detect the presence of pedestrians waiting to cross.

The crossing is on the desire line for pedestrians to and from the north. Although it is expected all of these people will use the crossing, not all will wait for the green man. From the south, particularly Sydney Road, it is likely that able bodied pedestrians will continue to cross to the central island from Sydney Road, and may choose not to use the crossing.

The proposed scheme introduces a stagger with a new pedestrian refuge area of approximately 10 metres length on the northern Alphington Road arm. This new refuge extends between the access to numbers 16 and 20 Alphington Road and will make access into and out of those properties more difficult. In particular, vehicles will be unable to turn right into or out of the northern access to number 20 and the left out of this access will be difficult due to the location of the signal pole. It will be difficult to turn into and out of number 16, and there is potential for conflict between vehicles accessing the property and pedestrians waiting to cross.

To accommodate the refuge and maintain the existing outbound ahead and right turn, the cycle lane on the outbound approach to the junction will be removed.

#### **Current Operation and Capacity Implications**

The traffic flow on Alphington Road is typically 1,000 vehicles per hour in each direction. At busy times of day the junction operates on a 120 second cycle time, which typically comprises 10 seconds of lost time, 10 seconds green time to the side roads and 100 seconds green time to the main road.

**Outbound** - A staggered crossing facility would provide pedestrian green time when the Alphington Road outbound arm is already on red and therefore will have little impact on the capacity of the junction for outbound traffic.

**Inbound** - The stagger on the inbound arm will require a new signal stage that will result in more red time to inbound traffic. The pedestrian crossing phase would result in up to 10% reduction in green time for inbound traffic. This reduction will decrease the theoretical capacity for inbound traffic.

Any loss in capacity will increase queuing and has the potential to increase disruption to traffic flow in the Marsh Barton trading estate. Increased delays on Alphington Road inbound may result in some traffic diverting to Cowick Lane and Cowick Street or other alternative routes.

The proposed scheme has been through a Stage 1 Road Safety Audit. Comments from a Stage 2 audit are pending. Only minor changes, if any, are expected as a result of this and these will be agreed with the Local members prior to construction.

Subject to approval, it is proposed to begin construction of the scheme in September 2017.

### 4. Options/Alternatives

A number of options for a staggered crossing on the north side of the junction have been assessed to consider the needs of pedestrians crossing Alphington Road and balancing these against the impacts on congestion by providing such a facility.

An alternative option providing a straight through crossing in the same location was considered. This left the existing central island unchanged and introduced a controlled crossing.

Although a straight through crossing is more convenient for pedestrians, the pedestrian crossing would be an additional third stage and a red signal would be shown to all traffic. As per the staggered crossing, the impact on capacity on Alphington Road is dependent on the frequency of demand for the pedestrian phase. It is considered the likely use of the pedestrian crossing phase would result up to a 20% reduction in capacity for main road traffic affecting approximately 200 vehicles per hour in each direction. This is double the projected impact of the staggered crossing and would impact both inbound and outbound traffic.

This would have considerable impacts on traffic flows in both directions, with inbound queues expected to impact the Marsh Barton trading estate junctions and in the outbound direction it would impact on the existing queueing at Exe Bridges and beyond. There would also be an impact on bus services using Fore Street, Exe Bridges and potentially South Street. This option is not therefore recommended.

#### **5. Consultations**

Consultation was carried out through a letter drop to the 2 neighbouring properties (16 and 20 Alphington Road) on 10 May 2017, providing them with 2 weeks to respond. No responses were received.

#### **6. Financial Considerations**

The estimated scheme cost for the crossing is £110,000. Developer contributions of £61,000 have been secured through Section 106. This is made up of approximately £45,000 from The Range, £13,000 from the County Ground and £3,000 from the Loft Club. The remaining will be funded through the 2017/18 Local Transport Plan programme.

#### **6. Environmental Impact Considerations**

By promoting sustainable travel modes the proposal will have a minor but positive effect on the environment. However, the additional red time needed to accommodate the new crossing will increase vehicle delays and increase emissions. The proposed staggered crossing is felt to provide an appropriate balance to these two conflicting elements.

#### **7. Equality Considerations**

An Equality Impact and Needs Assessment (EINA) was undertaken for the Local Transport Plan. No negative impacts were identified. 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.

Nevertheless, the improvements are anticipated to improve safety and accessibility for people with visual and mobility impairments. No adverse impacts on any particular groups with protected characteristics are expected.

#### **8. Legal Considerations**

To introduce a new or amended pedestrian crossing a public notice will be required to be advertised in accordance with Section 23 of The Road Traffic Regulation Act.

# Agenda Item 11

## Agenda Item 11

### 9. Risk Management Considerations

The proposed staggered crossing forms part of an existing junction. Therefore whilst the additional signals kit will represent an additional maintenance liability, it will not increase the periodic maintenance already required at a signalised junction. No commuted sum to cover future maintenance is provided for this scheme.

### 10. Public Health Impact

Improved pedestrian crossing facilities will enhance walking links between shopping facilities and residential areas. This will have a positive effect on promoting healthy and sustainable travel within the community. However, the removal of the cycle lane will dis-benefit cyclists and increased vehicle delays are likely to worsen air quality.

### 11. Reasons for Recommendations

The scheme has been progressed following strong support from the local member(s). It is recommended that on balance members consider the detriment to traffic on a major corridor is overridden by the requirement to improve pedestrian crossing facilities therefore the scheme can be approved for construction in order to support pedestrian safety and improve access to local shopping facilities.

Dave Black  
Head of Planning, Transportation and Environment

### Electoral Divisions: All in Exeter

Local Government Act 1972: List of Background Papers

Contact for enquiries: William Pratt

Room No. AB2 Lucombe House

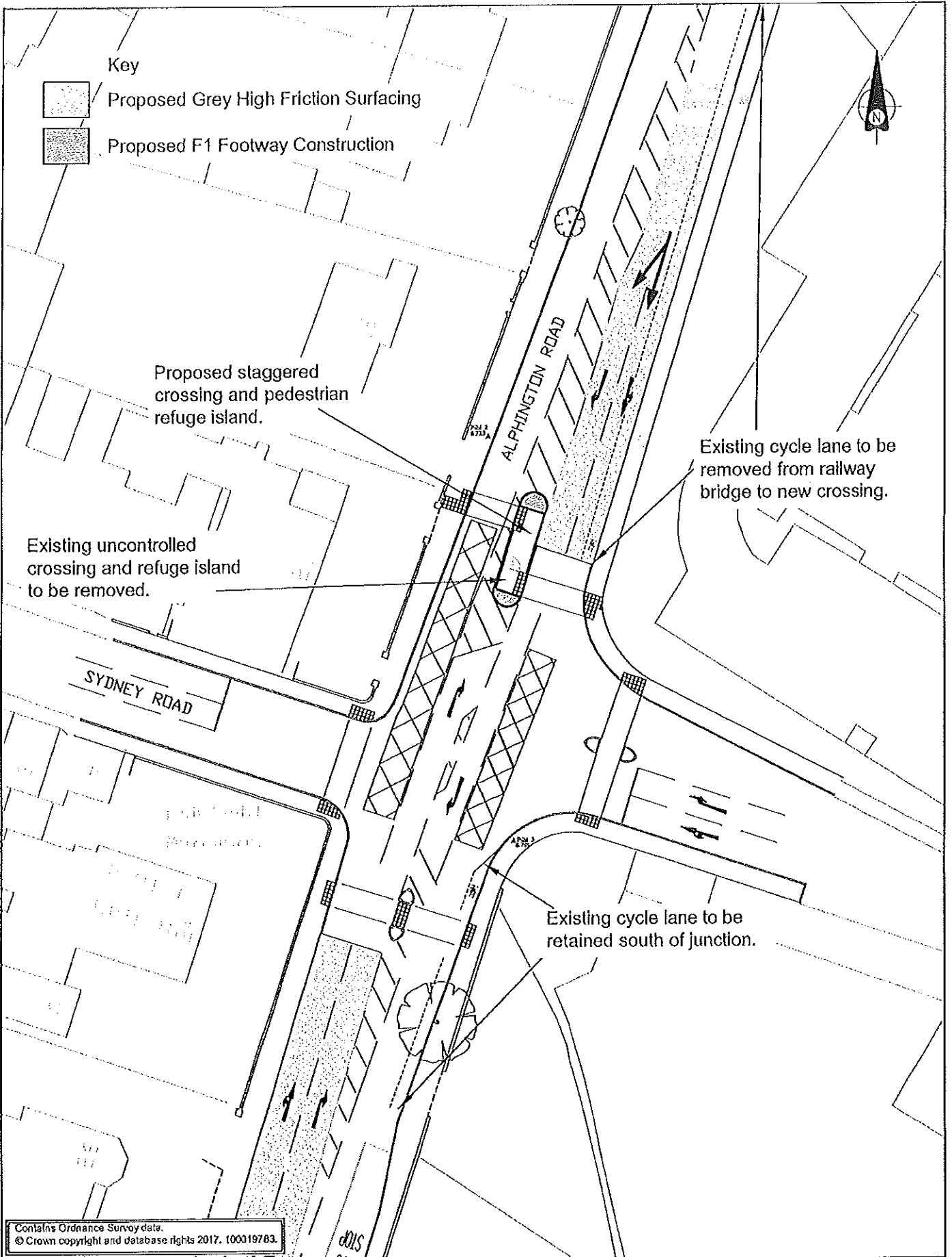
Tel No: (01392) 383000

Background Paper

- |    |              |                 |
|----|--------------|-----------------|
| 1. | HATOC Report | 27 January 2015 |
| 2. | HATOC Report | 22 July 2014    |

wp270617exh  
sc/cr/alphington road sydney road exeter  
01 270617





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	<b>Engineering Design Group</b>	Exeter HATOC	date July 2017	scale N.T.S
		job title/proposal ALPHINGTON ROAD / SYDNEY ROAD PEDESTRIAN CROSSING, EXETER	number C15008/05	

# Agenda Item 11

HIW/17/56

Exeter Highways and Traffic Orders Committee  
4 July 2017

## **Exeter Residents Parking Review**

Report of the Acting Chief Officer of Highways, Infrastructure Development and Waste

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

**Recommendation: It is recommended that:**

- (a) the results of the consultation be noted;**
- (b) that approval be given to advertise the traffic regulation orders for the additional restrictions detailed in Appendix IV and, if no objections are received, the orders be made and sealed;**
- (c) that, following the advertisement and resolution of the additional restrictions in Appendix IV, that the restrictions advertised in 2016 be implemented as detailed in section 3 of this report and the associated traffic regulation orders be made and sealed; and**
- (d) those areas that have not been progressed following this consultation process will not normally be considered again for residents parking for 3 years and then only if this Committee considered the area to be the highest priority as part of the ongoing review of future residents parking schemes.**

### **1. Background**

In January 2014 the committee considered and approved a list of areas identified as priorities for future residents parking schemes as funding allowed. Since that meeting additional funding was identified to progress with proposals for residents parking in a number of these areas at the same time.

Following discussions with the relevant members, the top priorities were identified as the Burnthouse Lane, Rifford Road, Heavitree, Polsloe and Elizabeth Avenue Areas. These proposals formed the basis of two rounds of public consultations. The results of these consultations were considered by this committee in April 2016 when it was resolved to advertise the necessary traffic regulation orders.

The traffic regulation orders were advertised in May/June 2016 and the results were reported to this committee in July 2016 where a decision was made on which areas would be implemented.

In November 2016 this committee reviewed the decision and committed to carrying out further consultation with those roads that were not progressed. This report considers the responses to the further consultation.

### **2. Consultations**

Following discussions with the relevant local members the area for further consultation was agreed. This consultation took place between 23 March and 23 April 2017 and was advertised by notices on the streets affected and by a mail drop to all properties within the proposed areas (approx. 2,600).

# Agenda Item 12

Copies of the proposals were also made available at County Hall, Exeter Civic Centre and at Wonford Community and Learning Centre.

Over the 21 day consultation period we received approximately 740 submissions which have been recorded against the relevant scheme.

The mail drop to all properties within the proposed area asked if the resident supported or opposed the proposals. A summary of these responses can be found in the table in Appendix I and indicated on maps in Appendix II.

A summary of the comments submitted and the county council's response can be found in Appendix III.

## **3. Proposal**

### **Zone S2 - Regents Park Area**

We received 368 representations relating to the proposals for this area.

The majority of residents have indicated their support for extending the restrictions. It is worth noting that residents from the Newcombe Street and Roseland Avenue area were generally opposed to the proposals. However, it is considered that it would be inappropriate to exclude these roads as there is limited on-street parking available which means that:

- a) residents unable to park would need to park within the roads around South Lawn Terrace and
- b) the roads are unsuitable for any displaced parking.

It is for these reasons that it is recommended that this zone is extended to introduce of restrictions as advertised with the additional advertising to extend permit eligibility to those properties on the north side of Pinhoe Road.

### **Zone N - Bovemoors Lane Area**

We received 143 representations relating to the proposals for this area.

The responses from Fore Street indicate support to extend the scheme to include the additional properties and it is recommended that this proposal be advertised.

The responses from the eastern end of Whipton Lane indicate that residents are not in favour of the restrictions being extended and therefore it is recommended that proposals for this road are not progressed.

It is noted that there is a high level of support for restrictions in Attwyll Avenue and St Loyes Road which matches parking concerns from recent years. The cul-de-sacs off of St Loyes Road are unsuitable for on-street parking as they are narrow and the majority have off-street parking which would mean that a residents parking scheme would have a lesser impact on these residents. It is therefore recommended that restrictions are introduced in these streets to stop the non-residential parking that is currently taking place in Attwyll Avenue and St Loyes Road and to prevent it displacing to the cul-de sacs where on-street parking is not appropriate. The inclusion of the cul-de-sacs will also mean the properties would be eligible to apply for permits should they or their visitors need to park on St Loyes Road.

The results from the Victor Street area indicate a divided opinion 6 in favour versus 7 opposed to the introduction of restrictions. However, as the road is made up of terraced properties it is considered that parking will overspill to adjacent roads. As it is proposed that these adjacent roads will be subject to residents parking, it is proposed that the Victor Street

area should also be included within the scheme to allow them greater flexibility on where to park.

## **Zone S7 - Rifford Road Area**

We received 19 representations relating to the proposals for this area. The responses from this area indicate that those residents responding are generally supportive of the proposed restrictions.

It is for these reasons that it is recommended that this zone is extended to introduce the restrictions as advertised with the additional advertising to extend permit eligibility to those properties in Lisa Close and for additional No Waiting At Any Time in Woodwater Lane.

## **Zone S8 - Burnthouse Lane Area**

We received 221 representations relating to the proposals for this area.

The majority of residents responding have indicated their support for introduction of restrictions. It is therefore recommended that the proposals be implemented as advertised with additional restrictions advertised as specified in Appendix IV.

Due to the proximity with the new scheme, it is recommended that the existing restrictions in Burnthouse Lane and Browning Close be amended to bring them into the new S8 scheme. This will require further advertising and if approved, permits will be reissued to those residents affected.

## **Other Areas Previously Considered**

Officers and members have already received correspondence from those areas that were excluded from the statutory consultation. These areas were excluded because of the strong opposition to the proposals following the informal consultations last year. It is recommended that those areas that have not been progressed following this consultation process would not normally be considered again for residents parking for 3 years and then only if this Committee considered the area to be the highest priority as part of the ongoing review of future residents parking schemes.

## **4. Options/Alternatives**

The revised proposals have been drafted based on the views of the public.

## **5. Financial Considerations**

A budget of £249,000 has been set aside from the on-street parking account for these proposals.

## **6. Environmental Impact Considerations**

The introduction of restrictions will remove commuter parking in residential areas. This will encourage sustainable travel and reduce traffic looking for a parking space and improve air quality.

## **7. Equality Considerations**

No new policies are being recommended in this report but an Equality Impact and Needs Assessment has been completed for new residents parking schemes.

# Agenda Item 12

## 8. Legal Considerations

When making a Traffic Regulation Order it is the County Council 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.

Proposals for residents parking were advertised from 26 May to 17 June 2016. These orders were part sealed on 6 February 2017 with the remaining restrictions subject to a further review. The results of the review have been considered as part of this report and have led to the recommendation to implement the majority of the proposed restrictions that were not part sealed.

There are a number of additional restrictions proposed that have not been advertised and these will be subject to the legal statutory consultation before any final decision is made whether or not to implement these additional restrictions.

## 9. Risk Management Considerations

No risks have been identified.

## 10. Public Health Impact

The scheme will have a positive public health impact by encouraging sustainable travel for commuters. Including walking and cycling, with associated health benefits. Supporting active travel, such as walking and cycling, is a key component of the Devon 'Joint Health and Wellbeing Strategy 2013-16.

## 11. Reasons for Recommendations

In 2014 the committee agreed priorities for future residents parking schemes. The recommendation is made in accordance with the committee resolution, the statutory consultation and further public consultation.

Meg Booth  
Acting Chief Officer for Highways, Capital Infrastructure and Waste

## **Electoral Divisions: Heavitree & Whipton Barton, St. Sidwells & St. James and Wonford & St. Loyes**

Local Government Act 1972: List of Background Papers

Contact for enquiries: James Bench

Room No: ABG, Lucombe House, County Hall

Tel No: 0345 155 1004

Background Paper	Date	File Ref.
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None

jb230617exh  
sc/cr/exeter residents parking review  
02 260617

**S2 – Regents Park Area**

	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Count	% return
ANTHONY ROAD	25	75.8%	8	24.2%	33	23	74.2%	8	25.8%	31	73	42.5%
EAST TERRACE	2	66.7%	1	33.3%	3	2	66.7%	1	33.3%	3	9	33.3%
FIRST AVENUE	8	61.5%	5	38.5%	13	7	58.3%	5	41.7%	12	23	52.2%
HAMLIN LANE	14	82.4%	3	17.6%	17	14	82.4%	3	17.6%	17	35	48.6%
HANOVER CLOSE	3	50.0%	3	50.0%	6	3	60.0%	2	40.0%	5	13	38.5%
HANOVER ROAD	14	58.3%	10	41.7%	24	14	60.9%	9	39.1%	23	35	65.7%
LADYSMITH LANE	2	66.7%	1	33.3%	3	2	66.7%	1	33.3%	3	11	27.3%
LADYSMITH ROAD	43	72.9%	16	27.1%	59	43	74.1%	15	25.9%	58	140	41.4%
LOWER AVENUE	17	89.5%	2	10.5%	19	16	88.9%	2	11.1%	18	29	62.1%
NEWCOMBE STREET	7	43.8%	9	56.3%	16	7	43.8%	9	56.3%	16	38	42.1%
NEWCOMBE STREET GARDENS			1	100.0%	1			1	100.0%	1	4	25.0%
NEWCOMBE TERRACE			3	100.0%	3			3	100.0%	3	12	25.0%
NORMANDY ROAD	17	73.9%	6	26.1%	23	15	71.4%	6	28.6%	21	51	41.2%
PINHOE ROAD	13	81.3%	3	18.8%	16	13	81.3%	3	18.8%	16	68	23.5%
PRETORIA ROAD	2	100.0%			2	2	100.0%			2	5	40.0%
REGENT SQUARE	6	46.2%	7	53.8%	13	6	50.0%	6	50.0%	12	62	19.4%
ROSELAND AVENUE	8	36.4%	14	63.6%	22	8	40.0%	12	60.0%	20	49	40.8%
ROSELAND CRESCENT	3	37.5%	5	62.5%	8	3	42.9%	4	57.1%	7	25	28.0%
ROSELAND DRIVE	2	100.0%			2	2	100.0%			2	36	5.6%
SAXON ROAD	7	87.5%	1	12.5%	8	7	87.5%	1	12.5%	8	36	22.2%
SECOND AVENUE	5	71.4%	2	28.6%	7	4	66.7%	2	33.3%	6	9	66.7%
SOUTH LAWN TERRACE	13	65.0%	7	35.0%	20	12	63.2%	7	36.8%	19	46	41.3%
STUART ROAD	13	50.0%	13	50.0%	26	13	50.0%	13	50.0%	26	53	49.1%
THIRD AVENUE	4	57.1%	3	42.9%	7	4	66.7%	2	33.3%	6	18	33.3%
WEST TERRACE	3	60.0%	2	40.0%	5	3	60.0%	2	40.0%	5	12	41.7%
<b>Total</b>	<b>231</b>	<b>64.9%</b>	<b>125</b>	<b>35.1%</b>	<b>356</b>	<b>223</b>	<b>65.6%</b>	<b>117</b>	<b>34.4%</b>	<b>340</b>	<b>892</b>	<b>38.1%</b>

There were a total of 12 responses from out of the area, 2 supported the proposals and 10 were opposed (from 9 addresses) to the proposals.

Do you support the residents parking proposals in your street/area?  
Breakdown of responses by Road

**N – Bovemoors Lane Area**

	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Count	% return
ATTWYLL AVENUE	18	62.1%	11	37.9%	29	18	62.1%	11	37.9%	29	65	44.6%
AVONDALE ROAD	2	28.6%	5	71.4%	7	2	28.6%	5	71.4%	7	21	33.3%
BROOKLEIGH AVENUE	1	50.0%	1	50.0%	2	1	50.0%	1	50.0%	2	5	40.0%
CRANBROOK ROAD			9	100.0%	9			8	100.0%	8	20	40.0%
EAST WONFORD HILL	8	50.0%	8	50.0%	16	8	50.0%	8	50.0%	16	58	27.6%
FORE STREET	3	100.0%			3	1	100.0%			1	7	14.3%
GLENMORE ROAD	1	14.3%	6	85.7%	7	1	16.7%	5	83.3%	6	20	30.0%
MAYFIELD ROAD	4	44.4%	5	55.6%	9	4	44.4%	5	55.6%	9	20	45.0%
ST. LOYES ROAD	11	68.8%	5	31.3%	16	11	68.8%	5	31.3%	16	33	48.5%
VICTOR CLOSE					0					0	4	0.0%
VICTOR LANE					0					0	1	0.0%
VICTOR STREET	6	50.0%	6	50.0%	12	5	45.5%	6	54.5%	11	55	20.0%
WHIPTON LANE	11	39.3%	17	60.7%	28	11	44.0%	14	56.0%	25	31	80.6%
WOODSTOCK ROAD	2	40.0%	3	60.0%	5	2	40.0%	3	60.0%	5	21	23.8%
<b>Total</b>	<b>67</b>	<b>46.9%</b>	<b>76</b>	<b>53.1%</b>	<b>143</b>	<b>64</b>	<b>47.4%</b>	<b>71</b>	<b>52.6%</b>	<b>135</b>	<b>361</b>	<b>37.4%</b>

**S7 – Rifford Road Area**

	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Yes	%
LISA CLOSE	2	100.0%			2	2	100.0%			2	6	33.3%
WOODWATER LANE	14	87.5%	2	12.5%	16	13	86.7%	2	13.3%	15	63	23.8%
<b>Total</b>	<b>16</b>	<b>88.9%</b>	<b>2</b>	<b>11.1%</b>	<b>18</b>	<b>15</b>	<b>88.2%</b>	<b>2</b>	<b>11.8%</b>	<b>17</b>	<b>69</b>	<b>24.6%</b>

There was 1 response from out of the area opposed to the proposals.

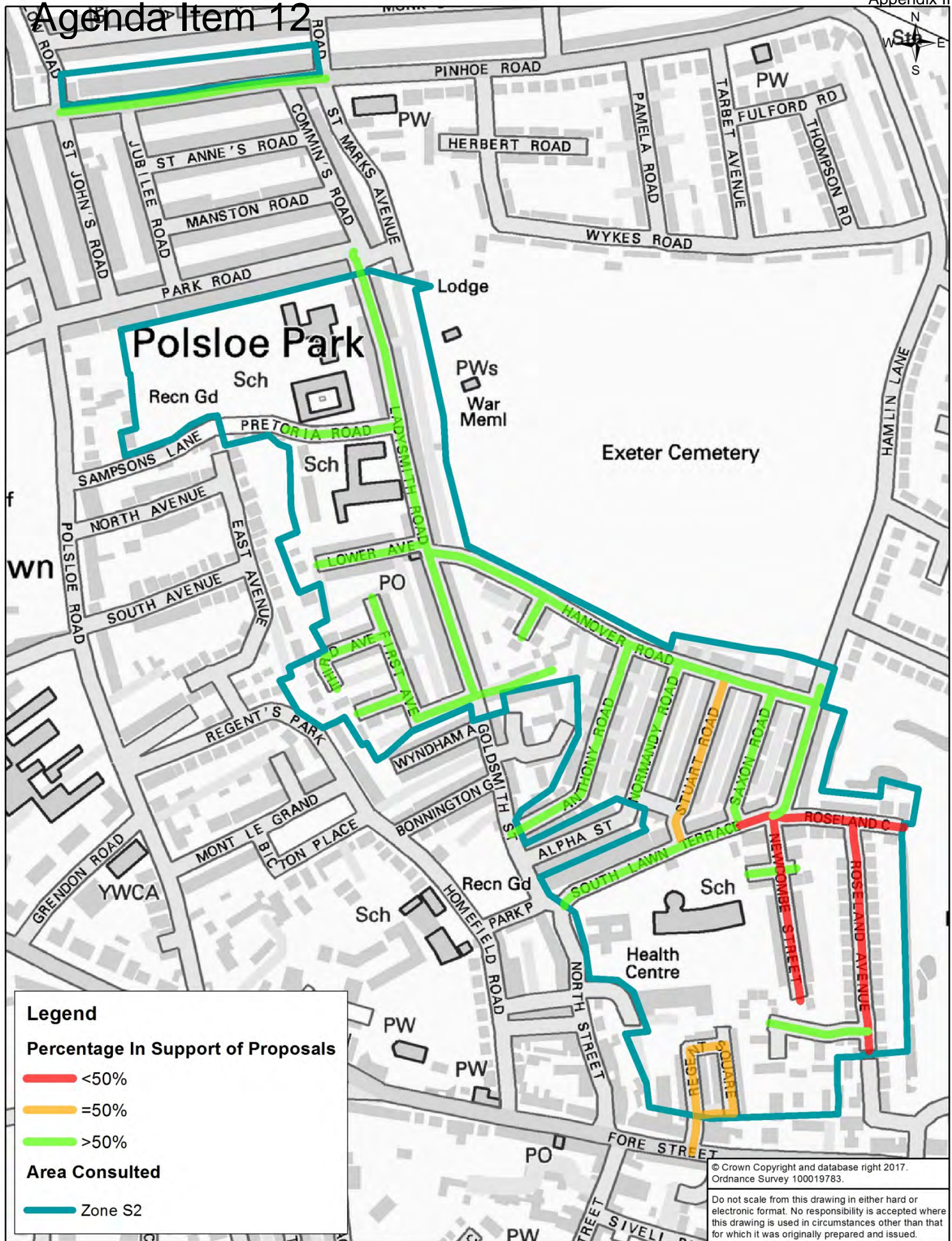


**Do you support the residents parking proposals in your street/area?  
Breakdown of responses by Road**

**S8 – Burnthouse Lane Area**

	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Count	% return
BRIAR CRESCENT	22	62.9%	13	37.1%	35	22	62.9%	13	37.1%	35	175	20.0%
BROOKE AVENUE	4	100.0%			4	4	100.0%			4	22	18.2%
BURNS AVENUE	3	75.0%	1	25.0%	4	3	75.0%	1	25.0%	4	28	14.3%
BURNTHOUSE LANE	21	84.0%	4	16.0%	25	20	83.3%	4	16.7%	24	140	17.1%
CHAUCER AVENUE	6	75.0%	2	25.0%	8	6	75.0%	2	25.0%	8	26	30.8%
CHESTNUT AVENUE	18	62.1%	11	37.9%	29	18	62.1%	11	37.9%	29	220	13.2%
COWPER AVENUE	1	100.0%			1	1	100.0%			1	12	8.3%
DICKENS DRIVE	2	100.0%			2	2	100.0%			2	24	8.3%
HAMILTON AVENUE	11	68.8%	5	31.3%	16	11	68.8%	5	31.3%	16	43	37.2%
HAWTHORN ROAD	8	66.7%	4	33.3%	12	8	66.7%	4	33.3%	12	99	12.1%
HAZEL ROAD	6	33.3%	12	66.7%	18	6	37.5%	10	62.5%	16	68	23.5%
HOLLY ROAD					0					0	4	0.0%
LABURNUM ROAD	4	44.4%	5	55.6%	9	4	44.4%	5	55.6%	9	86	10.5%
LAUREL ROAD	2	100.0%			2	2	100.0%			2	16	12.5%
LILAC ROAD					0					0	12	0.0%
MAGNOLIA AVENUE	6	100.0%			6	6	100.0%			6	26	23.1%
MILTON ROAD	9	75.0%	3	25.0%	12	9	75.0%	3	25.0%	12	64	18.8%
RONCHETTI WAY	3	75.0%	1	25.0%	4	3	75.0%	1	25.0%	4	24	16.7%
SCOTT AVENUE	1	50.0%	1	50.0%	2	1	50.0%	1	50.0%	2	24	8.3%
SHAKESPEARE ROAD	16	88.9%	2	11.1%	18	16	88.9%	2	11.1%	18	101	17.8%
SILVER BIRCH CLOSE	2	100.0%			2	2	100.0%			2	13	15.4%
SPENSER AVENUE	2	33.3%	4	66.7%	6	2	33.3%	4	66.7%	6	34	17.6%
TENNYSON AVENUE	2	66.7%	1	33.3%	3	2	66.7%	1	33.3%	3	24	12.5%
TOPSHAM ROAD	1	50.0%	1	50.0%	2	1	50.0%	1	50.0%	2	6	33.3%
WALNUT ROAD			1	100.0%	1			1	100.0%	1	4	25.0%
<b>Total</b>	<b>150</b>	<b>67.9%</b>	<b>71</b>	<b>32.1%</b>	<b>221</b>	<b>149</b>	<b>68.3%</b>	<b>69</b>	<b>31.7%</b>	<b>218</b>	<b>1295</b>	<b>16.8%</b>

# Agenda Item 12



**Legend**

**Percentage In Support of Proposals**

- <50%
- =50%
- >50%

**Area Consulted**

- Zone S2

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Meg Booth  
Acting Head of Highways,  
Infrastructure Development  
and Waste

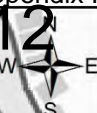
TRAFFIC MANAGEMENT TEAM  
DEVON HIGHWAYS  
LUCOMBE HOUSE  
COUNTY HALL  
EXETER  
EX2 4DD  
Telephone 0345 155 1004

**Drawing Title:**  
Do you support the extension of resident parking spaces to your street/area?

Page 28

Zone S2 - Regents Park Area

drawn by	JPB
scale	NTS
date	15/05/2017
drawing number	ENV5548/ZN/S2/103



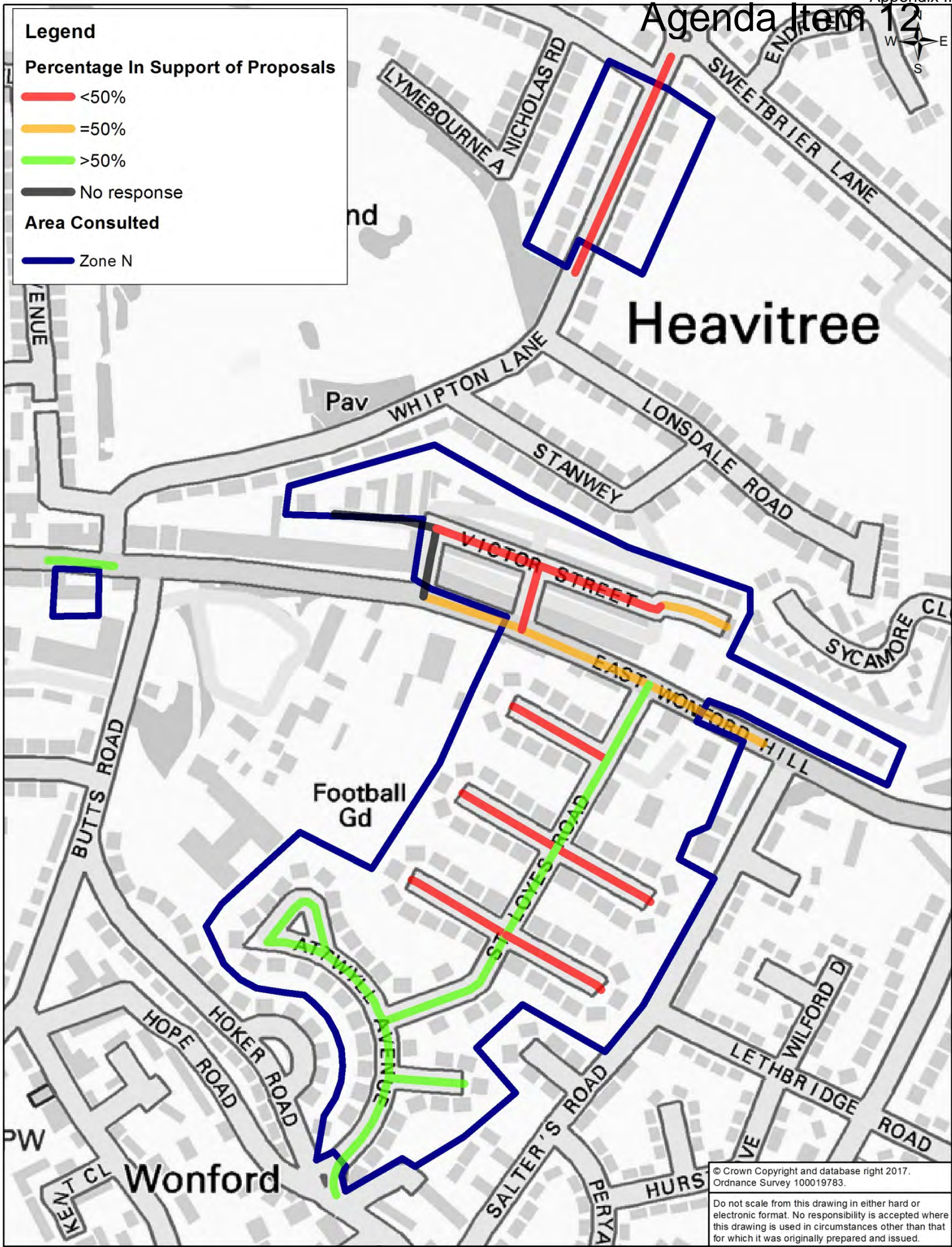
**Legend**

**Percentage In Support of Proposals**

- <50%
- =50%
- >50%
- No response

**Area Consulted**

- Zone N



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drawn by JPB

scale NTS

date 15/05/2017

drawing number ENV5547/ZN/N/103



Meg Booth  
Acting Head of Highways,  
Infrastructure Development  
and Waste

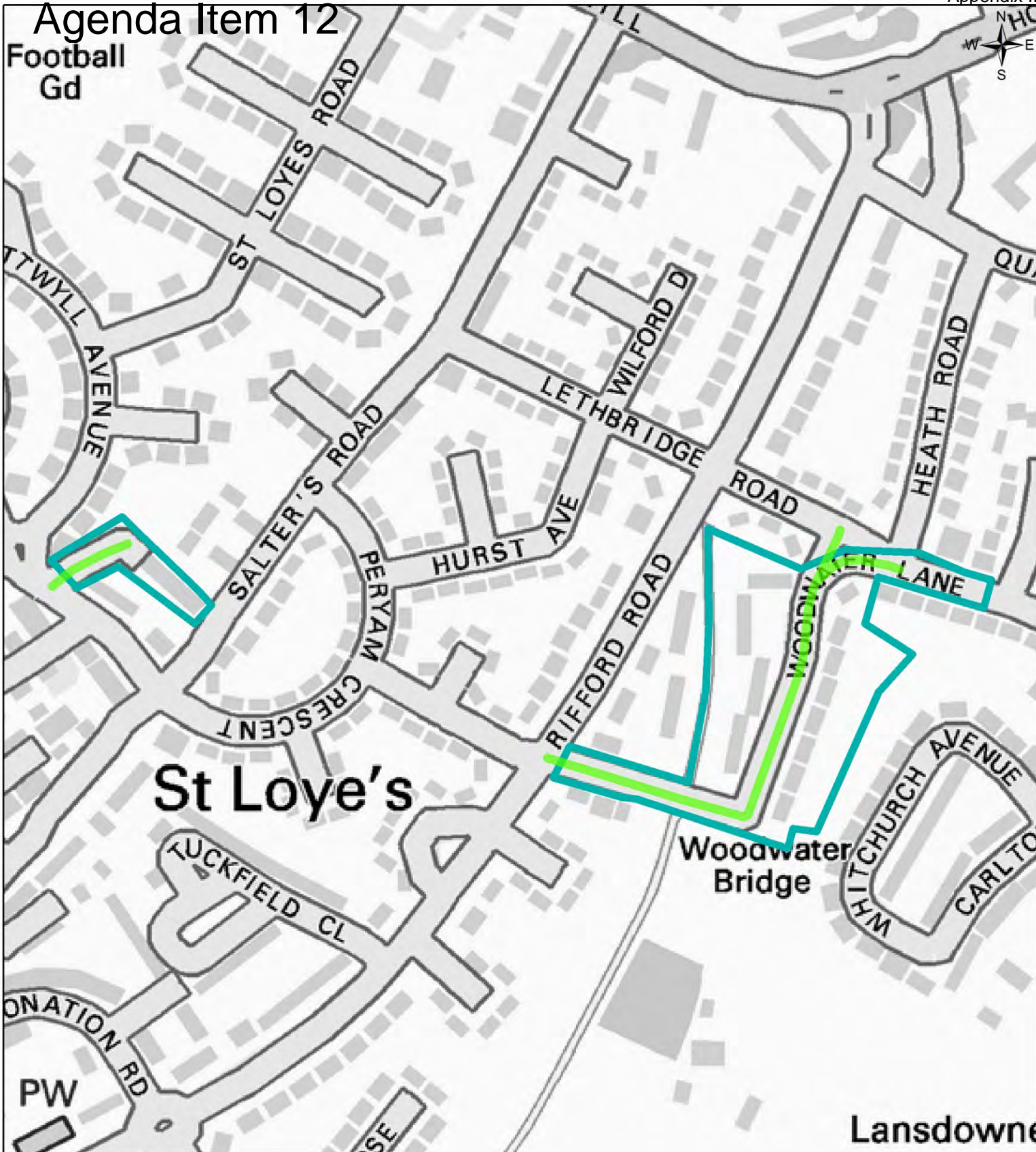
TRAFFIC MANAGEMENT TEAM  
DEVON HIGHWAYS  
LUCOMBE HOUSE  
COUNTY HALL  
EXETER  
EX2 4QD  
Telephone 0345 155 1004

**Drawing Title:**  
Do your support the extension of resident parking restrictions to your street/area?



# Agenda Item 12

## Football Gd



**Legend**

**Percentage In Support of Proposals**

— >50%

**Area Consulted**

— Zone S7

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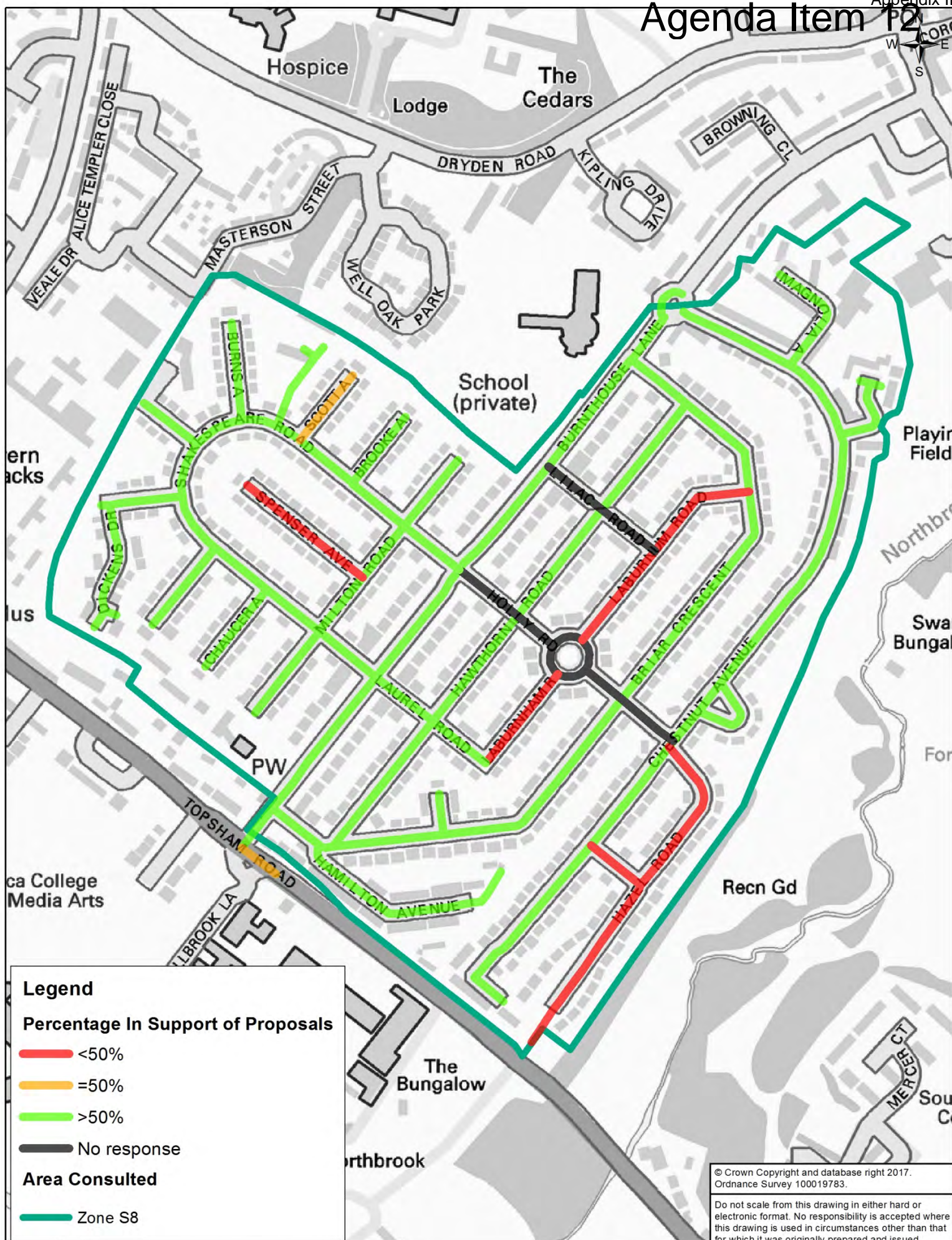
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Acting Head of Highways,  
Infrastructure Development  
and Waste

TRAFFIC MANAGEMENT TEAM  
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LUCOMBE HOUSE  
COUNTY HALL  
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EX2 4QD  
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**Drawing Title:**  
Do you support the extension of resident parking to your street/area?

drawn by	JPB
scale	NTS
date	15/05/2017
drawing number	ENV5545/ZN/S7/103



**Legend**

**Percentage In Support of Proposals**

- <50%
- =50%
- >50%
- No response

**Area Consulted**

- Zone S8

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**Drawing Title:**  
 Do you support the extension of resident parking restrictions on your street/area?

**Page 31**

Zone S8 - Burnthouse Lane Area

drawn by	JPB
scale	NTS
date	15/05/2017
drawing number	<b>ENV5546/ZN/S8/103</b>

# Agenda Item 12

Appendix III  
To HIW/17/56

## Comments Submitted – Zone S2 – Regents Park Area Extension

Location	Comment	No. of Responses	Response
Anthony Road Hamlin Lane Hanover Road Ladysmith Road Lower Avenue Newcombe Street Newcombe Terrace Roseland Avenue Saxon Road South Lawn Terrace Stuart Road	Commuters park in the street which causes difficulty for residents to find a space.	7 6 1 9 6 1 1 1 3 3 6	Noted. This is why we proposing restrictions to prevent commuter parking.
Hamlin Lane Ladysmith Road Lower Avenue	Non-residents park in the street and then go on holiday.	1 2 1	Noted. Residents parking restrictions would prevent this.
Anthony Road Hamlin Lane Hanover Close Hanover Road Ladysmith Road Lower Avenue Normandy Road Roseland Crescent Saxon Road Stuart Road	They currently experience problems with parking at school pick-up/drop off times.	1 3 1 5 8 1 3 1 1 3	Noted. The restrictions have been designed to accommodate school traffic.
General Anthony Road First Avenue Hamlin Lane Hanover Close Hanover Road Ladysmith Lane Ladysmith Road Lower Avenue Newcombe Street Normandy Road Pinhoe Road Regent Square Roseland Avenue Roseland Crescent Saxon Road Second Avenue South Lawn Terrace Stuart Road	Residents have found it difficult to find a space since the introduction of the new scheme because of displacement.	1 12 4 7 2 6 1 22 9 1 6 4 4 1 1 1 4 7 9	The purpose of the consultation was to identify such areas.
General	Respondent would like Clinton Avenue to be included in the new residents parking scheme, which is not included in this proposal.	1	Due to the level of opposition to the introduction of restrictions. Proposals for Clinton Avenue were not progressed following the April 2016 meeting of this committee.  It is recommended that residents' parking is not reconsidered for this area for at least 3 years, and only then if it is considered the highest priority in the city.

# Agenda Item 12

Location	Comment	No. of Responses	Response
General Anthony Road Ladysmith Road Newcombe Terrace Pinhoe Road Regent Square South Lawn Terrace Stuart Road Third Avenue	Concerned about displacement in streets not included in the proposal.	2 1 1 2 2 1 3 1 1	The displacement of parking is something that has been raised throughout the consultation and it is possible that some roads outside of the proposals may see an increase in demand for parking. However, it is not sufficient justification not to proceed with the introduction of new restrictions to benefit those residents currently experiencing problems.
General Anthony Road First Avenue Hanover Road Ladysmith Road Normandy Road Pretoria Road Roseland Avenue Roseland Drive Second Avenue South Lawn Terrace Third Avenue	Parking occurs on double yellow lines, corners, pedestrian and vehicular dropped kerbs, the pavement.	2 1 3 2 2 1 1 2 1 5 1 3	The CEOs enforce parking offences to the best of their abilities within the resources available.  If new restrictions are introduced then there will be more CEOs in the area to enforce the existing restrictions.
Ladysmith Road Pinhoe Road	Finding a parking space is difficult because students who live on the street park there.	1 1	Noted. The scheme aims to remove parking that is not associated with local properties. This should free up significant spaces and make parking easier for local residents.
Anthony Road First Avenue Hanover Close Hanover Road Ladysmith Road Newcombe Street Normandy Road Roseland Avenue Saxon Road	A solution needs to be found for parking for hospital workers.	1 1 1 1 2 2 2 1 1	It is understood that the hospital continues to investigate options to improve the parking situation on campus. DCC is happy to offer support for workplace travel plans.
Anthony Road East Terrace First Avenue Hamlin Lane Hanover Road Ladysmith Road Newcombe Street Newcombe Terrace Regent Square Roseland Avenue Roseland Crescent Saxon Road South Lawn Terrace Third Avenue West Terrace	Respondent has not experienced any problems finding a parking space since the introduction of the new scheme.	2 1 1 1 3 3 2 1 3 7 3 1 2 2 1	Noted. This is not the experience of all residents in the area.
Anthony Road Hamlin Lane Hanover Road Roseland Crescent Saxon Road	The residents parking restrictions should be 24/7.	2 2 1 2 1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
Hanover Close Ladysmith Road	Works taking place in the area are causing problems parking as work vehicles take up spaces.	1 2	It is considered that whilst some spaces may be taken up by works vehicles, that problems have existed prior to this and will continue once the work has finished.

# Agenda Item 12

Location	Comment	No. of Responses	Response
Anthony Road	Request for an Access Protection Marking.	1	The respondent needs to contact DCC's Customer Service Centre on 0345 155 1004 to discuss whether they would be eligible for an access protection marking.
Ladysmith Road	Does not support introduction of more restrictions as they are the only reason residents are having difficulty parking now.	1	Noted.
Hanover Road	The residents parking restrictions should start earlier in the morning.	3	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
Anthony Road Hamlin Lane Ladysmith Road Lower Avenue Normandy Road Pinhoe Road Roseland Avenue Saxon Road Second Avenue South Lawn Terrace Stuart Road	Residents in streets included in the residents parking zone are parking in neighbouring streets to avoid paying for a permit.	2 1 3 1 2 1 1 1 1 1 1	Noted. Residents parking restrictions would prevent this.
Anthony Road Hamlin Lane Hanover Road Newcombe Street Newcombe St Gdns Normandy Road Roseland Avenue Roseland Crescent Stuart Road West Terrace	Residents only experience problems parking in the evening/at weekends. This is because residents have multiple vehicles.	1 1 1 3 1 3 2 2 5 1	The proposed times of operation are based on those requested by residents at the previous consultation and therefore unlikely to impact weekend parking.  A residents parking scheme does not aim to prevent parking residents from parking their own vehicles. However, as new residents move into the area they will be limited to a maximum of 2 permits.
General Anthony Road First Avenue Hamlin Lane Hanover Road Ladysmith Road Newcombe Street Newcombe Terrace Regent Square Roseland Avenue Stuart Road	Does not want to pay for a permit.	1 1 2 1 1 1 1 1 1 1 1	Noted.
Newcombe Street	Request for a No Through Road sign to be erected on their street.	2	This will be investigated as part of the proposed works.
General Newcombe Street Pretoria Road	The residents parking restrictions should be from 10am - 3.15pm.	1 1 1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
Anthony Road Hanover Road Ladysmith Road	Non-residents park their vehicles in the street and leave them there for long periods of time.	3 1 2	Noted. Residents parking restrictions would prevent this.



# Agenda Item 12

Location	Comment	No. of Responses	Response
Anthony Road	Respondent believes that if we extend the residents parking scheme as proposed we should implement the whole proposal or none of it.	1	View noted. The decision will be made by the elected councillors based on the responses from the consultations that have taken place.
Hanover Close		1	
Hanover Road		1	
Ladysmith Road		1	
Newcombe Street		1	
Newcombe Terrace		1	
Roseland Crescent		2	
South Lawn Terrace		1	
Stuart Road		1	
Third Avenue	1		
Pretoria Road	Support the proposal for double yellow lines in Pretoria Road.	1	Support noted.
General	Respondent concerned that if restrictions are introduced that it will make it difficult for parents to drop off/pick up their children from school.	1	Noted. The restrictions have been designed to accommodate school traffic with the provision of limited waiting in the vicinity of each school.
Anthony Road		1	
Hanover Close		1	
Ladysmith Road		1	
Newcombe Street		1	
South Lawn Terrace	1		
Stuart Road	1		
Anthony Road	Concerns that if a residents parking scheme was introduced, essential visitors would not be able to visit.	1	Those requiring care in the home can apply for an essential visitors permit to allow carers to park within the restrictions. However, a large number of care workers are already exempt and have their own permit to display.
Ladysmith Road		1	
Newcombe Street		1	
Saxon Road		1	
Hanover Road	The residents parking restriction times should extend until later in the evening.	2	The proposed times of operation are based on those requested by residents at the previous consultation.
Ladysmith Road		1	
Roseland Avenue		1	
Saxon Road		1	
General	Restriction times in the existing residents parking area should be reduced to allow for other Exeter residents to park in the day.	1	The proposed times of operation are based on those requested by residents at the previous consultation.
Lower Avenue	Respondent thinks that they should be able to buy more visitors permits.	1	Noted. This is outside the scope of this review. However the comment will be considered as part of DCCs Parking Strategy.
Regent Square		1	
Newcombe Street		1	
Roseland Avenue	Respondent runs a support group from home, if restrictions were put in place members of the group would have difficulty attending.	1	Parking for visitors is available in the southern end of Roseland Avenue and in Whipton Lane.
First Avenue	Public transport should be more affordable so that people could use it as an alternative to driving.	1	View noted. However the bus companies set the charges for the commercial services and is outside the remit of the council.
Normandy Road		1	
Roseland Avenue		3	
Saxon Road		1	
Hanover Close	Local businesses will suffer if restrictions are implemented.	1	Restrictions have been designed to allow parking for customers to adjacent businesses.
Hanover Road		1	
Lower Avenue		2	
Pinhoe Road		1	
Roseland Avenue		1	
Stuart Road		1	

# Agenda Item 12

Location	Comment	No. of Responses	Response
Ladysmith Road	Parking restriction times should be longer.	1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
Anthony Road Ladysmith Lane Ladysmith Road South Lawn Terrace Stuart Road	Would prefer if restrictions could be removed all together.	1 1 1 2 2	View noted. However this is not the opinion of those residents now benefiting from those restrictions.
Ladysmith Road	Suggestion to change the road cushions in Ladysmith Road to road humps instead.	1	This falls outside the remit of this scheme.
General Ladysmith Road	Would like to see more limited waiting for visitors to the area and local amenities.	2 1	It is considered that the amount of limited waiting is appropriate for the demand to the area.
Ladysmith Road Roseland Crescent Third Avenue	The cost of the permits is too high.	4 1 1	The cost of permits covers the actual cost of implementing, enforcing and maintaining the residents parking schemes.
Anthony Road Hanover Close Ladysmith Lane Lower Avenue Normandy Road Roseland Avenue South Lawn Terrace Third Avenue	Concerned that it will affect how many visitors they can have.	1 1 1 1 1 2 1 1	There are no controls on visitors parking overnight and at weekends.  Visitor permits and limited waiting is available when the scheme is operational.
First Avenue	Request for double yellow lines to be extended at the first corner in First Avenue to overlap each side to prevent parked vehicles blocking the road.	1	It is recommended that the situation be monitored and if there is a need for further waiting restrictions that this is considered for inclusion of a future Annual Review of Waiting Restrictions.
Anthony Road Newcombe Street Roseland Avenue Stuart Road	They work during the day, when the restrictions are in place, so the restrictions would not affect them.	1 1 1 1	Noted.
Roseland Avenue Stuart Road	Commuters currently park here and should be allowed to do so.	1 1	Noted. This is not the view of all residents.
Anthony Road Roseland Avenue	Respondent is a non-driver so not affected by parking restrictions.	1 1	Noted.
Third Avenue	Concerned they will not get permits for all cars registered to the address.	1	When the scheme goes live, a resident will be able to apply for all permits registered at the address.
Saxon Road	Money spent on the scheme would be better invested in addressing the issue of parking for hospital staff and visitors.	1	County Council funds cannot be spent on resolving hospital matters.

# Agenda Item 12

Location	Comment	No. of Responses	Response
Regent Square Roseland Avenue	Residents on a low income would not be able to afford the permits.	1 1	The cost of the permits is set at a level so that it covers the cost associated with the scheme to ensure the scheme is sustainable. These charges are agreed by DCC's Cabinet and remain low compared to neighbouring authorities.
Roseland Drive	Obstructive parking would block access for emergency vehicles.	1	It is an offence for a vehicle to cause an obstruction.
Hanover Road	Resident finds it difficult to park near their home.	1	Noted. The introduction of restrictions will remove a number of vehicles parking in the area and hopefully make it easier to make near home.
Roseland Avenue	Drivers are ignoring the current new restrictions, so believes the extension will only work if the areas are enforced and drivers who are parked where they shouldn't be are given a ticket.	1	The CEOs enforce parking offences to the best of their abilities within the resources available. If the respondent has particular concerns then these should be reported to the appropriate enforcement authority to make them aware of the issue so they may take action as necessary.
General Anthony Road Newcombe Street Roseland Avenue Third Avenue	Does not want to pay for visitors permits.	1 1 1 3 1	Noted.
Hamlin Lane Pinhoe Road South Lawn Terrace	Residents have multiple vehicles making it difficult for everyone to park.	1 1 2	A residents parking scheme does not aim to prevent parking residents from parking their own vehicles. However, as new residents move into the area they will be limited to a maximum of 2 permits.
Lower Avenue Roseland Avenue	Visitors to the resident currently having problems trying to park.	1 1	Noted. The introduction of restrictions will remove a number of vehicles parking in the area and hopefully make it easier for visitors to park with a visitors permit or in limited waiting
Hanover Road	Feels that residents indicated their opposition in the previous consultation and that the majority of opinion has not changed, so residents still do not want the restrictions.	1	This view is not shared by other residents of the area as shown by the recent consultation results.
Ladysmith Road Newcombe Street Stuart Road	Respondent thinks that new restrictions will make it difficult for visitors to find a place to park.	1 1 1	Noted. The introduction of restrictions will remove a number of vehicles parking in the area and hopefully make it easier for visitors to park with a visitors permit or in limited waiting.
Ladysmith Road Normandy Road	Respondent would like the speeding problem in their road to be addressed.	1 1	This is outside the remit of this scheme. However, the comments will be passed to the appropriate officer for investigation.

# Agenda Item 12

Location	Comment	No. of Responses	Response
General	Respondent is a commuter and does not think the restrictions should be extended to other roads. There are plenty of spaces for commuters in the roads that are already in the scheme, commuters should be allowed to park therein the day time.	1	This is not the view shared by residents of the area who are struggling to park.
General	Requests that there be double yellow lines marked along the length of Pretoria Road to prevent parking there, as it is in between two schools and children cross there.	1	There are a lot of changes proposed in the area and it is recommended that the situation be monitored and if there is a need for further waiting restrictions that this is considered for inclusion of a future Annual Review of Waiting Restrictions.
Lower Avenue	Their business will have to relocate if the proposed restrictions are implemented.	1	Limited Waiting is proposed nearby which would provide short term parking for visitors.  Staff would be eligible for business permits for vehicles essential to the operation of the business.  DCC may also be able to provide alternative transport advice for staff via <a href="http://traveldevon.info/">http://traveldevon.info/</a>
First Avenue Hanover Road Ladysmith Road	Large vans park in the street and do not often move for a long time.	1 2 1	If these vans do not belong to local residents then they will have to move.  If they do belong to residents then they would need a permit and park in a permit area.
Regent Square	Request to have permits just for residents of this street.	1	Permits cannot be restricted to a single street to ensure that there
Ladysmith Road	Suggestion that a car park should be built on school grounds after it is demolished.	1	This would be a decision for the school and Exeter City Council Planning.
Hanover Road	Respondent believes that permits should be limited to two per household.	1	To mitigate the introduction of the scheme, in the first issue there will be no limit and DCC will issue as many permits as there are vehicles based at the property. Once the scheme is live, new residents moving in to the area will be limited to a maximum of 2 permits.
Hanover Road	Footways in Hamlin Lane and Sweetbrier Lane should be reduced in width in order to widen the carriageway.	1	It would not be appropriate to reduce footway widths to widen carriageways in a 20mph area.
Hanover Road	The new double yellow lines in Hamlin Lane and Hanover Road are excessive and should be shortened.	1	The new restrictions have been introduced to keep the junction clear and maintain access/egress from the bus stops.

# Agenda Item 12

Location	Comment	No. of Responses	Response
Hanover Close	Restriction times should also cover Saturdays and Sundays.	1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
First Avenue Hanover Close Ladysmith Road Normandy Road Saxon Road South Lawn Terrace	Respondent supports but they feel they have to because finding a parking space has become difficult on their street.	1 1 1 1 1 1	Noted.
Newcombe Street	Commuters do not park here, there are spaces during the day.	1	Whilst commuters may not currently park in this location, there is a risk that they would displace. It is for this reason that the recommendation is being made to include this road.
Hanover Road	Vehicles now park to obstruct entrances and service roads.	1	It is an offence for vehicles to cause an obstruction. The police have powers to deal with offending vehicles. The Civil Enforcement Officers also have powers to issue penalty charge notices to vehicles parked across dropped kerbs
Lower Avenue	Restriction times should be between 9.30 & 3pm.	1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
Second Avenue	Request for double yellow lines at dropped kerbs and accesses.	1	It is an offence for a vehicle to obstruct a dropped crossing and the Civil Enforcement Officers have powers to deal with this.  If there is a need for further waiting restrictions that they could be considered for inclusion within a future Annual Review of Waiting Restrictions.
Second Avenue	Request for marked parking bays in First, Second & Third Avenue.	1	Marking dedicated bays is likely to reduce the number of spaces available. It has been found that the zonal approach (with no marked bays) works in roads like Second Avenue.
Ladysmith Road Roseland Avenue Stuart Road	Permits should be free.	1 1 1	Such a proposal would not allow the residents parking scheme to be self-funding and become a burden to the public purse.
Ladysmith Road	Respondent thinks that the proposed double yellow lines outside 107 Ladysmith Road are too long.	1	The restriction is proposed to protect the junction and driveways.
Pinhoe Road	Respondent would like Thurlow Road to be included in the scheme.	1	Due to the level of opposition to the introduction of restrictions. Proposals for Thurlow Road were not progressed following the April 2016 meeting of this committee.  It is recommended that residents' parking is not reconsidered for this area for at least 3 years, and only then if it is considered the highest priority in the city.

# Agenda Item 12

Location	Comment	No. of Responses	Response
First Avenue	Request for shared parking in the same bay - 2 hour limited waiting and residents parking.	1	It is not possible to introduce limited waiting within a zonal residents parking restriction.
Ladysmith Road	Restrictions times should be 10am-2pm.	1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
Ladysmith Lane	Request for restrictions to be implemented at the top of Ladysmith Lane to prevent obstructive parking.	2	The majority of Ladysmith Lane is private and outside the jurisdiction of the council.
Hanover Road	Request for a blue badge.	1	The respondent should contact Care Direct on 0345 155 1007 to apply for a blue badge.
Hamlin Lane	The residents zone should go up to the junction of Sweetbrier Lane & Hamlin Lane.	2	Following the views.
Hamlin Lane	Respondent request that Hamlin Lane is widened to accommodate buses travelling through and parking.	1	It would not be appropriate to widen the road in a 20mph area.
Hanover Road	Respondent owns a business. Parking restrictions would have a detrimental effect on the business.	1	Limited Waiting is proposed nearby which would provide short term parking for customers.  Staff would be eligible for business permits for vehicles essential to the operation of the business.
Ladysmith Road	Request that limited waiting bays are resident permit holders exempt.	1	The limited waiting bays in Ladysmith Road have an exemption for permit holders. However the bays in Hanover Road do not to ensure that it is available for the cemetery and for parents picking up and dropping off children to the school.
Roseland Avenue	Respondent feels that Devon County Council has gone against their word as it was promised that residents parking in this area would not be reviewed again for a year.	1	The committee resolved that the council would not normally reconsider restrictions for at least 3 years. Members felt that the level of correspondence justified an earlier consultation.
Roseland Avenue	Respondent thinks that residents were misinformed during the last consultation by local councillors and a lack of information was provided by DCC.	1	View noted. The council has tried to be as open and clear as possible on this complicated matter.

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Location	Comment	No. of Responses	Response
General	Residents parking should be extended into Chard Road.	1	Due to the level of opposition to the introduction of restrictions. Proposals for Chard Road were not progressed following the April 2016 meeting of this committee.  It is recommended that residents' parking is not reconsidered for this area for at least 3 years, and only then if it is considered the highest priority in the city.
Roseland Avenue	Respondent is concerned that visitors permits will expire before they are able to use them all.	1	Visitor Permits do not have an expiry date.
Third Avenue	Public car parks in the city should be cheaper to encourage more use.	1	This is outside the jurisdiction of Devon County Council.
Normandy Road	Double yellow lines should be marked at all junctions to prevent obstructive parking.	1	It is recommended that the situation be monitored and if there is a need for further waiting restrictions that this is considered for inclusion of a future Annual Review of Waiting Restrictions.
Normandy Road	Residents in a 10am-4pm residents scheme should not have to pay as much for a permit as residents in a 24 hour residents scheme.	1	The cost of the permits is set at a level so that it covers the cost associated with the scheme to ensure the scheme is sustainable.
Anthony Road	How much does a permit cost?	1	A residents permit costs £30 per year. A book of 30 daily visitor permits costs £30 per year.

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## Appendix III To HIW/17/56

### Comments Submitted – Zone N – Bovemoors Area Extension

Location	Comment	No. of Responses	Response
Attwyll Avenue East Wonford Hill St. Loyes Road	Commuters park in the street which causes difficulty for residents to find a space.	5 1 3	Noted. This is why we proposing restrictions to prevent commuter parking.
Avondale Road	They currently experience problems with parking at school pick-up/ drop off times.	1	Noted. The restrictions have been designed to accommodate school traffic.
Attwyll Avenue Avondale Road East Wonford Hill Glenmore Road Mayfield Road St. Loyes Road Victor Street Whipton Lane Woodstock Road	Residents have found it difficult to find a space since the introduction of the new scheme because of displacement.	5 2 2 1 1 4 2 6 2	The purpose of the consultation was to identify such areas.
Attwyll Avenue Avondale Road St. Loyes Road Whipton Lane Woodstock Road	Concerned about displacement in streets not included in the proposal.	1 1 1 3 1	The displacement of parking is something that has been raised throughout the consultation and it is possible that some roads outside of the proposals may see an increase in demand for parking. However, it is not sufficient justification not to proceed with the introduction of new restrictions to benefit those residents currently experiencing problems.
Attwyll Avenue East Wonford Hill Whipton Lane	Parking occurs on double yellow lines, corners, pedestrian and vehicular dropped kerbs, the pavement.	4 1 4	The CEOs enforce parking offences to the best of their abilities within the resources available.  If new restrictions are introduced then there will be more CEOs in the area to enforce the existing restrictions.
Attwyll Avenue Avondale Road Cranbrook Road Glenmore Road Mayfield Road St. Loyes Road Victor Street Whipton Lane Woodstock Road	A solution needs to be found for parking for hospital workers.	3 2 1 1 2 1 1 3 1	It is understood that the hospital continues to investigate options to improve the parking situation on campus. DCC is happy to offer support fir workplace travel plans.



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Location	Comment	No. of Responses	Response
Attwyll Avenue Avondale Road Brookleigh Ave Cranbrook Road East Wonford Hill Glenmore Road St. Loyes Road Victor Street Whipton Lane	Respondent has not experienced any problems finding a parking space since the introduction of the new scheme.	3 1 1 6 1 3 1 1 5	Noted. This is not the experience of all residents in the area.
Victor Street	The residents parking restrictions should be 24/7.	1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
Attwyll Avenue Whipton Lane	Residents in streets included in the residents parking zone are parking in neighbouring streets to avoid paying for a permit.	3 1	Noted. Residents parking restrictions would prevent this.
Brookleigh Ave Victor Street	Residents only experience problems parking in the evening/at weekends. This is because residents have multiple vehicles.	1 3	The proposed times of operation are based on those requested by residents at the previous consultation and therefore unlikely to impact weekend parking.  A residents parking scheme does not aim to prevent parking residents from parking their own vehicles. However, as new residents move into the area they will be limited to a maximum of 2 permits.
Avondale Road	Does not support introduction of more restrictions as they are the only reason residents are having difficulty parking now.	1	Noted.
Attwyll Avenue East Wonford Hill	The residents parking restrictions should start earlier in the morning.	1 1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
Attwyll Avenue Avondale Road Cranbrook Road Glenmore Road St. Loyes Road Victor Street Whipton Lane	Does not want to pay for a permit.	2 1 1 1 1 1 2	Noted.
Attwyll Avenue Victor Street	Concerns that if a residents parking scheme was introduced, essential visitors would not be able to visit.	1 1	Those requiring care in the home can apply for an essential visitors permit to allow carers to park within the restrictions. However, a large number of care workers are already exempt and have their own permit to display.

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Location	Comment	No. of Responses	Response
East Wonford Hill	The residents parking restriction times should extend until later in the evening.	1	The proposed times of operation are based on those requested by residents at the previous consultation.
Avondale Road	Respondent thinks that they should be able to buy more visitors permits.	1	Noted. This is outside the scope of this review. However the comment will be considered as part of DCCs Parking Strategy.
Whipton Lane	Restrictions will make it more difficult for people to use the park.	1	Restrictions have already been introduced for visitors to the park.
Woodstock Road	Public transport should be more affordable so that people could use it as an alternative to driving.	1	View noted. However the bus companies set the charges for the commercial services and is outside the remit of the council.
Whipton Lane	Local businesses will suffer if restrictions are implemented.	1	Restrictions have been designed to allow parking for customers to adjacent businesses.
Attwyll Avenue Glenmore Road Whipton Lane	The cost of the permits is too high.	1 1 2	The cost of permits cover the actual cost of implementing, enforcing and maintaining the residents parking schemes.
Attwyll Avenue Glenmore Road St. Loyes Road Victor Street Whipton Lane	Concerned that it will affect how many visitors they can have.	1 2 1 1 2	There are no controls on visitors parking overnight and at weekends.  Visitor permits and limited waiting is available when the scheme is operational.
Attwyll Avenue Avondale Road Cranbrook Road Glenmore Road Mayfield Road St. Loyes Road Victor Street	Commuters currently park here and should be allowed to do so.	3 1 2 1 1 1 1	Noted. This is not the view of all residents.
East Wonford Hill	Respondent is a non-driver so not affected by parking restrictions.	1	Noted.
St. Loyes Road	Concerned they will not get permits for all cars registered to the address.	1	When the scheme goes live, a resident will be able to apply for all permits registered at the address.
Attwyll Avenue	They would like to see the implementation of pay & display in their street.	1	It is not possible to introduce pay & display within a zonal residents parking restriction.
East Wonford Hill Victor Street	Would like to know if disabled parking bays will be removed/ reviewed if new restrictions are implemented?	2 1	On-street disabled parking bays have already been reviewed and changes are being proposed separately.

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Location	Comment	No. of Responses	Response
Whipton Lane	If the scheme is extended there are concerns that the street will be full again from residents of adjacent streets parking there.	1	The displacement of parking is something that has been raised throughout the consultation and it is possible that some roads outside of the proposals may see an increase in demand for parking. However, it is not sufficient justification not to proceed with the introduction of new restrictions to benefit those residents currently experiencing problems.
Attwyll Avenue	Money spent on the scheme would be better invested in addressing the issue of parking for hospital staff and visitors.	1	County Council funds cannot be spent on resolving hospital matters.
Attwyll Avenue	Obstructive parking would block access for emergency vehicles.	2	It is an offence for a vehicle to cause an obstruction.
Mayfield Road Victor Street Whipton Lane	Does not want to pay for visitors permits.	1 1 1	Noted.
Attwyll Avenue	Residents have multiple vehicles making it difficult for everyone to park.	1	A residents parking scheme does not aim to prevent parking residents from parking their own vehicles. However, as new residents move into the area they will be limited to a maximum of 2 permits.
Whipton Lane	Feels that residents indicated their opposition in the previous consultation and that the majority of opinion has not changed, so residents still do not want the restrictions.	1	This view is not shared by other residents of the area as shown by the recent consultation results.
Attwyll Avenue	Request for double yellow lines to be marked on one side on the narrow part of Attwyll Avenue (between 18 St Loyes Road and 24 Attwyll Avenue).	2	It is recommended that the situation be monitored and if there is a need for further waiting restrictions that this is considered for inclusion of a future Annual Review of Waiting Restrictions.
Attwyll Avenue Mayfield Road Whipton Lane	Most residents have driveways which they can use.	1 1 1	Noted.
Attwyll Avenue	Respondent does not want there to be lines marked on the road and pay & display machines in the street.	1	Noted. The proposal for Attwyll Avenue is for zonal residents parking which does not include marked bays or pay & display machines.

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Location	Comment	No. of Responses	Response
East Wonford Hill	Respondent thinks that new restrictions will make it difficult for visitors to find a place to park.	1	Noted. The introduction of restrictions will remove a number of vehicles parking in the area and hopefully make it easier for visitors to park with a visitors permit or in limited waiting.
East Wonford Hill	Request for double yellow lines across the service road in Victor Street.	1	It is recommended that the situation be monitored and if there is a need for further waiting restrictions that this is considered for inclusion of a future Annual Review of Waiting Restrictions.
Whipton Lane	Respondent would like the speeding problem in their road to be addressed.	1	This is outside the remit of this scheme. However, the comments will be passed to the appropriate officer for investigation.
Mayfield Road	Respondent does not think that limited waiting on Salters Road is in an appropriate place and not utilised by visitors to the area.	1	Limited waiting is provided at the edge of each residents zone so that it provides the option of free short term parking for visitors to the area without the need for a visitors permit.  Permit holders are exempt and also allowed to park here.
Woodstock Road	Respondent supports but they feel they have to because finding a parking space has become difficult on their street.	1	Noted.
St. Loyes Road	Vehicles now park to obstruct entrances and service roads.	1	It is an offence for vehicles to cause an obstruction. The police have powers to deal with offending vehicles. The Civil Enforcement Officers also have powers to issue penalty charge notices to vehicles parked across dropped kerbs
Attwyll Avenue Whipton Lane	Permits should be free.	1 1	Such a proposal would not allow the residents parking scheme to be self-funding and become a burden to the public purse.
East Wonford Hill	Respondent owns a business. Parking restrictions would have a detrimental effect on the business.	1	Limited Waiting is proposed nearby which would provide short term parking for customers.  Staff would be eligible for business permits for vehicles essential to the operation of the business.
Glenmore Road St. Loyes Road	Double yellow lines should be marked at all junctions to prevent obstructive parking.	1 1	No Waiting At Any Time is proposed at all junctions along St Loyes Road.

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Location	Comment	No. of Responses	Response
Whipton Lane	Feels that if the restrictions are implemented, residents are being penalised by paying for a permit because commuters are using their road to park in.	1	View noted.
Attwyll Avenue Glenmore Road	People are now parking in unrestricted roads that they would not have before, this can cause visibility issues and congestion when travelling through them.	1 1	Noted. This is why we proposing restrictions to prevent commuter parking.
Mayfield Road	The money would be better spent on repairing the surface of the roads and fixing potholes.	1	This is not possible due to legislation on how such money is spent.
Whipton Lane	Request to consult with allotment holders as they use Whipton Lane to park.	1	This is not necessary as it is recommended that proposals for further restrictions in Whipton Lane are not progressed.
St. Loyes Road	Concerns that nearby residents who do not have on-street or off-street parking available to them will suffer if this area is made a residents parking area.	1	The displacement of parking is something that has been raised throughout the consultation and it is possible that some roads outside of the proposals may see an increase in demand for parking. However, it is not sufficient justification not to proceed with the introduction of new restrictions to benefit those residents currently experiencing problems.
Whipton Lane	The pay and display introduced as part of the new scheme is not used.	1	The pay & display is used however it also means that spaces are available for those visiting the park.
Whipton Lane	More parking restrictions may affect members of the bowling club.	1	The existing restrictions were modified to allow parking for the bowling club.
East Wonford Hill	Residents should be limited to one permit per household.	1	It is unreasonable to expect households to only have 1 vehicle.
Whipton Lane	The cost of pay and display should be reduced so that it is more likely to be used.	1	The pay and display charges are set based on nearby on-street & off-street charges. It is too early to identify whether the charges are appropriate.
Whipton Lane	Limited waiting is proposed for outside respondents property, they would like this to be residents parking.	1	After considering the responses it is recommended that the restrictions in Whipton Lane are not extended.
Cranbrook Road Glenmore Road	Road is very narrow so cars cannot park here safely anyway.	2 1	Noted.

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<b>Location</b>	<b>Comment</b>	<b>No. of Responses</b>	<b>Response</b>
Mayfield Road	Respondent has tried to apply for a vehicle crossing but the process is very lengthy and they still do not have a licence.	1	This is outside the remit of these proposals.
Whipton Lane	Respondent feels that this consultation is happening too close to the implementation of the new restrictions.	1	The consultation was carried out at the request of the November meeting of this committee.
Whipton Lane	Parking restrictions would make it difficult for those with allotments to access them. Many may need to use cars when transporting gardening equipment and plants.	1	It is recommended that proposals for further restrictions in Whipton Lane are not progressed.
Whipton Lane	There has been a rise in the installation of dropped kerbs and driveways as a result of new parking restrictions. This has meant that front gardens are being paved over which is not aesthetically pleasing.	1	Noted. The council cannot deny a reasonable request for a dropped kerb on the grounds of aesthetics.

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### Comments Submitted – Zone S7 – Rifford Road Area

Location	Comment	No. of Responses	Response
Woodwater Lane	Residents have found it difficult to find a space since the introduction of the new scheme because of displacement.	8	The purpose of the consultation was to identify such areas.
Woodwater Lane	Concerned about displacement in streets not included in the proposal.	1	The displacement of parking is something that has been raised throughout the consultation and it is possible that some roads outside of the proposals may see an increase in demand for parking. However, it is not sufficient justification not to proceed with the introduction of new restrictions to benefit those residents currently experiencing problems.
Woodwater Lane	Parking occurs on double yellow lines, corners, pedestrian and vehicular dropped kerbs, the pavement.	2	The CEOs enforce parking offences to the best of their abilities within the resources available.  If new restrictions are introduced then there will be more CEOs in the area to enforce the existing restrictions.
Woodwater Lane	Respondent has not experienced any problems finding a parking space since the introduction of the new scheme.	1	Noted. This is not the experience of all residents in the area.
Woodwater Lane	Non-residents park their vehicles in the street and leave them there for long periods of time.	1	Noted. Residents parking restrictions would prevent this.
Woodwater Lane	Residents on a low income would not be able to afford the permits.	1	The cost of the permits is set at a level so that it covers the cost associated with the scheme to ensure the scheme is sustainable. These charges are agreed by DCC's Cabinet and remain low compared to neighbouring authorities.
Woodwater Lane	Visitors to the resident currently having problems trying to park.	1	Noted. The introduction of restrictions will remove a number of vehicles parking in the area and hopefully make it easier for visitors to park with a visitors permit or in limited waiting.
Woodwater Lane	Request for parking restrictions beside the park.	1	Parking is available for visitors to the park.

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Location	Comment	No. of Responses	Response
Woodwater Lane	Feels that if the restrictions are implemented, residents are being penalised by paying for a permit because commuters are using their road to park in.	1	View noted.
General	The new scheme has just forced commuters out to adjacent streets.	1	The displacement of parking is something that has been raised throughout the consultation and it is possible that some roads outside of the proposals may see an increase in demand for parking. However, it is not sufficient justification not to proceed with the introduction of new restrictions to benefit those residents currently experiencing problems.
General Woodwater Lane	People are now parking in unrestricted roads that they would not have before, this can cause visibility issues and congestion when travelling through them.	1 2	Noted. This is why we proposing restrictions to prevent commuter parking.
Woodwater Lane	There should be limited waiting beside the park.	1	It is proposed to introduce pay & display in line with restrictions on Rifford Road. This will improve turnover of spaces and ensure parking is available for visitors to the park.



## Comments Submitted – Zone S8 – Burnthouse Lane Area

Location	Comment	No. of Responses	Response
Briar Crescent Brooke Avenue Burns Avenue Burnthouse Lane Chaucer Avenue Chestnut Avenue Cowper Avenue Hamilton Avenue Laburnum Road Milton Road Ronchetti Way Scott Avenue Shakespeare Road Silver Birch Close	Commuters park in the street which causes difficulty for residents to find a space.	4 1 1 7 1 2 1 1 1 3 2 1 5 1	Noted. This is why we proposing restrictions to prevent commuter parking.
Burnthouse Lane Milton Road	They currently experience problems with parking at school pick-up/drop off times.	4 1	Noted. The restrictions have been designed to accommodate school traffic.
Briar Crescent Brooke Avenue Burnthouse Lane Chaucer Avenue Chestnut Avenue Hawthorn Road Magnolia Avenue Milton Road Shakespeare Road	Residents have found it difficult to find a space since the introduction of the new scheme because of displacement.	1 1 2 1 5 1 1 1 1	The purpose of the consultation was to identify such areas.
Briar Crescent Hazel Road	Concerned about displacement in streets not included in the proposal.	1 1	The displacement of parking is something that has been raised throughout the consultation and it is possible that some roads outside of the proposals may see an increase in demand for parking. However, it is not sufficient justification not to proceed with the introduction of new restrictions to benefit those residents currently experiencing problems.
Briar Crescent Burns Avenue Burnthouse Lane Chaucer Avenue Chestnut Avenue Hamilton Avenue Hawthorn Road Hazel Road Laburnum Road Milton Road Shakespeare Road	Parking occurs on double yellow lines, corners, pedestrian and vehicular dropped kerbs, the pavement.	3 1 2 1 1 2 4 1 2 3 2	The CEOs enforce parking offences to the best of their abilities within the resources available.  If new restrictions are introduced then there will be more CEOs in the area to enforce the existing restrictions.

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Location	Comment	No. of Responses	Response
Hazel Road Shakespeare Road	A solution needs to be found for parking for hospital workers.	1 1	It is understood that the hospital continues to investigate options to improve the parking situation on campus. DCC is happy to offer support for workplace travel plans.
Briar Crescent Chestnut Avenue Hazel Road Laburnum Road Spenser Avenue	Respondent has not experienced any problems finding a parking space since the introduction of the new scheme.	3 2 4 1 1	Noted. This is not the experience of all residents in the area.
Chestnut Avenue Laburnum Road	The residents parking restrictions should be 24/7.	1 1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
Briar Crescent Brooke Avenue Burnthouse Lane Chaucer Avenue Chestnut Avenue Hamilton Avenue Milton Road Shakespeare Road	Works taking place in the area are causing problems parking as work vehicles take up spaces.	4 1 1 1 2 4 2 2	It is considered that whilst some spaces may be taken up by work vehicles, that problems have existed prior to this and will continue once the work has finished.
Chestnut Avenue	Residents in streets included in the residents parking zone are parking in neighbouring streets to avoid paying for a permit.	2	Noted. Residents parking restrictions would prevent this.
Briar Crescent Burns Avenue Hazel Road Scott Avenue	Residents only experience problems parking in the evening/at weekends. This is because residents have multiple vehicles.	2 1 2 1	The proposed times of operation are based on those requested by residents at the previous consultation and therefore unlikely to impact weekend parking.  A residents parking scheme does not aim to prevent parking residents from parking their own vehicles. However, as new residents move into the area they will be limited to a maximum of 2 permits.
Briar Crescent Burnthouse Lane Chestnut Avenue Hamilton Avenue Hazel Road Milton Road Spenser Avenue	Does not want to pay for a permit.	2 1 3 2 2 1 3	Noted.
Laburnum Road	Non-residents park their vehicles in the street and leave them there for long periods of time.	1	Noted. Residents parking restrictions would prevent this.
Briar Crescent Chestnut Avenue Hamilton Avenue Laburnum Road	Concerns that if a residents parking scheme was introduced, essential visitors would not be able to visit.	1 1 1 1	Those requiring care in the home can apply for an essential visitors permit to allow carers to park within the restrictions. However, a large number of care workers are already exempt and have their own permit to display.

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Location	Comment	No. of Responses	Response
Hamilton Avenue	The residents parking restriction times should extend until later in the evening.	1	The proposed times of operation are based on those requested by residents at the previous consultation.
Shakespeare Road Spenser Avenue	Would prefer if restrictions could be removed all together.	1 1	View noted. However this is not the opinion of those residents now benefiting from those restrictions.
Briar Crescent Laburnum Road	The cost of the permits is too high.	1 1	The cost of permits covers the actual cost of implementing, enforcing and maintaining the residents parking schemes.
Chestnut Avenue Hamilton Avenue Hawthorn Road Hazel Road Spenser Avenue	Concerned that it will affect how many visitors they can have.	3 1 1 2 1	There are no controls on visitors parking overnight and at weekends.  Visitor permits and limited waiting is available when the scheme is operational.
Hamilton Avenue Shakespeare Road	They work during the day, when the restrictions are in place, so the restrictions would not affect them.	1 1	Noted.
Hamilton Avenue	Commuters currently park here and should be allowed to do so.	1	Noted. This is not the view of all residents.
Chestnut Avenue Ronchetti Way	Respondent is a non-driver so not affected by parking restrictions.	1 1	Noted.
Tennyson Avenue	Money spent on the scheme would be better invested in addressing the issue of parking for hospital staff and visitors.	1	County Council funds cannot be spent on resolving hospital matters.
Briar Crescent Chestnut Avenue Hawthorn Road	Residents on a low income would not be able to afford the permits.	2 2 1	The cost of the permits is set at a level so that it covers the cost associated with the scheme to ensure the scheme is sustainable. These charges are agreed by DCC's Cabinet and remain low compared to neighbouring authorities.
Laburnum Road	Feels there are already too many restrictions with the home zone area, does not want further restrictions.	1	There are no waiting restrictions within the Home Zone.
Burns Avenue	Resident would like to see an equivalent of the home zone in their area.	1	This is outside the remit of this scheme.
Burns Avenue Hamilton Avenue	The number of vehicle dropped crossings along the road means there are few spaces for residents to park on street.	1 1	Noted. The council cannot deny a reasonable request for a dropped kerb on the grounds of aesthetics.
Burns Avenue Chestnut Avenue Hawthorn Road	Obstructive parking would block access for emergency vehicles.	1 1 1	It is an offence for a vehicle to cause an obstruction.

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Location	Comment	No. of Responses	Response
Chestnut Avenue	Difficulty parking near the local shop.	1	Noted. The introduction of restrictions should make parking near the shops easier.
Burnthouse Lane Chestnut Avenue Shakespeare Road	Too many vehicles parked around the school.	1 1 1	Noted. DCC works with schools to improve road safety however parents must take responsibility to improve safety around their child's school.
Brooke Avenue	Resident would like DYLS in the turning circle of Brooke Avenue.	1	It is recommended that the situation be monitored and if there is a need for further waiting restrictions that this is considered for inclusion of a future Annual Review of Waiting Restrictions.
Brooke Avenue Spenser Avenue	Residents park in the turning circle and block residents drive.	1 1	
Burnthouse Lane Chestnut Avenue	Resident would like a disabled bay near their property.	1 1	The respondent needs to contact DCC's Customer Service Centre on 0345 155 1004 to discuss whether they would be eligible for a bay.
Chestnut Avenue Magnolia Avenue Silver Birch Close	Feels that the number of permits for each household should be limited.	1 1 1	A residents parking scheme does not aim to prevent parking residents from parking their own vehicles. However, as new residents move into the area they will be limited to a maximum of 2 permits.
Chestnut Avenue	Believes that staff and visitors shouldn't be charged to park at the hospital, so they then won't park in neighbouring residential streets.	1	This is a matter for the hospital and is outside the jurisdiction of the council.
Chestnut Avenue	Believes that residents should be given free permits.	1	Such a proposal would not allow the residents parking scheme to be self-funding and become a burden to the public purse.
Burnthouse Lane Chestnut Avenue Magnolia Avenue	Resident finds it difficult to park near their home.	1 2 1	Noted. The introduction of restrictions will remove a number of vehicles parking in the area and hopefully make it easier to make near home.
Burnthouse Lane	Drivers are ignoring the current new restrictions, so believes the extension will only work if the areas are enforced and drivers who are parked where they shouldn't be are given a ticket.	1	The CEOs enforce parking offences to the best of their abilities within the resources available. If the respondent has particular concerns then these should be reported to the appropriate enforcement authority to make them aware of the issue so they may take action as necessary.
Briar Crescent Chestnut Avenue Hamilton Avenue	Does not want to pay for visitors permits.	1 1 1	Noted.

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Location	Comment	No. of Responses	Response
Chestnut Avenue	Costly to enforce all the time.	1	The CEOs enforce parking offences to the best of their abilities within the resources available. If the respondent has particular concerns then these should be reported to the appropriate enforcement authority to make them aware of the issue so they may take action as necessary
Hawthorn Road	Would be willing to pay for visitor permits.	1	Noted.
Hamilton Avenue	Resident has off street parking, so not affected by the restrictions.	1	Noted.
Briar Crescent	Hospital staff and visitors and stagecoach staff park in their streets.	1	Noted. Residents parking restrictions would prevent this.
Briar Crescent Chaucer Avenue Chestnut Avenue Hamilton Avenue Ronchetti Way Shakespeare Road Silver Birch Close	Residents have multiple vehicles making it difficult for everyone to park.	2 1 1 1 1 1	A residents parking scheme does not aim to prevent parking residents from parking their own vehicles. However, as new residents move into the area they will be limited to a maximum of 2 permits.
Chaucer Avenue Milton Road	Vehicles are parked on double yellow lines all day on junctions with no enforcement, causing problems with visibility.	1 1	The CEOs enforce parking offences to the best of their abilities within the resources available. If the respondent has particular concerns then these should be reported to the appropriate enforcement authority to make them aware of the issue so they may take action as necessary.
Chestnut Avenue	There are noticeboards in the hospital staff room highlighting where there are streets available to park in without residents parking.	1	Noted. This is outside the jurisdiction of the council.
Chestnut Avenue	Customer would like to apply for a dropped kerb, but there is a mandatory disabled bay in front of their property.	1	Noted. It is possible to move the bay however any changes must be met by the applicant.
Hawthorn Road	Resident would like to see improvements to the carriageway and footway in Hawthorne Road, states that no maintenance has been done in 20 years.	1	This is outside the remit of this scheme. However, the comments will be passed to the appropriate officer for investigation.
Briar Crescent Chaucer Avenue Hamilton Avenue	The works are causing the problems with parking in their area, they did not have any problems before then.	1 1 2	It is considered that whilst some spaces may be taken up by works vehicles, that problems have existed prior to this and will continue once the work has finished.

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Location	Comment	No. of Responses	Response
Briar Crescent	Customer does not want double yellow lines in front of their drive.	1	Yellow lines are not proposed outside the respondents address.
Burnthouse Lane Shakespeare Road	Visitors to the resident currently having problems trying to park.	2 1	Noted. The introduction of restrictions will remove a number of vehicles parking in the area and hopefully make it easier for visitors to park with a visitors permit or in limited waiting.
Chestnut Avenue	Feels that residents indicated their opposition in the previous consultation and that the majority of opinion has not changed, so residents still do not want the restrictions.	1	This view is not shared by other residents of the area as shown by the recent consultation results.
Hamilton Avenue Hawthorn Road	Supports double yellow lines on the junction of Briar Crescent and Hawthorn Road, opposite the entrance to Hamilton Avenue.	2 1	Support noted.
Hawthorn Road	Respondent thinks that new restrictions will make it difficult for visitors to find a place to park.	1	Noted. The introduction of restrictions will remove a number of vehicles parking in the area and hopefully make it easier for visitors to park with a visitors permit or in pay and display.
Hamilton Avenue	Respondent supports but they feel they have to because finding a parking space has become difficult on their street.	1	Noted.
Hazel Road	Commuters do not park here, there are spaces during the day.	1	Whilst commuters may not currently park in this location, there is a risk that they would displace. It is for this reason that the recommendation is being made to include this road.
Hawthorn Road	Double yellow lines should be marked at all junctions to prevent obstructive parking.	1	It is recommended that the situation be monitored and if there is a need for further waiting restrictions that this is considered for inclusion of a future Annual Review of Waiting Restrictions.
Briar Crescent	Feels that if the restrictions are implemented, residents are being penalised by paying for a permit because commuters are using their road to park in.	2	View noted.
Hamilton Avenue	How are restrictions going to be marked on Briar Crescent?	1	The majority of Briar Crescent will be zonal residents parking that requires signs but no roadmarkings. The Burnthouse Lane end will have pay & display with bays marked on the road.

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Location	Comment	No. of Responses	Response
Briar Crescent Hazel Road	It has become more difficult to find a parking space in the last few months.	1 1	Noted.
Hazel Road	Supports but only if it guarantees them a parking space.	1	A parking space cannot be guaranteed. However the removal of commuter parking should make parking for residents easier.
Briar Crescent	If residents parking is implemented respondent will apply for a vehicle crossing.	1	Noted.
Silver Birch Close	How much do visitors permits cost? How many is each household able to buy?	1	A book of 30 daily visitor permits costs £30 per year and a maximum of 2 books are issued per year.
Hamilton Avenue	Commuters park here then catch the bus into work.	2	Noted. Residents parking restrictions would prevent this.
Spenser Avenue	Restrictions will mean that more vehicle crossings will be constructed taking away green spaces in the street.	1	Noted. The council cannot deny a reasonable request for a dropped kerb.
Briar Crescent	Respondent is concerned that the cost of permits will rise to a high cost after some time.	1	Any increase in the cost of permits must be agreed by the elected members.
Briar Crescent Hawthorn Road Hazel Road Shakespeare Road	Residents bringing large works vehicles home with them take up spaces.	1 1 1 1	A residents parking scheme does not aim to prevent parking residents from parking their own vehicles. However, as new residents move into the area they will be limited to a maximum of 2 permits.
Briar Crescent Burnthouse Lane Chestnut Avenue Shakespeare Road	If restrictions are implemented they would have to be enforced to work.	1 1 1 1	The CEOs will enforce parking offences to the best of their abilities within the resources available. If the respondent has particular concerns then these should be reported to the appropriate enforcement authority to make them aware of the issue so they may take action as necessary.
Ronchetti Way	Supports proposal of double yellow lines at the junction of Ronchetti Way.	1	Support noted.
Chaucer Avenue	Parking at the end of Chaucer Avenue (outside 2A-2D) is owned by Exeter City Council.	1	Noted. The residents parking restriction will not extend to private areas.
Hamilton Avenue	Restrictions times should be shorter and end earlier in the afternoon.	1	The proposed times of operation are based on those requested by residents at the previous consultation.

# Agenda Item 12

Location	Comment	No. of Responses	Response
Hamilton Avenue Hawthorn Road	Respondent concerned that visitors permits will not be adequate for guests staying a few days or more.	1 1	There are no controls on visitors parking overnight and at weekends.  Visitor permits and limited waiting is available when the scheme is operational.
Hamilton Avenue	Can carers park in disabled bays?	1	No.
Hawthorn Road	The cost to apply for a vehicle crossing is too high.	1	A licence for a dropped crossing costs £250 in total, which covers our safety assessment, construction audit and administration costs.
Shakespeare Road	Vehicles have been damaged from non-residents trying to squeeze into small parking spaces.	1	Noted.
Burnthouse Lane	Customers and deliveries to the shop cannot park up because of displacement parking.	1	Noted. The introduction of restrictions should make parking & loading near the shops easier.
Shakespeare Road	Respondent would like restrictions across their driveway to prevent obstructive parking.	1	It is recommended that the situation be monitored and if there is a need for further waiting restrictions that this is considered for inclusion of a future Annual Review of Waiting Restrictions.
Burnthouse Lane	Respondent runs a business and would like some parking available for their customers.	1	There is pay & display parking on Burnthouse Lane for customers to adjacent businesses. With a free 30 minute ticket.
Hazel Road	Resident would like a service lane installed behind the houses in Hazel Road for residents to park their cars.	1	Devon County Council does not have a duty to provide parking only to manage parking on the existing highway network.
Briar Crescent	Resident has a works vehicle not registered to their home address, would they be able to get a residents parking permit for it?	1	Yes.
Topsham Road	Resident is already part of Zone R but parks in Burnthouse Lane so only supports if their address is included.	1	It is recommended that changes to eligibility for permits for those properties on the north side of Topsham Road between Burnthouse Lane & the barracks is advertised. This will allow all residents to have a say on this proposal before a final decision is made on whether to include or exclude these properties from the S8 scheme.

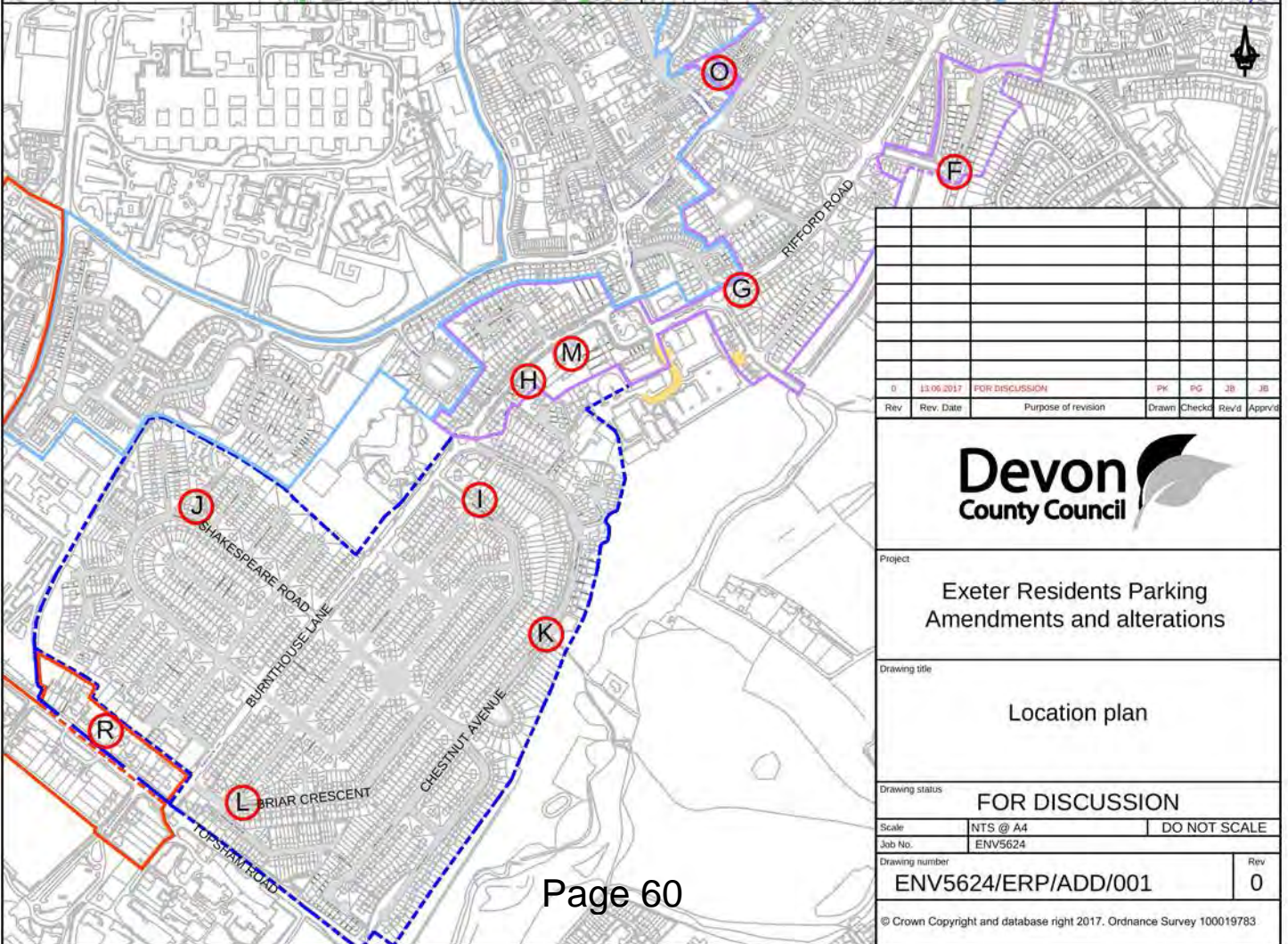
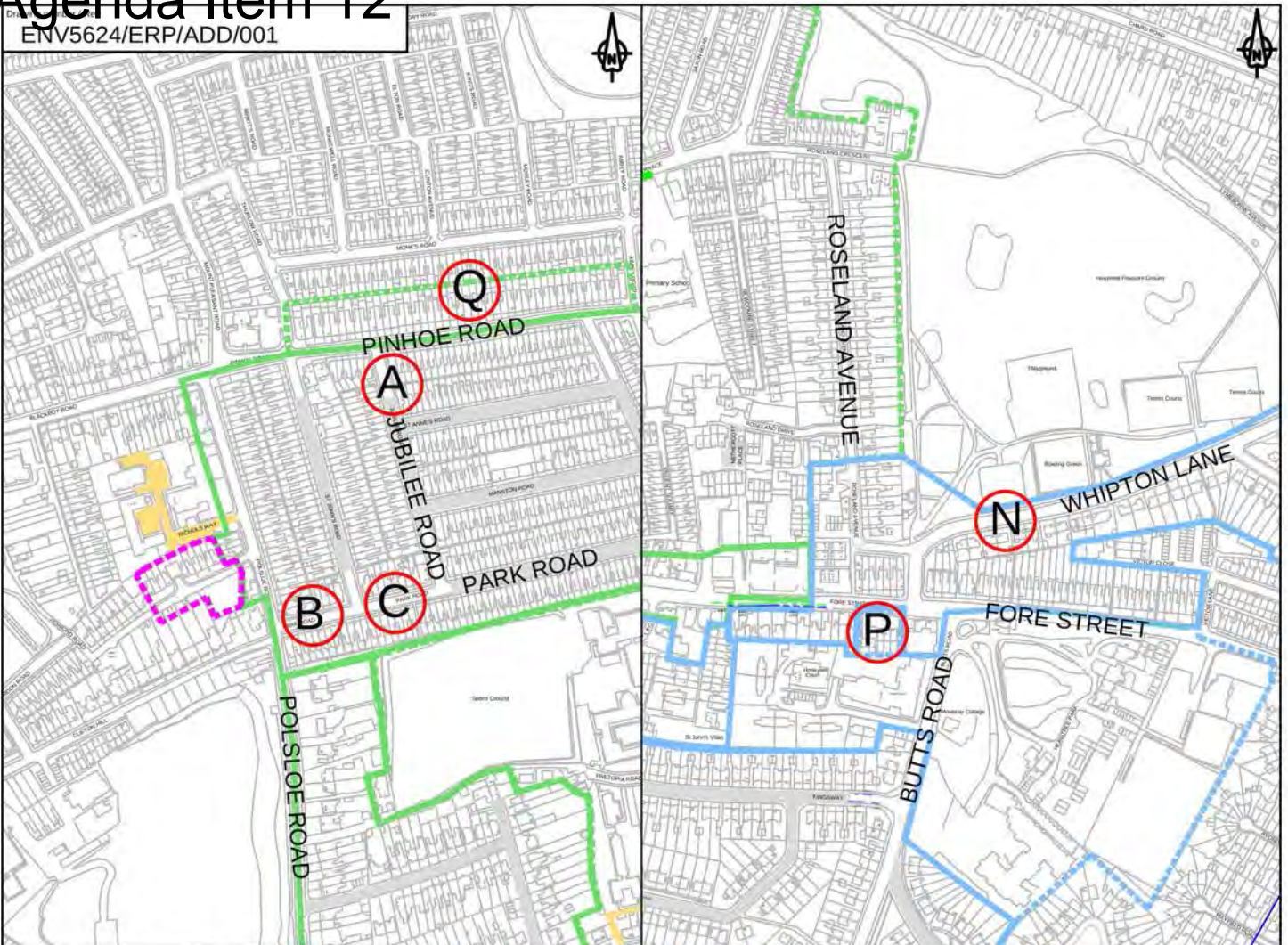


## Additional Restrictions Requiring Further Advertising

Road Name	Detail of Proposal
<b>ZONE N</b>	
Fore Street <i>(Plan P)</i>	Extend list of properties eligible for permits to include 122 to 126 Fore Street (evens)
Whipton Lane <i>(Plan N)</i>	Revoke No Waiting At Any Time outside of access to No. 8 as requested by resident
<b>ZONE S2</b>	
Park Road <i>(Plan B)</i>	Revoke No Waiting At Any Time outside of garage of No. 35 as requested by resident
Park Road <i>(Plan C)</i>	Revoke No Waiting At Any Time outside dropped kerb of No. 30 and convert to Residents Parking as requested by resident
Pinhoe Road <i>(Plan Q)</i>	Extend list of properties eligible for permits to include 4 to 92 Pinhoe Road (evens)
Jubilee Road <i>(Plan A)</i>	Minor extension to limited waiting bay outside no. 3 to match zonal entry sign
<b>ZONE S7</b>	
Lisa Close <i>(Plan O)</i>	Extend list of properties eligible for permits to include all properties in Lisa Close
Rifford Road <i>(Plan G)</i>	Shorten pay & display bay and extend No Waiting At Any Time outside no. 179 to improve access to property
Woodwater Lane <i>(Plan F)</i>	No Waiting At Any Time proposed around the corner adjacent to the park / outside no. 35 to improve visibility and safety at this location
<b>ZONE S8</b>	
Briar Crescent <i>(Plan I)</i>	No Waiting At Any Time proposed outside nos. 165, 179 & 187 to protect stepped access points onto the carriageway
Briar Crescent & Hawthorn Road <i>(Plan L)</i>	No Waiting At Any Time proposed to improve visibility on both sides of this junction
Browning Close & Burnthouse Lane <i>(Plan M)</i>	Conversion of existing residents parking and pay & display from S7 to S8 permit holders
Burnthouse Lane <i>(Plan H)</i>	No Waiting At Any Time proposed to protect dropped kerb outside no. 117-119
Chestnut Avenue <i>(Plan K)</i>	No Waiting At Any Time proposed around and opposite the access to Swan Bungalow to protect access
Ronchetti Way & Shakespeare Road <i>(Plan J)</i>	No Waiting At Any Time proposed to improve visibility on both sides of this junction
Topsham Road <i>(Plan R)</i>	Extend list of properties eligible for permits to include 183 to 205 Topsham Road (odds)

# Agenda Item 12

ENV5624/ERP/ADD/001



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Project  
Exeter Residents Parking  
Amendments and alterations

Drawing title  
Location plan

Drawing status  
FOR DISCUSSION

Scale  
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Job No.  
ENV5624

Drawing number  
ENV5624/ERP/ADD/001

Rev  
0



**Key**

No.	Restriction Type	Existing	Proposed
	<b>NO WAITING</b>		
<b>NW1</b>	At Any Time	---	---
	<b>LIMITED WAITING</b>		
<b>LW17</b>	Mon - Fri 10am-4pm 2 hours No return within 4 hours Exemption for Residents Permit Holders	---	---
	<b>OTHER RESTRICTIONS</b>		
<b>DIS</b>	Mandatory Disabled bay	---	---

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Reviewed	Approved
0	13.06.2017	FOR DISCUSSION	PK	PG	JB	JB



Drawing title  
**S2 - REGENTS PARK AREA  
 PLAN A**

Project  
**Exeter Residents Parking  
 Amendments and alterations**

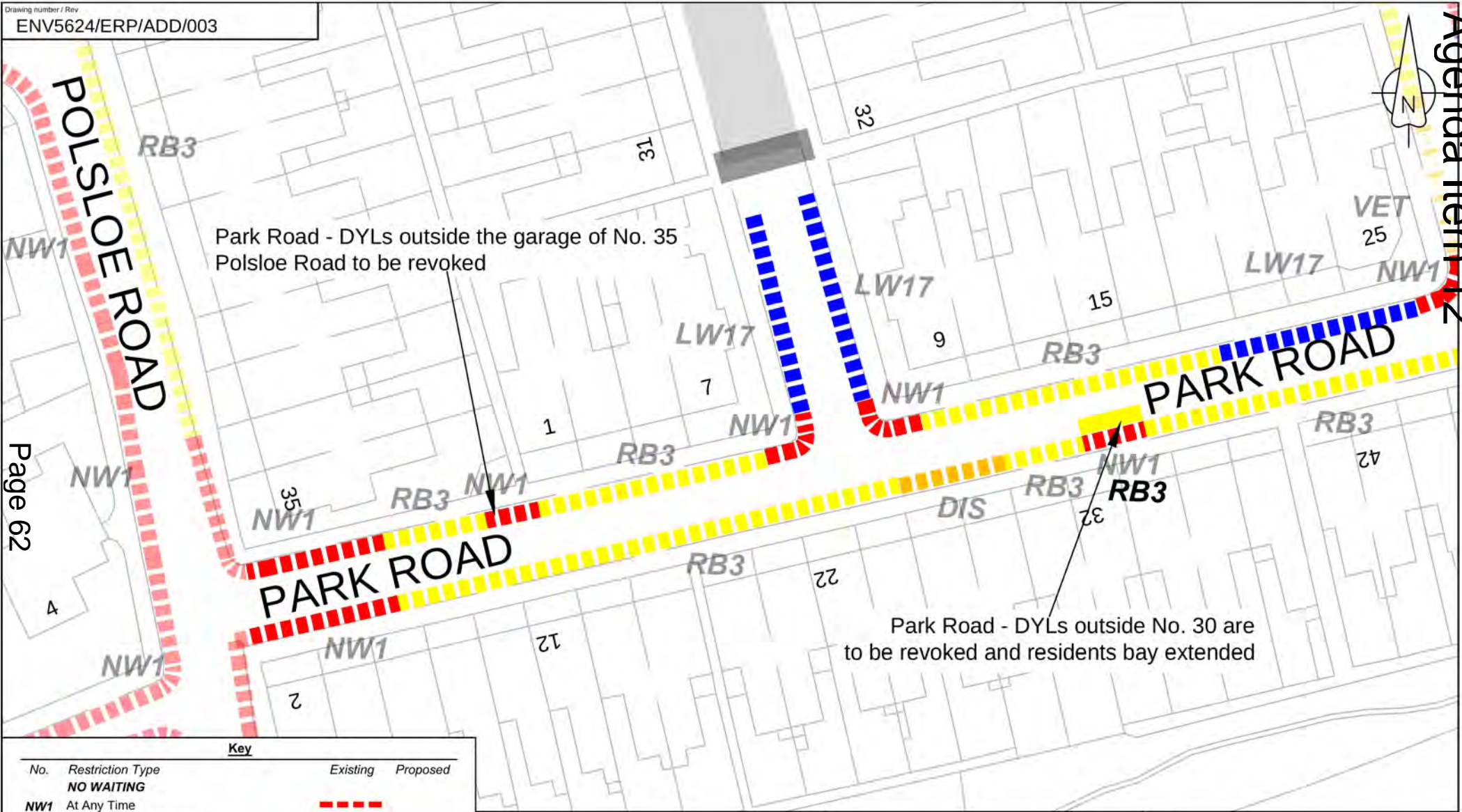
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**ENV5624/ERP/ADD/002**

Scale  
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Job No.  
**ENV5624**

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Key		Existing	Proposed
No.	Restriction Type		
	<b>NO WAITING</b>		
NW1	At Any Time		
	<b>RESIDENTS PARKING</b>		
RB3	Mon - Fri 10am-4pm (Marked Bays)		
	Mon - Fri 10am-4pm (Zonal Restriction)		
	Zonal resident parking gateway		
	<b>LIMITED WAITING</b>		
LW17	Mon - Fri 10am-4pm 2 hours		
	No return within 4 hours Exemption for Residents Permit Holders		
	<b>OTHER RESTRICTIONS</b>		
DIS	Mandatory disabled bay		

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Reviewed	Approved
0	13.06.2017	FOR DISCUSSION	PK	PG	JB	JB

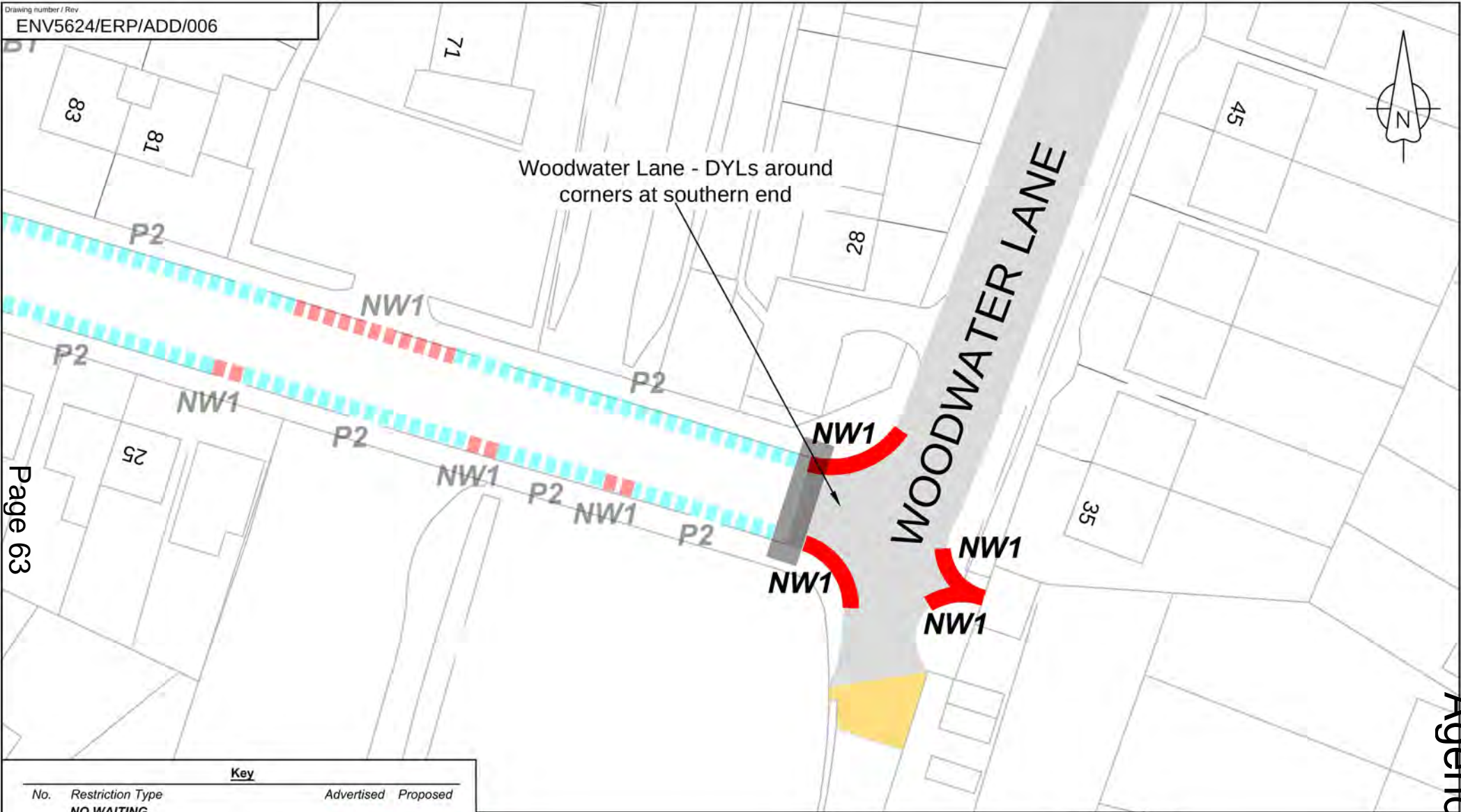
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Project: Exeter Residents Parking Amendments and alterations

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Job No: ENV5624

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Drawing status		FOR DISCUSSION	
Drawing number	ENV5624/ERP/ADD/003	Rev	0
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Woodwater Lane - DYLS around corners at southern end

Key		Advertised	Proposed
No.	Restriction Type		
	<b>NO WAITING</b>		
NW1	At Any Time	---	---
	<b>PAY AND DISPLAY</b>		
P2	Monday to Friday 10am to 5pm		
	Tariff:-		
	30mins free		
	Up to 1hr £1.10	---	
	2hrs £2.20	---	
	3hrs £2.90	---	
	over 3hrs £5.00	---	
	Exemption for Residents Permit Holders		
	<b>RESIDENTS PARKING</b>		
	Mon - Fri 10am-5pm (Zonal Restriction)	---	
	Zonal resident parking gateway	---	

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Reviewed	Approved
0	13.06.2017	FOR DISCUSSION	PK	PG	JB	JB

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Project: Exeter Residents Parking Amendments and alterations

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Job No: ENV5624

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Drawing status: FOR DISCUSSION

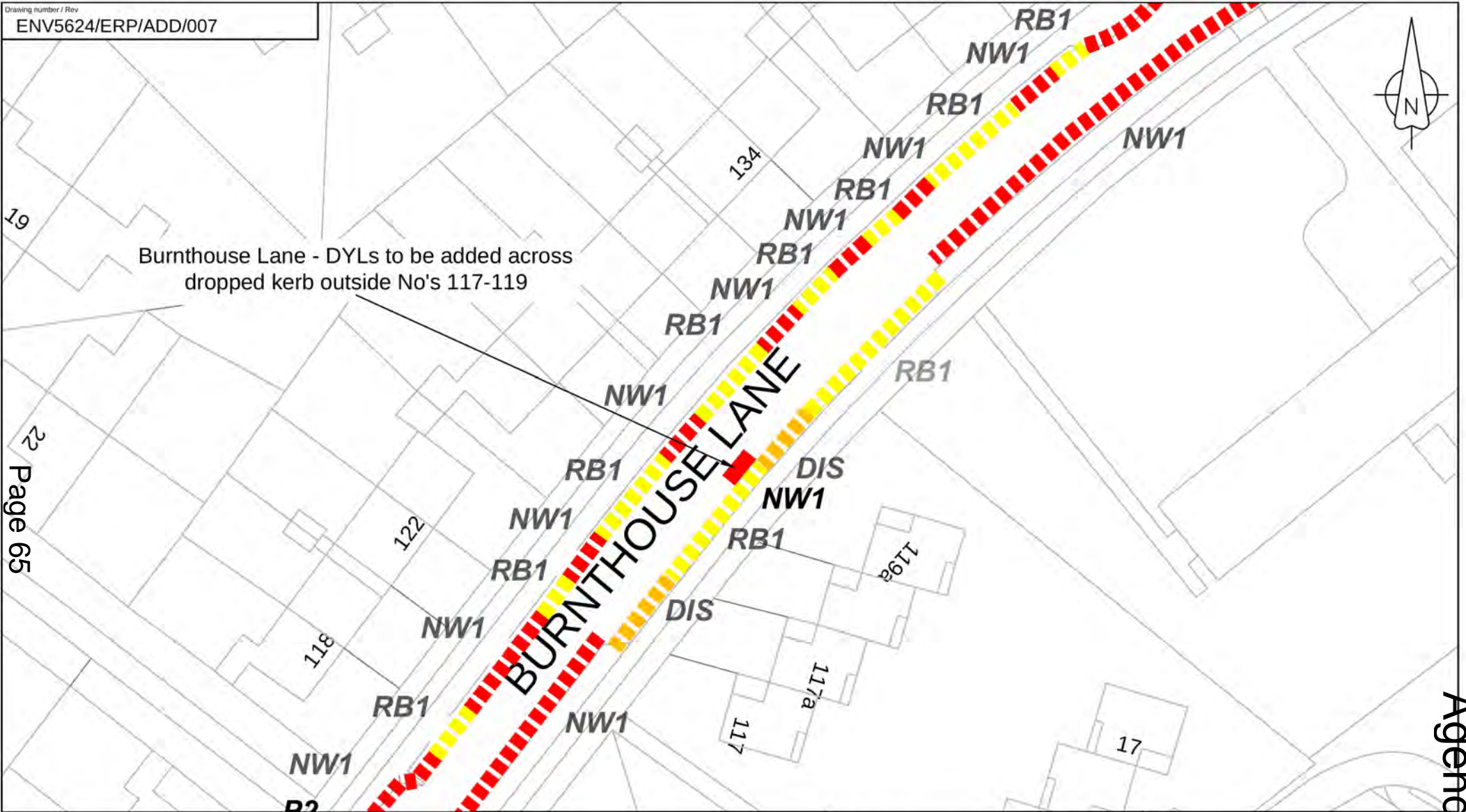
Drawing number: ENV5624/ERP/ADD/006

Rev: 0

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Burnthouse Lane - DYs to be added across  
 dropped kerb outside No's 117-119



Key		Existing	Proposed
No.	Restriction Type		
	<b>NO WAITING</b>		
NW1	At Any Time		
	<b>RESIDENTS PARKING</b>		
RB1	Mon - Fri 10am-5pm (Marked Bays)		
	<b>OTHER RESTRICTIONS</b>		
DIS	Mandatory disabled bay		

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Reviewed	Approved
3	13.06.2017	FOR DISCUSSION	PK	PG	JB	JB

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Project: Exeter Residents Parking Amendments and alterations

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Job No: ENV5624

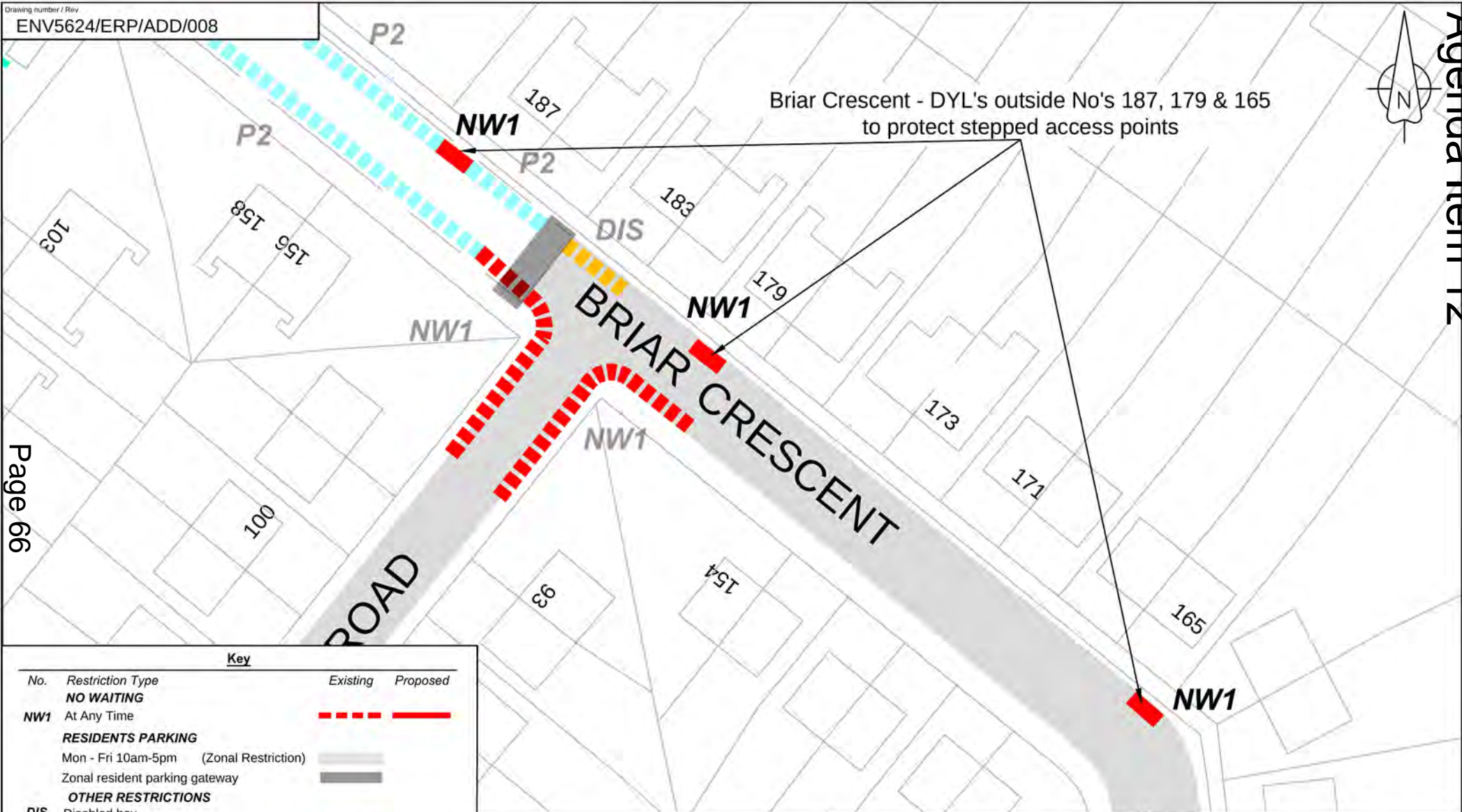
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Drawing status: FOR DISCUSSION

Drawing number: ENV5624/ERP/ADD/007

Rev: 0

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Key		Existing	Proposed
No.	Restriction Type		
	<b>NO WAITING</b>		
<b>NW1</b>	At Any Time		
	<b>RESIDENTS PARKING</b>		
	Mon - Fri 10am-5pm (Zonal Restriction)		
	Zonal resident parking gateway		
	<b>OTHER RESTRICTIONS</b>		
<b>DIS</b>	Disabled bay		
Note - Any current advisory bays will be upgraded to mandatory			
No.	Restriction Type	Advertised	Proposed
	<b>PAY AND DISPLAY</b>		
<b>P2</b>	Monday to Friday 10am to 5pm		
	Tariff:-		
	30mins	free	
	Up to 1hr	£1.10	
	2hrs	£2.20	
	3hrs	£2.90	
	over 3hrs	£5.00	
Exemption for Residents Permit Holders			

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Reviewed	Approved
3	13.06.2017	FOR DISCUSSION				

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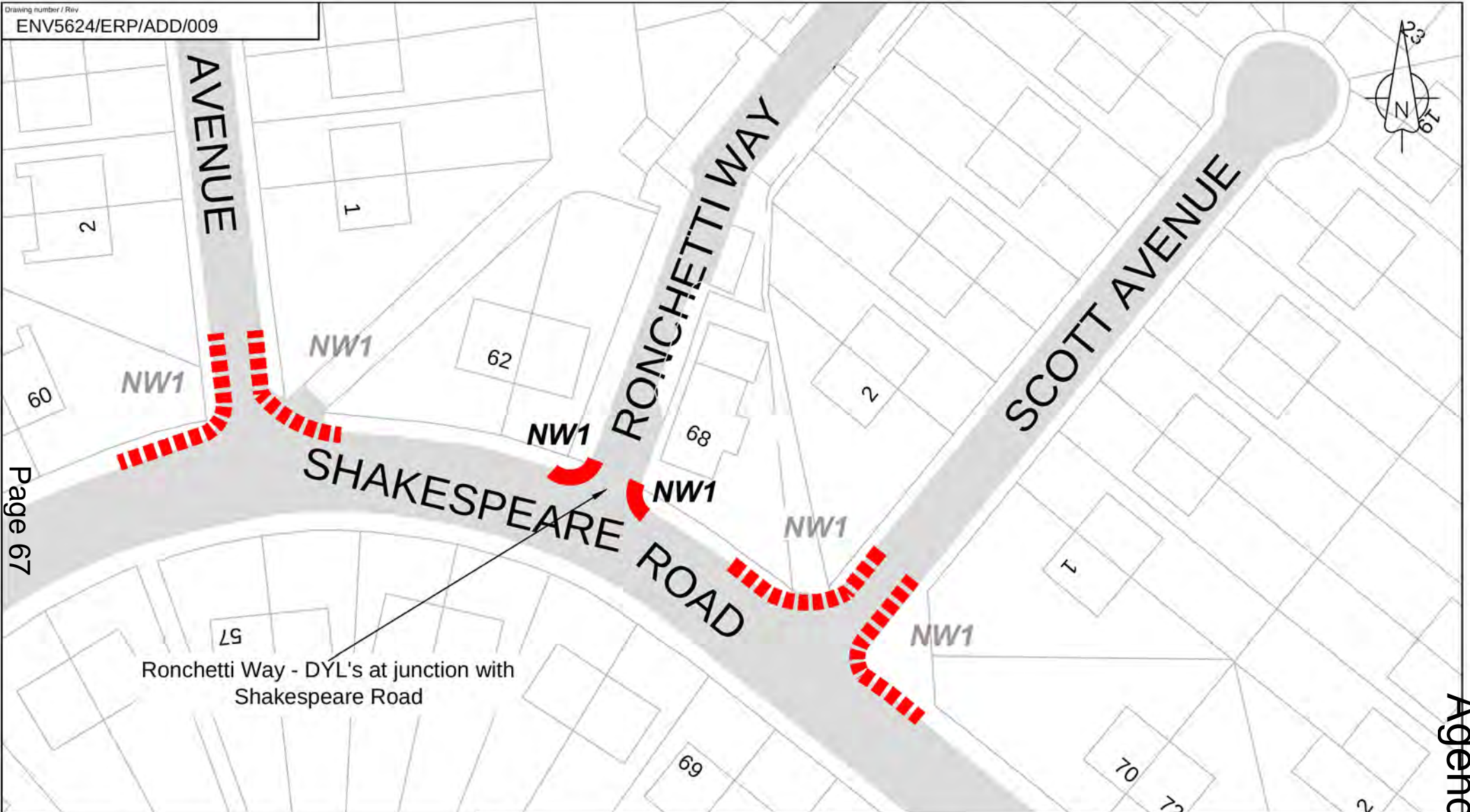
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Ronchetti Way - DYL's at junction with Shakespeare Road

Agenda Item 12

Key		Existing	Proposed
No.	Restriction Type		
	<b>NO WAITING</b>		
<b>NW1</b>	At Any Time		
	<b>RESIDENTS PARKING</b>		
	Mon - Fri 10am-5pm (Zonal Restriction)		

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Reviewed	Approved
3	13.06.2017	FOR DISCUSSION	PK	PG	JB	JB

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Project  
 Exeter Residents Parking  
 Amendments and alterations

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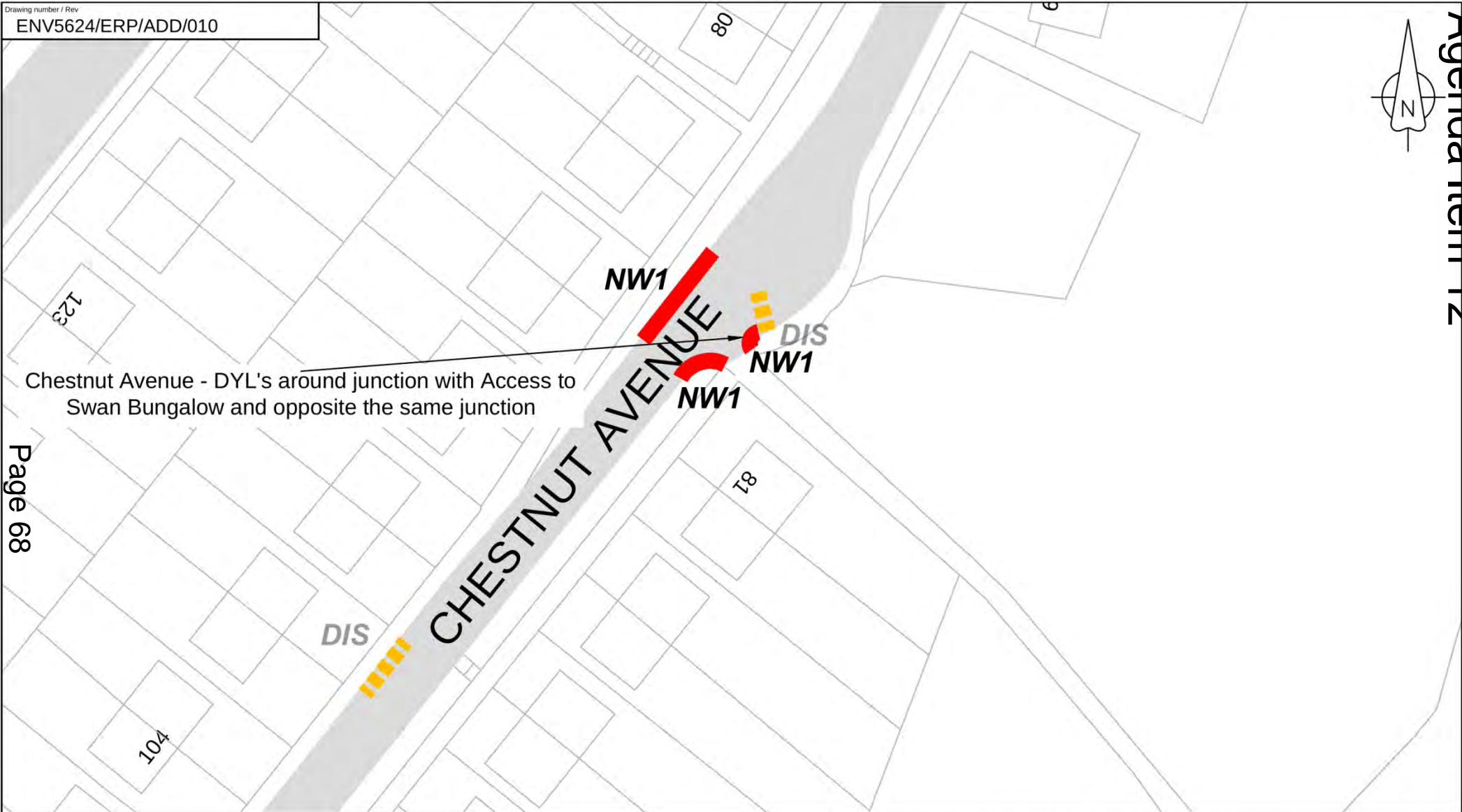
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 PLAN J

Drawing status  
 FOR DISCUSSION

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 ENV5624/ERP/ADD/009

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Key		Existing		Proposed	
No.	Restriction Type				
	<b>NO WAITING</b>				
<b>NW1</b>	At Any Time	- - - - -		- - - - -	
	<b>OTHER RESTRICTIONS</b>				
<b>DIS</b>	Disabled bay	- - - - -		- - - - -	
Note - Any current advisory bays will be upgraded to mandatory					
	<b>RESIDENTS PARKING</b>				
	Mon - Fri 10am-5pm (Zonal Restriction)	- - - - -		- - - - -	

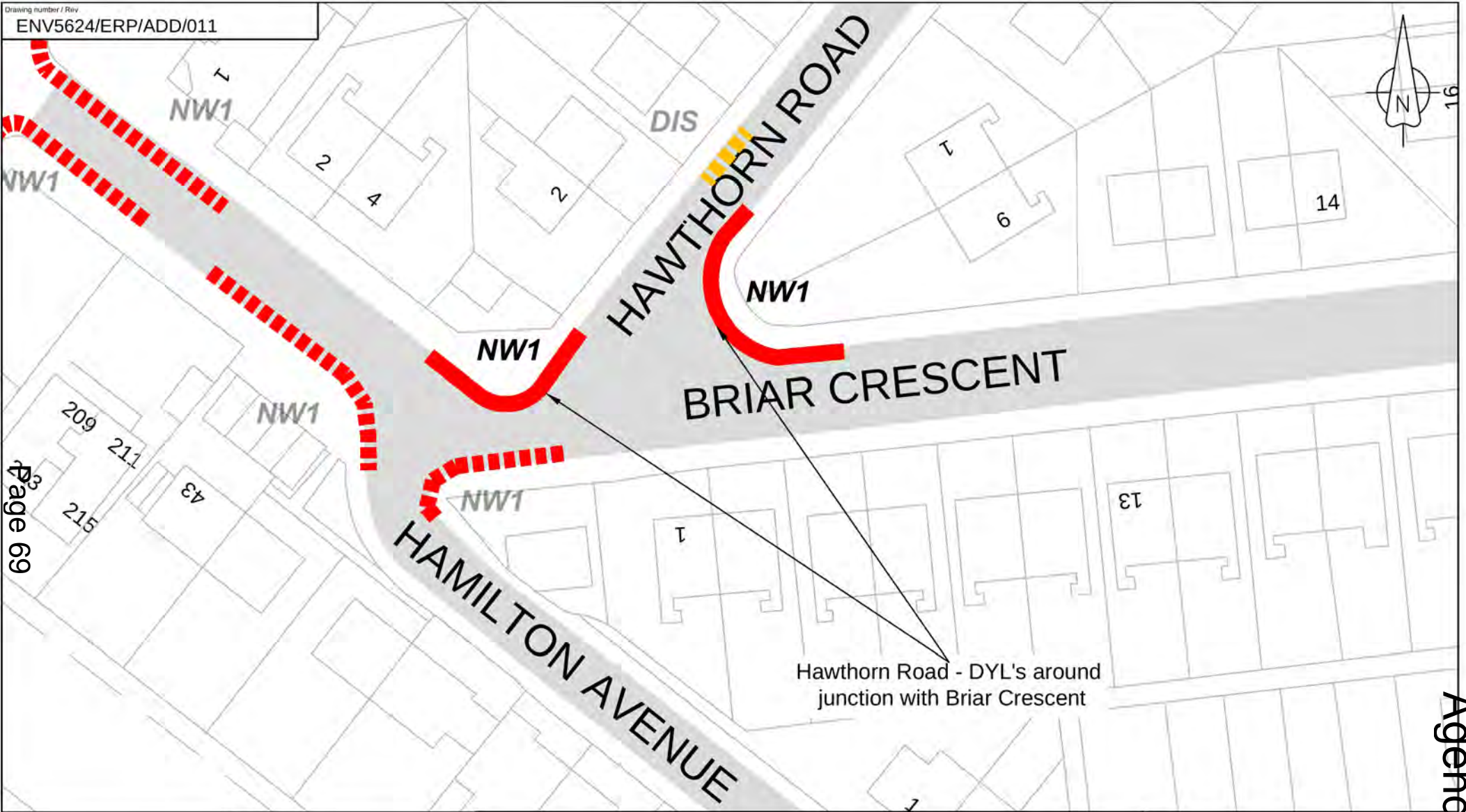
  

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Project <b>Exeter Residents Parking Amendments and alterations</b>					Drawing status <b>FOR DISCUSSION</b>	
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					Job No. <b>ENV5624</b>	

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Key		Existing	Proposed
No.	Restriction Type		
	<b>NO WAITING</b>		
NW1	At Any Time		
	<b>OTHER RESTRICTIONS</b>		
DIS	Disabled bay		
Note - Any current advisory bays will be upgraded to mandatory			
	<b>RESIDENTS PARKING</b>		
	Mon - Fri 10am-5pm (Zonal Restriction)		

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Reviewed	Approved
3	13.06.2017	FOR DISCUSSION	PK	PG	JB	JB

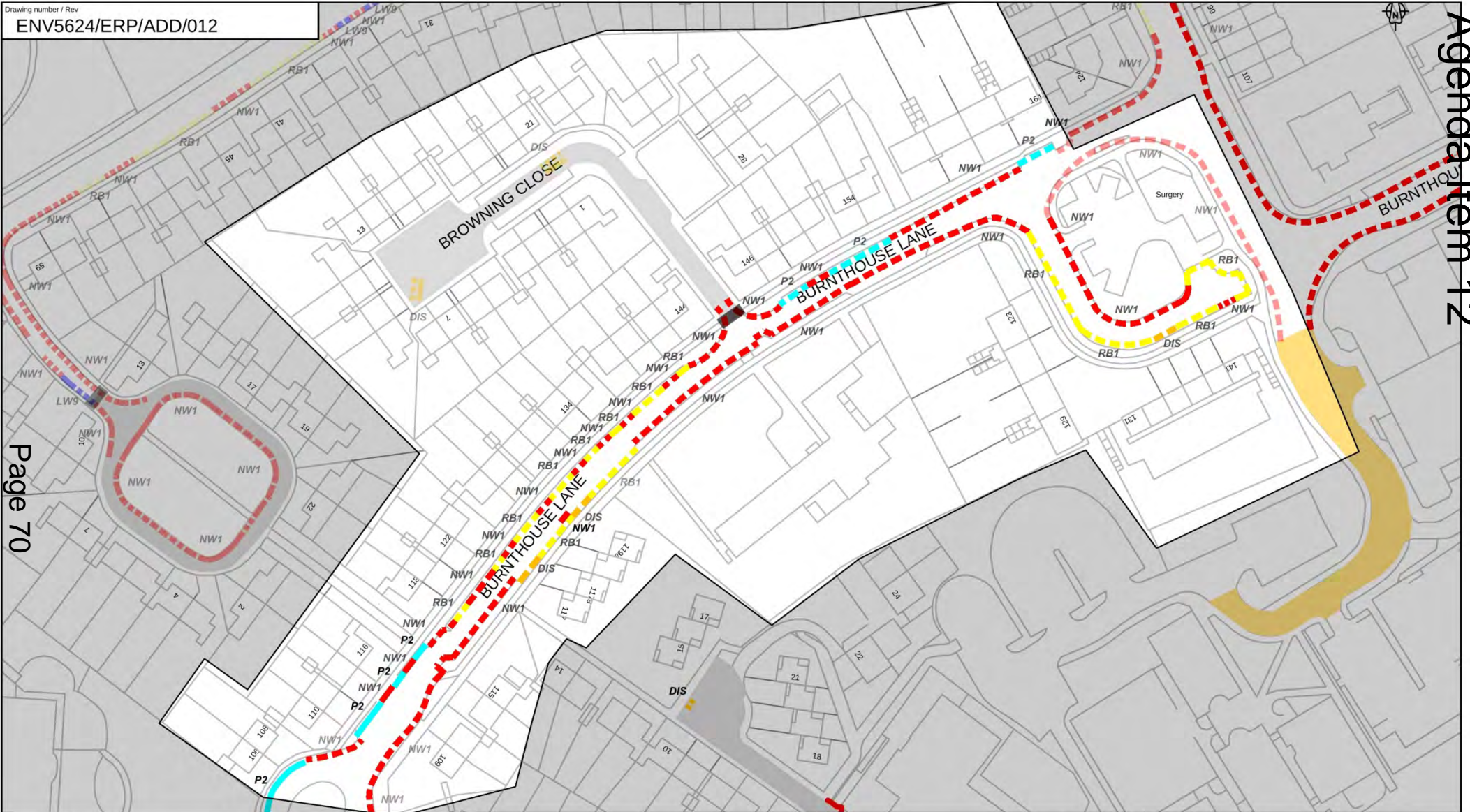
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 County Council

Project: Exeter Residents Parking Amendments and alterations

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Drawing number ENV5624/ERP/ADD/011	Rev 0
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Agenda Item 12



**Key**

All residents parking and P&D exemptions will be changed from zone S7 to S8

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0	13.06.2017	FOR DISCUSSION	PK	PG	JB	JB



Project  
Exeter Residents Parking  
Amendments and alterations

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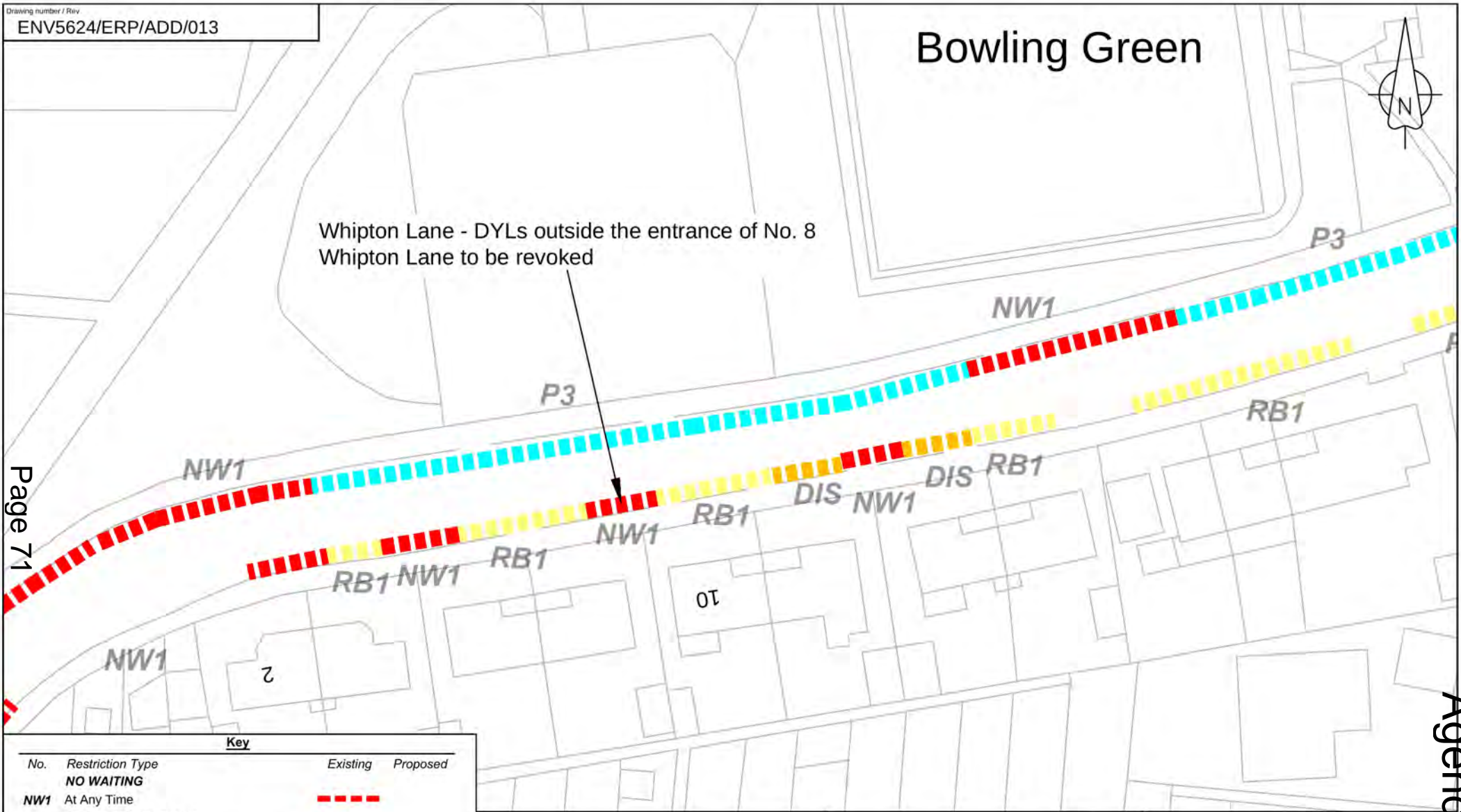
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Drawing status FOR DISCUSSION	
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# Bowling Green



Whipton Lane - DYLS outside the entrance of No. 8 Whipton Lane to be revoked

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Key		
No.	Restriction Type	Existing / Proposed
<b>NO WAITING</b>		
NW1	At Any Time	
<b>RESIDENTS PARKING</b>		
RB1	Mon - Fri 10am-5pm (Marked Bays)	
<b>OTHER RESTRICTIONS</b>		
DIS	Mandatory disabled bay	
<b>PAY AND DISPLAY</b>		
P3	Monday to Friday 10am to 5pm	Tariff:- 30mins free Up to 1hr £1.10 2hrs £2.20 3hrs £2.90 4hrs £3.50 
Exemption for Residents Permit Holders		

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Reviewed	Approved
3	13.06.2017	FOR DISCUSSION	PK	PG	JB	JB

**Devon**  
County Council

Project		Exeter Residents Parking Amendments and alterations	
Scale	1:500 @ A4	DO NOT SCALE	
Job No.	ENV5624		

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Drawing status		FOR DISCUSSION	
Drawing number		ENV5624/ERP/ADD/013	
Rev		0	
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Agenda Item 12



Key	
Restriction Type	Existing Proposed Advertised
S7 - Existing Rifford Road zone boundary	
S7 - Proposed additional properties to be added to Rifford Road zone	
N - Advertised extension to Bovemoors zone	

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Reviewed	Approved
0	13.06.2017	FOR DISCUSSION	PK	PG	JB	JB

**Devon**  
County Council

Project: Exeter Residents Parking Amendments and alterations

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Job No.: ENV5624

Drawing title		S7 - Rifford Road Area PLAN O	
Drawing status		FOR DISCUSSION	
Drawing number	ENV5624/ERP/ADD/014	Rev	0
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1 to 12  
14 to 17


Honeywill Court

Fore Street - proposed properties to be added to N - Bovemoors Lane zone

BUTTS ROAD

Key	
Restriction Type	
N - Existing Bovemoors zone boundary	
N - Proposed additional properties to be added to Bovemoors zone	

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Reviewed	Approved
3	13.06.2017	FOR DISCUSSION	PK	PG	JB	JB

**Devon County Council** 

Project: Exeter Residents Parking Amendments and alterations

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Job No: ENV5624

Drawing title	
N - Bovemoors Lane Area PLAN P	
Drawing status	
FOR DISCUSSION	
Drawing number	Rev
ENV5624/ERP/ADD/015	0
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Drawing number / Rev  
**ENV5624/ERP/ADD/016**



**Key**

<b>Restriction Type</b>	<b>Existing</b>	<b>Proposed</b>
S2 - Existing Regents Park zone boundary		
S2 - Proposed additional properties to be added to Regents Park zone		

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Reviewed	Approved
0	13.06.2017	FOR DISCUSSION				

**Devon**  
County Council

Project  
**Exeter Residents Parking  
 Amendments and alterations**

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 Job No: **ENV5624**

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Drawing title  
**S2 - REGENTS PARK AREA  
 PLAN Q**

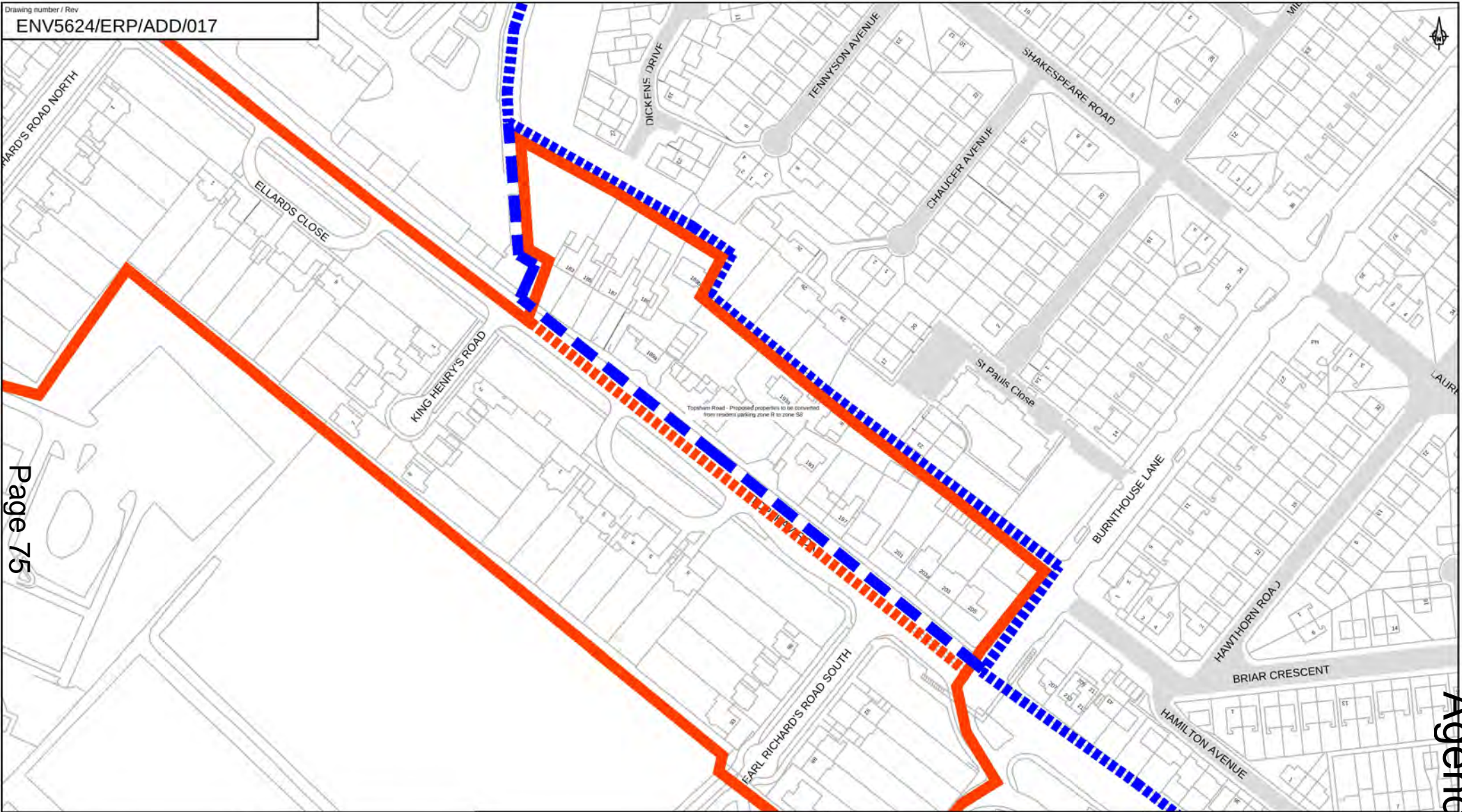
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Drawing number  
**ENV5624/ERP/ADD/016**

Rev  
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Restriction Type	Existing	Proposed	Advertised
R - Existing Topsham Road zone boundary			
R - Proposed new boundary of zone R - along Topsham Road			
S8 - Advertised Burnthouse Lane zone			
S8 - Proposed extension to zone S8 to convert properties from zone R to S8			

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Reviewed	Approved
0	13.06.2017	FOR DISCUSSION	PK	PG	JB	JB

**Devon County Council**

Project: **Exeter Residents Parking Amendments and alterations**

Scale: 1:2000 @ A4  
 Job No: ENV5624

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Drawing status <b>FOR DISCUSSION</b>	
Drawing number <b>ENV5624/ERP/ADD/017</b>	Rev
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HIW/17/57

Exeter Highways and Traffic Orders Committee  
4 July 2017

## **Rosebarn Lane Area - Residents Parking**

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

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

**Recommendation: It is recommended that:**

- (a) the results of the consultation be noted;**
- (b) that the council secures £20,000 funding from the University of Exeter to be used for traffic regulation orders around the East Park development;**
- (c) once the funding is secured, that detailed proposals are designed for the extended area detailed in part 3 of this report;**
- (d) the detailed proposals are subject to further public consultation before a decision is made on advertising a traffic regulation order.**

### **1. Background**

Residents parking was extended to the Pennsylvania Area in early 2012. Since that time there have been numerous reports to this committee about parking in Rosebarn Lane.

No Waiting At Any Time was introduced to sections of Rosebarn Lane in April 2014, to protect the junctions and provide a passing space.

In November 2016 the committee was presented with a petition from residents asking the council to provide Residents Parking for Higher Rosebarn Lane from Pennsylvania Road to Rosebarn Avenue and from Rosebarn Avenue to Argyle Road and to Stoke Hill.

The council has now carried out a consultation with residents in the Rosebarn Lane area and this report details the results.

### **2. Consultations**

Following discussions with the local member, the area for consultation was agreed. This consultation took place between 20 May and 7 June 2017 and was advertised by notices on the streets affected and by a mail drop to all properties within the proposed area (approx. 460).

Over the consultation period 361 submissions were received.

The mail drop to all properties within the proposed area asked if the resident supported or opposed the proposals. A summary of these responses can be found in the table in Appendix I and indicated on maps in Appendix II.

A summary of the comments submitted and the County Council's response can be found in Appendix III.

# Agenda Item 13

## **3. Proposal**

Of the 361 responses to the consultation, 330 were from properties within the consultation area with the majority (72%) in favour of the introduction of residents parking restrictions.

31 responses were received from outside of the area, 28 from the area immediately around the consulted area. Many of these were requesting that the proposed area be extended.

It is recommended that the area is extended to include:

- all of Stoke Valley Road (including side roads)
- Collins Road up to its junction with Stoke Valley Road
- Sheppard Road.

Parking outside of this area would mean a walk of over 20 minutes to the university campus and it is considered that this will be undesirable to commuters to the campus due to the geography of the road as they must walk up a significant slope (climbing 40m in height).

Considering these points it is not proposed to progress with the detailed design until the funding has been secured from the University of Exeter as part of a section 106 agreement required by the recent planning consent for the East Park development.

## **4. Options/Alternatives**

The option of doing nothing or proceeding with the area proposed would not be in keeping with the requests from local residents and members.

However, this scheme is still at an early stage and many options/alternatives are still possible following detailed design and further consultation stages.

## **5. Financial Considerations**

A budget of £20,000 will be available as part of a section 106 agreement for the adjacent university development.

## **6. Environmental Impact Considerations**

The introduction of restrictions will remove commuter parking in residential areas. This will encourage sustainable travel and reduce traffic looking for a parking space and improve air quality.

## **7. Equality Considerations**

No new policies are being recommended in this report but an Equality Impact and Needs Assessment has been completed for new residents parking schemes.

## **8. Legal Considerations**

When making a Traffic Regulation Order it is the County Council 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.

## 9. Risk Management Considerations

No risks have been identified.

## 10. Public Health Impact

The scheme will have a positive public health impact by encouraging sustainable travel for commuters. Including walking and cycling, with associated health benefits. Supporting active travel, such as walking and cycling, is a key component of the Devon 'Joint Health and Wellbeing Strategy 2013-16.

## 11. Reasons for Recommendations

The level of response from the public indicates support for the introduction of restrictions and money is being secured to fund the development of a scheme. It is recommended that proposals be developed for further consultation as it is not yet possible to make a final decision on whether to implement restrictions at this stage.

Meg Booth  
Acting Chief Officer for Highways, Infrastructure Development and Waste

## Electoral Division: Duryard & Pennsylvania

Local Government Act 1972: List of Background Papers

Contact for enquiries: James Bench

Room No: ABG, Lucombe House, County Hall

Tel No: 0345 155 1004

Background Paper	Date	File Ref.
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None		
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jb220617exh  
sc/cr/rosebarn lane area residents parking  
02 270617

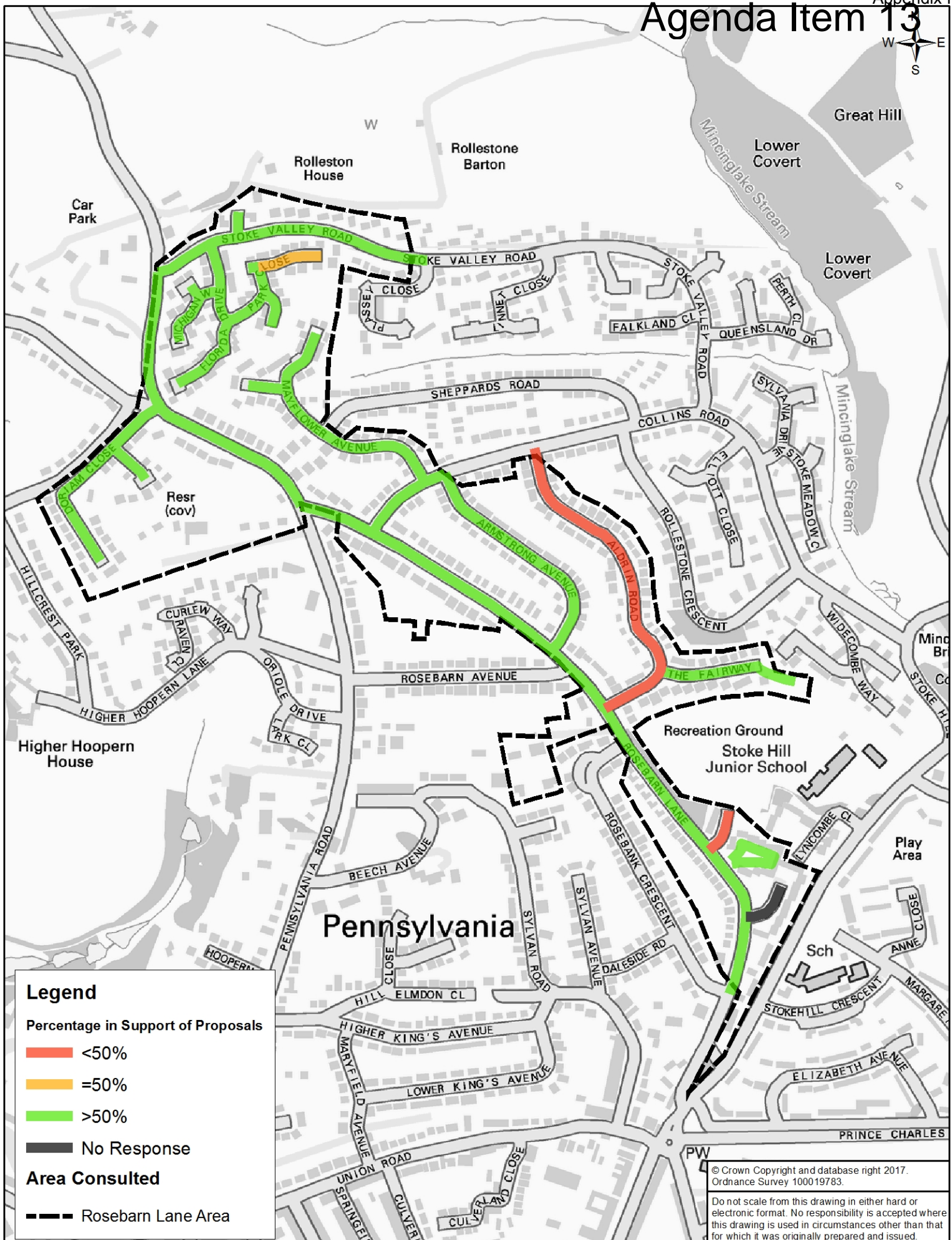
## Do you support the residents parking proposals in your street/area?

### Breakdown of responses by Road

	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Count	% return
ALDRIN ROAD	14	45.2%	17	54.8%	31	13	44.8%	16	55.2%	29	47	61.7%
ARMSTRONG AVENUE	8	57.1%	6	42.9%	14	8	57.1%	6	42.9%	14	35	40.0%
CALIFORNIA CLOSE	3	100.0%			3	3	100.0%			3	3	100.0%
COLLINS ROAD	7	100.0%			7	7	100.0%			7	15	46.7%
DORIAM CLOSE	14	73.7%	5	26.3%	19	13	72.2%	5	27.8%	18	23	78.3%
FLORIDA DRIVE	18	58.1%	13	41.9%	31	16	61.5%	10	38.5%	26	42	61.9%
LEBANON CLOSE					0					0	25	0.0%
MAYFLOWER AVENUE	18	60.0%	12	40.0%	30	17	60.7%	11	39.3%	28	50	56.0%
MICHIGAN WAY	11	84.6%	2	15.4%	13	9	81.8%	2	18.2%	11	17	64.7%
MONTEREY GARDENS	4	100.0%			4	4	100.0%			4	35	11.4%
PATRICIA CLOSE	4	80.0%	1	20.0%	5	4	80.0%	1	20.0%	5	6	83.3%
PENNSYLVANIA ROAD	23	88.5%	3	11.5%	26	12	80.0%	3	20.0%	15	26	57.7%
ROSEBARN LANE	99	93.4%	7	6.6%	106	59	89.4%	7	10.6%	66	90	73.3%
STOKE VALLEY ROAD	12	57.1%	9	42.9%	21	11	68.8%	5	31.3%	16	16	100%
THE FAIRWAY	12	80.0%	3	20.0%	15	8	72.7%	3	27.3%	11	19	57.9%
VALLEY PARK CLOSE	2	50.0%	2	50.0%	4	2	50.0%	2	50.0%	4	11	36.4%
YEW TREE CLOSE			1	100.0%	1			1	100.0%	1	7	14.3%
<b>Total</b>	<b>249</b>	<b>75.5%</b>	<b>81</b>	<b>24.5%</b>	<b>330</b>	<b>186</b>	<b>72.1%</b>	<b>72</b>	<b>27.9%</b>	<b>258</b>	<b>467</b>	<b>55.2%</b>

There were a total of 31 responses from out of the consulted area summarised below

ARGYLL ROAD	1 response not in favour
COLLINS ROAD	7 responses from outside the consulted area. 5 in favour, 2 not in favour.
ELLIOTT CLOSE	1 response not in favour
PLASSEY CLOSE	3 responses from 2 addresses. 1 in favour, 2 not in favour
ROSEBARN LANE	3 responses from 2 addresses outside the consulted area (within zone S4) in favour
SHEPPARD ROAD	2 responses from 2 addresses. 1 in favour, 1 not in favour
STOKE VALLEY ROAD	8 responses from outside the consulted area. 6 in favour, 2 not in favour
SYLVANIA DRIVE	1 response not in favour
WIDECOMBE WAY	2 responses from 1 address not in favour
EXETER	1 response not in favour
NORWICH	2 responses from 1 address not in favour



### Legend

Percentage in Support of Proposals

- <50%
- =50%
- >50%

No Response

**Area Consulted**

Rosebarn Lane Area

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and Waste

TRAFFIC MANAGEMENT TEAM  
DEVON HIGHWAYS  
LUCOMBE HOUSE  
COUNTY HALL  
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EX2 40D  
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Drawing Title:

Do you support the extension of resident parking restrictions to your street/area?

drawn by	JPB
scale	NTS
date	16/06/2017
drawing number	<b>ENV5619/RLC(A)</b>

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Appendix III  
To HIW/17/57

## Comments Submitted

Location	Comment	No. of Responses	Response
General Aldrin Road Armstrong Avenue California Close Florida Drive Michigan Way Rosebarn Lane Stoke Valley Road	Commuters park here and then go to work in town.	3 2 2 1 1 1 2 2	Noted.
General Armstrong Avenue Collins Road Doriam Close Florida Drive Patricia Close Pennsylvania Road Rosebarn Lane Stoke Valley Road The Fairway	Commuters park here and then go to work at the university.	2 1 1 2 2 1 2 7 6 1	Noted.
Aldrin Road Collins Road Florida Drive Mayflower Avenue Michigan Way Pennsylvania Road Rosebarn Lane Stoke Valley Road	There is more parking here during university term time.	1 1 2 1 2 1 7 1	Noted.
Armstrong Avenue Mayflower Avenue Michigan Way Patricia Close Yew Tree Close	Only residents park in this street - residents parking is not needed.	1 3 1 1 1	Noted. However, should residents parking be introduced in other streets there is a risk of displacement.
General Aldrin Road Armstrong Avenue Florida Drive Mayflower Avenue Michigan Way Rosebarn Lane Stoke Valley Road The Fairway Yew Tree Close	There is always enough space to park.	1 4 2 1 2 2 1 5 1 1	Noted.



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Location	Comment	No. of Responses	Response
General Aldrin Road Collins Road Doriam Close Florida Drive Pennsylvania Road Rosebarn Lane Stoke Valley Road The Fairway	Cars park obstructively next to driveways reducing visibility when exiting and making manoeuvring difficult.	1 3 3 3 1 4 38 3 1	Restricting parking to residents only should improve this as residents should be aware where and where not to park.
General Aldrin Road California Close Collins Road Doriam Close Florida Drive Mayflower Avenue Michigan Way Patricia Close Pennsylvania Road Rosebarn Lane Stoke Valley Road The Fairway	Cars from out of the area are parked dangerously causing blind spots & increasing the likelihood of accidents.	1 3 1 5 2 6 2 2 2 4 36 1 4	Noted.
General Aldrin Road Collins Road Doriam Close Florida Drive Michigan Way Pennsylvania Road Rosebarn Lane Stoke Valley Road The Fairway Valley Park Close	The ways cars are parked can cause traffic congestion as cars cannot pass each other.	2 1 1 2 4 2 1 18 2 1 1	Such parking can help to keep speeds low in residential areas.
General Armstrong Avenue Collins Road Doriam Close Florida Drive Mayflower Avenue Patricia Close Pennsylvania Road Rosebarn Lane Stoke Valley Road The Fairway	Students use the road to park their cars and sometimes do not move them for long periods of time.	2 2 4 5 9 4 1 8 33 5 2	Noted.
California Close Florida Drive Mayflower Avenue Michigan Way Pennsylvania Road Rosebarn Lane Stoke Valley Road	There has been an increase in the number of accidents occurring/ the likelihood of accidents with cars and cyclists & pedestrians.	1 1 3 2 3 23 1	This is not shown in the collision data recorded by the police.

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Location	Comment	No. of Responses	Response
Aldrin Road Armstrong Avenue Collins Road Doriam Close Florida Drive Mayflower Avenue Michigan Way Pennsylvania Road Rosebarn Lane The Fairway	Large vehicles have trouble passing the parked cars.	1 2 2 5 4 1 1 1 22 1	This should improve if restrictions are introduced as residents will understand where it is and is not appropriate to park.
General Armstrong Avenue Collins Road Florida Drive Mayflower Avenue Michigan Way Patricia Close Pennsylvania Road Rosebarn Lane Stoke Valley Road The Fairway Valley Park Close	Concerned about displacement to roads not included in the scheme.	5 1 5 3 4 1 1 2 4 11 3 1	Noted. It is recommended that proposals are considered for a larger area than the area consulted.
Mayflower Avenue Michigan Way Rosebarn Lane Stoke Valley Road The Fairway	If this scheme is introduced it should be to the whole area advertised, not piecemeal.	2 1 2 2 2	Noted. It is recommended that proposals are considered for a larger area than the area consulted.
General Aldrin Road Armstrong Avenue Doriam Close Florida Drive Mayflower Avenue Michigan Way Rosebarn Lane The Fairway Valley Park Close	If residents parking was introduced it would make it more difficult to have visitors.	1 4 1 2 1 4 1 2 1 1	Parking for visitors is something that is considered when a scheme is designed.
Florida Drive Mayflower Avenue Pennsylvania Road Rosebarn Lane Stoke Valley Road The Fairway	Most houses have off-road parking which is sufficient for their cars and visitors.	1 1 1 4 2 2	Noted.
Rosebarn Lane	There is only a parking problem in one half of Rosebarn Lane, the introduction of limited waiting may help this.	1	This is because there is not much capacity for parking in the lower half of the road.

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Location	Comment	No. of Responses	Response
Rosebarn Lane	As residents have off-street parking very few will have to buy permits which will mean that the scheme does not bring in revenue for DCC.	1	Restrictions are proposed to manage the network efficiently and not to raise revenue for the County Council.
General Aldrin Road Armstrong Avenue Doriam Close Florida Drive Mayflower Avenue Patricia Close Pennsylvania Road Rosebarn Lane Stoke Valley Road The Fairway Valley Park Close	New developments being built (by the university) puts more parking pressure on the area.	3 3 1 1 4 1 1 1 5 1 3 1	This is why the university have been asked to contribute to the introduction of a scheme as part of their planning agreement.
Collins Road	The university should pay for visitors permits.	1	It would not be appropriate for the university to pay for permits as they are contributing to the introduction of the scheme.
Armstrong Avenue Collins Road Florida Drive	The scheme should only be in place for weekdays during the day.	1 1 1	The times of operation will be subject to consultation at a later stage.
General Aldrin Road Armstrong Avenue Collins Road Florida Drive Mayflower Avenue Patricia Close Pennsylvania Road Rosebarn Lane Stoke Valley Road The Fairway Valley Park Close	The university should provide more on--campus parking.	3 2 1 1 5 3 1 2 5 1 2 1	It is understood that the university continues to investigate options to improve the parking situation on campus.  DCC is happy to offer support for travel planning via <a href="https://www.traveldevon.info/">https://www.traveldevon.info/</a> .
Rosebarn Lane Stoke Valley Road	Cars speed in this road. This can be due to cars trying to get past parked vehicles before they meet someone coming the other way.	5 1	
Doriam Close Florida Drive Mayflower Avenue Patricia Close Pennsylvania Road Rosebarn Lane	Pavement parking occurs.	1 1 2 1 2 1	Noted. DCC has limited powers to deal with this at present however instances should be reported to DCC so that this data can be logged to aid future solutions.

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Location	Comment	No. of Responses	Response
Florida Drive	Residents with multiple vehicles or those that park caravans on their drive park on the road which can cause obstruction	1	A residents parking scheme will not resolve this issue. However, residents should understand where it is and is not appropriate to park.
General Armstrong Avenue Florida Drive Rosebarn Lane	Double yellow lines should be marked along the length of Rosebarn Lane to allow access through for large vehicles and buses	1 1 1 1	It would not be appropriate to remove all parking along Rosebarn Lane as the speed of traffic using the road would increase.
General Aldrin Road Florida Drive Mayflower Avenue Rosebarn Lane Stoke Valley Road	It would be better to mark double yellow lines around the area to stop obstructive parking than stopping non-residents park altogether.	1 1 1 2 2	Noted.
Rosebarn Lane	There is more traffic using the road than there used to be.	6	Noted.
Mayflower Avenue	Visitors permits should be free.	1	Such a proposal would not allow the residents parking scheme to be self-funding and become a burden to the public purse.
Rosebarn Lane	Drivers are mounting the pavement to pass around parked cars.	4	Noted. This is bad driving and a matter for the police. It is the responsibility of drivers to give way as appropriate.
Mayflower Avenue	The Rosebarn Lane/ Pennsylvania Road junction should be modified to be a right angle to reduce speeds.	1	This would not be possible due to the space available and the turning area required by large vehicles.
Rosebarn Lane	The hedges opposite 51 Rosebarn Lane need cutting back as do the hedges at the entrance to Rosebarn Park and at the entrance to the Junior School.	2	It is the responsibility of the landowner to maintain the vegetation on their land. However, this has been passed on to the appropriate officer to investigate.

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Location	Comment	No. of Responses	Response
General Aldrin Road Armstrong Avenue Florida Drive Mayflower Avenue Michigan Way Patricia Close Stoke Valley Road The Fairway Valley Park Close	Residents are being penalised for non-residents parking in the area.	1 1 1 3 2 1 1 1 3 1	Noted.
Florida Drive	Remove residents parking in Rosebank Crescent as it is a wide road with little traffic where other residents could park.	1	The parking in Rosebank Crescent and other adjacent streets can be considered when a scheme is designed.
General Aldrin Road Armstrong Avenue Doriam Close Florida Drive Mayflower Avenue Michigan Way Rosebarn Lane Stoke Valley Road The Fairway	Residents should not have to pay for permits.	1 2 1 2 1 2 1 1 3 1	The cost of permits covers the actual cost of implementing, enforcing and maintaining the residents parking schemes.
Rosebarn Lane	Roads to the east of Rosebarn Lane do not experience a problem currently.	1	Noted. However, should residents parking be introduced in other streets there is a risk of displacement.
Pennsylvania Road Rosebarn Lane Stoke Valley Road	There is a problem with cars speeding on this road.	1 12 1	Noted. This will be passed to the appropriate officer to investigate.
General Aldrin Road Collins Road Florida Drive Mayflower Avenue Stoke Valley Road	Extent of scheme should go further east down Collins Road (and its adjoining roads).	2 1 6 2 3 8	Noted. It is recommended that proposals are considered for a larger area than the area consulted.
General Aldrin Road Collins Road Doriam Close Florida Drive Michigan Way Rosebarn Lane Stoke Valley Road The Fairway	Would prefer a different restriction such as a single yellow line/ limited waiting prohibiting parking for a period in the middle of the day.	1 1 1 4 1 1 2 2 1	Such a restriction would affect all parking on the road, including residents and visitors.
Aldrin Road Pennsylvania Road Rosebarn Lane	Concerns that if the scheme goes ahead, traffic speeds will rise.	2 1 1	This is something that will be considered when a scheme is designed.

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Location	Comment	No. of Responses	Response
Rosebarn Lane Stoke Valley Road	Enforcement would be required if new restrictions were put in.	1 1	The scheme would be enforced.
Florida Drive	Feel the problems are on the P bus route, nowhere else.	1	Noted. However, should residents parking be introduced in other streets there is a risk of displacement.
Doriam Close Michigan Way	A limited waiting bay would be useful so that tradesmen/visitors could park during the day.	1 1	Parking for visitors is something that is considered when a scheme is designed.  Tradesman will be able to apply for a dispensation that would allow them to park in a residents parking area if required.
Aldrin Road Armstrong Avenue Florida Drive	What do residents pay each year for their permits and visitors permits? How many visitor permits can residents buy?	1 2 1	A residents permit costs £30 per year.  A book of 30 daily visitor permits costs £30 and a resident can apply for up to 2 books per year.
Aldrin Road The Fairway	Concerned that their road will become a parking place for students as the student population increases.	1 2	Noted. This is why residents parking is being considered.
General Aldrin Road Armstrong Avenue Doriam Close Florida Drive Mayflower Avenue Michigan Way Rosebarn Lane Stoke Valley Road The Fairway	Displacement has occurred from streets that already have residents parking.	3 1 1 1 1 1 1 3 1 2	Noted.
Stoke Valley Road	Limited waiting is required at the entrance to Florida Drive.	1	Parking for visitors is something that is considered when a scheme is designed.
Rosebarn Lane	Will the scheme extend to the southern end of Rosebarn Lane?	2	It is recommended that restrictions will be introduced along the entire length of Rosebarn Lane.
Rosebarn Lane	Who is responsible for the bus stops?	1	Bus stop locations are agreed between bus operators and the council.  The council is responsible for the infrastructure.

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Location	Comment	No. of Responses	Response
Rosebarn Lane	The give way sign at the bottom of Rosebarn Lane should be changed to a stop sign to prevent near-misses.	1	There are no records of collisions to indicate that a problem exists at this location. However, it is unlikely that a stop sign would change driver behaviour due to the layout of the junction.
General Aldrin Road Florida Drive Mayflower Avenue Michigan Way Rosebarn Lane Stoke Valley Road	Residents parking will not solve the problem here.	3 1 4 1 1 1 1	View noted.
Rosebarn Lane	The double yellow lines outside number 7 Rosebarn Lane should be extended.	1	This can be considered when a scheme is designed.
Aldrin Road Florida Drive Michigan Way	If a new scheme is implemented it should not include the small roads off Rosebarn Lane.	1 1 1	It is appropriate to consider adjacent roads due to displacement of vehicles.
Aldrin Road Rosebarn Lane	Restrictions should only be in place for a couple of hours in the day, this will make it easier to have visitors and still prevent the student parking.	1 1	The times of operation will be subject to consultation at a later stage.
Stoke Valley Road	Double yellow lines should be marked on Stoke Valley Road between Pennsylvania Road and the bus stop	1	This can be considered when a scheme is designed.
Pennsylvania Road Stoke Valley Road	Improvements need to be made to public transport	1 1	This is outside the remit of these proposals and is a matter for stagecoach that currently manage the bus service in this area.
Pennsylvania Road Stoke Valley Road	Improvements need to be made to cycle routes	1 1	DCC is working to improve the cycle network across Devon as funding and resource allows.
Pennsylvania Road	What time would the restrictions be in place?	1	The times of operation will be subject to consultation at a later stage.
Pennsylvania Road	Would I be able to use my permit to visit other roads included in the same scheme?	1	Yes. Permits are not specific to individual roads.

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Location	Comment	No. of Responses	Response
Rosebarn Lane	Problems with parking at school pick up/drop off time.	1	This can be considered when a scheme is designed.
Mayflower Avenue	Residents should be able to buy more visitors permits.	1	Noted. This is outside the scope of this proposal. However the comment will be considered as part of DCCs Parking Strategy.
Florida Drive Mayflower Avenue Patricia Close Rosebarn Lane Stoke Valley Road	Will the university be contributing to the cost of the residents permits/be involved in finding a solution?	2 1 1 2 1	The university have been asked to contribute to the introduction of a scheme as part of their planning agreement.
Aldrin Road Florida Drive Michigan Way Rosebarn Lane	Request for a park and ride scheme for this side of Exeter.	3 1 2 3	This is a desire for DCC if a suitable location can be found.
Doriam Close Pennsylvania Road Rosebarn Lane	There is currently no room for visitors to residents to park.	2 3 2	Noted.
Aldrin Road	Residents with multiple vehicles cause parking problems on this street.	1	A residents parking scheme will not resolve this issue. However, residents should understand where it is and is not appropriate to park.
Doriam Close Mayflower Avenue	New restrictions may make it difficult for carers to park.	1 1	Carers have an exemption from residents parking restriction.
Florida Drive	If the restrictions are implemented how often would it be enforced?	1	The scheme would be enforced at an appropriate level within the resources available.
General Doriam Close Florida Drive	Would like to have seen more detailed plans before deciding whether to oppose/support the proposal.	2 1 2	Detailed plans do not yet exist. This consultation was to understand the demand for residents parking in the area before work began on more detailed designs.
Doriam Close Florida Drive Rosebarn Lane The Fairway	If the scheme is implemented it should allow for non-residents to park for up to 2 hours so that residents can still have visitors.	1 1 1 1	Such an approach is difficult to enforce and is not something that would be considered. However, parking for visitors is something that is considered when a scheme is designed.
Collins Road	Request for access protection markings at all dropped kerbs on Collins Road between junctions with Armstrong Avenue & Aldrin Road.	1	This would not comply with DCC's policy which allows the markings to be used at key locations so that they will have greater impact.



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Location	Comment	No. of Responses	Response
Aldrin Road	Resident holds meetings for a local group, how will they be able to park?	1	This is something that will need to be considered when a scheme is designed.
Aldrin Road	The introduction of the scheme would mean more street furniture cluttering up the area.	1	It is likely that most of the roads will be subject to a zonal residents parking restriction which would mean that only signs would be required and these can normally be located on existing street furniture.
General	Concerned that the cost of permits will rise exponentially over the years.	1	The cost of permits covers the actual cost of implementing, enforcing and maintaining the residents parking schemes and are reviewed by DCC's Cabinet every year.
Rosebarn Lane	If one half of Rosebarn Lane are in favour but the other are not, will the parking habits on each half be taken into account?	1	The results do not indicate a difference between the top and bottom ends of Rosebarn Lane.
General	Why is there a comma on the postcard in the sentence "It is important to know the current views of everyone who might be affected, by new restrictions"?	1	This is a typographical error.
General	Why is there no phone number listed on the postcard?	1	For response to count, they must be made in writing. By providing a phone number there is an expectation that comments may be submitted verbally.
General	If residents parking goes ahead, how will the proposals be advertised?	1	The proposals would be advertised by public notice on the streets affected and in the back of the local newspaper. It is also likely that a maildrop will be arranged to those residents within the proposes area.

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Location	Comment	No. of Responses	Response
Mayflower Avenue	A new residents parking scheme is discriminatory to the disabled.	1	<p>It is not considered that a parking scheme discriminates against disabled.</p> <p>Blue badge holders are exempt from the restriction so may park without a permit.</p> <p>Those in need of care in the home may apply for an essential visitors permit for those visitors that are not already exempt from the parking restrictions.</p>

PTE/17/1

Place Scrutiny Committee  
10 January 2017

## **Section 106(S106)/Community Infrastructure Levy (CIL) and Monies for Highway Works**

### **Report of the Head of Planning, Transportation and Environment**

#### **1. Summary**

The County Council has a significant, statutory role as an infrastructure provider, particularly relating to transportation and education provision. This report sets out the way in which the County Council secures S106 contributions and works. It describes how it engages in the local planning process in identifying and securing appropriate infrastructure funding to support new development. Within the current planning regime, this process involves Section 106 agreements and the use of a Community Infrastructure Levy.

#### **2. The mechanisms for securing developer contributions for infrastructure**

New development often has an impact on existing infrastructure and public services. The County Council works alongside Local Planning Authorities (LPAs) (usually the District Councils) to set out infrastructure requirements associated with new development to be included within emerging Local Plans. More specifically, infrastructure requirements, dates for delivery and sources of funding are set out in specific Infrastructure Delivery Plans which accompany Local Plans, and the Council's own Transport Infrastructure Plan.

On a more detailed level, when planning applications are submitted, developer contributions can be made by an applicant to the relevant Local Authority to fund improvements required as a direct result of the proposed development. This infrastructure is considered to be required to make development acceptable in planning terms and is often specifically included within District Infrastructure Delivery Plans.

Developer contributions are usually secured through Section 106 Agreements or the implementation of a Community Infrastructure Levy (CIL).

#### Section 106 Agreements

Section 106 Agreements are legally binding agreements between the applicant, the LPA and the County Council as Highway Authority and Local Education Authority. These Agreements set out the infrastructure, or level of financial contributions to infrastructure delivery, which needs to be provided by the developer to make the development acceptable to the Local Authorities at specific times in relation to the development in question. Because Section 106 Agreements are negotiated on a case-by-case basis they often vary in their structure and format. In some cases development cannot continue beyond a certain stage until the necessary infrastructure is in place.

#### Community Infrastructure Levy

CIL is a relatively new mechanism for securing developer contributions towards infrastructure delivery. It is a standard levy charged and collected by LPAs (as opposed to the County Council) on developments of a certain type with charges being set on the basis of development size. CIL applies to residential development and in some cases is also collected on retail and commercial developments. LPAs identify the rate of levy to be

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applied on the basis of development viability rather than the type and scale of infrastructure which needs to be funded from it. The CIL rates are assessed by an independent Planning Inspector to consider their impact on development viability. This process can lead to the levy rates being altered. The LPA has to publish a list which sets out what CIL will be used to fund. The County Council provides advice as Highway Authority and Local Education Authority to inform the preparation of the CIL regimes in the Devon area. There is no firm link between viability and the list of items the CIL needs to fund. In practice there is nearly always a significant funding gap.

While it is not mandatory to implement a CIL, restrictions to the use of Section 106 Agreements effectively encourages this approach to infrastructure funding. In Devon, Exeter City, East Devon and Teignbridge District Councils have put in place a CIL regime while other LPAs are progressing similar CIL proposals.

The CIL regime establishes a range of infrastructure investment necessary to support the delivery of the Local Plan proposals, but once the developer has paid their CIL contribution, development can normally proceed and be implemented in full. Delivery of CIL-funded infrastructure is the responsibility of the appropriate Authority; in most cases the District Council or County Council. This is one of the principal differences between the CIL regime and Section 106 arrangements.

### **3. The County Council's role in the local planning process and its approach to securing developer contributions**

#### General approach

The County Council has a significant involvement in the local planning process. In particular, the Authority works proactively with the LPAs at all stages in the preparation of Local Plans, responds to planning applications and makes requests for infrastructure funding as Highway Authority and Local Education Authority. The Authority is a statutory consultee on these matters. Depending on the scale and nature of development, requests may also be made for developer contributions towards other infrastructure including library provision and extra care housing. The reorganisation of the internal planning teams to create a single planning unit which includes education planning has improved the effectiveness of the County Council's infrastructure planning and delivery functions.

The County Council generally responds to planning applications separately in its role as Highway Authority and Local Education Authority. Alternatively, for large scale, strategic applications on allocated sites where there may be significant infrastructure requirements, the planning team will prepare a single, corporate response on behalf of the County Council. Such responses cover highways and education together with other topics for which the County Council is responsible including libraries, extra care housing, minerals, waste and historic environment. As a guide, single County Council responses are generally made for housing applications of more than 350 houses or Local Plan allocated sites with significant infrastructure requirements.

When responding to planning applications as a consultee, officers liaise with the Local Member to inform them of the application, while discussions can take place to explain the nature of the application and the potential issues for consideration. This is particularly relevant if applications are large scale or contentious. Engagement also takes place with the relevant Cabinet Members.

## Assessing Section 106 transportation contributions

As Highway Authority, officers consider the transport impact that a development may have on the network by examining the detailed application form, drawings and, when required due to the scale of development, the Transport Statement or Transport Assessment submitted with the application. Through a consideration of the characteristics and condition of the current transport network and the likely development impact on the highway, a series of infrastructure requirements which the developer should provide, or to which they should contribute, are identified. Responses are prepared using local planning policy and national policy such as the National Planning Policy Framework. Every application is considered on its individual merits and therefore there is no formulaic response or calculation regarding developer contributions. Recent appeal experience has demonstrated that collecting contributions for a local transport related 'pot' is no longer acceptable. S106 contributions are required to be for specific works or items.

## Relationship with the County Council's capital programme

The County Council capital programme identifies the level of funding which is secured through developer contributions and spent on infrastructure. In addition, large numbers of minor infrastructure schemes such as junction improvements are provided 'in-kind' directly by developers through either S106 or S278 of the Highways Act where the developer delivers the scheme.

Irrespective of the type of infrastructure, any contributions sought must be directly related to the development in question. Paragraph 204 of the National Planning Policy Framework states that planning obligations must 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 to the development.

The application of these tests can cause concern at a local level where houses are being delivered but Section 106 contributions are limited only to those appropriate to meet the tests. Requests for inappropriate infrastructure requirements which do not meet the tests could lead to a planning appeal and potentially costs being awarded against the relevant Authority should an inspector consider requests to be non-compliant.

Whilst each application is considered individually, the County Council always considers the cumulative impact of development in assessing the appropriate level of contributions. This is easier where a Local Plan Authority has an adopted, and up to date, Local Plan.

More recently, the Government has introduced restrictions on the extent to which Section 106 contributions from a number of development proposals can be 'pooled'. This means that no more than five contributions can be aggregated in order to deliver a specific infrastructure requirement. This effectively encourages LPAs to prepare a CIL to appropriately fund infrastructure on large, strategic sites where several separate applications may be submitted.

## Community Infrastructure Levy

Unlike Section 106 Agreements, the CIL is related more closely to the Local Plan area rather than to specific, individual sites or applications. In some cases elements of infrastructure

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included within the CIL regime will be identified as being needed to support the delivery of a strategic development proposal included within the Local Plan.

The Infrastructure Delivery Plan prepared alongside each Local Plan will identify the full range of infrastructure required, and identify the extent to which funding is required from CIL. The County Council works closely with the LPAs to develop a robust Infrastructure Delivery Plan and identify the extent to which CIL funding will be required.

Having established the rate of CIL to be applied and the payment regime, the overall scale of CIL likely to be available can be estimated, but there is no direct link between the collection of CIL receipts and the timing for investment in infrastructure. The need for infrastructure provision may therefore occur before sufficient CIL income has been secured to allow its delivery.

Discussions are currently taking place with individual LPAs in order to establish effective procedures through which CIL funds can be made available to support infrastructure delivery for which the County Council is responsible. This includes discussions with the Section 151 Officers from the District Councils.

The objective is to establish a coordinated approach to capital programming and a clear mechanism through which early delivery of infrastructure can be secured. In the case of Section 106 Agreements, funding is secure and early delivery can often be supported in advance of actual payment receipt, and a similarly robust mechanism needs to be put in place where CIL is the main source of funding.

## **4. Challenges**

The County Council has an established approach and procedure for responding robustly to planning applications. This results in significant funding being secured for appropriate infrastructure where this is required to mitigate the impact of development. However, there are some challenges to the mechanism for securing developer contributions.

Firstly, it is important to acknowledge that the County Council is not the LPA. The statutory responses provided are used to inform the decision of the LPA, although there may be a number of competing planning issues associated with an application which affect the decision made and the level of contributions secured, even though the County Council is usually a signatory to the Section 106 Agreement. In addition, some LPAs have adopted policy positions which affect the level of contributions which they are prepared to secure. An example of this is where the LPA has adopted a position which means that they do not request contributions from the affordable housing element of a development. This sometimes results in a reduced contribution than that requested for education provision.

Secondly, viability can affect the level of contributions which, in the opinion of the applicant, a development can support whilst still providing a competitive return to the developer and landowner. Viability appraisals are often submitted with planning applications to demonstrate that the total level of contributions requested cannot be afforded which means that prioritisation over development funding is required. This can result in reductions in infrastructure funding secured even though the impact will be undiminished. It should be noted that the National Planning Policy Framework requires that development should provide competitive returns to willing landowners and developers. The levels of Section 106 contributions and CIL rates therefore have to be viewed in this context.

Thirdly, the position of the County Council as a significant infrastructure provider, but not a CIL Charging Authority (usually the District Council), is important. CIL receipts are collected by the LPA. The County Council then has to make a case to the LPA for an appropriate

amount of funding from CIL to be made available for County infrastructure. As already discussed, there are only two LPAs which currently charge CIL and therefore the mechanisms for ensuring that appropriate levels of funding are secured are still evolving. In general terms, in areas where CIL is in place, the County Council has less direct control of funding for County infrastructure which would have previously been secured through the Section 106 mechanism. It is therefore important to liaise on an ongoing basis with the LPAs to ensure the relevant funding is made available.

On a strategic level, the County Council has been successful in securing the funding required to deliver the transportation and education improvements needed to mitigate development impact. There are occasions when there is a necessary delay between the commencement of development and the provision of infrastructure because of competing infrastructure demands and the need for developer contributions to be paid in a timely manner to ensure development is viable. However, issues over cash flow can usually be overcome by flexibly improving infrastructure, securing funding from elsewhere (in the context of transport improvements) or applying temporary funding from other sources.

It should be noted that if insufficient funding is secured from development this has a significant impact on the ability to fund the necessary infrastructure, potentially resulting in a funding gap. This can be a particular issue in the case of education provision for which the only source of funding for additional capacity required to mitigate development is from developer contributions. For example, the principal source of schools funding from Government, the Basic Needs Capital Allocation, is specifically to meet educational needs resulting from demographic patterns, not new development. As such it is imperative that sufficient funding is secured from development.

## **5. Monitoring infrastructure funding from development**

Infrastructure funding from development is directly related to housing completions, whether the funding is secured through a Section 106 Agreement or whether it is derived through a CIL. This means that it is usually received in tranches. Contributions from various developments can often be aggregated (although recent regulations limit such 'pooling'). These arrangements mean that it is vital to monitor funding closely.

The County Council directly monitors existing infrastructure capacity, paying particular attention to highway and school capacities. In addition, the County Council monitors the receipt of funding from development in the context of agreed payment triggers and anticipated development trajectories. The increased use, investment in, and development of, appropriate software has improved the internal monitoring processes of the County Council. Ongoing discussions between the County Council and the LPAs are vital to ensure that funding is received when Section 106 Agreement triggers are reached. In areas where there is a CIL, the provision of funding for specific infrastructure is agreed at Member level and funding is usually provided as agreed to coincide with the actual provision of the infrastructure. A positive and collaborative relationship with the LPAs is vital.

## **6. Summary and conclusion**

The County Council has a robust procedure for informing Local Plan preparation and responding to planning applications, particularly as Highway Authority and Local Education Authority. Through such responses and ongoing discussions with applicants and the LPAs, contributions for infrastructure are secured through either through CIL or Section 106 Agreements. The way in which the County Council sets out appropriate levels of contributions is evidence-based, robust and relates to specific infrastructure requirements. Monitoring of funding receipts takes place through discussion with District Councils and a

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series of internal processes to ensure that the funding received matches that required and previously agreed.

Dave Black  
Head of Planning, Transportation and Environment

## **Electoral Divisions: All**

Cabinet Member for Economy, Growth and Cabinet Liaison for Exeter: Councillor Andrew Leadbetter

*Chief Officer for Communities, Public Health, Environment and Prosperity: Dr Virginia Pearson*

### Local Government Act 1972: List of Background Papers

Contact for enquiries: Brian Hensley

Room No. Lucombe House, County Hall, Exeter. EX2 4QD

Tel No: (01392) 383000

Background Paper	Date	File Reference
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Nil

bh061216psc Section 106 Community Infrastructure Levy and Monies for Highway Works  
hk 04 201216



HIW/17/58

Exeter Highways and Traffic Orders Committee  
4 July 2017

## Actions Taken Under Delegated Powers

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

**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 \*3 of the Meeting of this Committee on 12 July 2004 this report details the actions taken in respect of traffic regulation orders under Delegated Powers since the last meeting.

### 2. Actions on Advertised Traffic Orders

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 Chairman and local Members. Details of these matters are listed below.

Location	Proposal	Action
Newcourt Way	Road Humps	Road humps advertised and implemented after consultation with Local Member and HATOC Chair as no objections were received.
Hill Barton Road	Relocated Toucan Crossing as part of new development	Relocated crossing advertised after consultation with Local Member and HATOC Chair.
Various roads in Exeter	Various restrictions proposed as part of the annual local waiting restriction programme.	Traffic regulation order advertised following HATOC and local member approval and order part sealed for those elements that received no objections.

Meg Booth  
Acting Chief Officer for Highways, Infrastructure Development and Waste

### Electoral Divisions: All in Exeter

Local Government Act 1972

List of Background Papers

Contact for enquiries: James Bench

Tel No: 0345 155 1004

Background Paper

Date

File Ref.

None

jb060617exh  
sc/cr/action taken under delegated powers  
03 270617

