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

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

Date: 7 July 2023

Contact: Gerry Rufolo 01392 382299

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EAST DEVON HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Monday, 17th July, 2023

A meeting of the East Devon Highways and Traffic Orders Committee is to be held on the above date at 10.30 am at County Hall, Exeter to consider the following matters.

Donna Manson
Chief Executive

A G E N D A

PART 1 - OPEN COMMITTEE

1 Apologies

2 Election of Chair

To elect the Chair for the ensuing year.

NB: In accordance with the County Council's Constitution, The Chair and Vice Chair must be County Councillors. County and District Councillors may vote.

3 Election of Vice-Chair

To elect the Vice-Chair for the ensuing year.

NB: In accordance with the County Council's Constitution, The Chair and Vice Chair must be County Councillors. County and District Councillors may vote.

4 Minutes (Pages 1 - 6)

Minutes of the meeting held on 30 March 2023, attached.

5 Items Requiring Urgent Attention

Items which in the opinion of the Chair should be considered at the meeting as a matter of urgency.

MATTERS FOR DECISION

6 Local Waiting Restriction Programme (Pages 7 - 94)

Report of the Director of Climate Change, Environment and Transport (CET/23/52) together with supplementary plans, attached.

Electoral Divisions: All in East Devon

STANDING ITEMS

7 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](#).]

MATTERS FOR INFORMATION

8 Bus Users and Stakeholders (BUS) Forum

HATOC representative to update Members for information, on any meetings/progress (as appropriate).

9 Action Taken Under Delegated Powers (Pages 95 - 96)

Report of the Director of Climate Change, Environment and Transport (CET/23/53), attached.

Electoral Divisions: Broadclyst and Exmouth

10 HATOC References to Cabinet

To note for information, following Cabinet on 12 July 2023 in relation to:-

-Report of site visit on Speed Limit Honiton Road/Tithebarn Way Exeter (HATOC 30 March 2023, minute 47); and

-Report of Site Visit on Speed Limit Colyford and Colyton on B3161 (HATOC 30 March 2023, minute 49).

11 Dates of Future Meetings

Confirmation of meeting dates/venue are published on the Council's website:
[Browse meetings - East Devon Highways and Traffic Orders Committee - Democracy in Devon](#)

Tuesday 5 December 2023
Friday 19 April 2024.

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 the relevant Clerk.

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In relation to Highways and Traffic Orders Committees, any member of the District Council or a Town or Parish Councillor for the area covered by the HATOC who is not a member of the Committee, may attend and speak to any item on the Agenda with the consent of the Committee, having given 24 hours' notice.

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Declarations of Interest for Members of the Council

It is to be noted that Members of the Council 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.

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Induction Loop available



EAST DEVON HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

30 March 2023

Present:-

Councillors S Hughes (Chair), J Bailey, I Chubb (Vice-Chair), H Gent, M Hartnell, S Randall Johnson, R Scott, J Trail BEM and P Twiss

East Devon District Council

Councillor M Armstrong

Apologies:-

Councillors C Channon, I Hall, P Hayward and M Howe

* 43 Minutes

RESOLVED that the Minutes of the meeting held on 9 December 2022 be signed as a correct record.

[**N.B.** Arising on a question from the local Member on Minute *40 *Prohibition of Motor Caravans along a section of Foxholes Hill, Exmouth*, the Officer confirmed that the proposed restriction had been delayed but would be implemented shortly].

* 44 Items Requiring Urgent Attention

There was no item raised as a matter of urgency.

* 45 Bus Users and Stakeholders (BUS) Forum

The Committee noted the establishment of the Bus Users and Stakeholders (BUS) Forum by the Devon Bus Enhanced Partnership Board under the new Enhanced Partnership arrangements (more information on the Travel Devon website: [DevonBus Enhanced Partnership - Travel Devon](#))

RESOLVED that Councillor S Hughes be appointed to the Forum.

* 46 B3181 Moonhill Copse Pedestrian Crossing

(Councillor H Gent declared disclosable pecuniary interest in this item as the proposal may (indirectly) affect land in which he has an interest and left the meeting for duration of its consideration).

The Committee considered the Report of the Director of Climate Change, Environment and Transport (CET/23/24) on proposals for a signalised

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EAST DEVON HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

30/03/23

pedestrian 'puffin' crossing on the B3181, at Poltimore Way on the corner of Moonhill Copse.

There was currently a shared pedestrian and cycle path along the northern edge of the B3181 in this location, and a short pedestrian link to the Poltimore Gate bus stop on the southern edge. Pedestrians wishing to cross at this point – either to continue their onward journey or to reach the bus stop – must do so using a dropped kerb (uncontrolled) crossing. With the high volumes of traffic using this road and significant housing growth in the area, this presented a significant barrier to people using sustainable transport.

Arising on a Member's request, a break-down of the costs involved (estimated at £101,000) would be circulated to members.

Members also discussed the need for a holistic review for the process of the approval and installation of pedestrian crossings and other road safety infrastructure associated with more major residential developments and use of Section 106 resources. Members also referred to early 'future proofing' of road safety infrastructure pending agreed residential development and timely availability of S 106 monies, notwithstanding any cash flow implications and the need for early / timely local Member consultation.

It was **MOVED** by Councillor S Randall Johnson, **SECONDED** by Councillor R Scott and

RESOLVED

(a) that the proposed puffin crossing of the B3181 at Moonhill Copse, shown in the plans provided in Appendix 1, be approved for construction at an estimated cost of £101,000;

(b) that the Director of Climate Change, Environment and Transport be given delegated powers, in consultation with the Chair and the local County Councillors, to make minor amendments to the scheme details; and

(c) that a report be submitted for all Highways and Traffic Orders Committees on the current policy and processes for the approval and installation of road safety infrastructure associated with major residential developments.

* 47

Honiton Road/Tithebarn Way Junction Signalisation

The Committee considered the Report of the Director of Climate Change, Environment and Transport (CET/23/25) on the proposed signalisation of the existing junction of the C832 Honiton Road with the C836 Tithebarn Way. This would separate conflicting movements into different signal stages, reducing the likelihood of collisions. It was also likely to improve the efficiency of the junction, particularly in relation to facilitating right-turns from Honiton Road East to Tithebarn Way and facilitating turns out of Tithebarn Way.

As part of the scheme, it was proposed to install two staggered signalised pedestrian/cycle crossings, across Tithebarn Way and Honiton Road West and to install directional signage at the junction, to aid road users navigating the junction; and bus shelters would also be installed at the existing bus stops to the west of the junction. This would benefit users of these bus stops, including people switching to a bus from the nearby Park and Change.

The bus stop on the northern side of Honiton Road would also be relocated slightly, using a short section of new footway in the existing verge, to maximise the residual footway/cycleway space available.

Members referred to the need to reduce the speed limit to the approach to the junction from 40 mph to 30 mph in view of the current and proposed residential development in the area. Officers confirmed that this proposal would not be compliant with current Department of Transport and local policy guidance.

It was **MOVED** by Councillor H Gent, **SECONDED** by Councillor S Randall Johnson and

RESOLVED

(a) that the signalisation of the junction of Honiton Road and Tithebarn Way, as shown in Appendix I, at an estimated cost of £165,000 be approved; and

(b) that delegated authority be given to the Director of Climate Change, Environment and Transport, in consultation with the Chair and Local County Councillors, to approve minor changes to the scheme design; and

(c) that this Committee's proposal to reduce the speed limit on the Honiton Road from 40 mph to 30 mph be referred to Cabinet for approval as an exception to the Council's current policy.

* 48

Crossing improvement Clapper Lane Honiton

(Councillor P Twiss declared a personal interest in this matter)

The Committee considered the Report of the Director of Climate Change, Environment and Transport (CET/23/26) on a proposed scheme to make the current crossing point more visible to motorists through the use of coloured and textured surface and raising the crossing on a table which should slow motorists down on the approach and over the crossing point. Also mains powered school flashing 'wig wag' lights would be installed on both approaches to the school, further alerting motorists of the presence of children crossing at school travel time. Problematic parent parking opposite the school gates obscuring children at the crossing point, was to be addressed by 'Keep Clear' Zig Zag markings and accompanying Traffic Regulation Order and signage enabling enforcement to prevent this issue and providing a deterrent.

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It was proposed that the scheme would be externally funded through Honiton Town Council. Estimated costs at this stage of the design process were £33,807. Final cost estimates and funding would be agreed with the Town Council.

The Report also sought approval for £48,000 to take account of risks and contingencies that may be identified through the detailed design process.

Works will not be committed until the full funding package had been secured.

The local Member reported that only a limited amount of funding was available from the Town Council and there was likely to be a shortfall and proposed that this should be paid by the County Council.

The scheme would require a road closure for the works to take place.

It was **MOVED** by Councillor P Twiss, **SECONDED** by Councillor S Randall Johnson and

RESOLVED

(a) that the proposed scheme shown on Plan No: 22009/001 at an estimated cost of £48,000 be approved;

(b) that the Director of Climate Change, Environment and Transport be given delegated powers, in consultation with the Chair and the local County Councillor, to make minor amendments to the scheme details; and

(c) that the Director of Climate Change, Environment and Transport be requested to pay (from other budget lines) any shortfall in the external funding support from the Town Council for this project.

* 49

Colyford & Colyton on Coly Road (B3161): Speed Limit

In accordance with Standing Order 23(2) Councillor M Hartnell had requested that the Committee consider a request to extend the 30mph speed limit between Colyford & Colyton on Coly Road (B3161) in response to local concerns regarding the safety of pedestrians and the speed of traffic on this narrow and winding road where there was no pavement. Both Colyton Parish Council and the Colyford Village Residents Association supported the proposal.

The Director of Climate Change, Environment and Transport reported that the proposal had been subject to a SCARF process a number of years ago and could be looked at again, and that the proposal did not conform with current national and local policy guidance.

It was **MOVED** by Councillor M Hartnell, **SECONDED** by Councillor R Scott and

RESOLVED that that this Committee's proposal to extend the 30mph speed limit between Colyford and Colyton on Coly Road (B3161) be referred to Cabinet for approval, as an exception to current policy.

* **50** **Traffic Sensitive Routes Review**

The Committee noted the Report of the Director of Climate Change, Environment and Transport (CET/23/2) on a review of the traffic sensitive streets network across the County.

The County Council's legal duty under the Traffic Management Act 2004/Section 59 New Roads and Street Works Act 1991 was to co-ordinate works activities on the road network. As part of this duty, a power was afforded to the Council to enable the designation of certain streets as 'Traffic Sensitive'. When a street was designated 'Traffic Sensitive', timings of works could be better regulated to ensure the free flow of traffic so far as reasonably practicable through the Council's Permit for Works Scheme.

The last recorded full review had been undertaken in 2018. The review formed part of a 5 yearly routine review, designed to ensure that designations remained fit for purpose. The consultation would include all members and a website link would be forwarded.

The review aimed to consider strategic visions for network growth wherever possible. Works promoters might find adjusted restrictions on working practices/timescales (this included Devon County Council's contractors). However, the overall objective was to trigger early communication and better planning. It was not to prevent works taking place.

* **51** **Action Taken Under Delegated Powers**

The Committee noted the Report of the Director of Climate Change, Environment and Transport on actions taken in respect of traffic regulation orders under delegated powers since the last meeting.

* **52** **Dates of Future Meetings**

17 July, 5 December 2023 and 19 April 2024 (all to be held at County Hall, Exeter at 10.30 am).

NOTES:

1. *Minutes should always be read in association with any Reports for a complete record.*

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2. *If the meeting has been webcast, it will be available to view on the [webcasting site](#) for up to 12 months from the date of the meeting*

* **DENOTES DELEGATED MATTER WITH POWER TO ACT**

The Meeting started at 10.30 am and finished at 12.10 pm

CET/23/52
East Devon Highways and Traffic Orders Committee
17 July 2023

Local Waiting Restriction Programme

Report of the Director of Climate Change, Environment and Transport

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

1) Recommendation

That the Committee be asked to:

- (a) note the work on the local waiting restriction programme;
- (b) agree the recommendations contained in Appendix 2 to this report.

2) Background

In October 2022, a list of requests for new or amended waiting restrictions for the area was collated by the council. These requests have been considered by officers and proposals drafted. Officers have consulted the relevant local County Councillors and Chair/Vice Chair before they were advertised from 10 May until 2 June 2023.

A summary of the proposals advertised can be found in Appendix 1 and the associated plans have been attached as supplementary information to this report.

3) Consultations/Representations

Details of the objections received to these proposals, and the County Council's response are shown in Appendix 2 to this report.

Following advertisement:

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

4) Strategic Plan

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

5) Financial Considerations

The total costs of the scheme will be funded from the Minor Traffic Management Improvements budget, funded by Local Transport Plan grant.

There is a cost to the Council in advertising a new Traffic Order for each Committee Area, this will be approximately £1,500. In addition, the costs of any changes to signing or lining will be attributed to that Order.

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6) Legal Considerations

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

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

7) Environmental Impact Considerations (Including Climate Change)

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

- Enable enforcement to be undertaken efficiently.
- Encourage commuters to make more sustainable travel choices e.g. Car Share, Public Transport, Walking and Cycling.
- Assist pedestrians and other vulnerable road users in crossing the highway.

The Environmental effects of the scheme are therefore positive.

8) Equality Considerations

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

9) Risk Management Considerations

No risks have been identified.

10) Reasons for Recommendations

The proposals rationalise existing parking arrangements within the HATOC area by:

- Enabling enforcement to be undertaken efficiently.
- Encouraging those working in the town to make more sustainable travel choices e.g. Car Share, Public Transport, Walking and Cycling.
- Assist pedestrians and other vulnerable road users in crossing the highway.

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

Meg Booth

Director of Climate Change, Environment and Transport

Electoral Divisions: All in East Devon

Local Government Act 1972: List of background papers

Background Paper Nil

Contact for enquiries:

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sc/cr/Local Waiting Restriction Programme

02 060723

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Appendix 1 – to CET/23/52

Councillor	Plan Reference	Location	Parish/ Town	Proposals	Statement of Reasons
Christine Channon	ENV6030-110	Boucher Road	Budleigh Salterton	Introduce "No Waiting At Any Time" for approx. 50m between the driveways for Nos. 11 and 13 Boucher Road	To improve road safety and visibility
Christine Channon	ENV6030-119	East Budleigh Road	Budleigh Salterton	Introduce "No Waiting At Any Time" on East Budleigh Road on both sides of the access to Nos. 3-9 East Budleigh Road	To prevent obstructive parking and improve visibility
Christine Channon	ENV6030-28	Frewins	Budleigh Salterton	Introduce "No Waiting At Any Time" on both sides of the junction on Bedlands Lane with Frewins	To prevent obstructive parking and improve visibility
Christine Channon	ENV6030-116	Louisa Place, Exmouth	Exmouth	Introduce "No Waiting At Any Time" between No. 1 Louisa Place and Nos. 3-6 Adelaide Court	To prevent obstructive parking and improve visibility
Christine Channon	ENV6030-29	Maer Vale	Exmouth	Extend "No Waiting At Any Time" alongside No. 6 Maer Vale	To prevent obstructive parking
Christine Channon	ENV6030-113	Oldfields	Exmouth	Introduce "No Waiting At Any Time" on Oldfields at the junction with Salterton Road	To prevent obstructive parking
Christine Channon	ENV6030-123	Trefusis Place	Exmouth	Extend "No Waiting At Any Time" on the southern side from its junction with Rolle Road to No. 4 Trefusis Place	To prevent obstructive parking
Henry Gent & Sara Randall-Johnson	ENV6030-139 a	Younghayes Road	Cranbrook	Introduce "No Waiting At Any Time" on the junction of Younghayes Road, Seven Acres and Three Corner Field for the extent of the brick road surface	To prevent obstructive parking

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Councillor	Plan Reference	Location	Parish/ Town	Proposals	Statement of Reasons
Henry Gent & Sara Randall-Johnson	ENV6030-139 b	Younghayes Road	Cranbrook	Introduce "No Waiting At Any Time" on the junction of Younghayes Road, Copse Close and Barn Orchard meets for the extent of the brick road surface	To prevent obstructive parking
Henry Gent & Sara Randall-Johnson	ENV6030-139 c	Younghayes Road	Cranbrook	Introduce "No Waiting At Any Time" on the junction of Younghayes Road and Best Park for the extent of the brick road surface	To prevent obstructive parking
Henry Gent & Sara Randall-Johnson	ENV6030-139 d	Yonder Acre Way	Cranbrook	Introduce "No Waiting At Any Time" on the junction of Yonder Acre Way and Crabtree Close	To prevent obstructive parking and improve visibility
Henry Gent & Sara Randall-Johnson	ENV6030-139 e	Tillhouse Road	Cranbrook	Introduce "No Waiting At Any Time" on Tillhouse Road and Crannaford Lane between the entrances to Cranbrook Education Campus and Nos. 223-227 Tollhouse Road	To prevent obstructive parking and improve visibility
Jeffrey Trail & Richard Scott	ENV6030-194	Bapton Lane	Exmouth	Introduce "No Waiting At Any Time" at the junction with Hulham Road	To prevent obstructive parking and improve visibility
Jeffrey Trail & Richard Scott	ENV6030-118a	Burnside and Nutbrook	Exmouth	Introduce "No Waiting At Any Time" on the corner in front of Ratcliffe House	To prevent obstructive parking and improve visibility
Jeffrey Trail & Richard Scott	ENV6030-118b	Burnside and Nutbrook	Exmouth	Introduce "No Waiting At Any Time" on the junction of Nutbrook and Burnside	To prevent obstructive parking and improve visibility
Jeffrey Trail & Richard Scott	ENV6030-118c	Burnside and Nutbrook	Exmouth	Introduce "No Waiting At Any Time" around the turning head at the northern end of Nutbrook	To prevent obstructive parking and improve visibility

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Councillor	Plan Reference	Location	Parish/Town	Proposals	Statement of Reasons
Jeffrey Trail & Richard Scott	ENV6030-118d	Burnside and Nutbrook	Exmouth	Introduce "No Waiting At Any Time" at the junction of Burnside	To prevent obstructive parking and improve visibility
Jeffrey Trail & Richard Scott	ENV6030-131	Elm Grove	Exmouth	Replace the existing section of Limited Waiting outside of Elm Cottage with "No Waiting At Any Time"	To prevent obstructive parking
Jeffrey Trail & Richard Scott	ENV6030-108	Exeter Road (A376) and Rivermead Avenue junction	Exmouth	Introduce "No Waiting At Any Time" on east side of Exeter Road Introduce "No Waiting At Any Time" on both corners of the junction of Exeter Road with Rivermead Avenue Introduce advisory "Bus Stop Clearway" in front of the existing bus shelter	To improve road safety and visibility
Jeffrey Trail & Richard Scott	ENV6030-64	Hulham Road	Exmouth	Extend "No Waiting At Any Time" in front of No. 24 and No. 26 Hulham Road	To prevent obstructive parking
Jeffrey Trail & Richard Scott	ENV6030-35	Marley Road	Exmouth	Introduce "Bus Stop Clearway" on Marley Road opposite No. 2 Shackleton Close	To prevent obstructive parking
Jeffrey Trail & Richard Scott	ENV6030-200	Point Terrace	Exmouth	Introduce "No Waiting At Any Time" in front of House No. 13 Point Terrace Extend "No Waiting At Any Time" along the side of No. 5 Trinity Road	To prevent obstructive parking and improve visibility
Jeffrey Trail & Richard Scott	ENV6030-56	Road to Rolle Clinic junction with Beacon Place	Exmouth	Introduce "No Waiting At Any Time" on the junction of Road to Rolle Clinic with Beacon Place	To improve road safety and visibility
Jeffrey Trail & Richard Scott	ENV6030-4	Victoria Place	Exmouth	Introduce "No Waiting At Any Time" in front of Nos. 9-15 Victoria Place and along Albion Place from its	To prevent obstructive parking

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Councillor	Plan Reference	Location	Parish/ Town	Proposals	Statement of Reasons
				junction with Victoria Place to the existing restriction alongside No. 15	
Jeffrey Trail & Richard Scott	ENV6030-15	Withycombe Village Road	Exmouth	Upgrade advisory "School Keep Clear" to be mandatory	To improve road safety
Jeffrey Trail & Richard Scott	ENV6030-93	Exmouth Road	Lympstone	Upgrade the advisory "Bus Stop Clearway Advisory" to be mandatory	To prevent obstructive parking and to remark existing bay
Jeffrey Trail & Richard Scott	ENV6030-195	Longbrook Lane junction with Courtlands Lane	Lympstone	Introduce "No Waiting At Any Time" on the junction of Courtlands Lane, Sowden Lane and Longbrook Lane	To prevent obstructive parking and improve visibility
Jeffrey Trail & Richard Scott	ENV6030-47	Malt Field	Lympstone	Introduce "No Waiting At Any Time" into Malt Field from its junction with Longmeadow Road, and on the western side of the junction along Longmeadow	To prevent obstructive parking and improve visibility
Jeffrey Trail & Richard Scott	ENV6030-59	Strawberry Hill Junction with Longmeadow Road/ Church Road	Lympstone	Introduce "No Waiting At Any Time" on both sides of Strawberry Hill at its junction with Church Road/ Longmeadow Road, and non the northern sides of Church Road and Longmeadow Road around the junction	To improve road safety and visibility
Jess Bailey	ENV6030-61	Patteson Close, Alfington	Ottery St Mary	Introduce "No Waiting At Any Time" on both sides of Patteson Close its junction with Road Through Alfington	To prevent obstructive parking
Jess Bailey	ENV6030-88	Road from Kings School Cross to Salston Corner	Ottery St Mary	Introduce "No Waiting At Any Time" on both sides of Road from Kings School Cross to Salston Corner from its junction with Exeter Road and Barrack	To improve road safety

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Councillor	Plan Reference	Location	Parish/ Town	Proposals	Statement of Reasons
				Road for approx. 40 metres	
Marcus Hartnell	ENV6030-163	Harepath Road	Seaton	Extend "No Waiting At Any Time" in front of No. 2 Townsend Road	To prevent obstructive parking
Phillip Twiss	ENV6030-248	Station Road	Feniton	Upgrade advisory "School Keep Clear" markings to be mandatory	To prevent obstructive parking and waiting
Phillip Twiss	ENV6030-132	Streamers Meadow	Honiton	Extend "No Waiting At Any Time" on the eastern side of Streamers Meadows beside No. 1 Jerrard Close by approx. 7 metres southwards	To prevent obstructive parking and improve visibility
Stuart Hughes	ENV6030-191	Hillside	Sidbury	Introduce "No Waiting At Any Time" on Hillside from the junction with Ebdon Court outside Nos. 13 and 14 Hillside	To prevent obstructive parking and improve visibility
Stuart Hughes	ENV6030-146	Balfours	Sidmouth	Introduce "No Waiting At Any Time" at junction outside Nos. 33 & 47	To prevent obstructive parking and improve visibility
Stuart Hughes	ENV6030-145	Boughmore Road	Sidmouth	Introduce "No Waiting At Any Time" on Bickwell at its junction with Boughmore Road	To prevent obstructive parking and improve visibility
Stuart Hughes	ENV6030-162	Higher Fortescue	Sidmouth	Introduce "No Waiting At Any Time" on both corners of the junction of Higher Fortescue and Sid Road	To prevent obstructive parking and improve visibility
Stuart Hughes	ENV6030-147	Woolbrook Road	Sidmouth	Replace existing "No Waiting 10:00am to 6:00pm" to "No Waiting At Any Time" on the south side of the road, from its junction with Balfours to the bus stop opposite Manstone Avenue	To prevent obstructive parking

Summary of Submissions

ENV6030-110 - Boucher Road, Budleigh Salterton 5 respondents - 3 of Boucher Road, 1 outside Devon and 1 from Budleigh Salterton Town Council	
Comments	Devon County Council Response
<p>4 respondents oppose the proposals and 1 respondent provided no opinion.</p> <p>Objections:</p> <ul style="list-style-type: none"> • The reason given for the proposals (for road safety and visibility) is not correct or valid. • Restrictions would only benefit one household to the detriment of others. • Respondent believes the applicants originally wanted a white line opposite the driveway of No. 18. • Individual households can take measures to improve access to their property. • On-street parking is required for visitors and deliveries. • Any congestion is temporary and manageable. The street gets busier in summer with vehicles parking up to visit the beach. • Increased parking pressure during the summer affects all residents equally and should just be accepted as a consequence of living at Boucher Road. • Members of the public pay taxes and should have access to road parking. • Implementing this restriction is an inappropriate use of public funds. • Proposals would lead to spending of public funds for the benefit of one householder and detriment of others. • There are no issues with road safety. • There are no issues with visibility. • Boucher Road is a lightly used cul-de-sac that is used by residents for access only. • Restrictions would have a negative impact on residents. • It is extremely rare if ever that parking spaces on the road are full. • There are no or very few issues with safety. • Respondents suggest access issues can be dealt with between residents without restrictions. 	<p>Reason for Proposal: Introduce "No Waiting At Any Time" for approx. 50 metres between the driveways for Nos. 11 and 13 Boucher Road to improve road safety and visibility.</p> <p>Officer comments:</p> <p>This request has been progressed following assessment from the neighbourhood team and with approval from the County Councillor. It has been advertised to improve visibility for residents and vehicles travelling around the corner in Boucher Road.</p> <p>If the proposed restrictions are implemented it will still leave on-street parking availability for visitors and deliveries.</p> <p>It is not the responsibility of the County Council to provide parking on the public highway. There are no rights to park on the public highway and parking is only permitted at locations where it does not cause an obstruction to traffic movements or visibility.</p>

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<p>Suggestions:</p> <ul style="list-style-type: none"> As with outside No. 13, a solid white line is all that is needed. A 'please do not park opposite the drive' sign would resolve the issue. <p>Questions/Additional Info:</p> <ul style="list-style-type: none"> Budleigh Salterton Town Council did not object to this proposal. 	<p>Devon County Council do not mark access protection markings opposite dropped kerbs.</p> <p>Private signs are permitted as long as they are placed on private land and do not provide too much distraction for drivers.</p> <p>Town council response noted.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

ENV6030-119 - East Budleigh Road, Budleigh Salterton 1 respondent – Budleigh Salterton Town Council	
Comments	Devon County Council Response
<p>The Town Council do not object to the proposals.</p>	<p>Reason for Proposal: Introduce "No Waiting At Any Time" on East Budleigh Road on both sides of the access to Nos. 3-9 East Budleigh Road to prevent obstructive parking and improve visibility.</p> <p>Officer comments: Comments noted.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

ENV6030-28 - Bedlands Lane, Budleigh Salterton 2 respondents - 1 of Frewins and 1 from Budleigh Salterton Town Council	
Comments	Devon County Council Response
<p>1 respondent supports the proposals and 1 respondent provided no opinion.</p> <p>Supporting arguments:</p> <ul style="list-style-type: none"> Resident reports poor visibility due to current parking behaviour. Resident reports road safety issues. 	<p>Reason for Proposal: Introduce "No Waiting At Any Time" on both sides of the junction on Bedlands Lane with Frewins to prevent obstructive parking and improve visibility.</p> <p>Officer comments: Support noted. It is hoped that introducing the proposed restrictions will help with these issues at this junction.</p>

<p>Questions/Additional Info:</p> <ul style="list-style-type: none"> • Budleigh Salterton Town Council did not object to this proposal. 	<p>Town council response noted.</p>
<p>Recommendation</p> <p>It is recommended that the proposals are implemented as advertised.</p>	

ENV6030-116 - Louisa Place, Exmouth 9 respondents – 1 of Chapel Hill, 6 of Louisa Place, 1 of Louisa Terrace and 1 of Stevenstone Road	
Comments	Devon County Council Response
<p>4 respondents support the proposal and 5 respondents oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> • Restrictions are not necessary. • Previously advertised restrictions set to be implemented deal with the problems. • Resident doesn't believe there are significant issues with regards to obstructive parking and visibility. • The driveways around which the proposed new road markings are already clear of traffic due to current markings. • Current parking capacity is already insufficient. The proposals would reduce parking capacity and make parking more difficult. • Restrictions will make it harder for residents to park within walking distance of their homes. • Residents need to drive around the neighbourhood to find parking. This is particularly difficult for those with children. • Parked vehicles slow down traffic. • Resident reports speeding. <p>Supporting arguments:</p> <ul style="list-style-type: none"> • Respondent reports poor visibility due to inconsiderate parking. • Respondent reports poor visibility due to parked vehicles. • Parked vehicles either side of the entrance on the south side makes access almost impossible and would lead to visibility issues. • Restrictions would improve safety of vehicles and pedestrians. • Respondent reports access issues to their flat. • Respondent reports damaging their car due to restricted turning space. 	<p>Reason for Proposal:</p> <p>Introduce "No Waiting At Any Time" between No. 1 Louisa Place and Nos. 3-6 Adelaide Court To prevent obstructive parking and improve visibility.</p> <p>Officer comments:</p> <p>These restrictions have been proposed to assist with respondents accessing their properties and exiting out onto the road. This request has been progressed following assessment from the neighbourhood team and with approval from the County Councillor.</p> <p>We acknowledge that parking here is limited but respondents also require access to their off-street parking.</p> <p>Supporting arguments noted - It is hoped that introducing the proposed restrictions will help with these issues</p>

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- Respondent reports safety issues when exiting their drive and turning left.
- Louisa Place and Beacon Place are rat runs in both directions.
- Traffic speed makes exiting drive very difficult, which is exacerbated by parked cars opposite, narrowing the road. Road made narrower by cars parked outside 6, 8 and 16.

Suggestions:

- Respondent suggests it would be beneficial if this extension to the restrictions already approved for Spring 2023 could be implemented at the same time as the summer period sees the worst parking and therefore greatest danger.
- Consider a 20mph speed limit alongside the parking restrictions as cars already travel too fast on this narrow residential road and there are concerns that the improved visibility achieved through the new parking restrictions may encourage faster driving speeds. A lower speed limit would therefore be beneficial.
- Respondent suggests introducing residents only parking would be a better solution.
- Respondent suggests that this road, including Beacon Place, would be better if it were to be made into a one-way street, and with restricted parking, because there is insufficient room to accommodate parked vehicles on the one side plus two lanes of traffic passing in opposite directions.

Questions/Additional Info:

- If vehicles can't be restricted from parking opposite No 12 Louisa Place at any time (because the proposed restriction does not extend that far) is it possible to arrange for an "external traffic convex mirror" to be erected opposite the property to improve visibility vehicles approaching from the left?
- Respondent asked to check where on Louisa Place the proposed new no waiting at any time is going to start. On the plan it is in line with the start of Flat 6's balcony but the contractors guide marks on the road have a double white line drawn where the "NWAAT to be implemented Spring 2023" starts. Could you please confirm where parking will and will not be allowed after Spring 2023.
- The map is incorrect. Yellow lines appeared outside Numbers 18-20-22 a couple of years

Unfortunately we will not be able to mark these restrictions by the summer, though we hope to have them marked by the end of the year.

A change to the speed limit is outside the scope of this scheme.

A residents parking scheme is outside the scope of this scheme.

A one-way system is outside the scope of this scheme. Vehicles should allow others to pass and take turns when driving through the road.

We do not support the installation of mirrors on the highway as the disadvantages outweigh the benefits.

The lines shown in pink on the plan (ENV6030-116) will be implemented in Summer 2023. The lines drawn on the ground to guide the contractors where to mark the lines are from last year's East Devon Local Waiting Restrictions Review.

Drawings have been checked. The stated restrictions are outside the

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of the time) parked there, severely restricting respondents of Maer Vale's vision of traffic movements, in each direction of Cyprus Road, whilst exiting Maer Vale.

- The double yellow line restrictions in Cyprus Road are inadequate and need to be comprehensively extended.
- The double yellow lines in Cyprus Road at the junction with Maer Vale should be extended northwards to beyond Maer Vale House and southwards to the first entrance to Cyprus Gardens There should be "no waiting" restrictions for all Commercial Vehicles and Motor Homes in both Cyprus Road and Maer Vale.
- Due to the narrowness of the highway, parking in Maer Vale should be restricted to residents only and their visitors and traders.
- The double yellow lines in Cyprus Road at the junction with Salterton Road should be extended further down Cyprus Road to allow safer ingress from Salterton Road.
- The double yellow lines in Cyprus Road at the junction with Maer Vale should be extended northwards to beyond Maer Vale House and southwards to the first entrance to Cyprus Gardens.
- There should be "no waiting" restrictions for all Commercial Vehicles and Motor Homes in both Cyprus Road and Maer Vale.
- In the interest of road safety serious consideration should be given to the prohibition of HGVs using Cyprus Road due to the extensive residential parking allowed in the road. Alternative facilities exist via Salterton Road, the Rolle Road roundabout and Douglas Avenue.

Questions/Additional Info:

- Respondent reports refuse services not able to collect bins on May 25 due to parked cars.
- Respondent has undertaken their own risk assessment.
- Due to the curvature of the road consideration should be given to changing all parking arrangements from the eastern side of Cyprus Road to the western side of the road to allow for improved visibility from Maer Vale and the driveways of the odd numbered properties in Cyprus Road. Should this be done then sufficient "no waiting" restrictions must be introduced to facilitate adequate visibility on

then we can look to make amendments as part of a future review, if considered necessary.

A residents parking scheme is outside the scope of this scheme.

It is the drivers responsibility to park in appropriate locations which do not cause an obstruction to the highway.

<p>either side of the properties on the Western side of the road.</p>	
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

ENV6030-123 - Trefusis Place, Exmouth 10 respondents – 1 of Carlton Hill, 3 of Rolle Road and 6 of Trefusis Place	
Comments	Devon County Council Response
<p>2 respondents support and 8 respondents oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> • Most users are residents who are mindful of neighbour's needs for access. • Reducing parking spaces would lead to pressure on limited spaces further down Trefusis Place. • Obstructive parking is caused by non-residents for easy access to the beach and town. • It is often difficult to park. Parking is always extremely difficult for residents. • The road is used by people visiting the beach, instead of using car parks. • Parking issues are worse in summer. • Trefusis Place is a small and narrow road. • Trefusis Place is often used as a cut through. • Parking is especially difficult at the Carlton Hill end due to a resident parking multiple vehicles, some of which are large. • Proposals would create more congestion. • Proposals would create more difficulties for residents. • There is no need to remove 2 parking spaces. • Location of parking spaces is safe. • Narrow nature of the road and congestion act as traffic calming. Parking is already limited. • Respondent reports driveway being often blocked. • There is no need to remove two parking spaces. • Taking away a few of the limited spaces is not the answer. • Respondent requires 24 hour, nearby parking, in case of emergencies, for medical appointments and to run daily errands as a registered, full-time carer for their family member • Already lack of parking for residents. • Respondent's visitors can find it challenging to park. 	<p>Reason for Proposal: Extend "No Waiting At Any Time" on the southern side from its junction with Rolle Road to No. 4 Trefusis Place to prevent obstructive parking.</p> <p>Officer comments:</p> <p>These restrictions were proposed to enable garage owners to access their garages which can be obstructed by parked cars.</p> <p>While it is understood that parking in Trefusis Place is limited, access to off street parking should be available.</p>

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- Yellow lines in front of private garages make no sense.
- There is no need for restrictions in front of their garages. Residents try not to park in front of private garages.
- Every space is important to them and their everyday lives.
- Residents of Trefusis Place and Trefusis Road would not be appreciative of fighting for the few spaces they have.
- Complainants are not permanent residents and have no understanding of the daily difficulties permanent residents face, due to oversubscribed parking space.
- Reduced parking would have an adverse effect on the residents of Trefusis Place who pay considerable amounts of Council Tax.
- Residents require access to garages.
- Restrictions are proposed for where their guests and service providers park.

Supporting arguments:

- Respondent reports parked vehicles obstructing access to their property.
- Proposals would improve access to garages on Trefusis Place.

Suggestions:

- Respondent suggests changes need to be increased to include prohibition on motorhomes/ vans which constrict narrow lane preventing refuse/recycle collections & emergency services.
- Respondent suggests road should be residents parking only as during holiday periods it's impossible for residents to park bearing in mind its location to the seafront.
- Respondent suggests keeping the two spaces where they are.
- Respondent suggests that introducing residents parking would resolve the problem of camper vans being left in the road for very long periods of time causing further congestion.
- Respondent suggests a workable solution would be to have bollards at the Rolle Road end of Trefusis Place which would redirect the traffic up Carlton Hill. This would reduce the likelihood of Trefusis Place being used as a short cut which taxi drivers and lorries use.

Questions/Additional Info:

- If it is only double yellow lines that are being proposed that, presumably, means "Blue Badge"

Support noted

A motorhome prohibition is outside the scope of this scheme.

A residents parking scheme is outside the scope of this scheme.

The installation of bollards is outside the scope of this scheme.

<p>holders will not be prevented from taking over the current spaces which would defeat the object of the proposal unless “special” signage is installed.</p> <ul style="list-style-type: none"> • Where are we then supposed to park? • I have not seen notices posted about these changes in the road and wonder, in their absence, if the proposed alterations have been properly publicised so the procedure may not be legal. 	<p>Blue badge holders are able to park on no waiting at any time (double yellow lines) for up to three hours. However it is the responsibility of the driver to ensure the park appropriately where they do not cause an obstruction – this applies to all drivers including blue badge holders.</p> <p>Notices were erected for this scheme in all affected streets between 10 May – 2 June 2023. It is not a legal requirement for notices to be erected on street. However the documents were placed on deposit at County Hall, Topsham Road, Exeter, in the newspaper and on Devon County Council’s website.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

<p>ENV6030-139a - Younghayes Road, Cranbrook 12 respondents – 1 of Badger Way, 1 of Buzzard Way, 2 of Copse Close Lane, 1 of Crabtree Close, 1 of Island Avenue, 1 of Lower Ray, 1 of Three Corner Field, 1 of South Brook Meadow, 1 of Sparrow Drive, 1 of Younghayes Road and 1 from Cranbrook Town Council</p>	
Comments	Devon County Council Response
<p>12 respondents support the proposals.</p> <p>Supporting arguments:</p> <ul style="list-style-type: none"> • Respondent reports inappropriate parking. • Respondent reports poor visibility. • Parked vehicles reduce visibility. • Respondent reports road safety issues. • Respondent reports safety incidents. • Respondent reports safety issues due to inconsiderate parking. • Respondent reports obstructive parking. • Respondent reports issues with inconsiderate parking. • Visitors and residents park right up to the junction. • Restrictions are needed due to current parking behaviour. • Restrictions are essential to ensure safety. • Restrictions would reduce inappropriate parking. • Restrictions would reduce speeding. 	<p>Reason for Proposal: Introduce "No Waiting At Any Time" on the junction of Younghayes Road, Seven Acres and Three Corner Field for the extent of the brick surface to prevent obstructive parking.</p> <p>Officer comments: Supporting comments noted. It is hoped that introducing the proposed restrictions will help with these issues in this location.</p>

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<ul style="list-style-type: none">• Restrictions would improve access for emergency services.• Cranbrook Town Council supported the proposals for parking restrictions. <p>Suggestions:</p> <ul style="list-style-type: none">• All of the main routes such as Younghayes Rd, Burrough Fields, Tillhouse Rd, Yonder Acre Way and Court Royal need to be reviewed and preferably double yellow lined along the whole stretches where it is appropriate.• Double yellow lines on all corners intersection the main route through Cranbrook. More 'parking bays' where the wide pavements allow and speed bumps to calm traffic.• As there is a bus stop near this location can the no waiting restriction be extended down Younghayes Road.• All of Cranbrook's main roads and junctions need to be done and have people enforcing the restrictions. <p>Additional Info:</p> <ul style="list-style-type: none">• Not anywhere near the level of improvements we need in this town.• Current proposals do not address the major problems.	<p>As part of this traffic regulation order (TRO) other sites in Cranbrook have been considered. We are unable to extend the proposals/add more sites at this stage without re-advertising. If there are still problems following the implementation of these proposals then we can look to make amendments as part of a future review, if considered necessary.</p> <p>Once the TRO is sealed our enforcement team will be able to attend site to enforce the restrictions.</p> <p>This request has been progressed following assessment from the neighbourhood team, with the town council and with approval from the County Councillors.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised</p>	

ENV6030-139b - Younghayes Road, Cranbrook
8 respondents – 1 of Badger Way, 2 of Copseclose Lane, 1 of Crabtree Close, 1 of Lower Ray, 1 of Sparrow Drive, 1 of Sweet Chestnut and 1 from Cranbrook town Council

Comments	Devon County Council Response
<p>8 respondents support the proposals.</p> <p>Supporting arguments:</p> <ul style="list-style-type: none"> • Restrictions would improve safety. • Respondent reports safety issues. • Restrictions would improve driving conditions. • Parked vehicles at junction lead to safety issues. • Without restrictions, people park right up to the junction. • Restrictions would be a start to solving issues. • Respondent reports parking issues during peak school drop off and pick up times. • Respondent reports issues with inconsiderate parking. • Respondent reports poor visibility. • Restrictions would improve access for emergency services. • Cranbrook Town Council supported the proposals for parking restrictions. <p>Suggestions:</p> <ul style="list-style-type: none"> • Double yellow lines on all corners intersecting the main route through Cranbrook. More 'parking bays' where the wide pavements allow and speed bumps to calm traffic. • Not anywhere near the level of improvements we need in this town. 	<p>Reason for Proposal: Introduce "No Waiting At Any Time" on the junction of Younghayes Road, Copse Close and Barn Orchard meets for the extent of the brick road surface to prevent obstructive parking.</p> <p>Officer comments:</p> <p>Supporting comments noted. It is hoped that introducing the proposed restrictions will help with these issues in this location.</p> <p>As part of this traffic regulation order (TRO) other sites in Cranbrook have been considered. We are unable to extend the proposals/ add more sites at this stage without re-advertising. If there are still problems following the implementation of these proposals then we can look to make amendments as part of a future review, if considered necessary.</p> <p>This request has been progressed following assessment from the neighbourhood team, with the town council and with approval from the County Councillors.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised</p>	

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ENV6030-139c - Younghayes Road, Cranbrook

5 respondents – 1 of Badger Way, 1 of Copseclose Lane, 1 of Crabtree Close, 1 of South Hayes Meadow and Cranbrook Town Council

Comments

Devon County Council Response

5 respondents support the proposals.

Supporting arguments:

- Site is occasionally a problem.
- Respondent reports issues with inconsiderate parking.
- Respondent reports poor visibility.
- Restrictions would improve safety.
- Restrictions would improve access for emergency services.
- Cranbrook Town Council supported the proposals for parking restrictions.

Suggestions:

- Respondent suggests adding restrictions the Higher Meadow side, as parking here would reduce visibility from that side of the junction.
- Respondent suggests double yellow lines on all corners intersection the main route through Cranbrook. more 'parking bays' where the wide pavements allow and speed bumps to calm traffic.
- Respondent is surprised to see it is not matched with the Higher Meadow side for completeness.

Additional Info:

- Limited restrictions would move parking issues to Higher Meadow.
- Seems less of a problem typically than 139a and 139b.

Reason for Proposal:

Introduce "No Waiting At Any Time" on the junction of Younghayes Road and Best Park for the extent of the brick surface to prevent obstructive parking.

Officer comments:

Supporting comments noted. It is hoped that introducing the proposed restrictions will help with these issues in this location.

We are unable to extend the proposals at this stage without re-advertising. If there are still problems following the implementation of these proposals then we can look to make amendments as part of a future review, if considered necessary.

Recommendation

It is recommended that the proposals are implemented as advertised.

ENV6030-139d – Yonder Acre Way, Cranbrook

13 respondents – 1 of Badger Way, 1 of Copseclose Lane, 5 of Crabtree Close, 1 of Lower Ray, 1 of Porter Grove, 1 of Rush Meadow Road, 1 of Sparrow Drive, 1 of Yonder Acre Way and 1 from Cranbrook Town Council

Comments	Devon County Council Response
<p>13 respondents support the proposals.</p> <p>Supporting arguments:</p> <ul style="list-style-type: none"> • Respondent reports poor visibility due to current parking behaviour. • Respondent reports road safety issues. • Section is difficult to navigate due to parked vehicles. • The junction is very dangerous. • Restrictions would increase road safety. • Restrictions would increase safety for pedestrians. • Restrictions would improve access for emergency services. • Restrictions are required. • Current parking arrangements turn road into single track road with no passing place. • It's particularly nasty to cross the road at Crabtree Close as there is no visibility due to parked cars on Yonder Acre Way. • Cranbrook Town Council supported the proposals for parking restrictions. <p>Suggestions:</p> <ul style="list-style-type: none"> • Respondent suggests double yellow lines on all corners intersecting the main route through Cranbrook. More 'parking bays' where the wide pavements allow and speed bumps to calm traffic. • Respondent suggests extending the restrictions beyond the dropped kerbs on Yonder Acre, and is concerned that restrictions stopping short will encourage parking across dropped kerbs. • Respondent suggests this whole section should have double yellow lines so people will then park in their spaces behind their houses. • Respondent believes that there should be a restriction on the angled parking occurring along every parking bay on the same stretch. This angled parking reduces the road to a single lane, exacerbating the problem further. • Respondent suggests additional measures need to be put in place to prevent people parking diagonally into the visitor bays causing them to 	<p>Reason for Proposal: Introduce "No Waiting At Any Time" on the junction of Yonder Acre Way and Crabtree Close to prevent obstructive parking and improve visibility.</p> <p>Officer comments:</p> <p>Supporting comments noted. It is hoped that introducing the proposed restrictions will help with these issues in this location.</p> <p>We are unable to extend the proposals at this stage without re-advertising. If there are still problems following the implementation of these proposals then we can look to make amendments as part of a future review, if considered necessary.</p> <p>As part of this traffic regulation order (TRO) other sites in Cranbrook have been considered. We are unable to extend the proposals/ add more sites at this stage without re-advertising. If there are still problems following the implementation of these proposals then we can look to make amendments as part of a future review, if considered necessary.</p> <p>It is the drivers responsibility to park in appropriate locations which do not cause an obstruction to the highway.</p> <p>Once the TRO is sealed our enforcement team will be able to attend site to enforce the restrictions.</p>

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<p>stick out into the road. This area is extremely hazardous.</p> <ul style="list-style-type: none"> Respondent would only advocate if the restrictions will be enforced. Respondent understands that these roads are not currently adopted and therefore parking restrictions have no ability to be enforced. <p>Questions/additional info;</p> <ul style="list-style-type: none"> This should be 'Yonder Acres Way' not 'Younghayes Road' on the reference name. 	<p>The plan is titled 'Yonder Acre Way, Cranbrook' however the file name is Younghayes Road, we apologise for this error.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

<p>ENV6030-139e - Tillhouse Road, Cranbrook 35 respondents – 1 of Alma Villa Rise, 1 of Badger Way, 1 of Blacksmith Drive, 2 of Buzzard Way, 1 of Chaffinch Rise, 2 of Copseclose Lane, 5 of Crabtree Close, 2 of Crannaford Lane, 1 of High Street (Bradninch), 1 of Home Close, 1 of Kingfisher Rise, 2 of Lower Ray, 1 of Market Square (Axminster) 1 of Mead Cross, 1 of Morgan Sweet, 1 of Porter Grove, 1 of Pitt Park, 1 of Sparrow Drive, 1 of Station Road (Ide), 1 of Stone Barton, 1 Sweet Coppin, 3 of Tillhouse Road, 1 of Yarlinton Mill, 1 of Yonder Acre Way and 1 from Cranbrook Town Council</p>	
Comments	Devon County Council Response
<p>30 respondents support and 5 respondents oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> Restrictions would reduce parking capacity for visitors. Residents need on street parking. Residents should be offered alternative parking. Restrictions are not the correct approach. People will always need to drop off and pick up their kids to and from school. Restrictions would just move the parking problems. Respondent expresses concerns about visitor parking. Most of the time there are no parking issues. Restrictions are disproportionate. Issue requires a pragmatic approach. Restrictions have a negative impact on access to their property. Respondent expresses concern that restrictions would exacerbate existing parking issues. 	<p>Reason for Proposal: Introduce "No Waiting At Any Time" on Tillhouse Road and Crannaford Lane between the entrances to Cranbrook Education Campus and Nos. 223-227 Tollhouse Road to prevent obstructive parking and improve visibility.</p> <p>Officer comments: Opposition comments noted. It is considered that some restrictions are required in this area. This request has been progressed following assessment from the neighbourhood team, with the town council and with approval from the County Councillors.</p>

Supporting arguments:

- Respondent reports poor visibility.
- Restrictions would improve safety.
- Respondents express safety concerns with current parking practice – respondents reported particular concern at school drop off and pick up times.
- Current situation is an accident waiting to happen.
- Respondent reports high traffic speed.
- Visitors and residents park right up to the junction.
- Parked vehicles at junctions reduce visibility for pedestrians and cyclists.
- Site is a high-risk area.
- Respondent reports obstructive parking during peak school drop off and pick up times.
- Issues are exacerbated when large vehicles and local services need access.
- Restrictions would improve access for emergency services.
- Restrictions are essential to improve flow of traffic
- No place for cars on a pavement near a school.
- Restrictions are needed due to current dangerous parking behaviour.
- Junction is difficult to navigate.
- Restrictions would make children's and community's life safer.
- Restrictions are essential outside a school.
- Parked vehicles turn road into a single lane.
- Parked vehicles would lead to dangerous driving.
- Cranbrook Town Council supports the proposals for parking restrictions around the Education Campus, either in isolation or in conjunction with the approved town centre infrastructure planning application 21/2509/MRES.

Suggestions:

- Respondent suggests that perhaps the restriction could be imposed during set hours rather than being permanent.
- Respondent suggests respondents should be offered the chance to purchase parking permits, so only the residents can park.
- Respondent suggests more 'parking bays' where the wide pavements allow and speed bumps to calm traffic.
- Respondent suggests that this is a growing town and growing school and proper infrastructure is needed to support this. There is currently ample green space on Crannaford Lane for the road to be widened, allowing for parking and 2 cars to pass, this would alleviate many of the school drop off and collection issues.
- Yellow lines will be welcome if enforced.

Supporting comments noted.

It is hoped that introducing the proposed restrictions will help with these issues in this location.

It is the drivers responsibility to park in appropriate locations which do not cause an obstruction to the highway.

We would not consider changing the restriction type at this stage and would not be able to do so without readvertising.

A residents parking scheme is outside the scope of this waiting restrictions review.

Amending the design of the road to create more parking spaces and road humps is outside the scope of this scheme.

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- Respondent suggests parking for the school will now be an issue that will need to be addressed, as this will take a number of spaces away.
- Respondent suggests that at the moment cars park at the end of the road on the junction making it difficult to enter and exit the road during school times and is unsafe for people crossing. Request if this be extended to the end part of Stone Barton on the junction to avoid the increase of people parking there.
- Respondent suggests double yellow lines on all corners intersection the main route through Cranbrook.
- Respondent suggests that having double yellow lines in all of those junctions would deter people from parking there and would make it safer.
- Respondent suggests it would be very beneficial if the lines planned were to be extended to 205 Tillhouse Road, i.e. the small amount of houses by the campus - rather than stopping at 223 Tillhouse. Respondent suggests to visit the school at school time to witness how bad this is and how extending the lines would assist further.
- Respondent suggests the section running along the west side of Tillhouse Road needs to be extended past the houses to the next drop kerb. This section always causes congestion and reduces visibility of the adjacent pavement.
- Respondent suggests yellow lines need to cover a greater area than this as the traffic situation outside the school is a nightmare. Yellow zig zags and sign posting are needed as otherwise people will still just park on the lines during pick up times.
- Respondent suggests further parking restrictions or lay-bys need to be added in along Tillhouse Road to make this worthwhile.
- Respondent suggests that this proposal should be considered alongside ENV6030-139d and thoughts made to the impact of these measures on surrounding areas.

Questions/Additional Info:

- Site is most important area in this set of proposals.
- Respondent reports driving on pavements.
- Traffic volume is unsustainable.
- Planned housing would exacerbate inconsiderate and dangerous parking.
- Respondent reports antisocial behaviour due to inconsiderate parking.
- Parking towards Rush Meadow Road will be made more dangerous and also cause the parking issues to spread onto Rush Meadow Road. This road is used by many children to cross when walking to school and

Once the TRO is sealed our enforcement team will be able to attend site to enforce the restrictions.

We are unable to extend the proposals at this stage without re-advertising. If there are still problems following the implementation of these proposals then we can look to make amendments as part of a future review, if considered necessary.

It is the drivers responsibility to park in appropriate locations which do not cause an obstruction to the highway.

Anti social behaviour can be reported to the police.

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<p>this will only lead to an increased risk of incident when cars are parked along there. In addition, the risk of vehicles parking on the crossroad at Rush Meadow Road will increase further causing danger.</p> <ul style="list-style-type: none"> Respondent states that road safety was not considered when school and road were designed. Respondent reports bad traffic. Respondent states that have to park on the road and junctions as there is no alternative parking. 	<p>If further restrictions are required or amendments to these restrictions are considered necessary then they can be considered as part of a future waiting restrictions review.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised</p>	

ENV6030-194 - Bapton Lane junction with Hulham Road, Exmouth 1 respondent – 1 of Hulham Road	
Comments	Devon County Council Response
<p>1 respondent supports the proposals.</p> <p>Supporting arguments:</p> <ul style="list-style-type: none"> This turn is used by a regular Monday to Saturday bus service. The proposal will improve access and visibility to and from Bapton Lane. <p>Suggestions:</p> <ul style="list-style-type: none"> Respondent suggests the restriction on the north side of Bapton Lane should be extended to outside No. 5 Bapton Lane, as this is the part of the highway is often used by the bus stopping at the start of the 'Hail and Ride' section. 	<p>Reason for Proposal: Introduce "No Waiting At Any Time" at the junction of Bapton Lane and Hulham Road to prevent obstructive parking and improve visibility.</p> <p>Officer comments:</p> <p>Support noted.</p> <p>We are unable to extend the proposals at this stage without re-advertising the proposals. If there are still problems following the implementation of these proposals then we can look to make amendments as part of a future review, if considered necessary.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

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ENV6030-118c Burnside and Nutbrook, Exmouth 2 respondents – 2 of Nutbrook	
Comments	Devon County Council Response
<p>1 respondent opposes the proposals. 1 respondent did not indicate whether they support or oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> • Respondent does not have alternative parking. • Lack of parking would impact the value of the property and its saleability. • Respondent needs parking close to home. • Lack of parking would impact respondent performing their job. • Limited garage space requires respondent to park their work vehicle on the highway. • There are no issues with obstructive parking. • Reduced parking would have a negative impact on neighbour relationships. <p>Suggestions:</p> <ul style="list-style-type: none"> • Respondent suggests that the whole turning circle does not need to be restricted, only half. There are no visibility issues as the road goes to a dead end with a continuous footway. • Respondent suggests a better idea would be to issue parking allocation to each property and make Burnside a one-way system. <p>Questions/Additional Info:</p> <ul style="list-style-type: none"> • Respondent reports vehicles using the turning circle to park on specific dates without causing any issues for turning. 	<p>Reason for Proposal: Introduce "No Waiting At Any Time" around the turning head at the northern end of Nutbrook to prevent obstructive parking and improve visibility.</p> <p>Officer comments:</p> <p>This proposal was progressed (with sites 6030-118b & 6060-118d) due to reports of obstructive parking and poor visibility at the junctions and turning head in Nutbrook & Burnside. This request has been progressed following assessment from the neighbourhood team and with approval from the County Councillor.</p> <p>The proposed restrictions would still leave space for on-street parking.</p> <p>A one-way system is outside the scope of this scheme.</p> <p>The restrictions are proposed for the whole turning head so that it can be used for vehicles to turn and to prevent access to off-street parking from being blocked.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

ENV6030-108 - Exeter Road (A376) and Rivermead Avenue junction, Exmouth 2 respondents – 1 of Exeter Road and 1 of Hulham Road	
Comments	Devon County Council Response
<p>1 respondent supports and 1 respondent opposes the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> • There are no parking issues. • Restrictions would be a waste of money. <p>Supporting arguments:</p> <ul style="list-style-type: none"> • This will improve visibility for vehicles exiting Rivermead Avenue. <p>Suggestions:</p> <ul style="list-style-type: none"> • Spend the money on filling potholes instead. 	<p>Reason for Proposal: To:</p> <ul style="list-style-type: none"> • Introduce "No Waiting At Any Time" on East side of Exeter Road. • Introduce "No Waiting At Any Time" on both corners of the junction of Exeter Road with Rivermead Avenue. • Introduce advisory "Bus Stop Clearway" in front of the existing bus shelter to improve road safety and visibility. <p>Officer comments:</p> <p>This request has been progressed following assessment from the neighbourhood team and with approval from the County Councillor to prevent parking on the main route into Exmouth.</p> <p>It is considered worthwhile to prevent parking here to increase visibility for drivers exiting Rivermead Avenue.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

ENV6030-64 - Hulham Road, Exmouth 5 respondents – 4 of Hulham Road and 1 of Springfield Road	
Comments	Devon County Council Response
<p>3 respondents support and 2 respondents oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> • While vehicles that make exiting and entering driveways difficult, they also reduce traffic speeds. • Restrictions would remove parked vehicles which slow down traffic. • Restrictions would remove two parking spaces. • Parking vehicles causes oncoming traffic to slow down. • The proposed restrictions would lead to speeding. • Parked vehicles assist the flow of traffic in Hulham Road. • Parked vehicles are visible well before the bend. 	<p>Reason for Proposal: Extend "No Waiting At Any Time" in front of House No. 24 and No. 26 Hulham Road to prevent obstructive parking.</p> <p>Officer comments:</p> <p>While the proposed restrictions would remove two parking spaces they were proposed to assist large vehicles to make the turn around the sharp bend here. The introduction of these restrictions will make it safer for larger vehicles, and other vehicles to turn the corner.</p>

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- Restrictions would increase road safety issues for numbers 20 and 22 Hulham Road.
- Proposals would excessively increase danger to vehicles exiting Phillipps Avenue and turning right.
- The proposed extension of existing restrictions is unnecessary.
- Respondent experiences no visibility issues when exiting their drive.
- Restrictions would move parking and exacerbate problems further along the road.
- Traffic in the day when there are fewer parked cars drive much faster than at night when vehicles are parked around the corner.

Supporting arguments:

- Proposal will improve visibility on corner.
- Most hazardous place along Hulham Road.
- Respondent reports having seen a host of accidents involving motorised traffic and pedestrians at this site.
- Parked vehicles make access to driveways very difficult.
- Parked vehicles increase danger to all other road and pavement users.

Suggestions:

- Respondent suggests the plans should include the junction of Springfield Road and Hulham Road, which is a no. 7 bus route. Parking at this junction is a major problem, especially when building work is taking place and when Withycombe rugby club is being used. Often visibility is impossible due to vehicles parked at this junction, making it very dangerous for pedestrians, cyclists and vehicles.
- Respondent thinks yellow lines across the road, right at the very bottom of Phillipps Avenue would be useful as well as further along Hulham Road, outside of the shop. Traffic parked here often causes queuing traffic, obstructed by the parked vehicles.
- Respondent suggests there are two further places to add no waiting at any time:
 - a) Hulham Road, south side outside Hulham Road Stores, from Grange Avenue to no.14 Hulham Road. Hulham Road narrows here, and parked vehicles cause significant congestion.
 - b) Hulham Road north side at junction with Exeter Road, from outside 162 Exeter Road to the marked bus stop. Parked vehicles in this area inhibit turning into Hulham Road from

The road is 30mph and drivers should adhere to this. There is occasional police enforcement to ensure speed compliance.

Supporting comments noted.

We are unable to extend the proposals or add further sites at this stage without re-advertising. These comments will be passed on to the County Councillors and the neighbourhood team for consideration in a future waiting restrictions review.

Exeter Road, especially northbound, especially regular daily buses.	
Recommendation It is recommended that the proposals are implemented as advertised.	

ENV6030-35 - Marley Road, Exmouth 1 respondent – 1 of Hulham Road	
Comments	Devon County Council Response
<p>1 respondent opposes the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> There is no bus route using this part of Marley Road. The route was changed from April 2023. 	<p>Reason for Proposal: Introduce "Bus Stop Clearway" on Marley Road opposite No. 2 Shackleton Close to prevent obstructive parking.</p> <p>Officer comments: It seems that the bus route has now changed so this proposal will not be implemented as the bus stop is no longer operational.</p>
Recommendation It is recommended not to implement this proposal.	

ENV6030-200 - Point Terrace, Exmouth 5 respondents – 4 of Point Terrace and 1 of Clyst Heath (Out of area)	
Comments	Devon County Council Response
<p>5 respondents oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> Proposals are greatly in excess of what is required to solve a minor issue. The proposal to reduce the parking in this area by 6 or 7 spaces seems excessive. Proposals for the section outside number 13 Point Terrace seem excessive and unnecessary. Extend of the proposals is unnecessary. No cars/trucks/vans try/need to turn right out of Trinity Road into Point Terrace so no space on the opposite side is needed for turning. Refuse services always reverse down the road. Parking is only a bit of an issue during the summer, during weekends but residents have always managed. Reducing the amount of parking to such a degree is ridiculous. There are already yellow lines in place that help with the turning between Point Terrace and Trinity Road. 	<p>Reason for Proposal: To:</p> <ul style="list-style-type: none"> Introduce "No Waiting At Any Time" in front of House No. 13 Point Terrace Extend "No Waiting At Any Time" along the side of No. 5 Trinity Road" <p>to prevent obstructive parking and improve visibility.</p> <p>Officer comments: This request has been progressed following assessment from the neighbourhood team and with approval from the County Councillor. The restrictions were proposed to assist with visibility and traffic flow.</p>

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- Losing 6-7 parking spaces would have a huge impact on all residents.
- Respondent can understand the need to stop parking outside No. 5 Trinity Road to allow for emergency service vehicles, but the section outside No. 13 Point Terrace is excessive and unnecessary.
- Parking arrangements have worked for a long time. Parking is already limited, more so in summer with visitors.
- Residents are happy with current solutions.
- Many residents already regularly park in the car park in the summer season.
- Proposal is due to complaints from council refuse team.
- Proposals are made based on complaints from Council refuse teams who can easily walk the 200 yards to collect the 7 bins that sit inside the proposed area.
- Restrictions would remove two parking spaces in front of respondents property.
- Restrictions would remove another 5 parking spaces on the opposite side of the road.
- Losing 7-8 spaces on top of proposed respondents parking is ridiculous.
- Losing 7-8 spaces on top of proposed respondents parking would impact all residents.
- Proposals are made by non-residents and understand how respondents make the parking work.
- Non-residents would not have to bear the negative impact of the changes.
- Holiday rentals already have to regularly park in the car park at great cost.
- Respondent reports Marina residents parking on Point Terrace.
- Respondent reports business vehicles and residents from Shelley Road parking on Point Terrace.
- Restrictions would impact on the value of resident's property. Restrictions would impact respondent through reduced value and potential of having to pay for two cars in the car park.
- Restrictions could lead to vehicles taking up space used by other residents

Suggestions:

- Respondent suggests to make Trinity Road one way, from Point Terrace to Camperdown Terrace. This would mean yellow lines directly outside 13 Point terrace wouldn't be necessary.

Following comments received it is considered there may be scope to reduce the length of the proposals it is therefore recommended to carry out a site visit to investigate options.

<ul style="list-style-type: none"> • Respondent suggests it would be more prudent to make this a one-way system (from Point Terrace into Camperdown Terrace). • Respondent suggests all that is required is a 2 metre stretch of double yellows on the immediate area on the corner of Trinity Road and Point Terrace. • Respondent suggests double yellow lines around the corner to allow the refuse truck and other vehicles regular access - 1 space- might be a good idea, but not the whole length outside No. 13. 	<p>A one-way system would not be considered as it would increase the speed of traffic in this residential area with low volumes of traffic.</p>
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Recommendation
 It is recommended that a site meeting is undertaken with the local County Councillors to review objections and the site prior to making a decision on whether the advertised restriction (or any part of that restriction) should be progressed with the final decision delegated to the Director of Climate Change, Environment and Transport in consultation with the local County Councillors and HATOC Chair.

ENV6030-56 - Beacon Place, Exmouth 10 respondents – 6 of Beacon Place, 1 of Chapel Hill, 2 of Rolle Villas and 1 of Stevenstone Road	
Comments	Devon County Council Response
<p>6 respondents support and 4 respondents oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> • Proposals would remove 1.5 parking spaces. • Proposals unnecessarily remove on-street parking. • Parking is already limited. • Current parking capacity is already insufficient. • Parking is already an issue. • Respondent has heard that there has never been an accident in 30 years. • There is no history of vehicular or pedestrian accidents occurring at the junction. • There are double yellows on both sides of the road turning right past the church and to turn left is an easy manoeuvre as the road is wide enough. • Long double yellow lines are not required here. • Beacon Place provides access to neighbouring properties some of which have off road parking provision. • Resident parking in Beacon Place is extremely competitive. • Reducing parking will make life even more difficult for local residents, most of which are elderly. 	<p>Reason for Proposal: Introduce "No Waiting At Any Time" on the junction of Road to Rolle Clinic with Beacon Place to improve road safety and visibility.</p> <p>Officer comments:</p> <p>This request has been progressed following assessment from the neighbourhood team and with approval from the County Councillor to improve visibility for vehicles exiting Road to Rolle Clinic. The proposed restriction is only for approximately 6 metres outside 11 Beacon Place. The highway code states that vehicles should not park next to a junction.</p>

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- Heavy goods vehicles regularly reverse down the cul-de-sac without difficulty.
- Restrictions would make it harder for residents and visitors to find parking.

Supporting arguments:

- Restrictions would increase safety.
- Respondent reports safety issues.
- Restrictions would increase visibility.
- Respondent reports poor visibility due to current parking behaviour.
- Respondent reports obstructive parking.
- Restrictions would improve access and egress at this junction.
- Moving into the main section of Beacon Place is dangerous due to speed of traffic travelling in both directions and poor visibility.
- Respondent reports work vehicles regularly park on yellow lines.
- Vehicles entering and exiting the back of number 20 The Beacon create an extra hazard.
- Restrictions are essential to increase safety.
- Current parking obstructs access for emergency vehicles.

Suggestions:

- Respondent states they have no objection to a very short line to protect the corner (perhaps half a car's length).
- Respondent suggests half a car's length restriction would be sufficient to provide the desired visibility/manoeuvrability (particularly given the width of the road). Introducing residents only parking would be a better solution.

Questions/Additional Info:

- Respondent reports speed of traffic exacerbating existing visibility issues.
- The road is incorrectly named on the plan ENV6030-56 as "Road to Rolle Clinic". It is in fact Beacon Place, a cul-de-sac off Beacon Place. It does not provide vehicular access to Rolle Clinic.

Supporting comments noted. It is hoped that introducing the proposed restrictions will help with these issues in this location.

We are only proposing a short length of no waiting at any time and would not look to reduce it further.

A residents parking scheme is outside the scope of this waiting restrictions review.

Amending the speed limit is not within the scope of this scheme.

The national street gazetteer defines this road as 'Road to Rolle Clinic'.

Recommendation

It is recommended that the proposals are implemented as advertised.

ENV6030-4 - Victoria Place, Exmouth 2 respondents – 1 of Albion Street and 1 of Elm Grove	
Comments	Devon County Council Response
<p>2 respondents support the proposals.</p> <p>Supporting arguments:</p> <ul style="list-style-type: none"> • Respondent reports obstructive parking. • Respondent reports obstruction of access to their property. • Respondent reports inconsiderate parking. • Respondent reports service vehicles experiencing issues manoeuvring. 	<p>Reason for Proposal: Introduce "No Waiting At Any Time" in front of Nos. 9-15 Victoria Place and along Albion Place from its junction with Victoria Place to the existing restriction along No. 15 to prevent obstructive parking.</p> <p>Officer comments:</p> <p>Support noted. It is hoped that introducing the proposed restrictions will help with these issues in this location.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

ENV6030-93 - Exmouth Road, Lympstone 2 respondents – 1 of Gulliford Road and 1 of Hulham Road	
Comments	Devon County Council Response
<p>2 respondents support the proposals.</p> <p>Supporting arguments:</p> <ul style="list-style-type: none"> • Parked cars restrict the flow of traffic. • Bus stop must not be used for casual pick-up or drop off. • There is plenty of space in the Saddlers' car park. 	<p>Reason for Proposal: Replace the "Bus Stop Clearway Advisory" with "Bus Stop Clearway Mandatory" to prevent obstructive parking and to remark existing bay.</p> <p>Officer comments: Support noted.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

ENV6030-195 - Longbrook Lane junction with Courtlands Lane, Lympstone 3 respondents – 1 of Courtlands Lane, 1 of Gulliford Close and 1 of Longbrook Lane	
Comments	Devon County Council Response
<p>3 respondents support the proposals.</p> <p>Supporting arguments:</p> <ul style="list-style-type: none"> • Respondents report incidents that highlight the problem of cars parking on the south side of Longbrook Lane close to the junction. 	<p>Reason for Proposal: Introduce "No Waiting At Any Time" on the junction of Courtlands Lane, Sowden Lane and Longbrook Lane to prevent obstructive parking and improve visibility.</p>

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- Prohibiting parking in passing places would ease flow of traffic around the junction and improve road safety.
- Site is a narrow junction with limited visibility.
- Lots of people park at the junction causing more problems for other road users.
- Property wall is sustaining ongoing damage as a result of the current situation due to vehicles mounting it to get past.
- Respondent reports events taken place within the past six months. This includes
 - a. An ambulance having difficulty getting past.
 - b. The fire brigade could not attend a burning vehicle near the junction.
 - c. Farm machinery trying to enter the field opposite regularly cannot get through.

Suggestions:

- Respondent does not agree with the distances of 10 metres along the south side of Longbrook Lane to the east or 5 metres along the east side of Courtlands Lane to the south. They think that the restriction should be extended at least to the end of Sowden House (approximately 15 metres) because only at this point does the road widen enough to potentially accommodate a parked car and still leave space to pass.
- Respondent suggests restrictions are extended to 16 metres from the junction on Courtlands Lane with Longbrook Lane. Respondent suggests parking for only two vehicles is made available at the widest part (opposite Sowden House) and signage erected.
- Respondent suggests restrictions are extended for another 7 metres otherwise cars will just park further up the lane causing more obstruction to the gateway of Sowden House and the field entrance.

Questions/Additional Info:

- The proposed zone does not take into consideration that the lane remains narrow for 16 metres (the proposed length of restriction zone is 10 metres) and will do nothing to address the continuing damage to their property.

Officer comments:

Support noted.

These restrictions have been proposed in line with what was requested and will prevent parking around the junction.

We are unable to extend the proposals at this stage without re-advertising. If there are still problems following the implementation of these proposals then we can look to make amendments as part of a future review, if considered necessary.

Recommendation

It is recommended that the proposals are implemented as advertised.

ENV6030-47 - Malt Field, Lympstone 3 respondents – 1 of Courtlands Lane and 2 of Longmeadow Road	
Comments	Devon County Council Response
<p>1 respondent supports and 2 respondents oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> • Site is essential due to existing lack of parking. • Reducing parking would increase traffic. • Reduced parking would lead to people parking irresponsibly in remaining spaces. • There is also plenty of space in the area proposed for parking that doesn't impede those using the road. • Congestion is mainly caused by bottleneck where Longmeadow Road meets the A376. • Restrictions would cause serious issues. • Reduction of parking spaces would cause severe disruption and annoyance for respondents. • Restrictions would lead to more irresponsible parking on Longmeadow Road. • Restrictions would increase traffic, noise and vehicle pollution. • Restrictions would reduce available parking for residents. • Restrictions will negatively impact elderly residents the most. • Restrictions will negatively impact the area. • Restrictions will negatively impact residents. • There are no positive results from this proposed outcome. <p>Suggestions:</p> <ul style="list-style-type: none"> • Respondent suggests they need more spaces to park not more restrictions. • Respondent suggests to also look at the junction from Longbrook Lane on to Longmeadow Road. Respondent states it's very difficult turning onto Longmeadow Lane as cars always park on the corner. 	<p>Reason for Proposal: Introduce "No Waiting At Any Time" into Malt Field from its junction with Longmeadow Road, and on the western side of the junction along Longmeadow to prevent obstructive parking and improve visibility.</p> <p>Officer comments:</p> <p>We are aware of the pressure on parking in this location. The restrictions have been proposed to improve visibility for vehicles exiting Malt Field. This request has been progressed following assessment from the neighbourhood team and with approval from the County Councillors.</p> <p>It is the drivers responsibility to park in appropriate locations which do not cause an obstruction to the highway.</p> <p>We are unable to extend the proposals/add new sites at this stage without re-advertising the proposals. The comment regarding the junction of Longbrook Lane & Longmeadow Road have been passed on to the neighbourhood team for assessment.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

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ENV6030-59 - Strawberry Hill junction with Longmeadow Road/ Church Road, Lympstone

4 respondents – 1 of Church Road, 1 of Gulliford Close, 1 of Jackson Meadow and 1 of Longmeadow Road

Comments	Devon County Council Response
<p>2 respondents support and 2 respondents oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none">• Restrictions would have a negative impact on respondents.• Proposals do not include alternative parking provision.• Restrictions would move congestion to nearby network.• Existing DYLS have led to an increase of traffic speed. Parked vehicles slow down traffic.• Parked vehicles provide a point of relative safety for pedestrians. <p>Supporting arguments:</p> <ul style="list-style-type: none">• Junction is dangerous and restrictive.• Parked vehicles exacerbate issues.• Traffic is bad.• Respondent does not visit Exmouth due to access issues. <p>Suggestions:</p> <ul style="list-style-type: none">• Ideally Longmeadow Road should be a one way Eastbound system with entrances into the village being Nutwell Road, Meeting Lane and Strawberry Hill. <p>Questions/Additional Info:</p> <ul style="list-style-type: none">• Respondent is not sure if the area proposed is going to include the places where they currently	<p>Reason for Proposal: Introduce "No Waiting At Any Time" on both sides of Strawberry Hill at its junction with Church Road/Longmeadow, and non the northern sides of Church Road and Longmeadow around the junction to improve road safety and visibility.</p> <p>Officer comments:</p> <p>We are aware of the pressure on parking in this location. The restrictions have been proposed to improve visibility for vehicles exiting Strawberry Hill. This request has been progressed following assessment from the neighbourhood team and with approval from the County Councillors.</p> <p>While it is noted that parked vehicles can act as traffic calming, it is not expected that vehicles should be speeding going around a junction and in this location it is considered that parking is not suitable.</p> <p>Comments of support are noted.</p> <p>A one-way system is outside the scope of this scheme.</p> <p>It is not the responsibility of the County Council to provide parking</p>

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<p>need to park. There are four spaces they can use at the moment and each of the respondents in the row of terraced cottages on Church Road uses those spaces.</p> <ul style="list-style-type: none"> ○ Where can respondents park in the future? ○ Respondent queries whether the planning proposals for a permanent parking spaces to the rear of the cottages on the southern side of Church Road is going ahead. 	<p>on the public highway. There are no rights to park on the public highway and parking is only permitted at locations where it does not cause an obstruction to traffic movements or visibility. If respondent can identify locations where restrictions can be relaxed these can be discussed with the County Councillors to be considered as part of a future waiting restrictions review.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

ENV6030-61 - Patteson Close, Alfington 1 respondent – 1 of Patteson Close	
Comments	Devon County Council Response
<p>1 respondent opposes the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> • Restrictions are an unnecessary waste of resources. • Any issues can be resolved among residents. 	<p>Reason for Proposal: Introduce "No Waiting At Any Time" on both sides of Patteson Close its junction with Road Through Alfington to prevent obstructive parking.</p> <p>Officer comments:</p> <p>This request has been progressed following assessment from the neighbourhood team and with approval from the County Councillor to ensure vehicles can safely enter and exit the junction.</p> <p>The highway codes states that vehicles should not be parked next to a junction.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

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ENV6030-88 - Road from Kings School Cross to Salston Corner, Ottery St Mary 2 respondents – 2 of Pixie Walk	
Comments	Devon County Council Response
<p>2 respondents support the proposals.</p> <p>Supporting arguments:</p> <ul style="list-style-type: none"> • Restrictions are needed to help people cross Cadhay Lane south. • Respondent reports atrocious parking along Cadhay Lane south. • Respondent reports poor visibility due to parked vehicles. • Current parking behaviour is leading to road safety issues. • Parking issues are due to sports field events involving parents parking, people working at and visiting the school and leisure centre, visitors to the care home and visitors to people living on the development. <p>Suggestions:</p> <ul style="list-style-type: none"> • Proposals don't go far enough. Parking restriction should extend a little further on the estate side of the road to protect not only the turn onto Barrack Road but also the turning into the estate. • Would the council consider putting restrictions on the splays exiting Pavey Run which has poor vision and there is now a pedestrian crossing space on the care home side of Pavey Run. Parking issues are worse during term time. <p>Questions Additional Info:</p> <ul style="list-style-type: none"> • Respondent reports cars currently park right up to the turning into the estate and hence severely restrict the view both left and right when exiting and turning in both directions out of the estate onto the Salston Lane. 	<p>Reason for Proposal: Introduce "No Waiting At Any Time" on both sides of Road from Kings School Cross to Salston Corner from its junction with Exeter Road and Barrack Road for approx. 40 m to improve road safety.</p> <p>Officer comments:</p> <p>Support noted.</p> <p>We are unable to extend the proposals at this stage without re-advertising. If there are still problems following the implementation of these proposals then we can look to make amendments as part of a future review, if considered necessary.</p> <p>Your suggestion has been passed on for consideration as part of a future review.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

ENV6030-163 - Harepath Road, Seaton	
1 respondent – 1 of Harepath Road	
Comments	Devon County Council Response
<p>1 respondent supports the proposals.</p> <p>Supporting arguments:</p> <ul style="list-style-type: none"> Restrictions would improve safety. <p>Questions/Additional Info:</p> <ul style="list-style-type: none"> The existing No Waiting areas need to be remarked as they are currently worn and unenforceable. 	<p>Reason for Proposal: Extend "No Waiting At Any Time" in front of House No. 2 Townsend Road to prevent obstructive parking.</p> <p>Officer comments: Support noted.</p> <p>Your comment has been passed on and if the lines are considered worn enough, in line with our policy, we will remark them as part of our lining works when these proposals are marked.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

ENV6030-132 - Streamers Meadows, Honiton	
4 respondents – 2 of Eureka Terrace and 2 of Streamers Meadow	
Comments	Devon County Council Response
<p>1 respondent supports and 3 respondents oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> The road is being used as a rat run and accidents have been caused due to speeding. Restrictions would increase traffic speed. Proposals would lead to reduced road safety. Respondent expresses road safety concerns. Parked vehicles slow down traffic and act as traffic calming. Restrictions would exacerbate the current issues. Respondent reports damage to properties and vehicles due to speeding. Disagrees with the proposal to extend them by 20m – proposals should be shorter. Proposals would remove 3 parking spaces. Respondent states the no waiting at any time should be shorter than proposed (approximately 15 metres). This would fulfil the need to improve the safe sighting distance at the junction of Jerrard Close and Streamers Meadows and would allow safe passage into Streamers 	<p>Reason for Proposal: Extend "No Waiting At Any Time" on the eastern side of Streamers Meadows beside No. 1 Jerrard Close by approx. 7m southward to prevent obstructive parking and improve visibility.</p> <p>Officer comments:</p> <p>We are aware of the pressure on parking in this location. The restrictions have been proposed to improve visibility for vehicles exiting Jerrard Close. This request has been progressed following assessment from the neighbourhood team and with approval from the County Councillor.</p> <p>It is proposed to extend the existing no waiting at any time (double yellow lines) by 7 metres only.</p>

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Meadows, against oncoming traffic, which is currently impaired. The additional lineage would also allow them to utilise their garage for off road parking, which they are currently prevented from doing, as the turning/manoeuvring area, available when a vehicle is parked opposite is too restricted.

- Parking is already limited.
- Current parking capacity is already insufficient.
- Restriction would add pressure on parking.
- For this stretch along Jerrard Close and Streamers Meadows there is a high demand for parking
- Removing on-street parking would exacerbate lack of parking and illegal parking.
- Proposals would lead to increased flow of traffic.
- Vehicles need to slow down where the road narrows.
- Restrictions would move issues along the road.
- Residents park in front of their driveways to ensure access but in the process, take up on-street parking, pushing others to park along Streamers Meadows.

Suggestions:

- Respondents suggests that restrictions will be useless if not enforced, as parking on double yellow lines occurs further down the road.
- Respondent states there are already double yellow lines at the lower point of Streamers Meadows and cars park there all the time all day, unless it's going to be enforced it's pointless.
- Respondent reports parking restrictions are not appropriately enforced on the road.
- Respondent suggests making the road one way would make much more sense.
- Respondent states they would rather see Streamers Meadows become one way from the junction of Eureka Terrace/Jerrards Close up to the railway bridge. This would stop the road from being used as a rat run. There are bigger and more suitable roads in the town to take the traffic. If it was made one way, or bollards at the railway bridge to stop traffic using as a rat run and a speed limit of 20mph the junction and road would be safer for children and residents.
- This area of the highway requires significant improvements and policing to ensure the long term safety of drivers and pedestrians. The speed and size of vehicles is an ever-increasing issue, which needs to be addressed, for

While it is noted that parked vehicles can act as traffic calming, in this location it is considered that parking is not suitable.

It is the drivers responsibility to park in appropriate locations which do not cause an obstruction to the highway.

Once the TRO is sealed our enforcement team will be able to attend site to enforce the restrictions. We will pass on your comments regarding enforcement to the enforcement team.

A one-way system or installing bollards is outside the scope of this scheme.

An amendment to the speed limit is outside the scope of this waiting restrictions review.

A weight restriction is outside the scope of this scheme.

example by a "raised table" at the junction, which would slow traffic in all directions, and reinforce the mandatory stop sign requirements.

- Respondent suggests a ban on LGV's in this location.
- Respondent suggests that by removing one parking space instead of three, lorries could manoeuvre and have a waiting space for cars to drive towards them on the road. An ideal solution would be to remove one car parking space, and to create residents parking to promote parking in a safe area away from the residential area.

Questions/Additional Info:

- Respondent mentions they felt obliged to select oppose as there is no middle ground option. Respondent expresses hope that this will not lead to 'no-action'.
- Respondent states the road suffers significant issues with excessive speed, a high number of Large Goods vehicles using the road to access the high street, a general lack of respect for the stop sign at the junction of Jerrard Close causing numerous "near-misses", and repeated parking (generally overnight) on the existing double yellow lines in the vicinity of the Streamers Meadows and Jerrard Close junction.
- Respondent states they would support if the lines were extended by around 15m. Respondent expresses concerns re The Streamers Meadows/Jerrards Crescent area being a main route for school children.
- Respondent reports parking on double yellow lines, causing access issues for fire services.
- Respondent reports people parking on the road to avoid parking charges in town.
- Respondent reports large vehicles trying to manoeuvre along this road, despite the weight limit in place.
- Respondent reports incident last year when a speeding car crashed into their property.

We are unable to extend the proposals at this stage without re-advertising. If there are still problems following the implementation of these proposals then we can look to make amendments as part of a future review, if considered necessary.

Recommendation

It is recommended that the proposals are implemented as advertised.

Agenda Item 6

ENV6030-191 - Hillside, Sidbury	
11 respondents – 7 of Burnt Oak, 1 of Cotford Road and 3 of Hillside	
Comments	Devon County Council Response
<p>11 respondents oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> • Parking is already an issue. • Current parking capacity is insufficient. • Existing parking spaces are fully occupied. Parking is critical during evenings, weekends and especially bank holidays. • Parking safely is already an issue. • Parking is very difficult at most times. • Restrictions would exacerbate existing parking issues and would have a knock-on effect elsewhere. • Restrictions are in front of properties without private parking and without the ability to accommodate construction of a parking space. • Restrictions would increase parking pressure. • Restrictions would encourage inappropriate parking. • Restrictions may lead to private parking spaces being obstructed. • Restrictions would decrease road safety. • Restrictions would lead to chaos among people wanting to park. • Respondent reports already need to use cones to prevent obstructive parking at 24-30 Hillside. The proposals are likely to encourage more people to park thoughtlessly at the top/western end of the road. • Many properties do not have alternative parking. • Most of the houses on main road to Sidmouth have not got private parking or room for one vehicle only. • On road parking in the area is a necessity. • Reducing parking capacity would displace parking to the main road. • Restrictions would lead to issues on the main road as traffic speed and volume are high. • Parking on main road would reduce visibility and would lead to issues with traffic from Sidmouth into Sidbury. • Displacement of parking would increase congestion caused by large vehicles meeting on Chapel Street. • Contractors and delivery vehicles would struggle to park. • Respondent states that parking outside their house is safe and unobstructive. 	<p>Reason for Proposal: Introduce "No Waiting At Any Time" on Hillside from the junction with Ebdon Court outside Nos. 13 and 14 Hillside to prevent obstructive parking and improve visibility.</p> <p>Officer comments:</p> <p>We are aware of the pressure on parking in this location. The restrictions have been proposed to improve visibility for vehicles exiting onto the A375. This request has been progressed following assessment from the neighbourhood team and with approval from the County Councillor. It has been recommended not to implement this proposal.</p>

- Area of proposed restrictions is used by respondents to park.
- Restriction would make it harder for respondent to park near their home.
- Removal of on-street parking would lead to greater parking issues for residents.
- Alternative parking near the church would require a walk along a road without a pavement and where motorists regularly speed.
- Parking issues are exacerbated by visitor's cars, work vans, and delivery vans and lorries taking up space.
- Reduced visibility when exiting Ebdon Lane is largely due to hedge.
- Without additional parking provision, the proposals would be unworkable.
- Drivers will suddenly find reduced road width on coming around the corner from Sidford direction into the village.
- It is already problematic to open car doors and safely take out shopping bags or assist children or elderly/disabled passengers out of the road.
- There are no issues with parked vehicles at the bottom of Hillside.
- There is no problem to be fixed.
- The suggestion that this parking causes "obstruction and reduces visibility" has little factual basis.
- Parking spaces that are to be removed, have not caused traffic accidents nor challenged visibility.
- There don't seem to be good reasons for proposed restrictions.
- Proposals would not solve obstruction issue as obstruction occurs for the full length of the road.
- The only place where visibility could be affected is by the space between Hillside and Ebdon Place but this is debatable.
- Parking is always done responsibly.
- The residents of Burnt Oak and Hillside have an understanding of neighbourly parking arrangements.

Suggestions:

- Respondent suggests a parking permit system for occupiers of Hillside would be required alongside this restriction to prevent a knock-on effect further up Hillside.
- Respondent suggests a permit/time limit system for the area proposed and surrounding area would allow residents of the immediate area to park safely as the spaces that would be lost to proposed plans are often taken up by those either

A residents parking scheme is outside the scope of this waiting restrictions review.

Agenda Item 6

<p>visiting or parking their vehicles from properties further into the village.</p> <ul style="list-style-type: none"> • Respondent suggests it would also be helpful to introduce dedicated resident's parking, so the locals could be confident of having an available spot in front of their property. • Respondent states they would heavily support nominated parking spots for residents' houses. • Suggests marking up to the beginning 13 Hillside, not the end. This would be sufficient to solve issues. • Cut back the hedge at exit Ebdon Lane. • Respondent suggests that the only way for this proposal to work would be if extra spaces could somehow be created, perhaps utilising a part of the field adjacent to the sub-station alongside Ebdon Lane. • Respondent suggests extending the 20mph speed limit to the end of the village in the Sidford direction which would clearly reduce risk to life (currently 30 mph). • Respondent suggests that the far greater issue with visibility is when vehicles park along the road on the opposite side the Hillside entrance (from the Ebdon Place space). • Respondent suggests putting in an additional waiting restriction on Chapel Street/A375. If this proposal is implemented all that will happen is that people will park on Chapel Street which will then cause further visibility issues when trying to pull out of Hillside. If this goes ahead, respondent suggests placing a waiting restriction on the opposite side and going around to the right as if heading to Sidmouth. There are often vans parked to close to the junction which is actually causing the visibility issues. <p>Questions/Additional Info:</p> <ul style="list-style-type: none"> • Respondent would like to send photo evidence in support and is asking for a reply to do so. • Where will the people who park here go? 	<p>We do not design parking schemes with designated spaces for residents/properties.</p> <p>It has been recommended not to implement the proposal.</p> <p>This traffic regulation order (TRO) only addresses on-street parking. Devon County Council as the highway authority only have jurisdiction over highway maintained at public expense.</p> <p>We would not look to extend a speed limit as part of this scheme.</p> <p>We are unable to extend or add to the proposals at this stage without re-advertising the proposals. If there are still problems following the implementation of these proposals then we can look to make amendments as part of a future review, if considered necessary.</p> <p>We have already assessed the parking in this location as part of this request.</p>
<p>Recommendation It is recommended not to implement this restriction in light of the comments received.</p>	

ENV6030-146 - Balfours, Sidmouth 5 respondents – 5 of Balfours	
Comments	Devon County Council Response
<p>5 respondents support the proposals.</p> <p>Supporting arguments:</p> <ul style="list-style-type: none"> • Respondent reports poor visibility. • Respondent reports obstruction of their drive by commercial vehicles over the weekend, Friday – Monday. • Respondent reports parking by commercial vehicles during the weekend. • Respondent reports vehicles parking who are visiting the Balfour Arms. • Balfours is used by pub visitors, leading to anti-social behaviour. • Respondent reports obstructive parking across their drive. • Parked cars opposite their drive make it difficult to enter and exit. <p>Suggestions:</p> <ul style="list-style-type: none"> • Respondent suggests joining up to lines already in place on the right side coming up the road. • Respondent suggests extending the existing double yellow lines to meet with the proposed scheme for 50 metres of road and the problem of troublesome parking is solved for all the residents lower down Balfours. • Respondent states they support as long as it goes beyond current double yellow lines, as currently it just pushes the parked traffic up that road and blocks/obstructions to driveways further up. • Respondent states they would be happy to have the yellow lines all the way up to the junction with Farant Court. <p>Questions/Additional Info:</p> <ul style="list-style-type: none"> • Proposed parking restriction scheme does nothing to address the problems experienced by numbers 49, 52 and 54 Balfours. Respondent reports antisocial behaviour late at night. 	<p>Reason for Proposal: Introduce "No Waiting At Any Time" on the junction of Balfours on both corners of the road, outside Nos. 47 and 33 to prevent obstructive parking and improve visibility.</p> <p>Officer comments:</p> <p>Support noted.</p> <p>We are unable to extend the proposals at this stage without re-advertising. If there are still problems following the implementation of these proposals then we can look to make amendments as part of a future review, if considered necessary.</p> <p>Reports of antisocial behaviour should be reported to the police.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

Agenda Item 6

ENV6030-162 - Higher Fortescue, Sidmouth 6 respondents – 6 of Fortescue Road	
Comments	Devon County Council Response
<p>6 respondents oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> • Respondent has never seen anyone park on the corners. • Proposals seem like a complete waste of money. • Respondent reports a temporary problem someone parked higher up and bin lorry drivers felt they could not safely get past the vehicle but this was resolved among residents. • Restrictions have been proposed because of a minor issue regarding the recycling lorries gaining access to the houses up along Higher Fortescue. • Proposals seem disproportionate to the two occasions when refuse lorries could not access the houses in Higher Fortescue. • Proposals would not solve issues with refuse vehicles as proposals do not cover section of Higher Fortescue where people do park. • Restrictions are not necessary. • Any difficulties have never recurred. • The work is an unnecessary waste of public money at a time when it may be usefully spent elsewhere. • Restrictions would reduce parking on Fortescue Road. • Parked cars slow down traffic and act as traffic-calming. • Families feel safer with parked cars slowing down traffic. • Removing parking would make vehicle speed faster through a quiet area where there are often children crossing. • Respondent reports existing issues with vehicle speed. • People do not park where restrictions are proposed. • Proposals extend further than necessary. • Space is used by residents to park. • Reducing parking would lead to residents having to park elsewhere, in potentially less safe and more obstructive areas. • Parking is crucial to slowing down vehicle speeds. The speed gates that that were installed a few years ago haven't particularly mitigated this. 	<p>Reason for Proposal: Introduce "No Waiting At Any Time" on both corners of the junction of Higher Fortescue and Sid Road to prevent obstructive parking and improve visibility.</p> <p>Officer comments:</p> <p>The highway code states that vehicles should not park next to junction.</p> <p>This request has been progressed following assessment from the neighbourhood team and with approval from the County Councillor. However, in light of the comments received it has been recommended not to implement this proposal.</p>

- Parking on that part of Fortescue Road does not cause problems for lorries.
- Parked cars make drivers more conscientious as drivers are aware there might be people around and in those vehicles.
- Restrictions would lead to road becoming more dangerous.
- Respondent reports that residents are aware of need of access for lorries and park accordingly.
- Issues with lorry access was resolved by highlighting the concerns on the local community group. Since then people have co-operated
- Why are the council spending money on something that has never had a problem of cars parking on either of the corners.

Suggestions:

- Respondent suggests that the proposed yellow line area on Fortescue Road should be reduced, to ensure that 2 vehicles can continue to park on Fortescue Road.
- Respondent suggests spending the hard-pressed funds on fixing potholes in the local area because they are potentially fatal for people on 2 wheels - rather than spending on unnecessary yellow lines.
- If the council persist and restrictions are to be painted anyway, respondent request the paint goes around the corner of Fortescue Road the same short distance it goes around the corner of Higher Fortescue Road, so that the two parking spaces are kept for the safety of the village.

Questions/Additional Info:

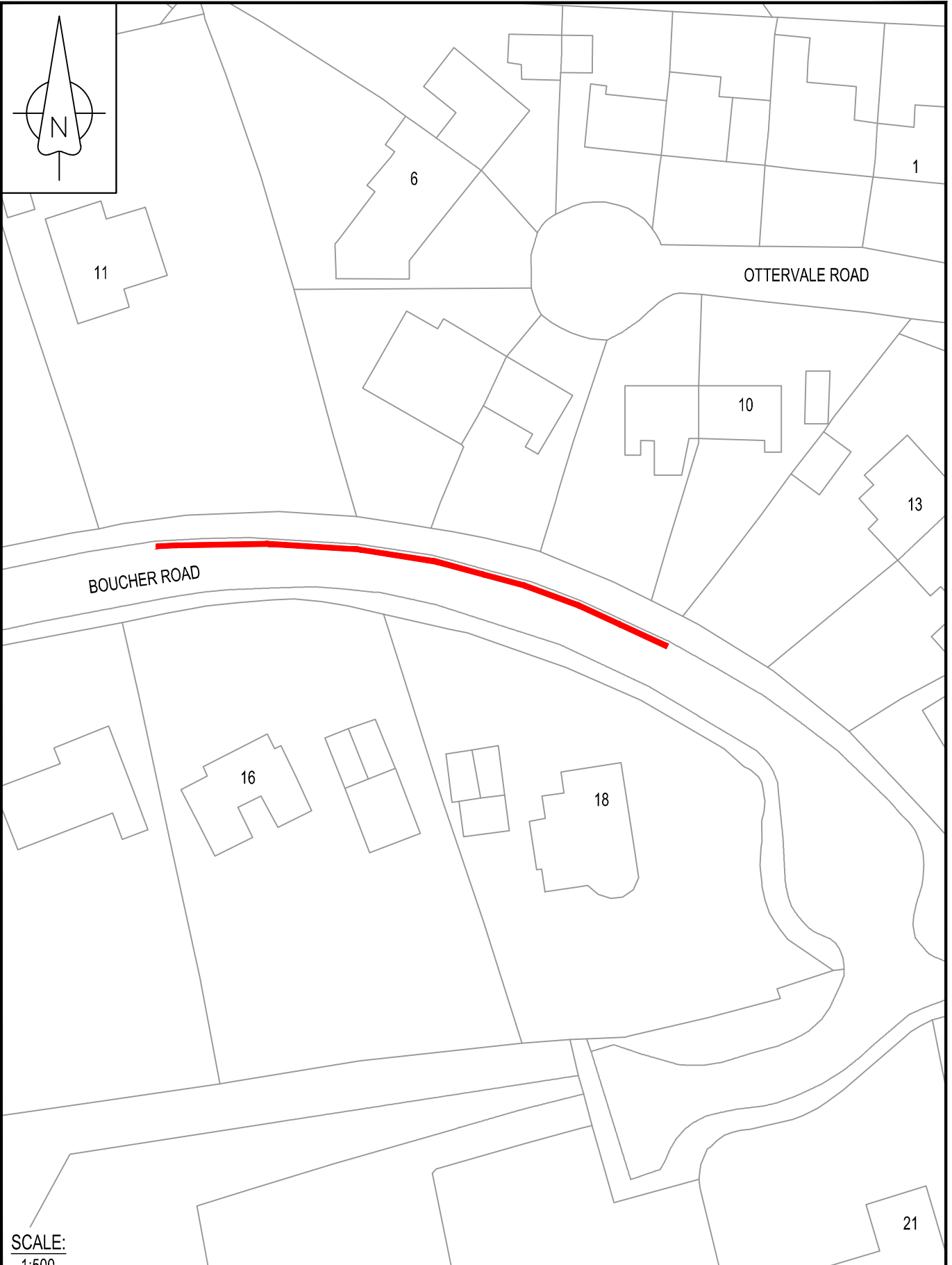
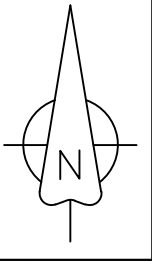
- Respondent has a number of plans/photos that they would like to submit to provide evidence for the issues and flaws with your proposals that they raise, but the submission process doesn't allow them to submit these. Therefore, it isn't clear that the Council have seen all the essential information and evidence to support your proposals.

These proposals were progressed with the neighbourhood team and County Councillor who have local knowledge of the area. We have recommended that the proposals are not implemented in light of comments received.

Recommendation

It is recommended that the proposals are not progressed in light of the comments received.

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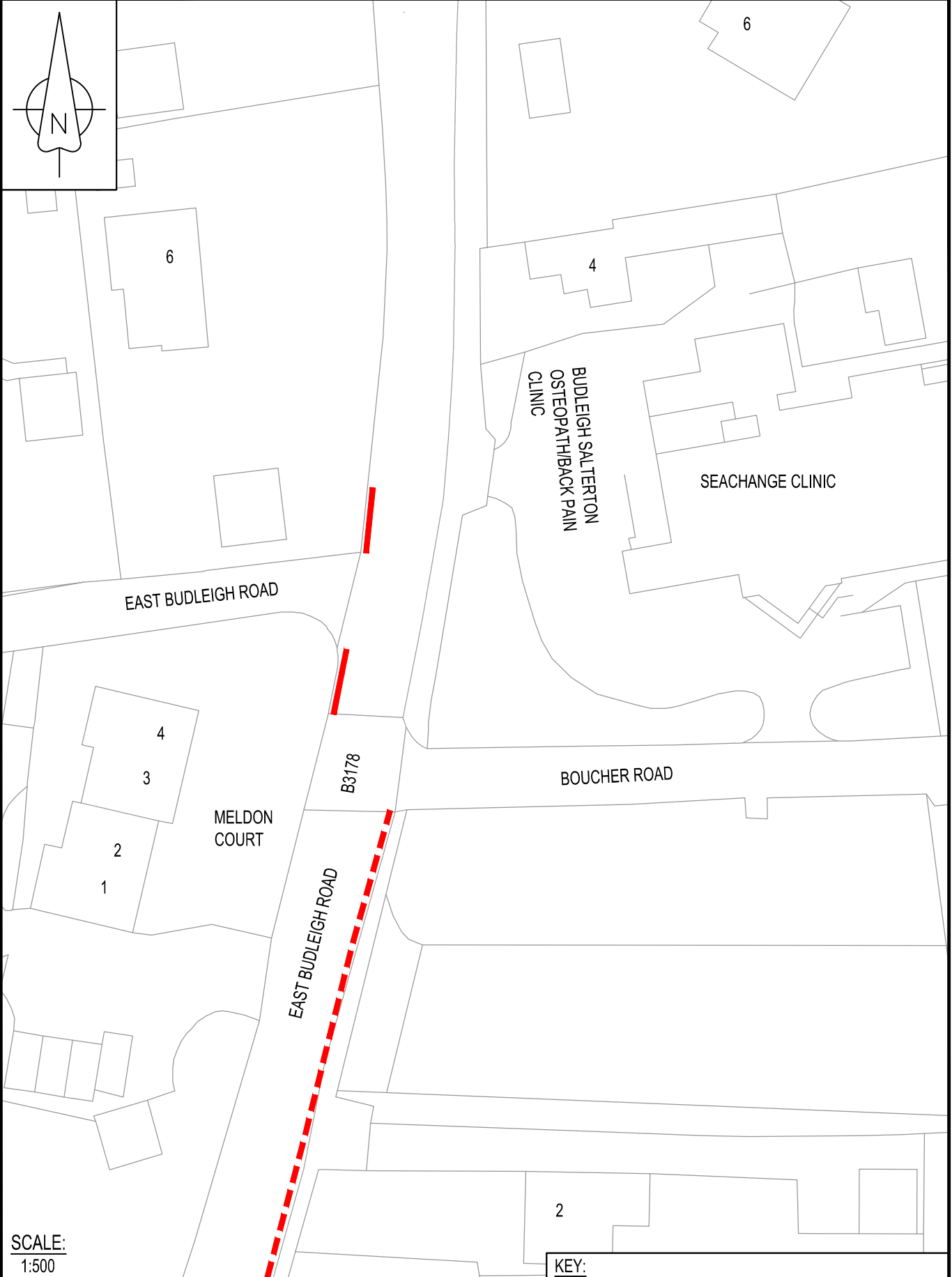
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Page 35

FIGURE No:
ENV6030-110



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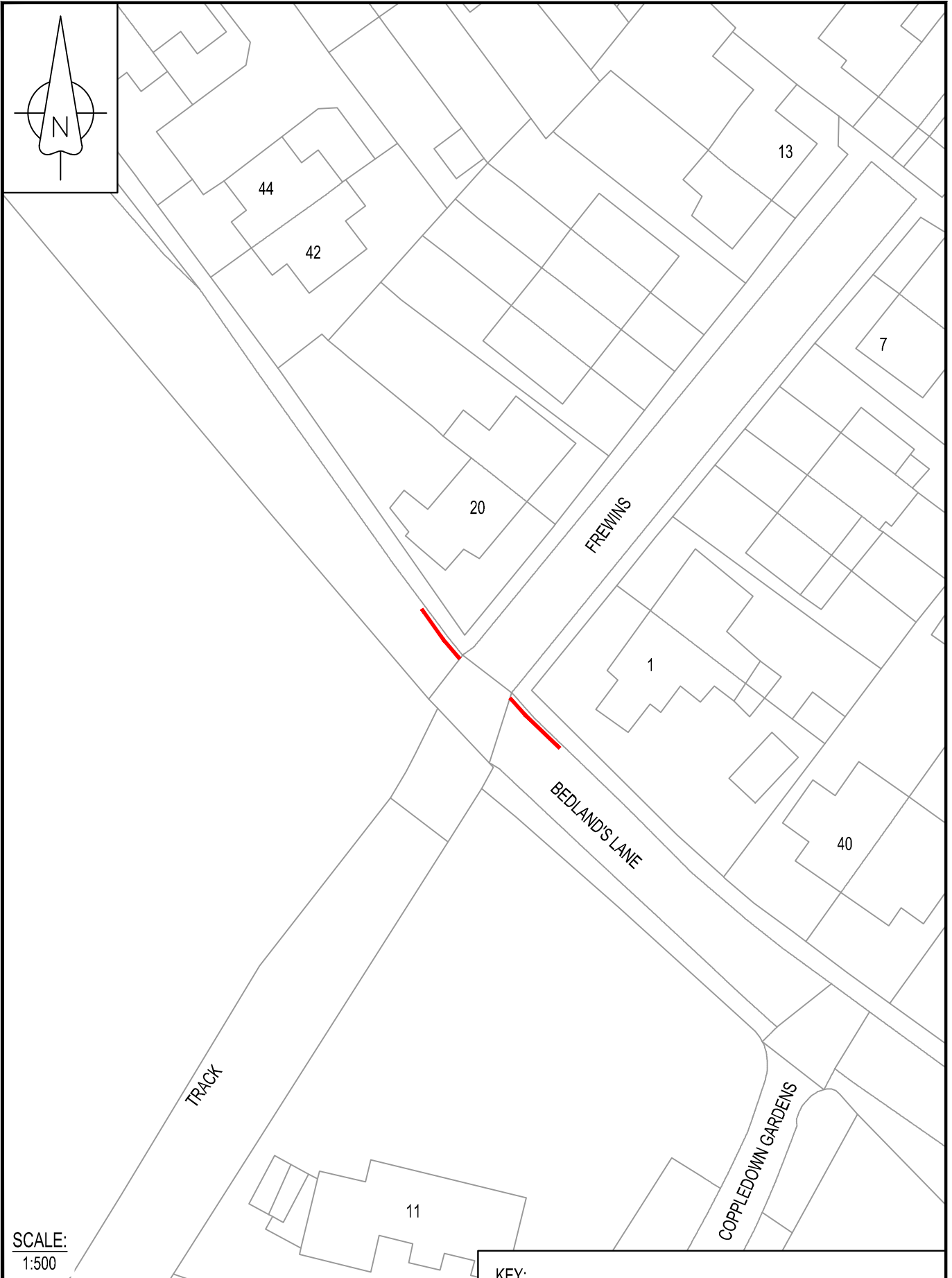
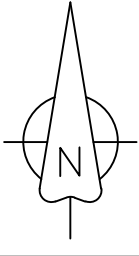
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TITLE: EAST DEVON HATOC
EAST BUDLEIGH ROAD, BUDLEIGH
SALTERTON
Page 56 of 56

FIGURE No: ENV6030-119



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KEY:

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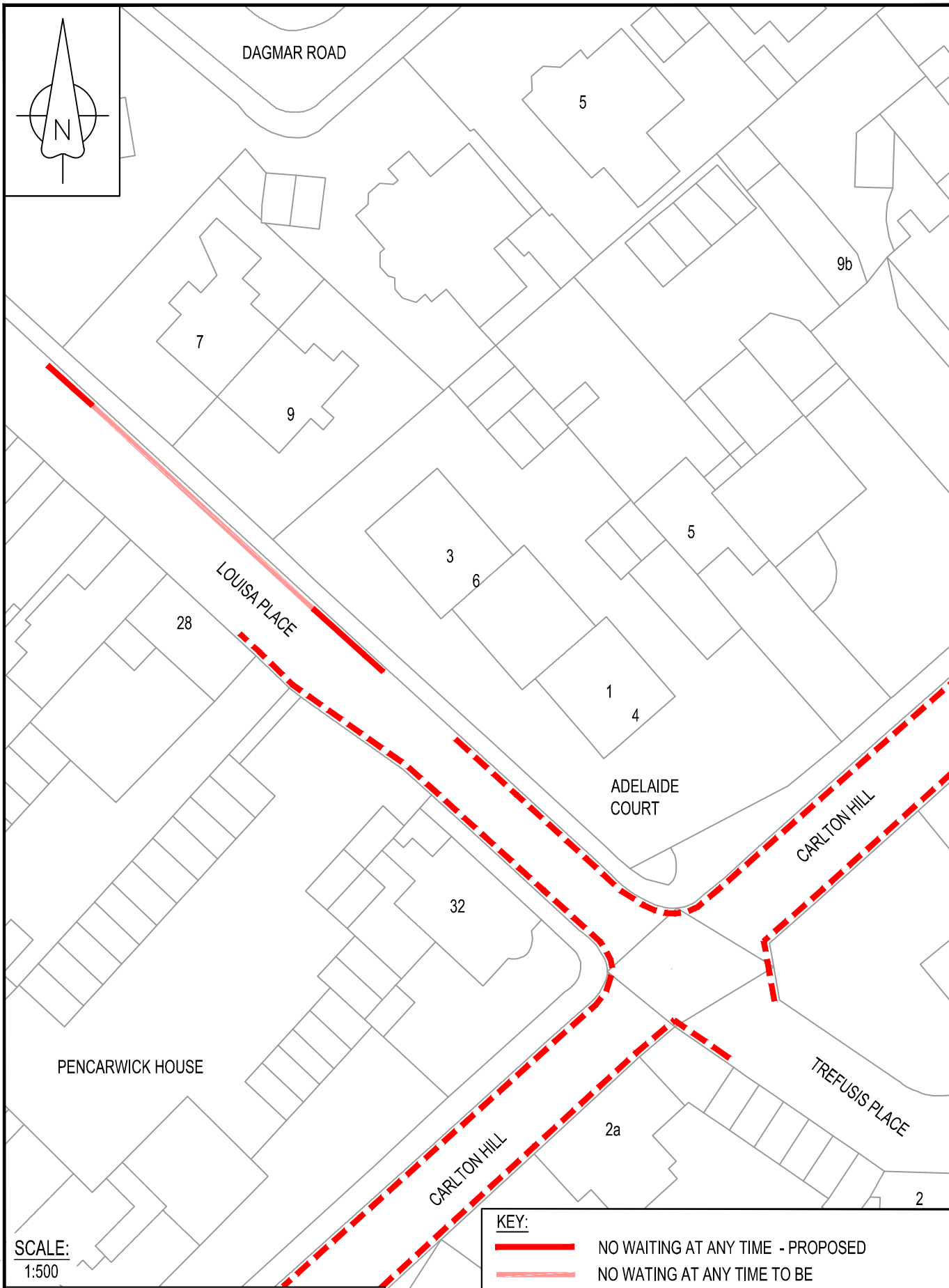
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Page 57

FIGURE No:

ENV6030-28



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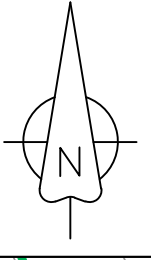
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	NO WAITING AT ANY TIME - EXISTING



TITLE:
EAST DEVON HATOC
LOUISA PLACE, EXMOUTH
300385 080454
Page 58

FIGURE No:
ENV6030-116



CYPRUS ROAD

MAER VALE

EL SUB STA

VALE COURT

1 TO 4

6

3

4

13




15

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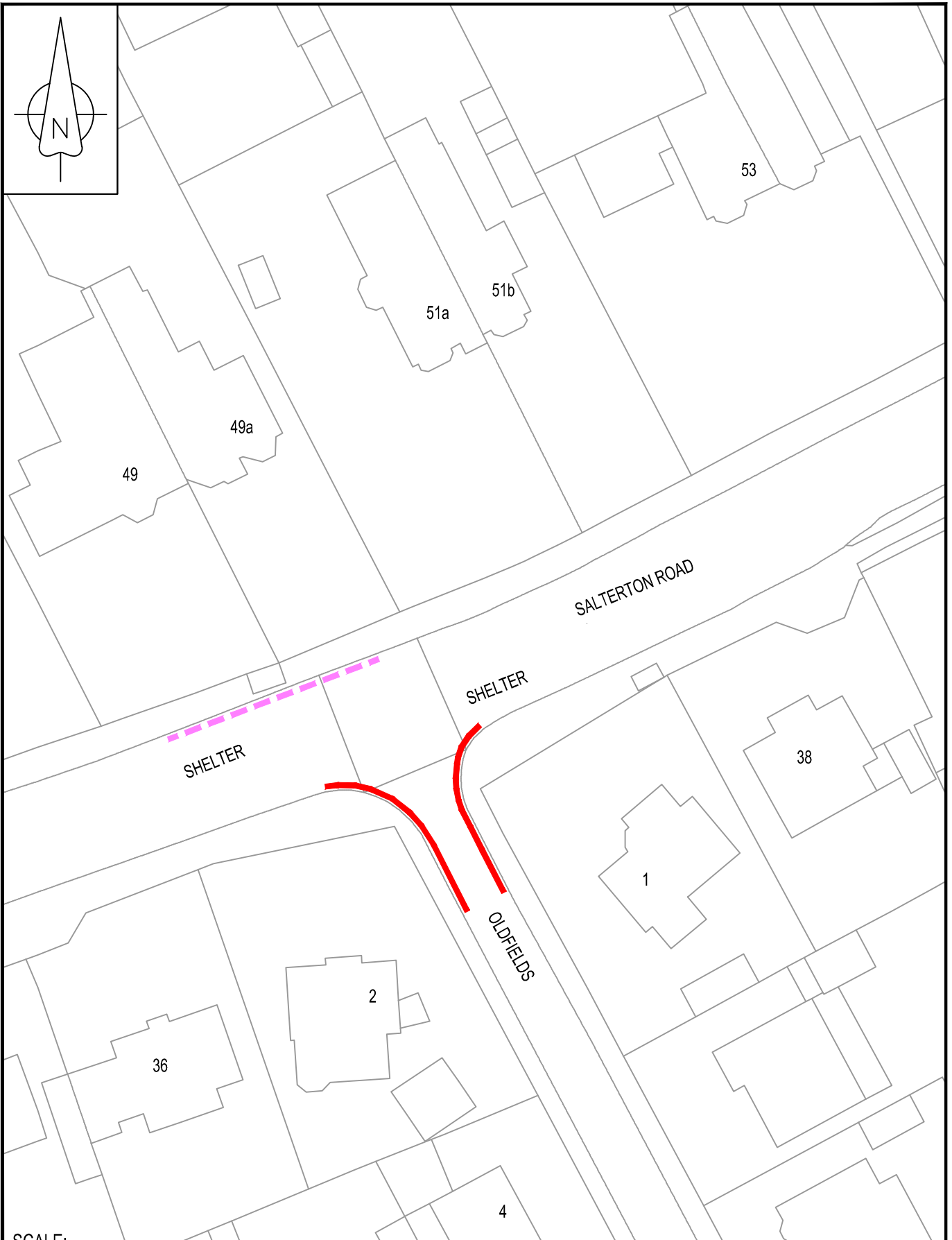
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EAST DEVON HATOC
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Page 39

FIGURE No:
ENV6030-29



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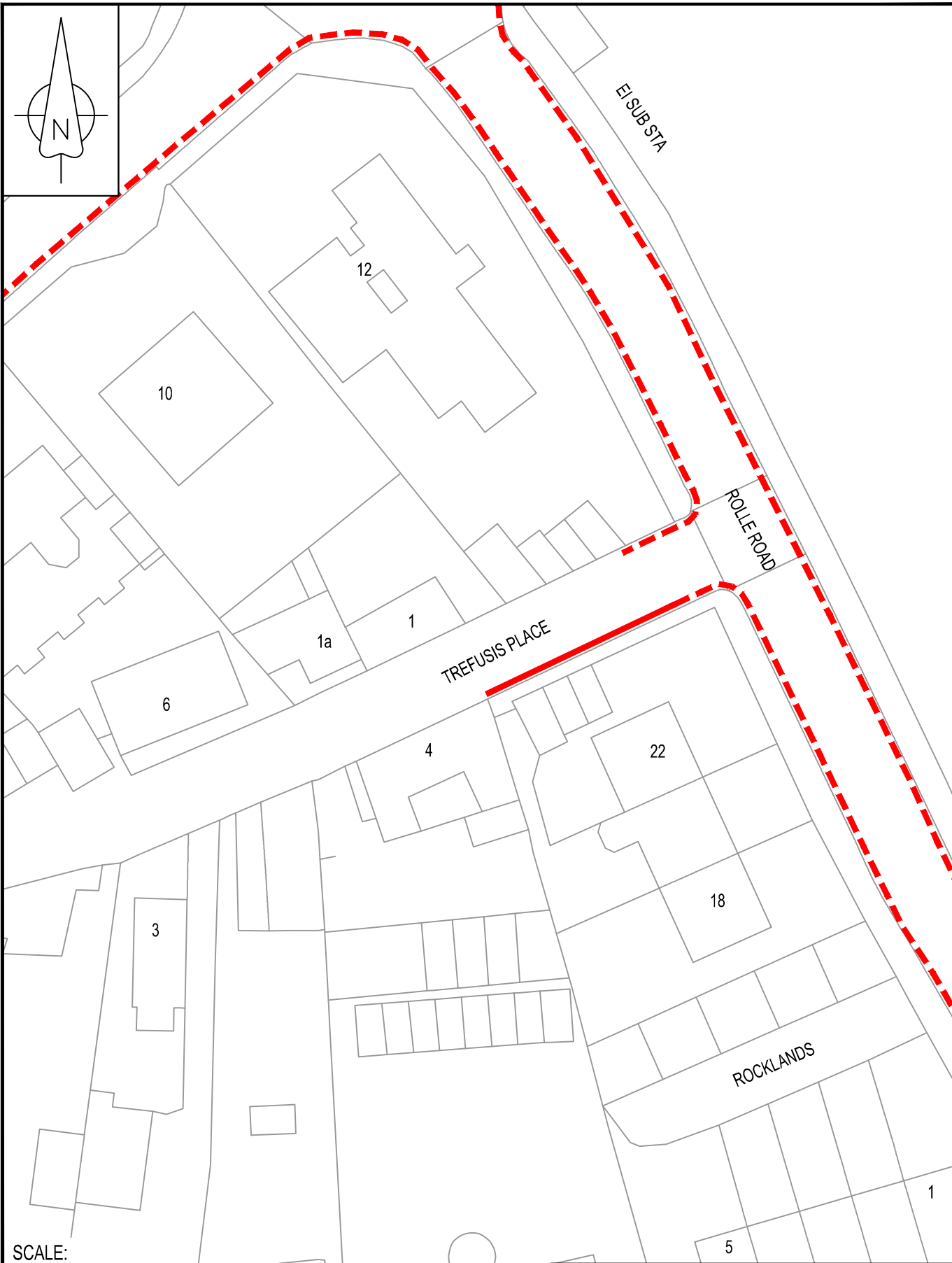
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OLDFIELDS, EXMOUTH
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Page 60

FIGURE No:
ENV6030-113



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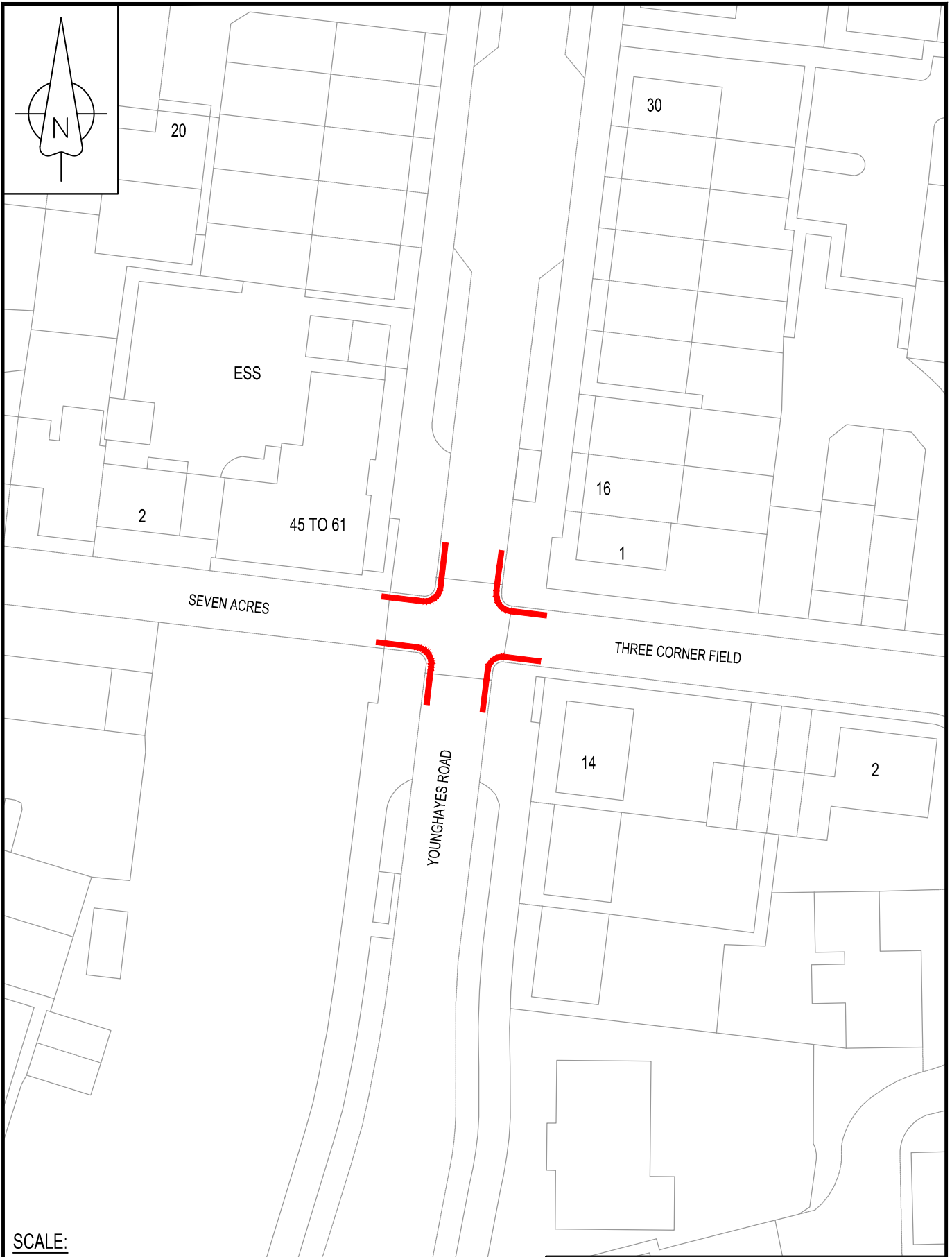
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TITLE:
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Page 61

FIGURE No:
ENV6030-123



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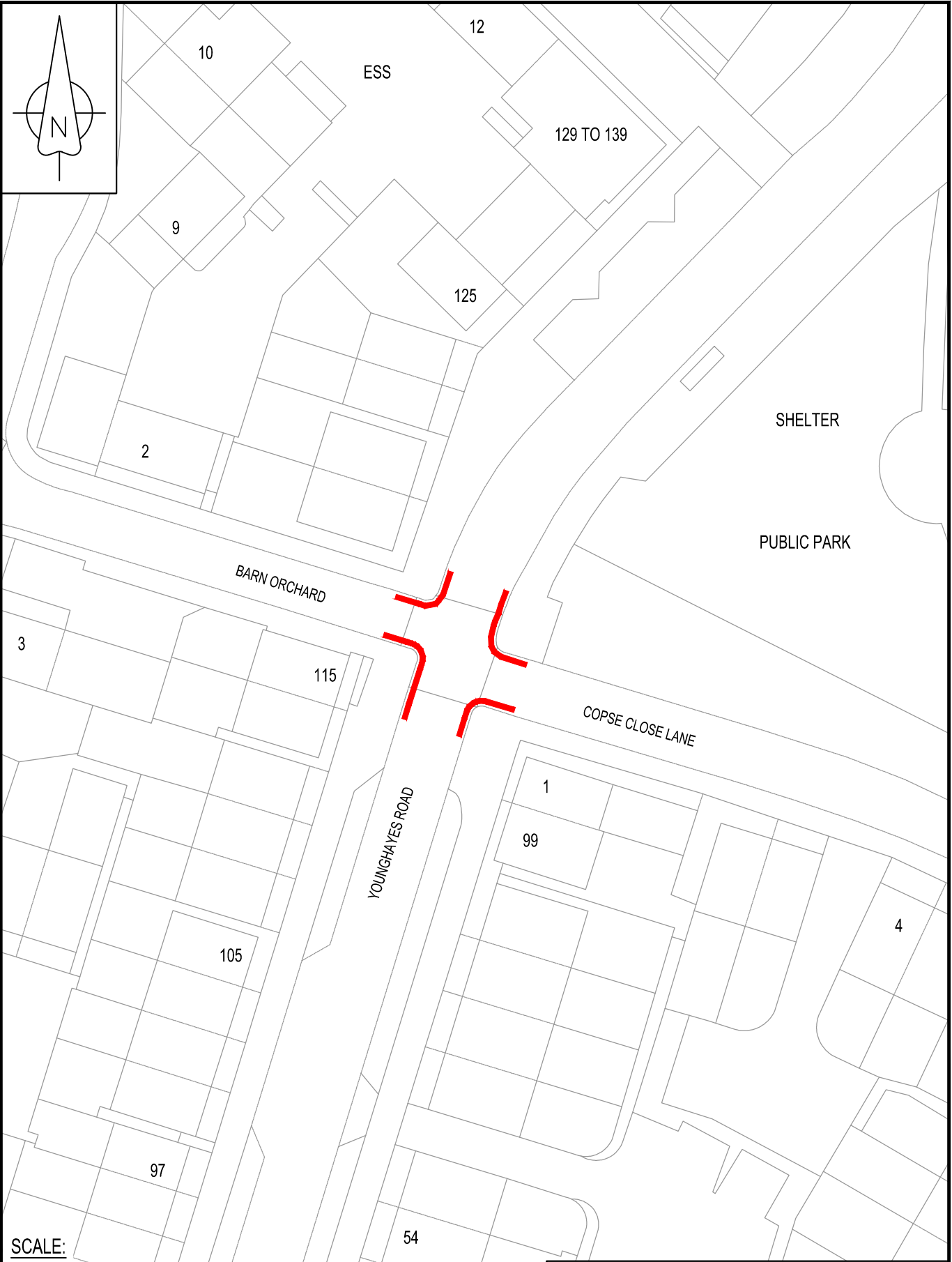
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KEY:
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TITLE:
EAST DEVON HATOC
YOUNGHAYES ROAD,CRANBROOK
300206-095079
Page 02

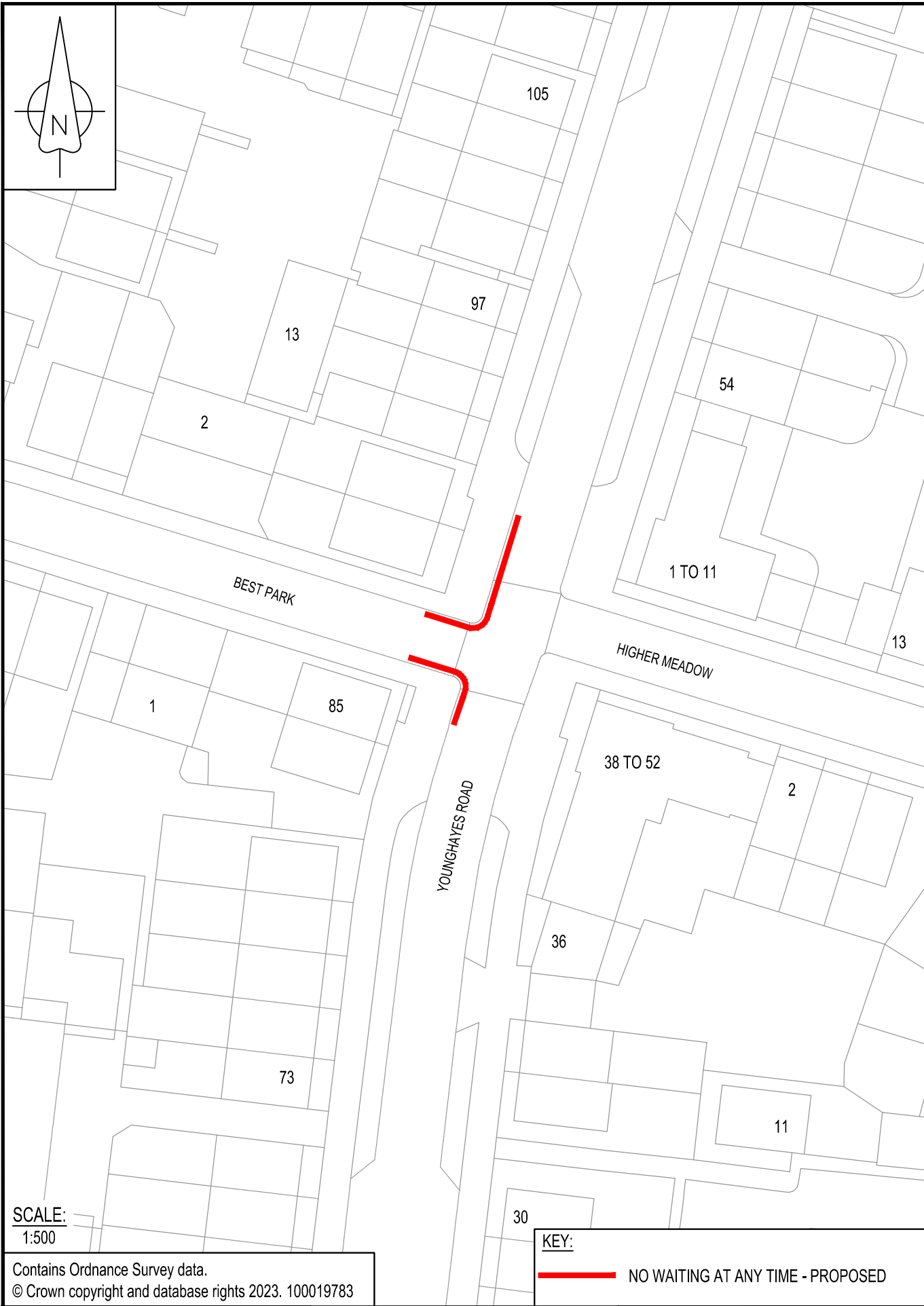
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ENV6030-139 a



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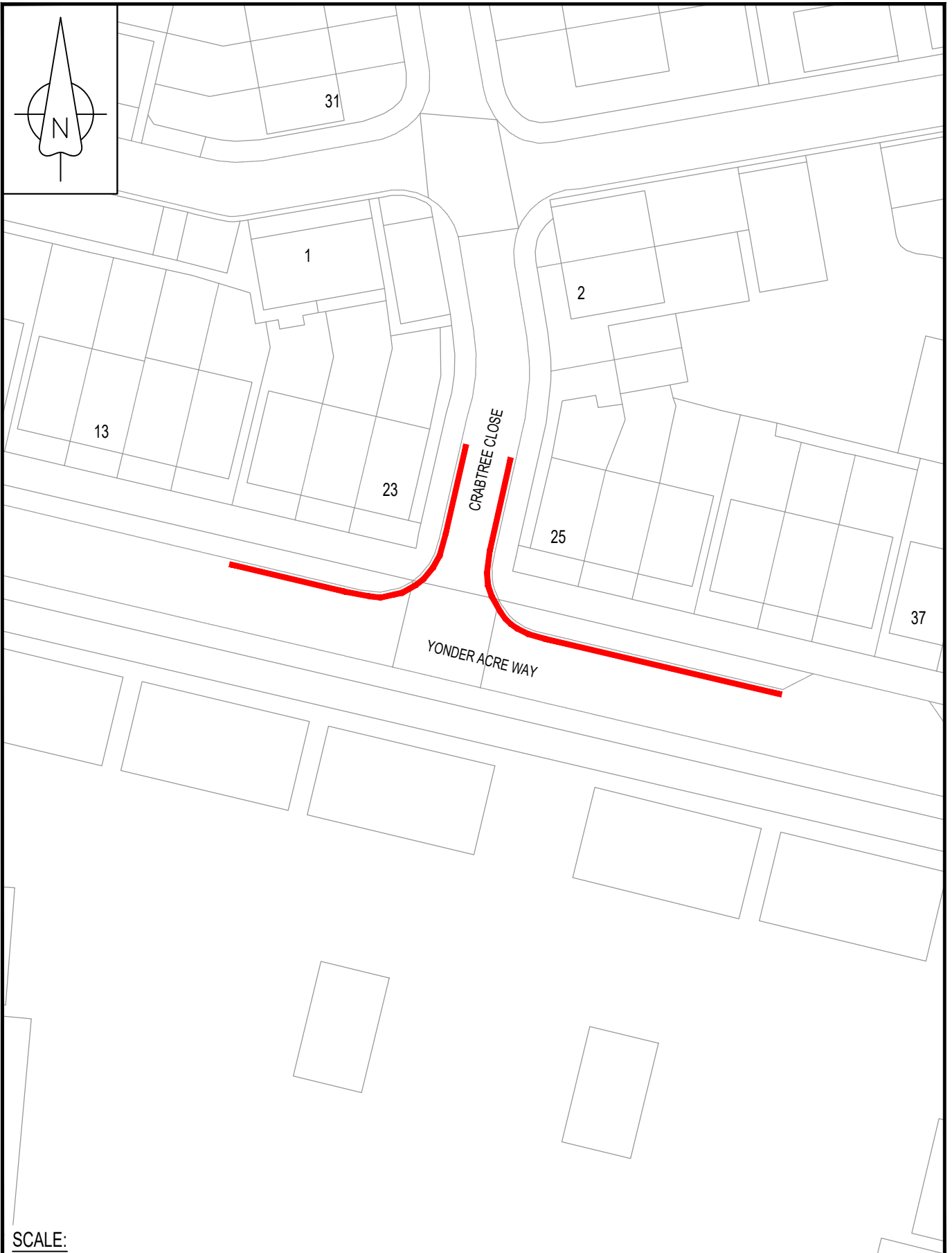
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TITLE:
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Page 64

FIGURE No:
ENV6030-139 c



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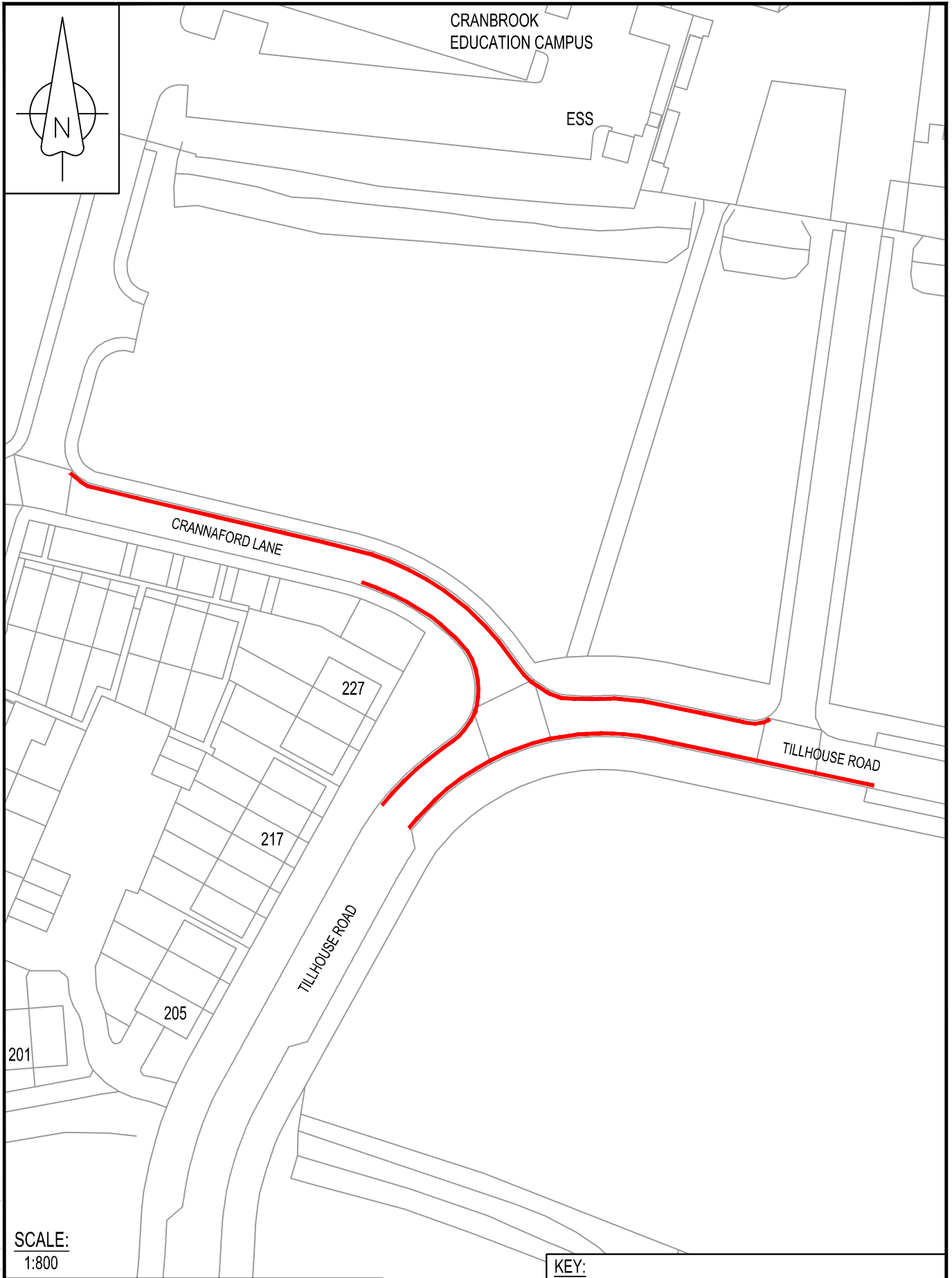
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TITLE:
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Page 65

FIGURE No:
ENV6030-139 d



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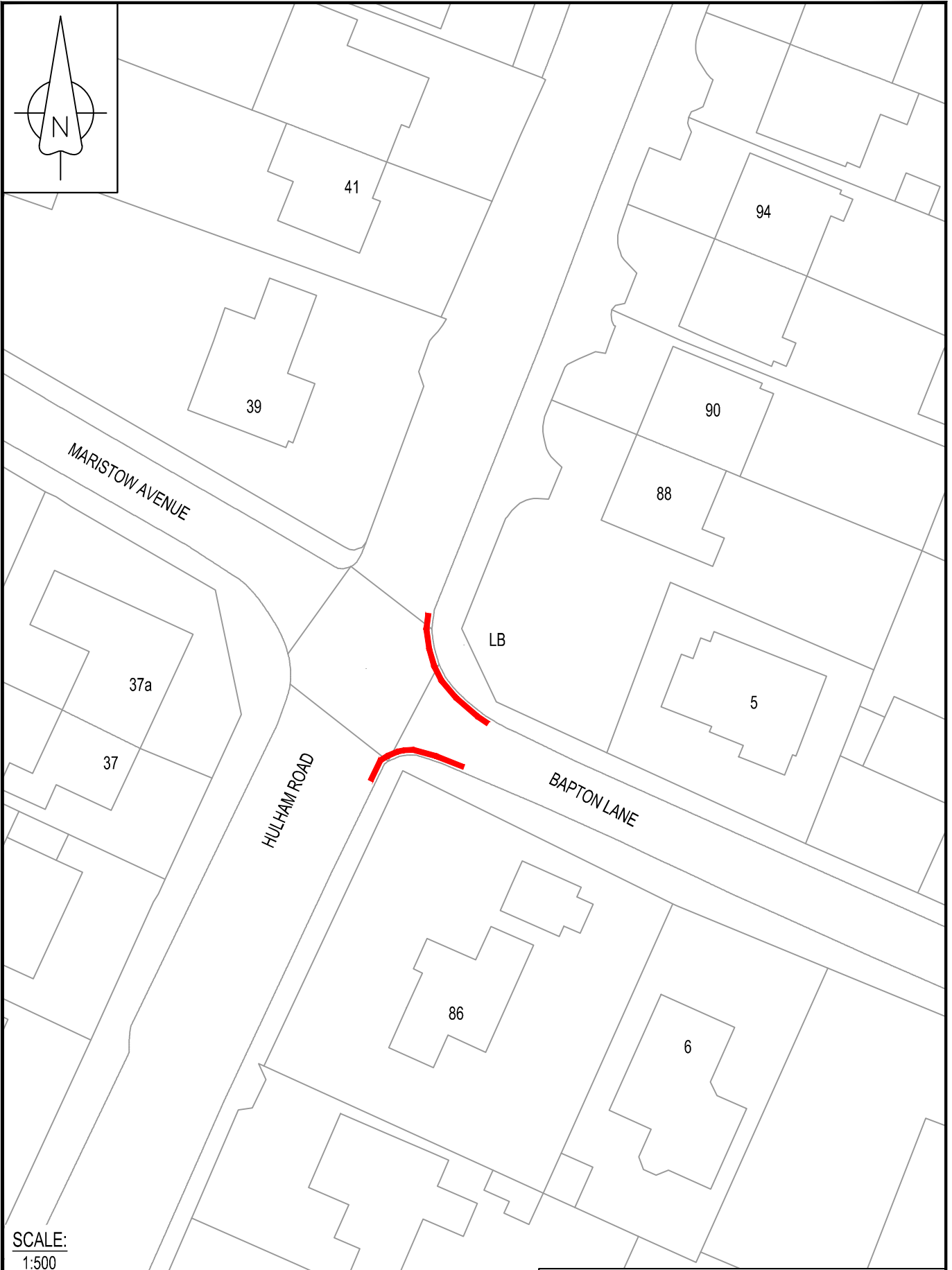
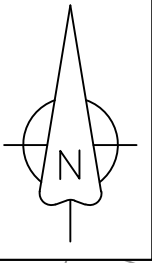


TITLE:

EAST DEVON HATOC
TILLHOUSE ROAD, CRANBROOK
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Page 66

FIGURE No:

ENV6030-139 e



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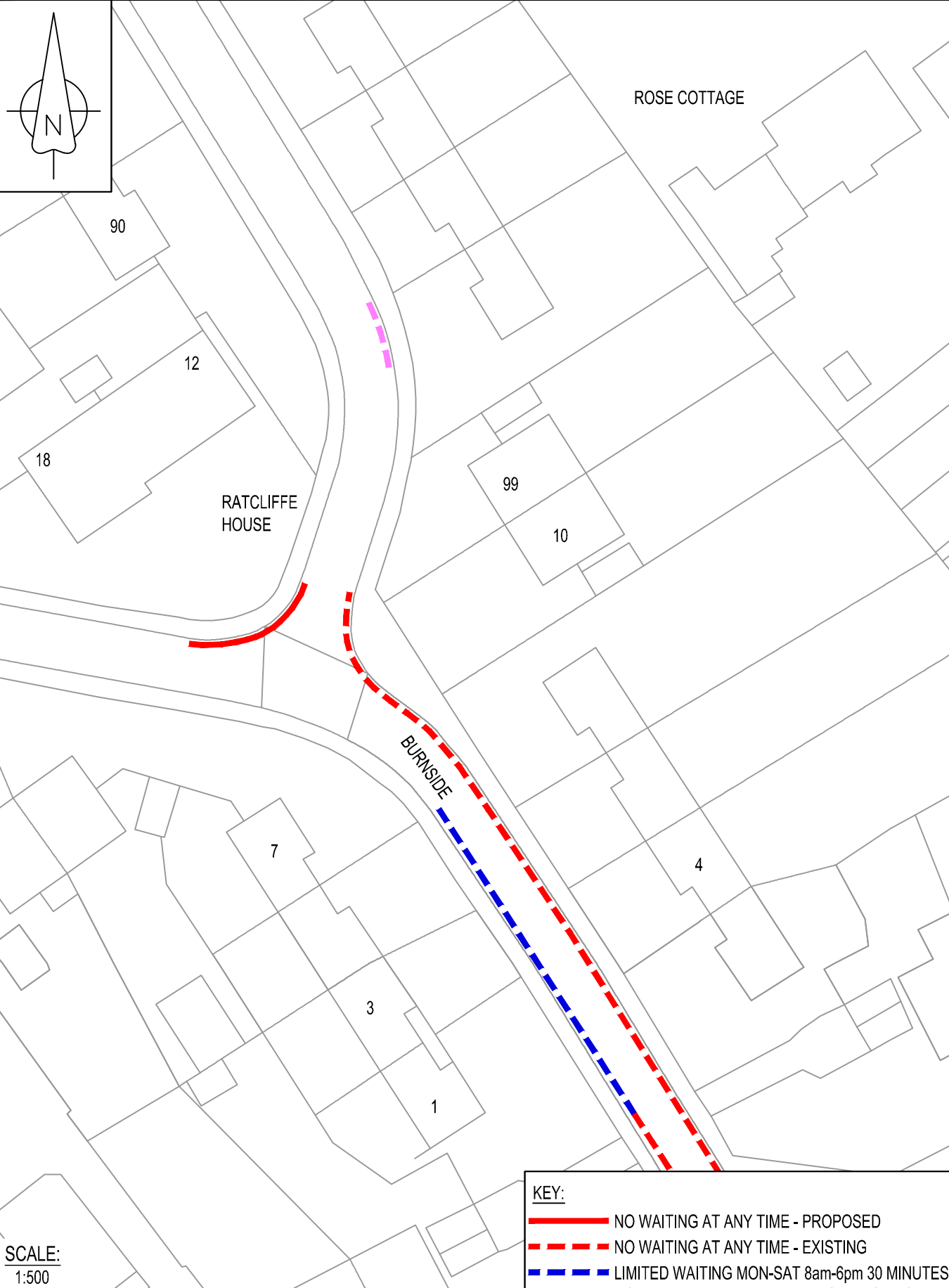
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TITLE:
EAST DEVON HATOC
BAPTON LANE JUNCTION WITH HULHAM
ROAD, EXMOUTH
Page 67
30/03/2024 68

FIGURE No:

ENV6030-194



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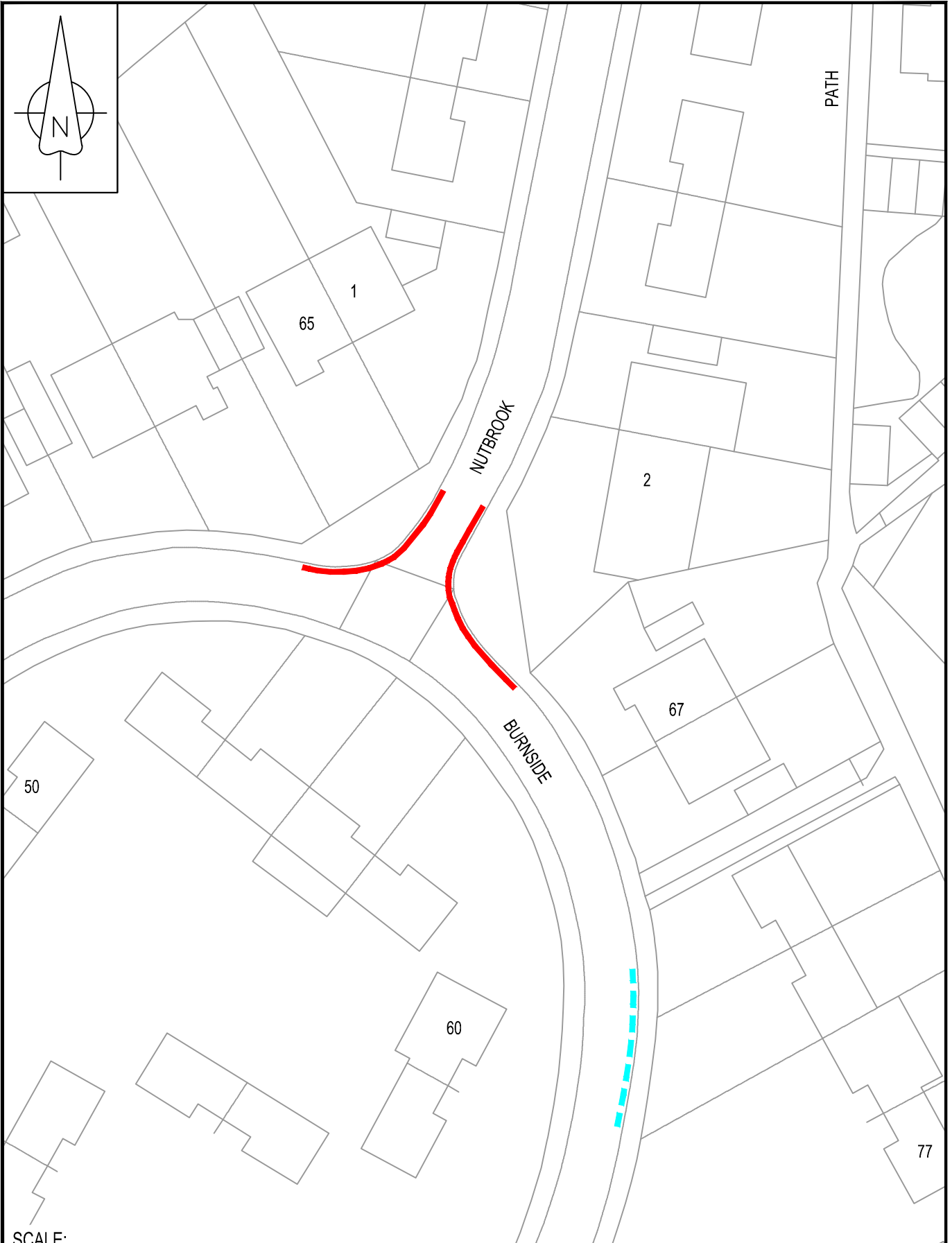
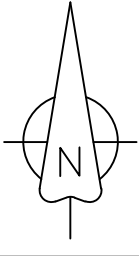
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TITLE:
EAST DEVON HATOC
BURNSIDE AND NUTBROOK, EXMOUTH
300916 002204
Page 68



FIGURE No:
ENV6030-118 a



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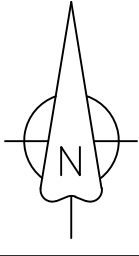
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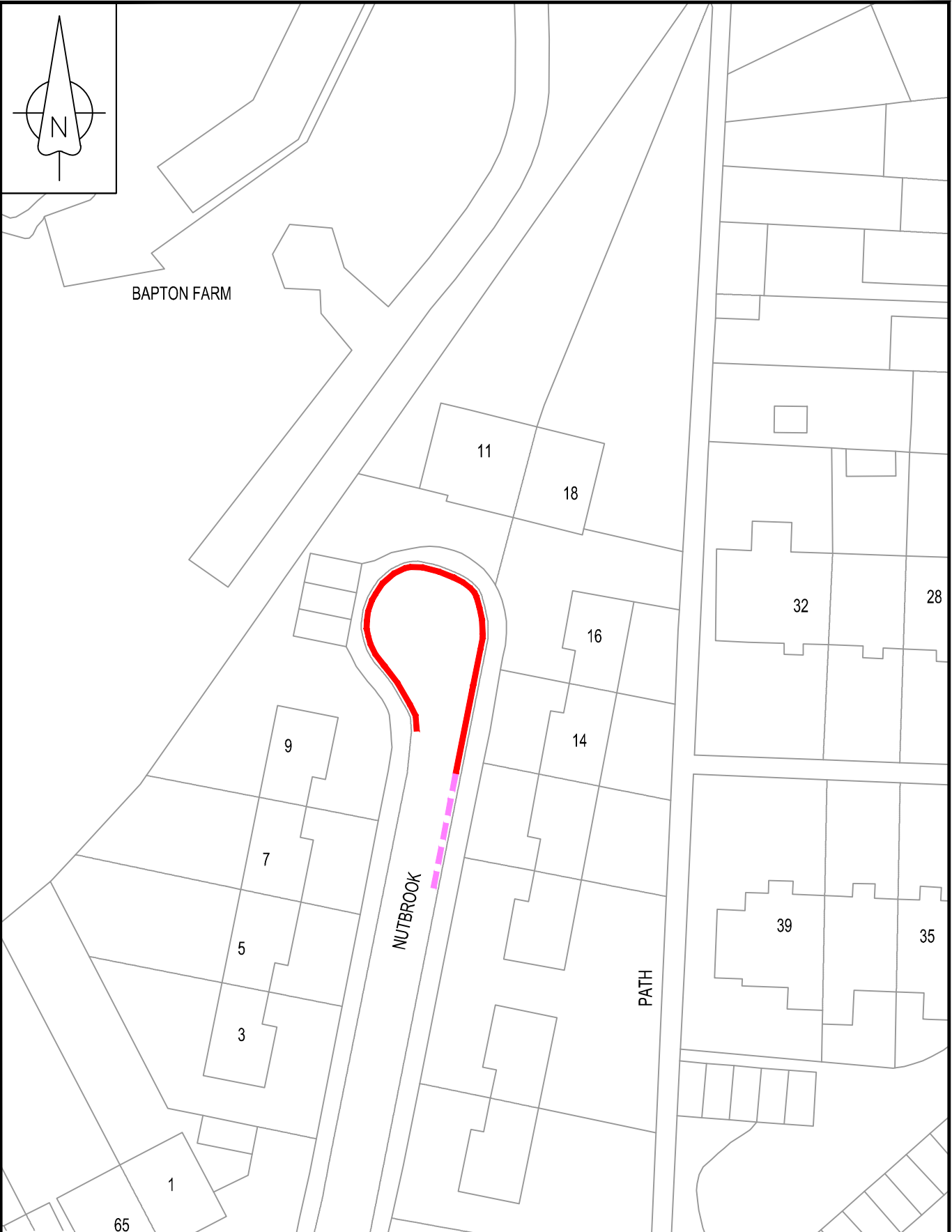


TITLE:
EAST DEVON HATOC
BURNSIDE AND NUTBROOK, EXMOUTH
300913.062204
Page 69

FIGURE No:
ENV6030-118 b





BAPTON FARM



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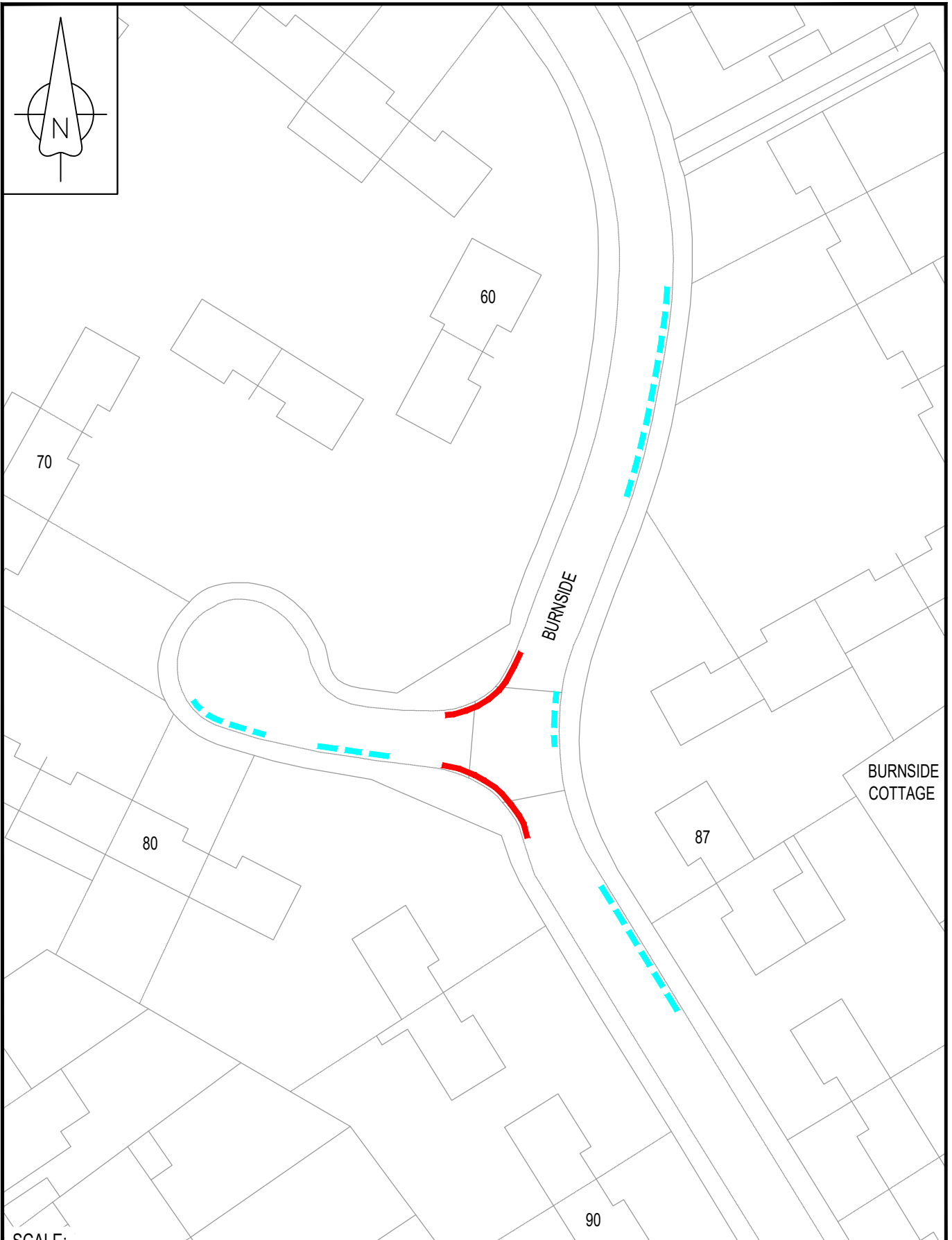
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TITLE:
EAST DEVON HATOC
BURNSIDE AND NUTBROOK,EXMOUTH
3009157082204
Page 70



FIGURE No:
ENV6030-118 c



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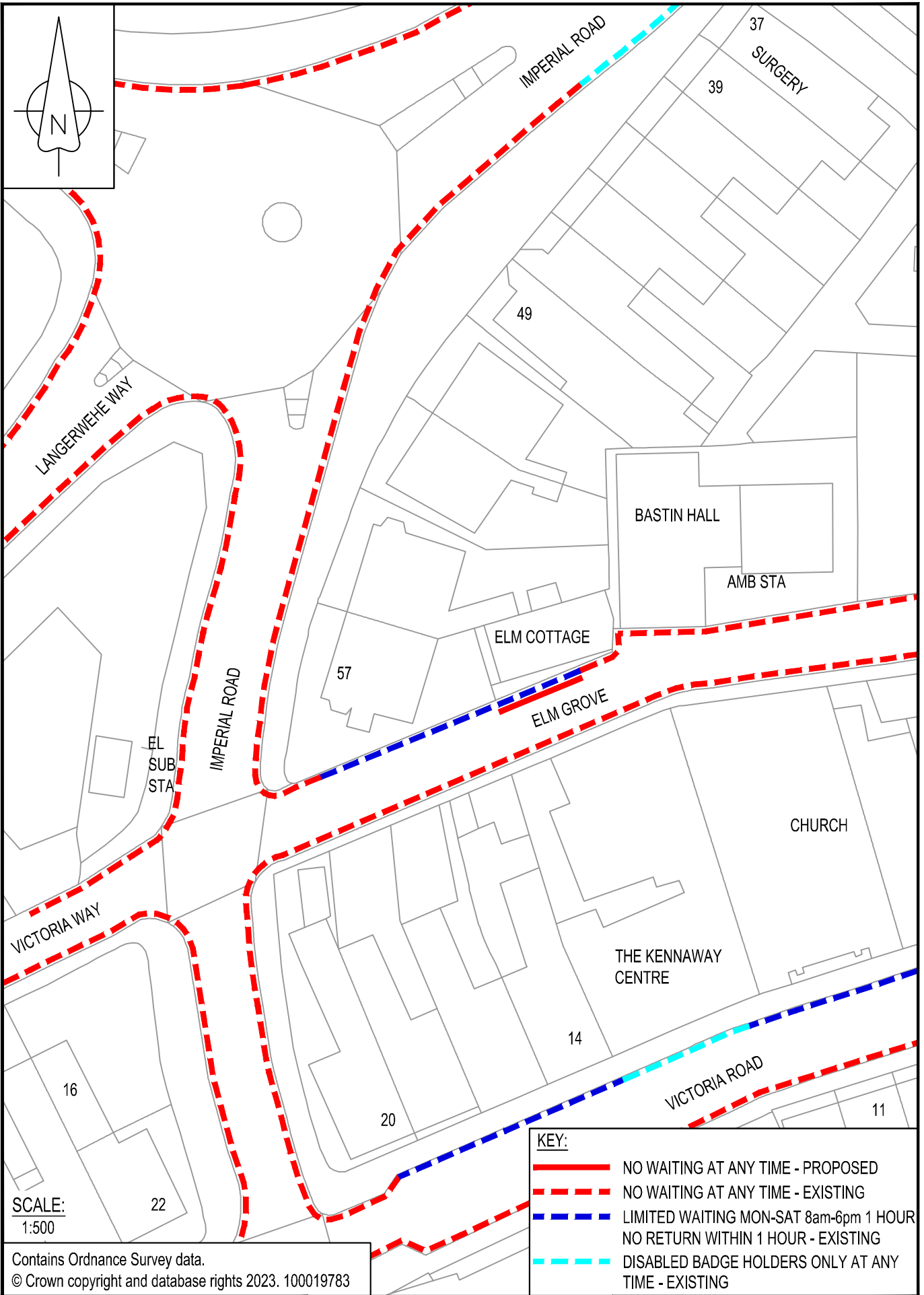
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TITLE:
EAST DEVON HATOC
BURNSIDE AND NUTBROOK, EXMOUTH
300913.082204
Page 71

FIGURE No:
ENV6030-118 d



SCALE:
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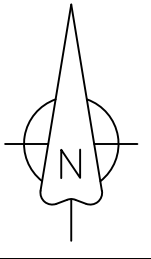
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KEY:	
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	DISABLED BADGE HOLDERS ONLY AT ANY TIME - EXISTING



TITLE:
EAST DEVON HATOC
ELM GROVE, EXMOUTH
20230909.000935
Page 72

FIGURE No:
ENV6030-131



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1:500

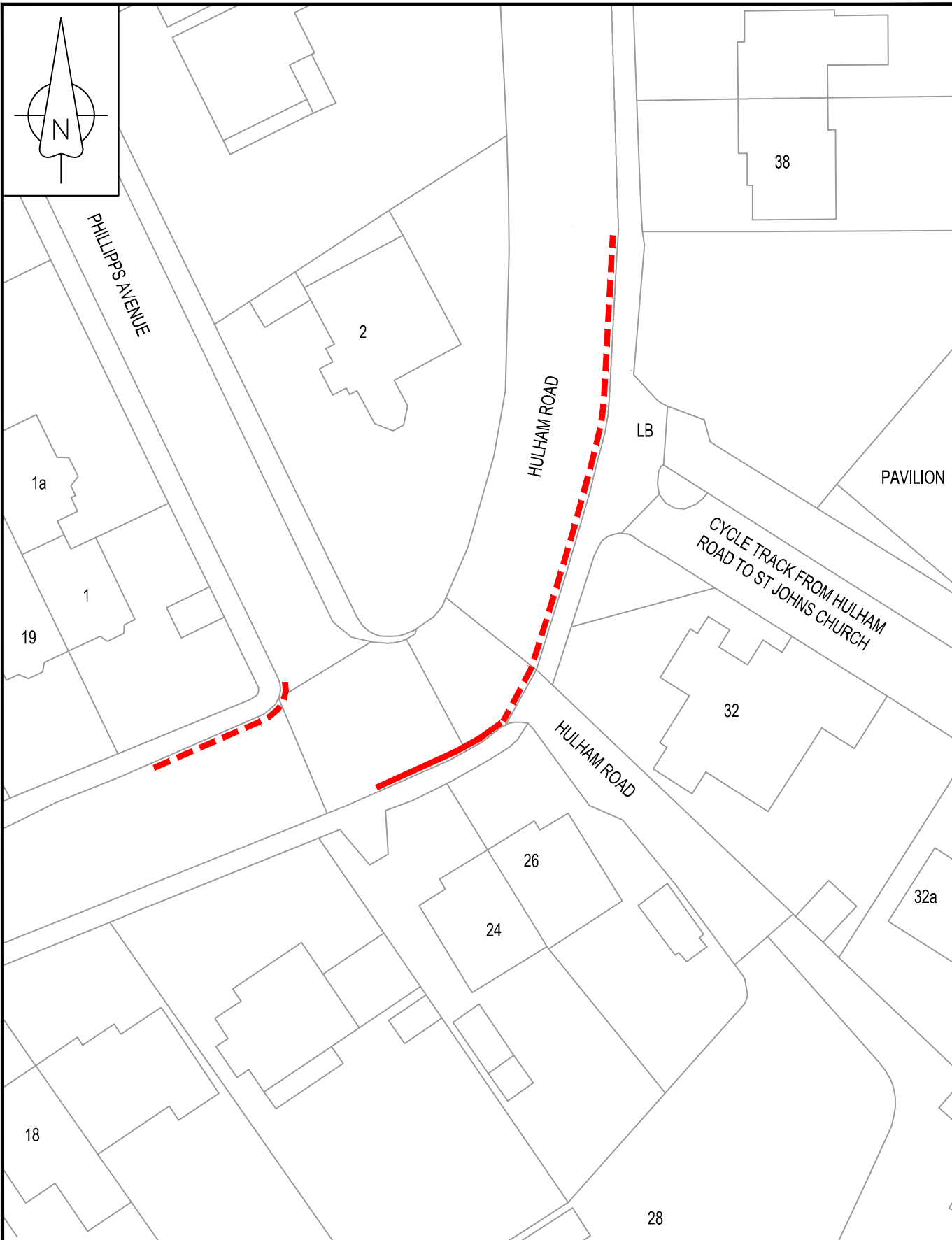
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	NO WAITING AT ANY TIME - PROPOSED
	NO WAITING AT ANY TIME - EXISTING
	BUS STOP CLEARWAY ADVISORY - PROPOSED



TITLE:
EAST DEVON HATOC
EXETER ROAD A376 AND RIVERMEAD
AVENUE JUNCTION EXMOUTH
Page 73
309351062089


FIGURE No:
ENV6030-108




SCALE:
1:500

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KEY:

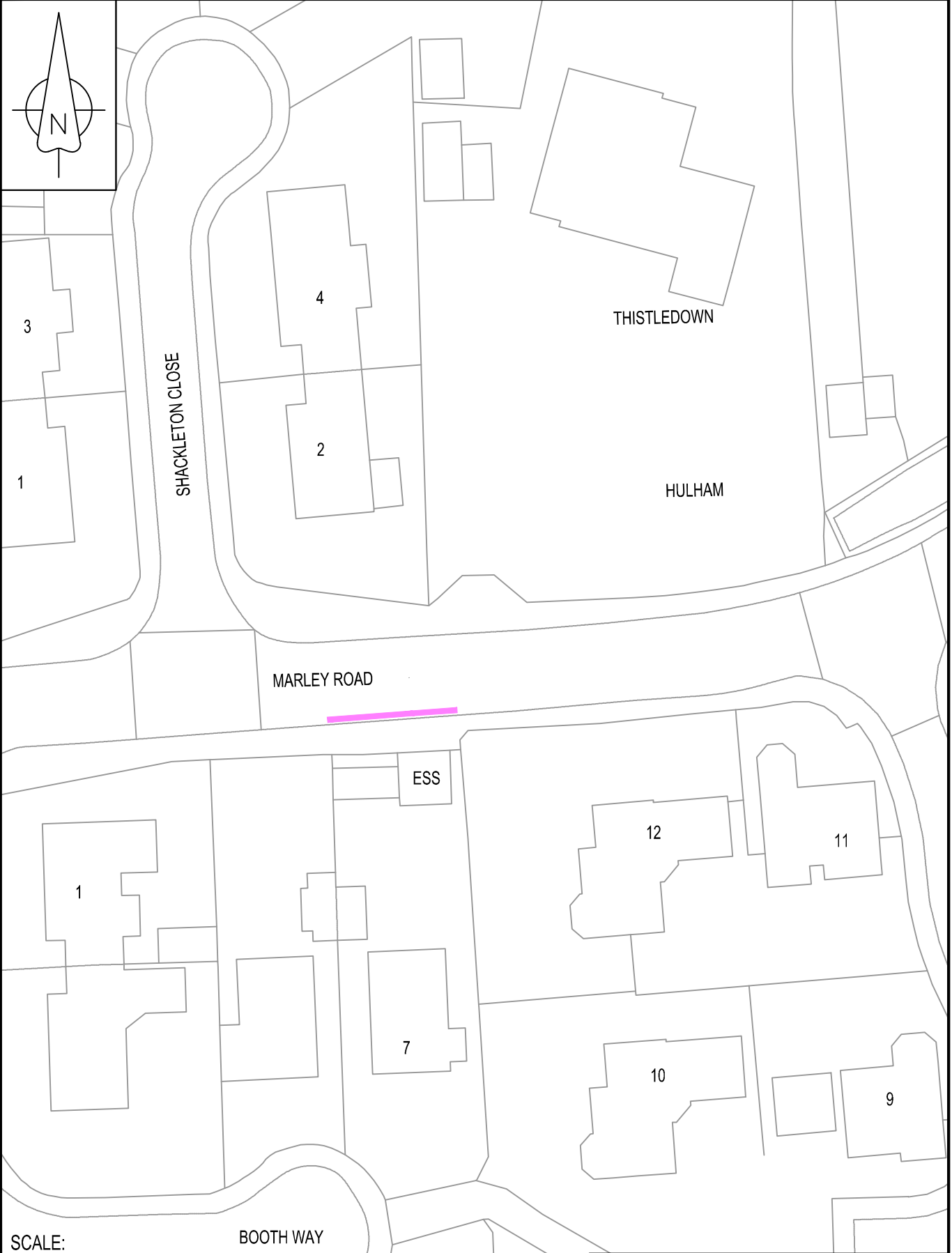
 NO WAITING AT ANY TIME - PROPOSED

 NO WAITING AT ANY TIME - EXISTING



TITLE:
EAST DEVON HATOC
HULHAM ROAD, EXMOUTH
300617.082063
Page 74

FIGURE No:
ENV6030-64



SCALE:
1:500

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KEY:

 BUS STOP CLEARWAY-PROPOSED



TITLE:
EAST DEVON HATOC
MARLEY ROAD, EXMOUTH
300939.062836
Page 73

FIGURE No:
ENV6030-35



SCALE:
1:500

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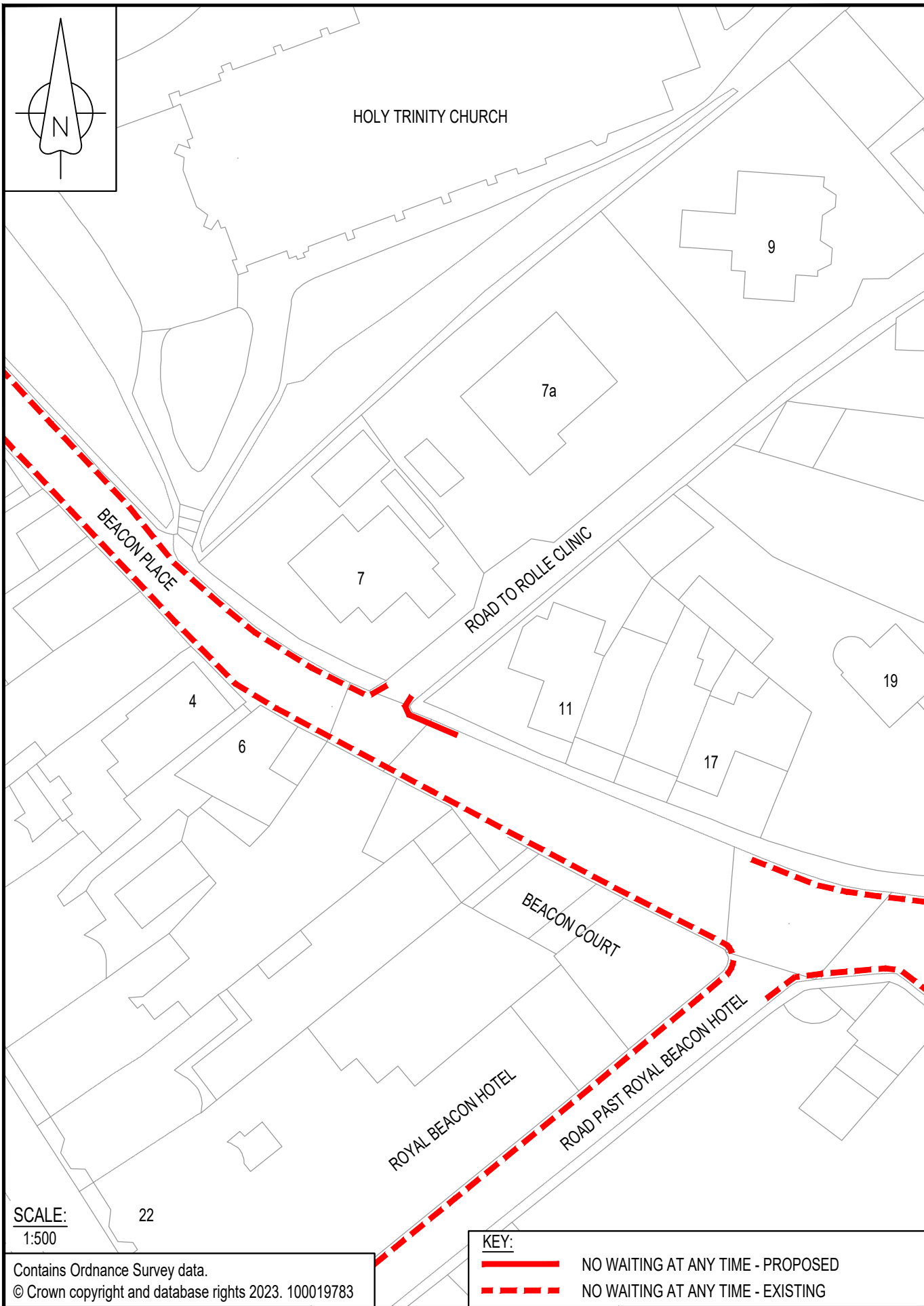
KEY:

- NO WAITING AT ANY TIME - PROPOSED
- - - - NO WAITING AT ANY TIME - EXISTING



TITLE:
EAST DEVON HATOC
POINT TERRACE, EXMOUTH
200479/080859
Page 76



FIGURE No:
ENV6030-200



SCALE:
1:500

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KEY:

-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING



TITLE:

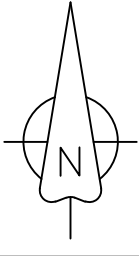
EAST DEVON HATOC
BEACON PLACE, EXMOUTH

300206.000506

Page 77

FIGURE No:

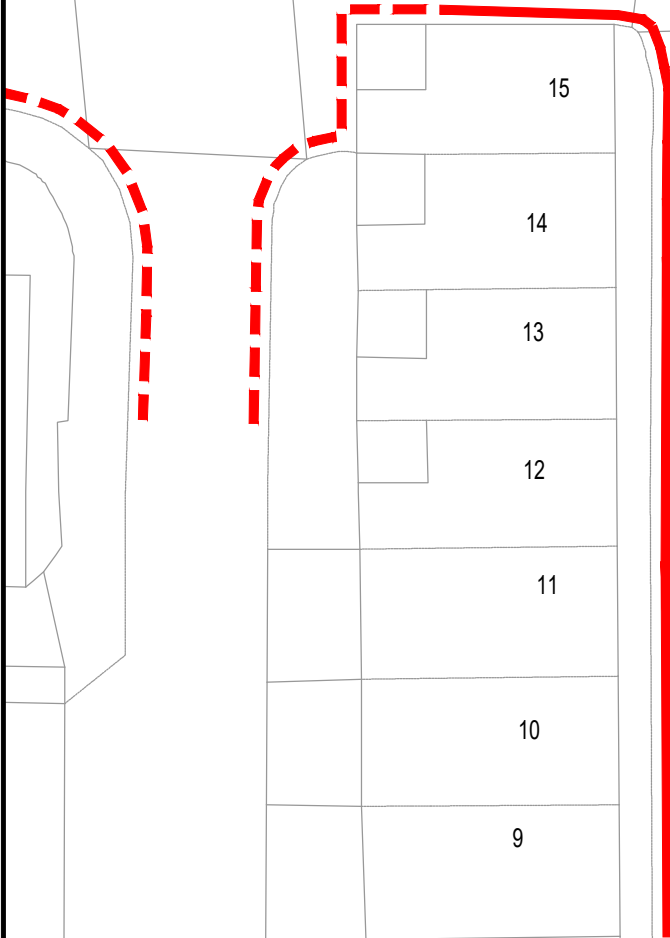
ENV6030-56



THE COURTYARD

THE RETREAT

ALBION PLACE



15

14

13

12

11

10

9

1

2

4

5

6

8

9

10

VICTORIA PLACE

HELENA PLACE

ALBION COURT

SCALE:

1:250

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KEY:



NO WAITING AT ANY TIME - PROPOSED



NO WAITING AT ANY TIME - EXISTING



TITLE:

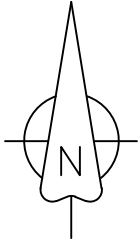
EAST DEVON HATOC
VICTORIA PLACE, EXMOUTH

Page 78

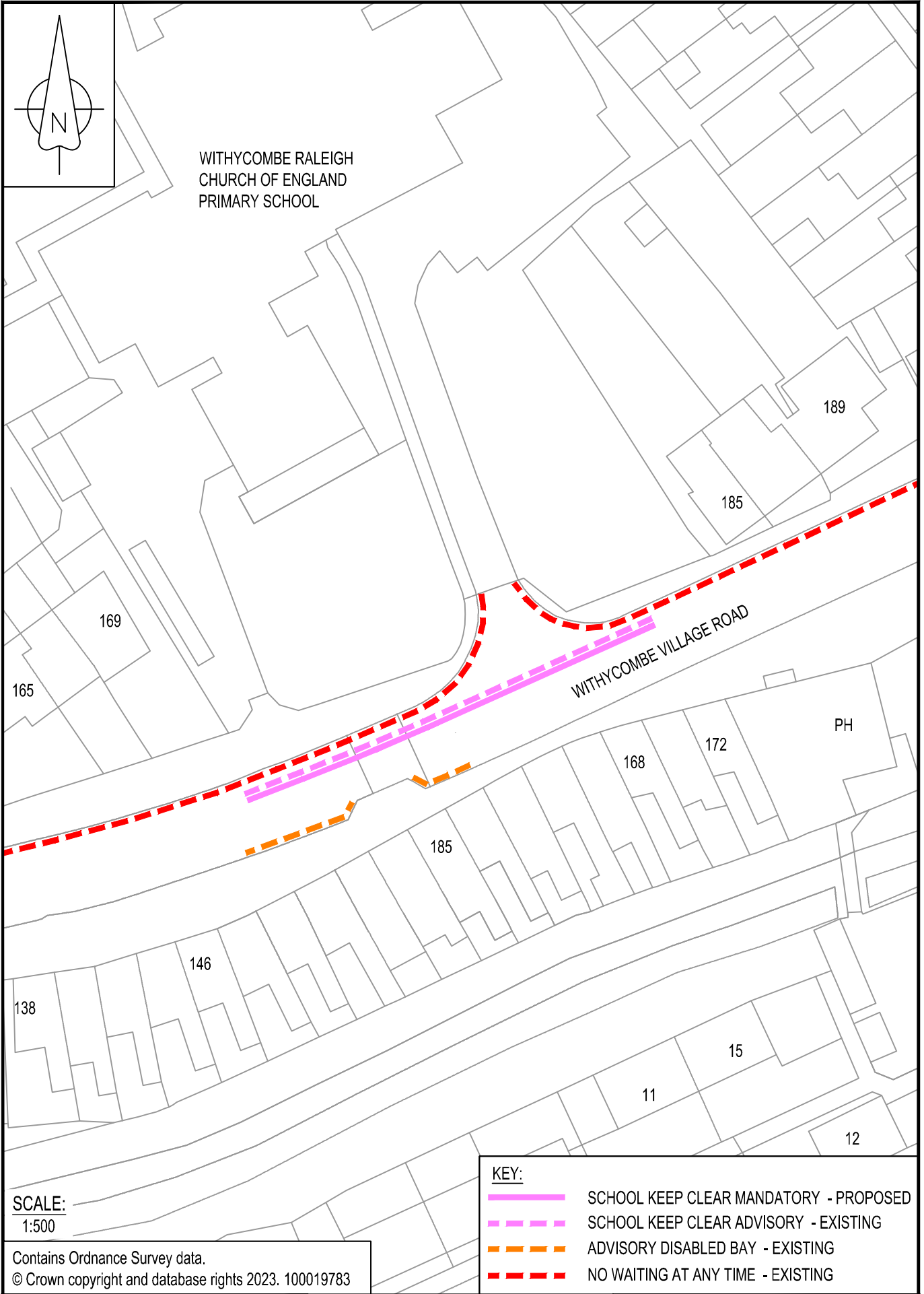
300375/000996

FIGURE No:

ENV6030-4







WITHYCOMBE RALEIGH
CHURCH OF ENGLAND
PRIMARY SCHOOL



SCALE:
1:500

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KEY:

-  SCHOOL KEEP CLEAR MANDATORY - PROPOSED
-  SCHOOL KEEP CLEAR ADVISORY - EXISTING
-  ADVISORY DISABLED BAY - EXISTING
-  NO WAITING AT ANY TIME - EXISTING

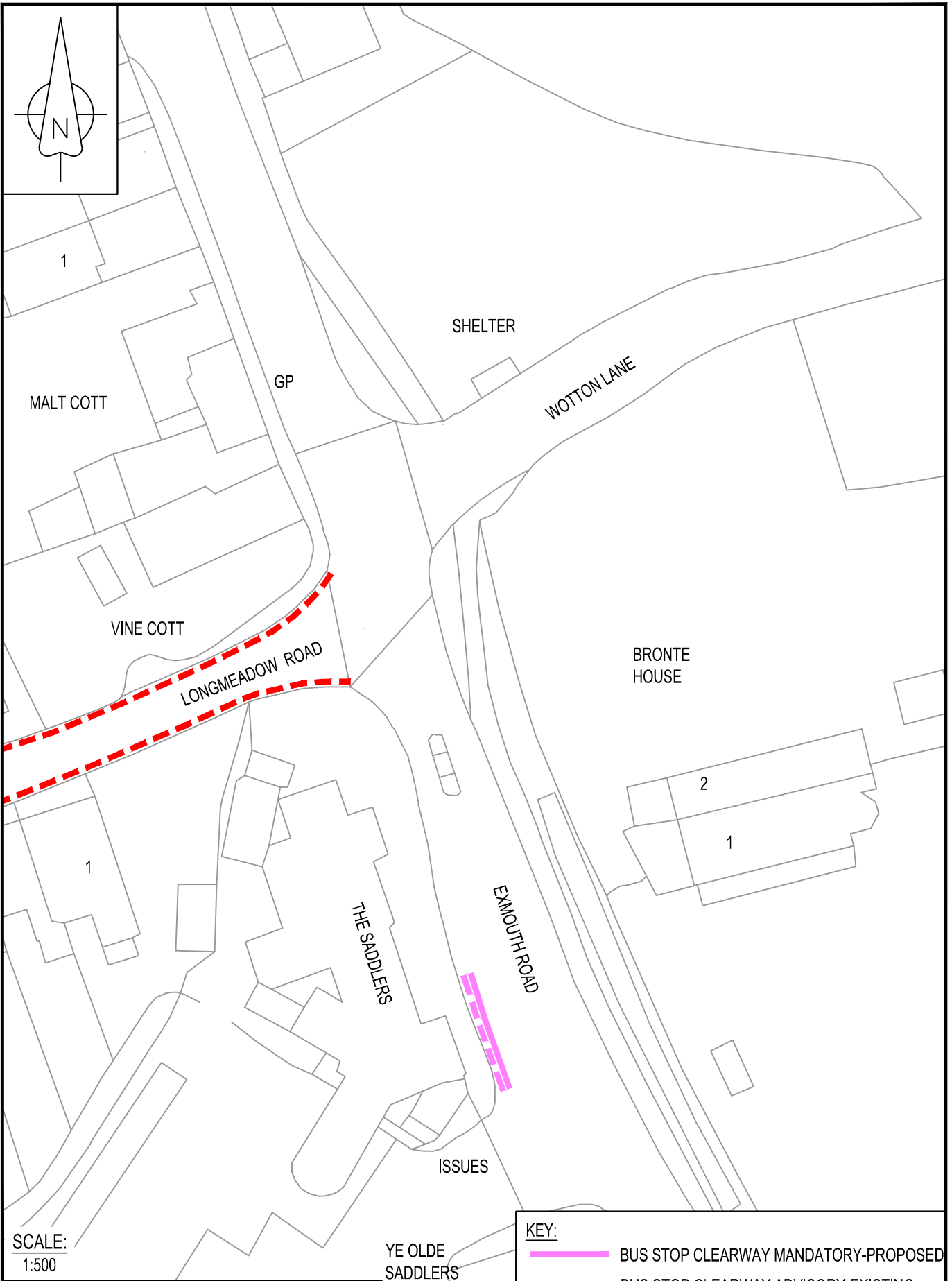


TITLE:

EAST DEVON HATOC
WITHYCOMBE VILLAGE ROAD, EXMOUTH
300594.08/1670
Page 79

FIGURE No:

ENV6030-15

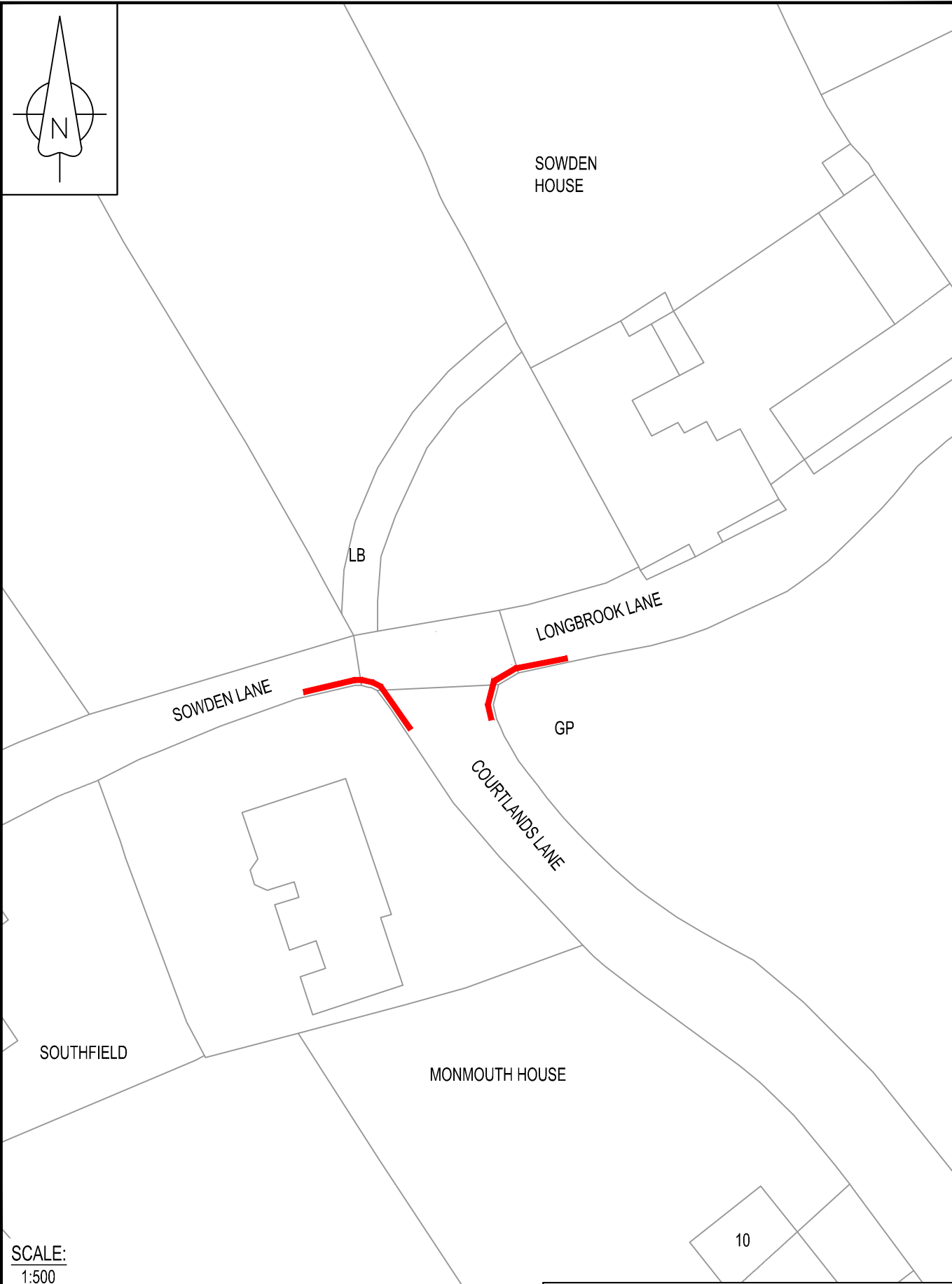
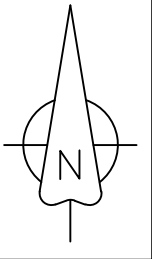


SCALE:
1:500

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KEY:

- BUS STOP CLEARWAY MANDATORY-PROPOSED
- BUS STOP CLEARWAY ADVISORY-EXISTING
- NO WAITING AT ANY TIME - EXISTING



SCALE:
1:500

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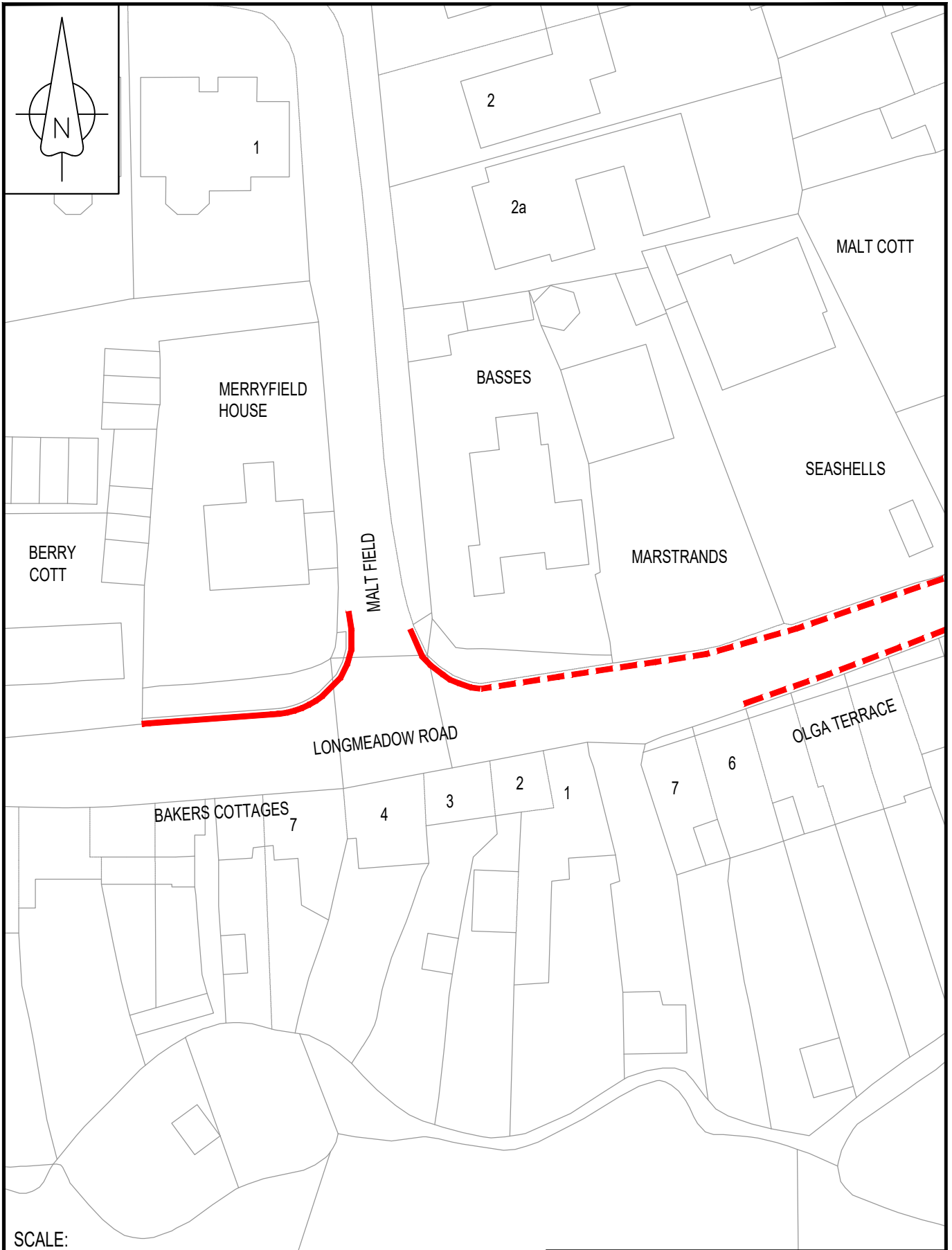
KEY:

 NO WAITING AT ANY TIME - PROPOSED



TITLE:
EAST DEVON HATOC
LONGBROOK LANE JUNCTION WITH
COURTLANDS LANE LYMPSTONE



FIGURE No:
ENV6030-195



SCALE:
1:500

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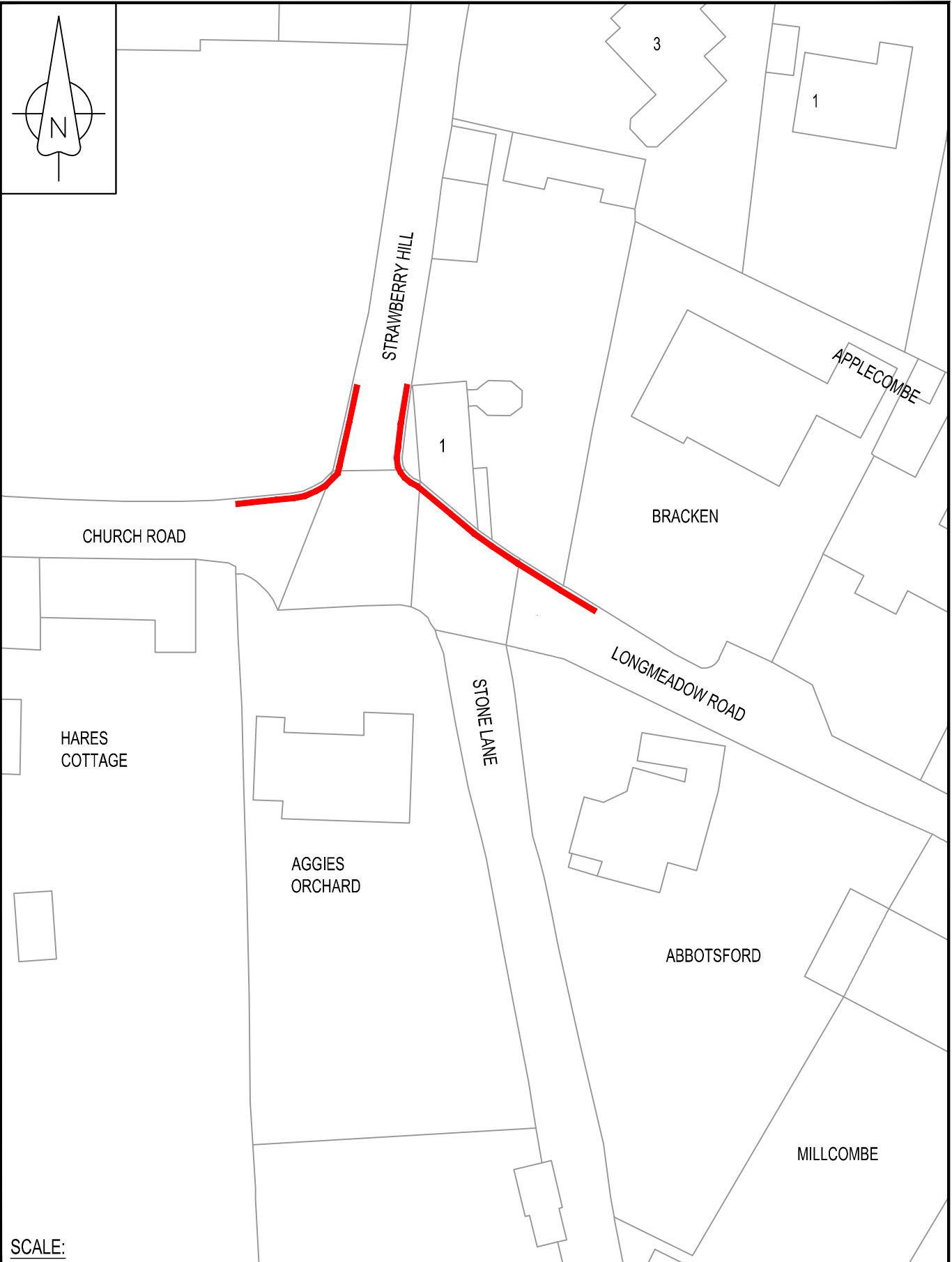
KEY:

-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING



TITLE:
EAST DEVON HATOC
MALT FIELD, LYMPSTONE
20086004062
Page 82

FIGURE No:
ENV6030-47



SCALE:
1:500

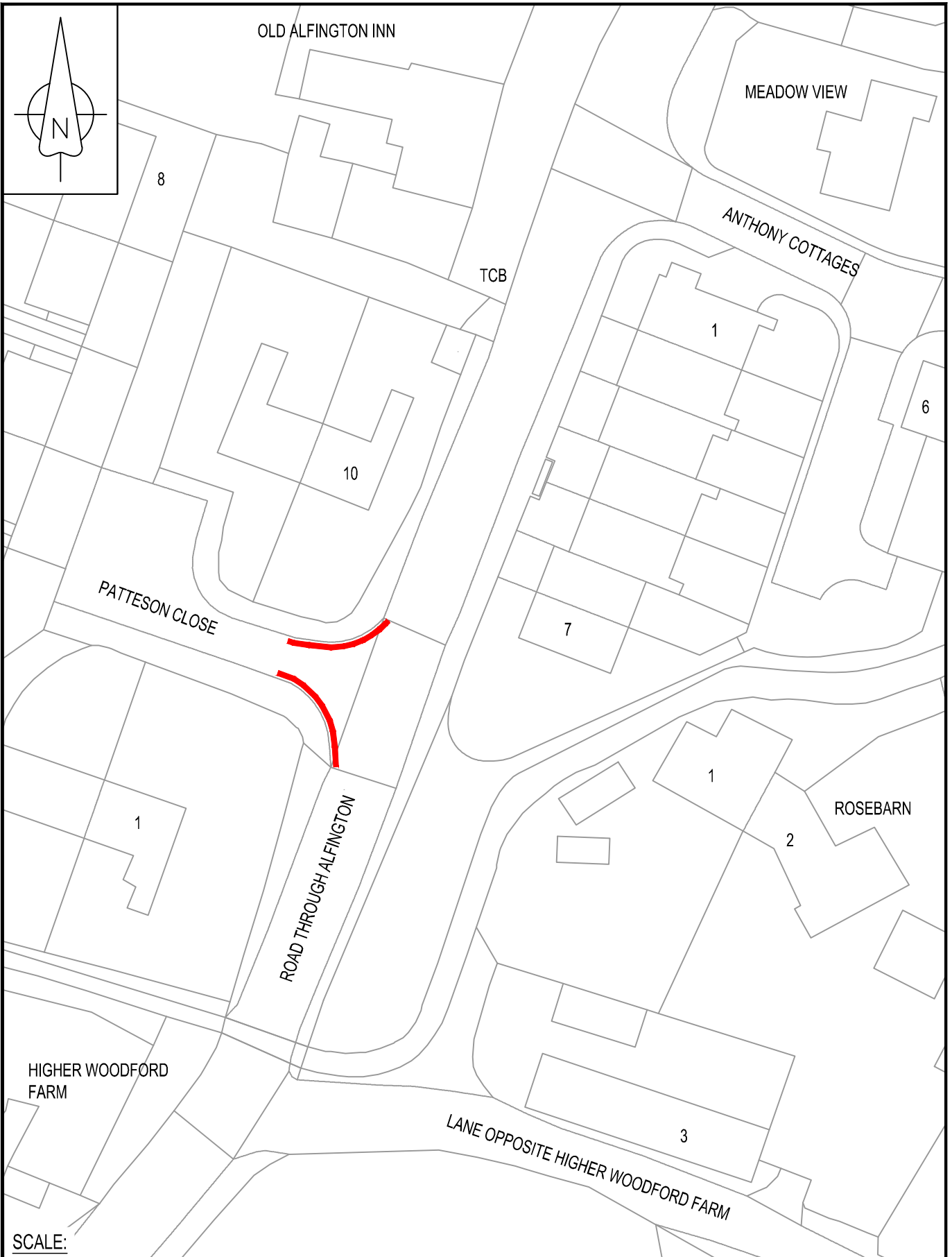
Contains Ordnance Survey data.
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KEY:
 NO WAITING AT ANY TIME - PROPOSED



TITLE: EAST DEVON HATOC
STRAWBERRY HILL JUNCTION WITH
LONGMEADOW ROAD/CHURCH
ROAD LYMPSTONE
Page 83
299454,084212

FIGURE No:
ENV6030-59



SCALE:
1:500

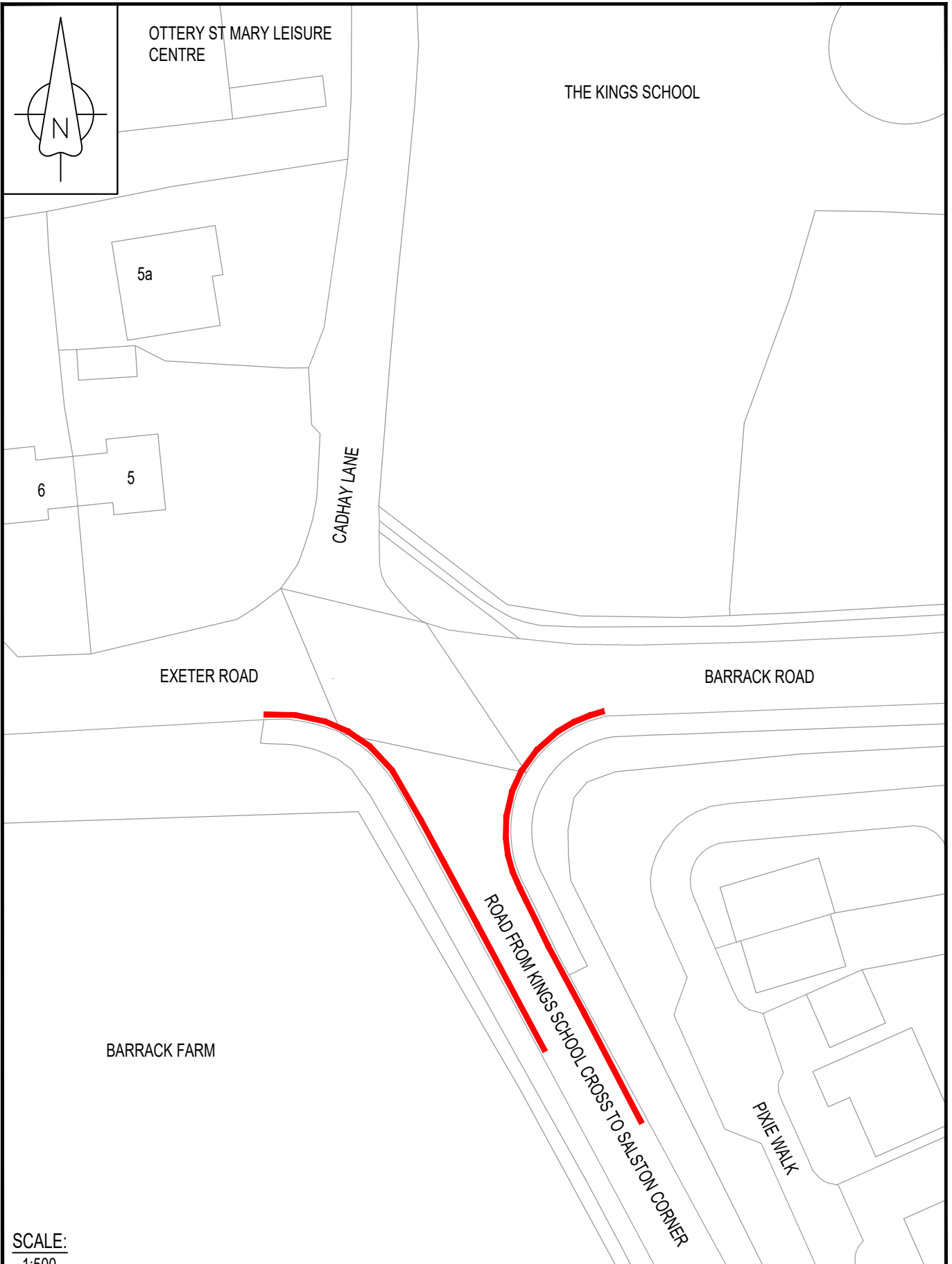
Contains Ordnance Survey data.
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KEY:
 NO WAITING AT ANY TIME - PROPOSED



TITLE: EAST DEVON HATOC
PATTESON CLOSE-ALFINGTON,
OTTERY ST MARY
Page 84
94351097694

FIGURE No:
ENV6030-61



SCALE:
1:500

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KEY:

 NO WAITING AT ANY TIME - PROPOSED

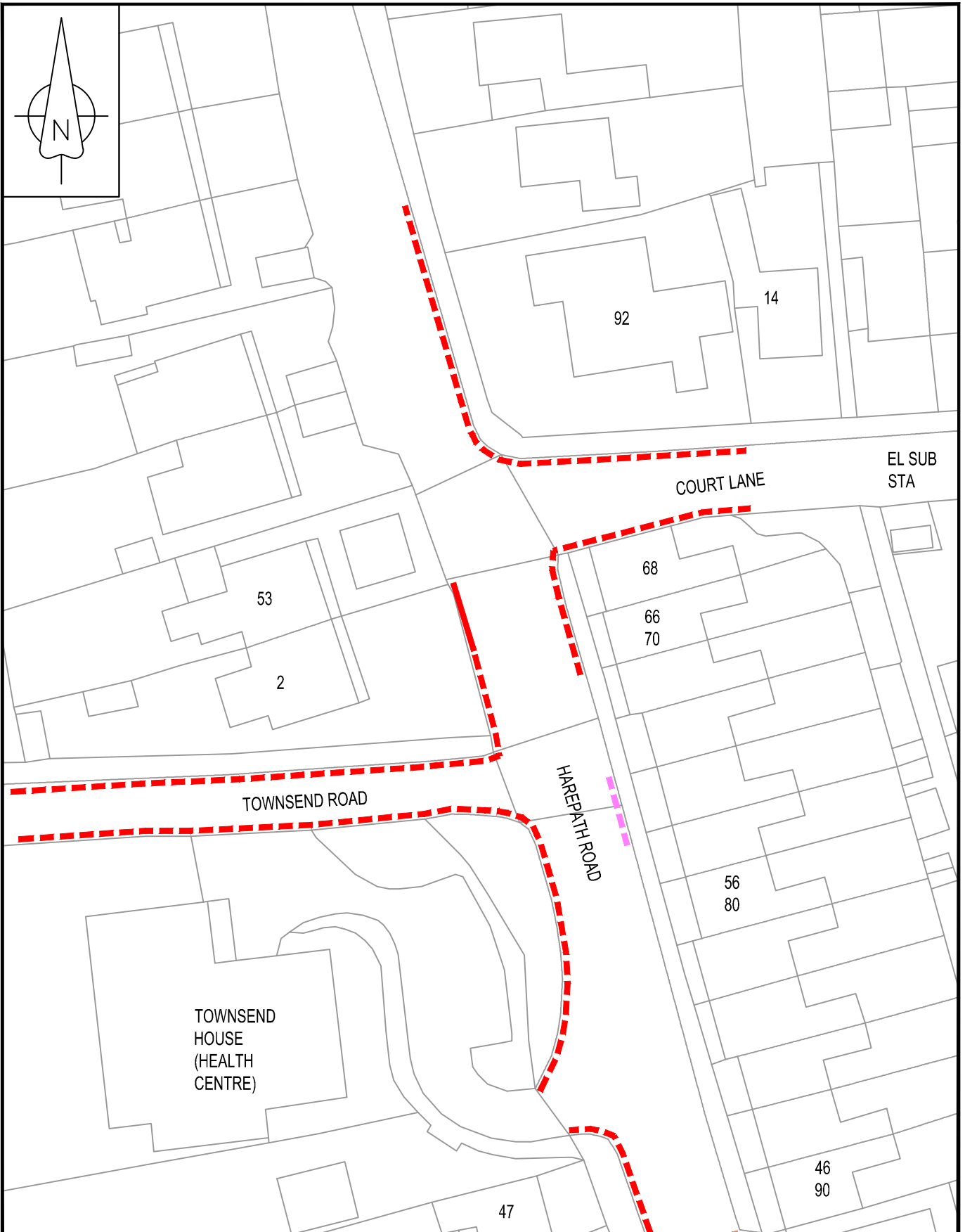


TITLE:
EAST DEVON HATOC
ROAD FROM KINGS SCHOOL CROSS TO
SALSTON CORNER, OTTERY ST MARY

Page 85
308947,005406

FIGURE No:




ENV6030-88

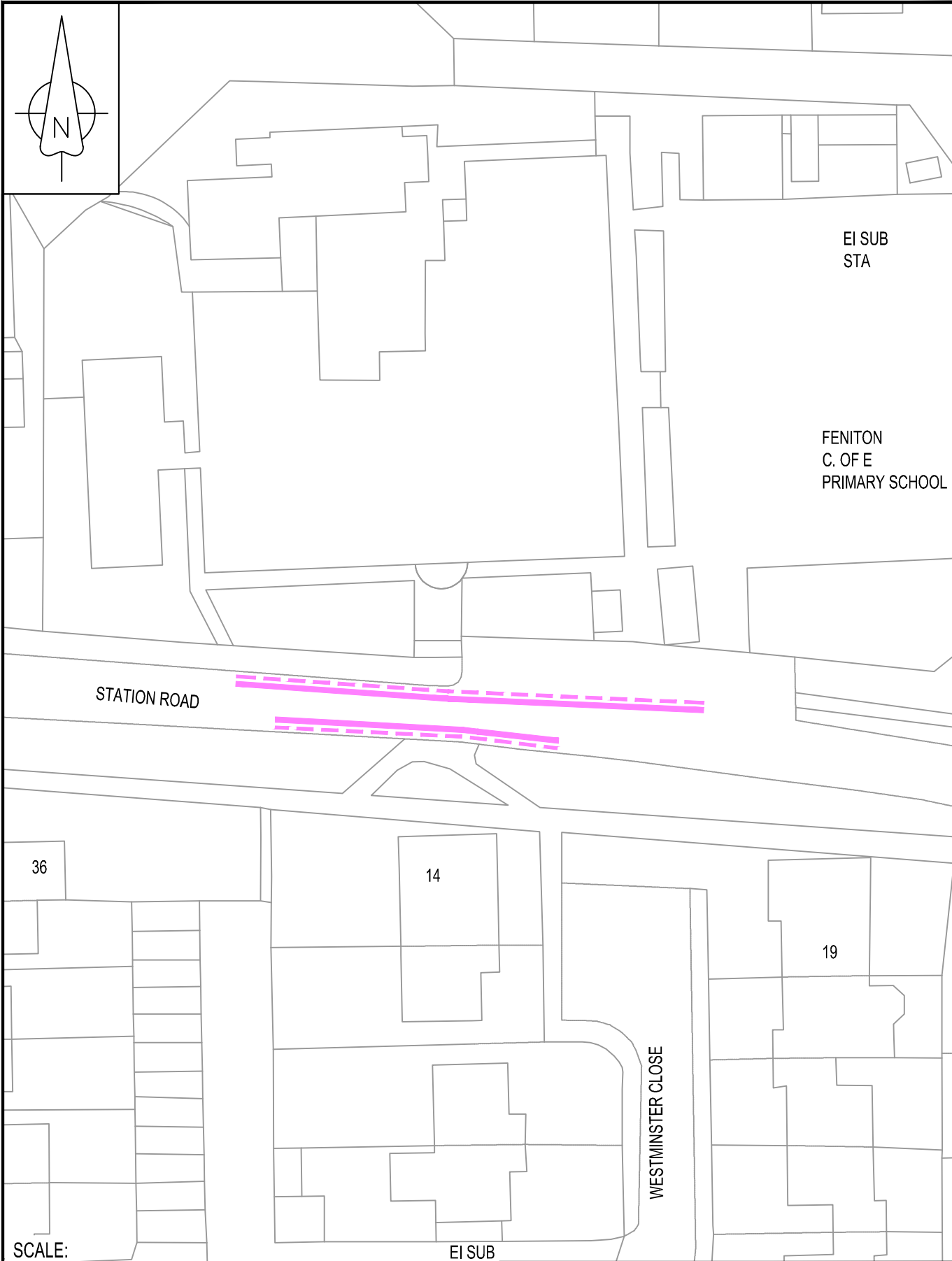
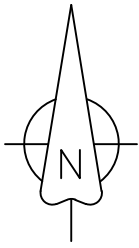


SCALE:
1:500

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KEY:

-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING
-  ADVISORY DISABLED BAY - EXISTING





SCALE:
1:500

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STA

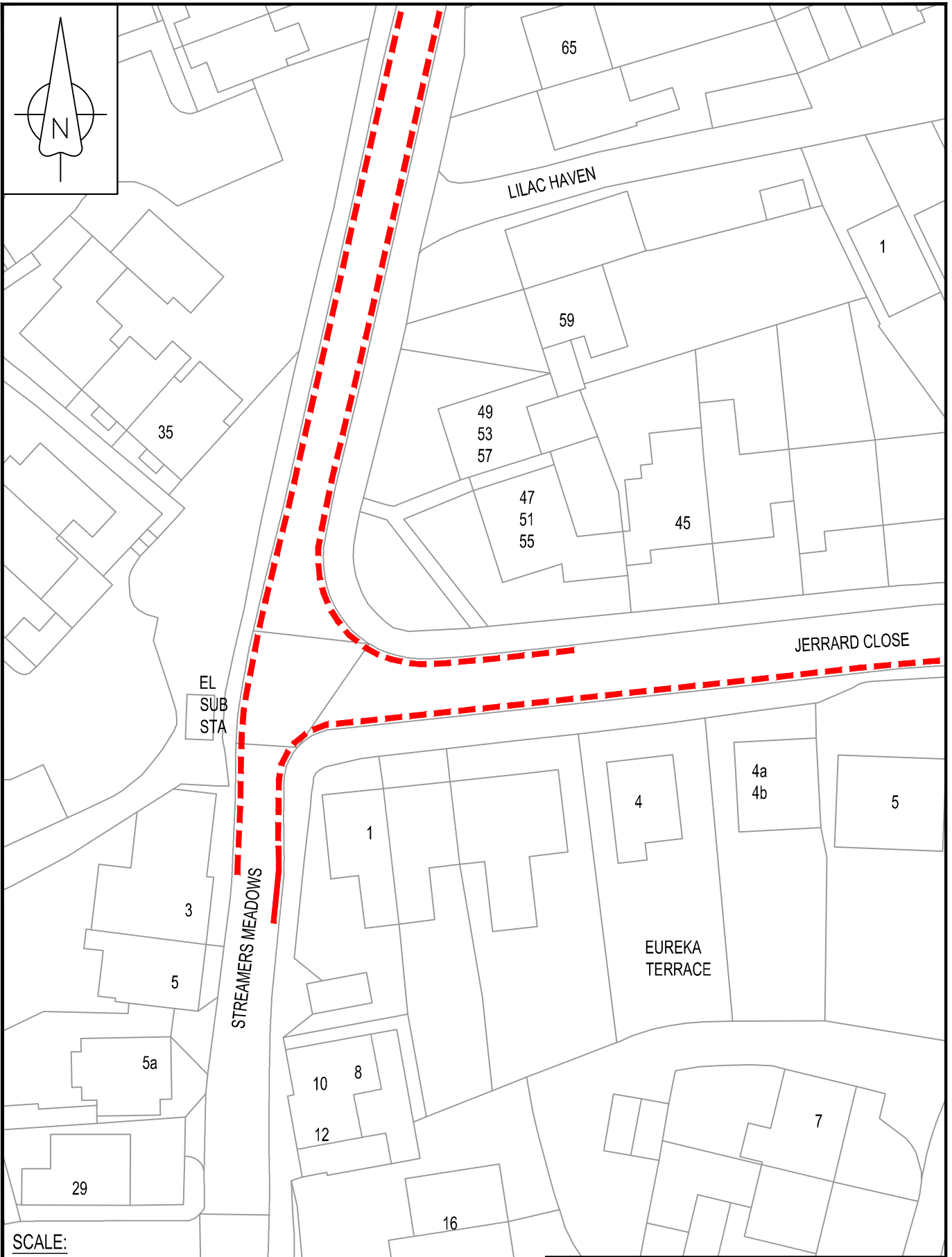
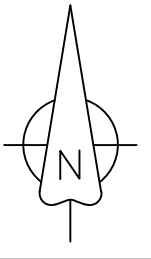
KEY:

-  SCHOOL KEEP CLEAR (MANDATORY) - PROPOSED
-  SCHOOL KEEP CLEAR (ADVISORY) - EXISTING



TITLE:
EAST DEVON HATOC
STATION ROAD, FENITON
309908.000407
Page 87

FIGURE No:
ENV6030-248



SCALE:
1:500

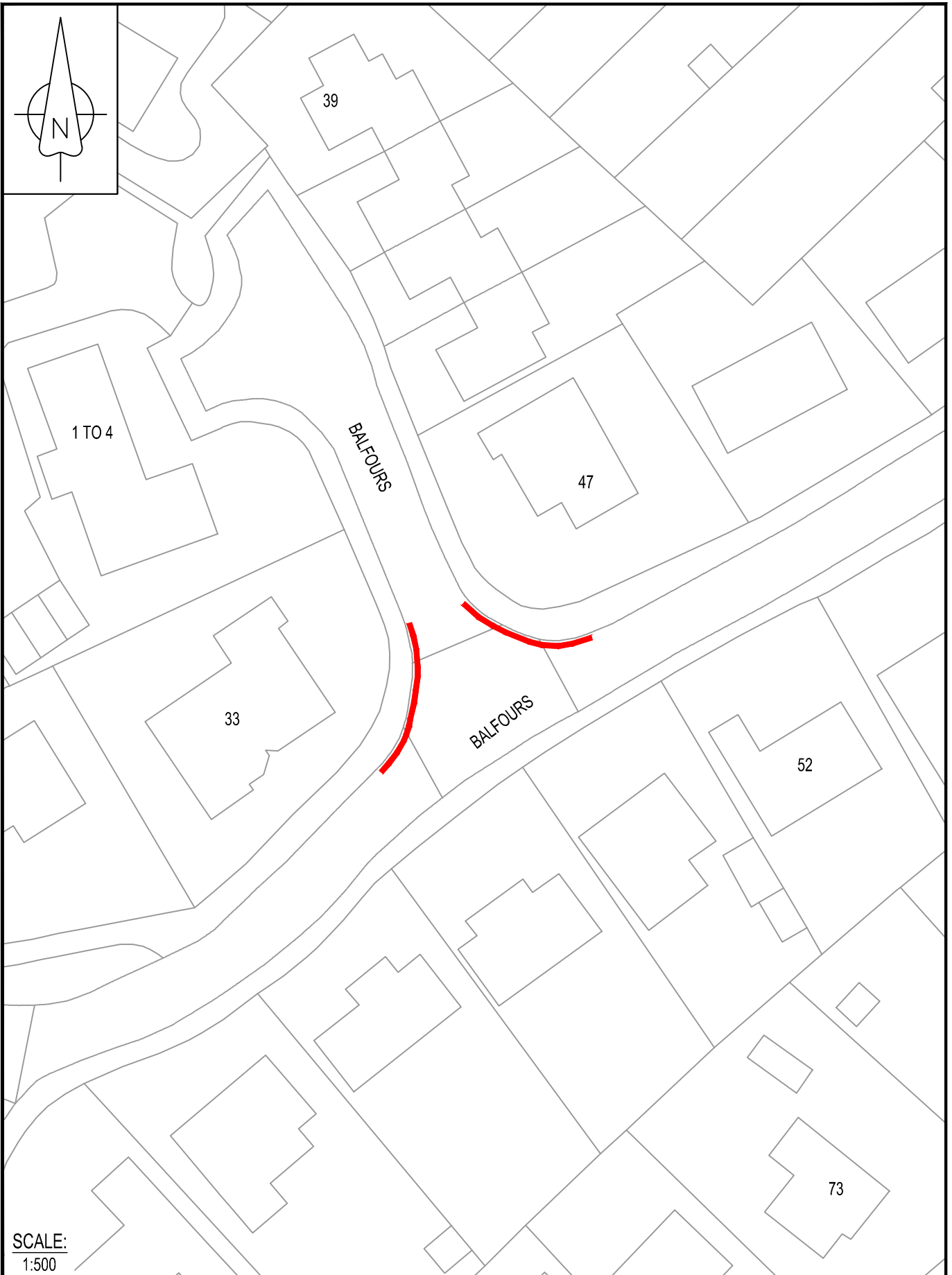
Contains Ordnance Survey data.
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KEY:	
	NO WAITING AT ANY TIME - PROPOSED
	NO WAITING AT ANY TIME - EXISTING



TITLE:
EAST DEVON HATOC
STREAMERS MEADOWS, HONITON
316170100404
Page 88

FIGURE No:
ENV6030-132



SCALE:
1:500

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KEY:

 NO WAITING AT ANY TIME - PROPOSED



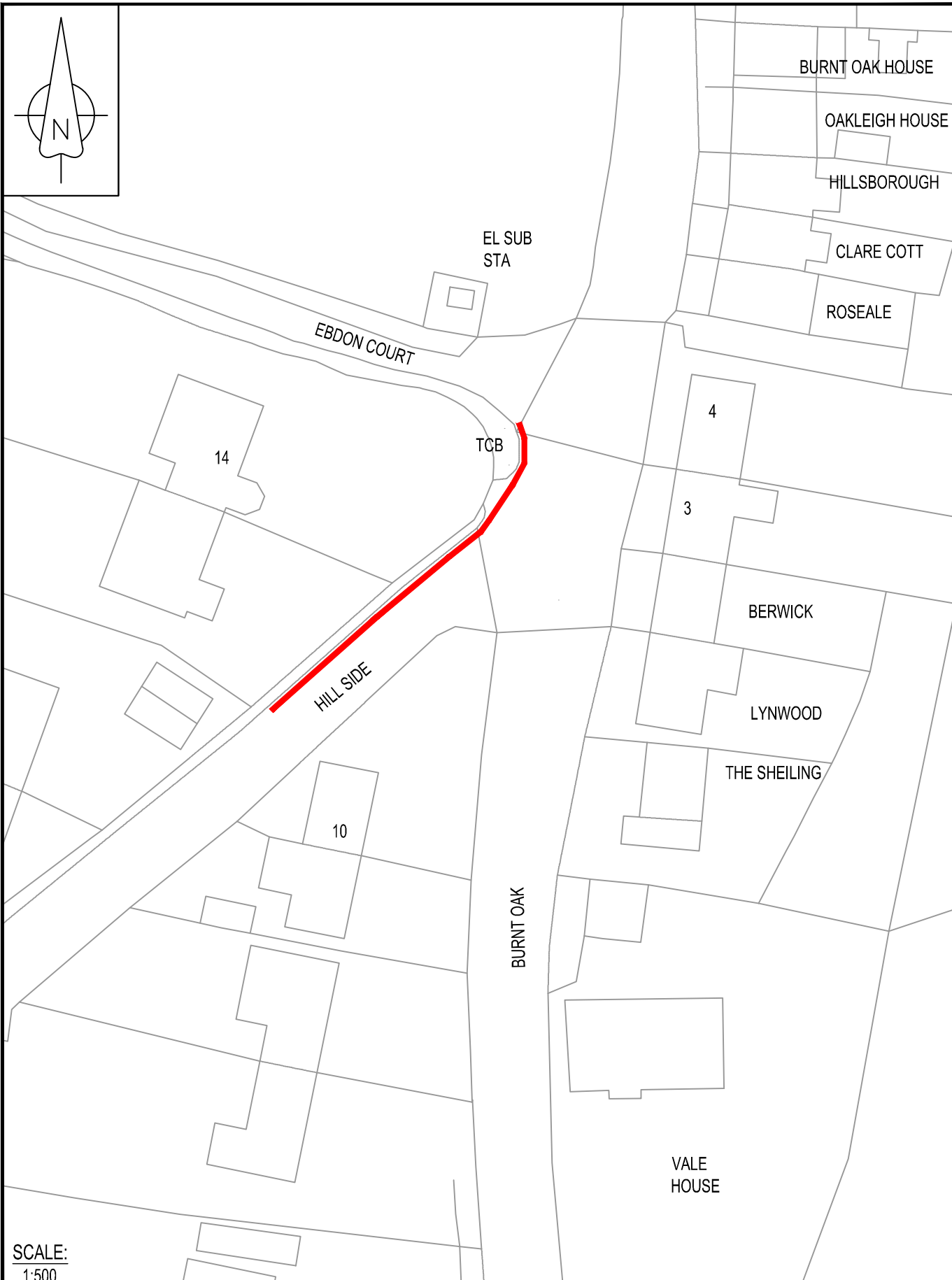
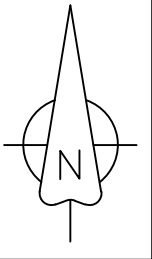
TITLE:

EAST DEVON HATOC
BALFOURS, SIDMOUTH

812357.068829
Page 89

FIGURE No:

ENV6030-146



SCALE:
1:500

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KEY:

 NO WAITING AT ANY TIME - PROPOSED

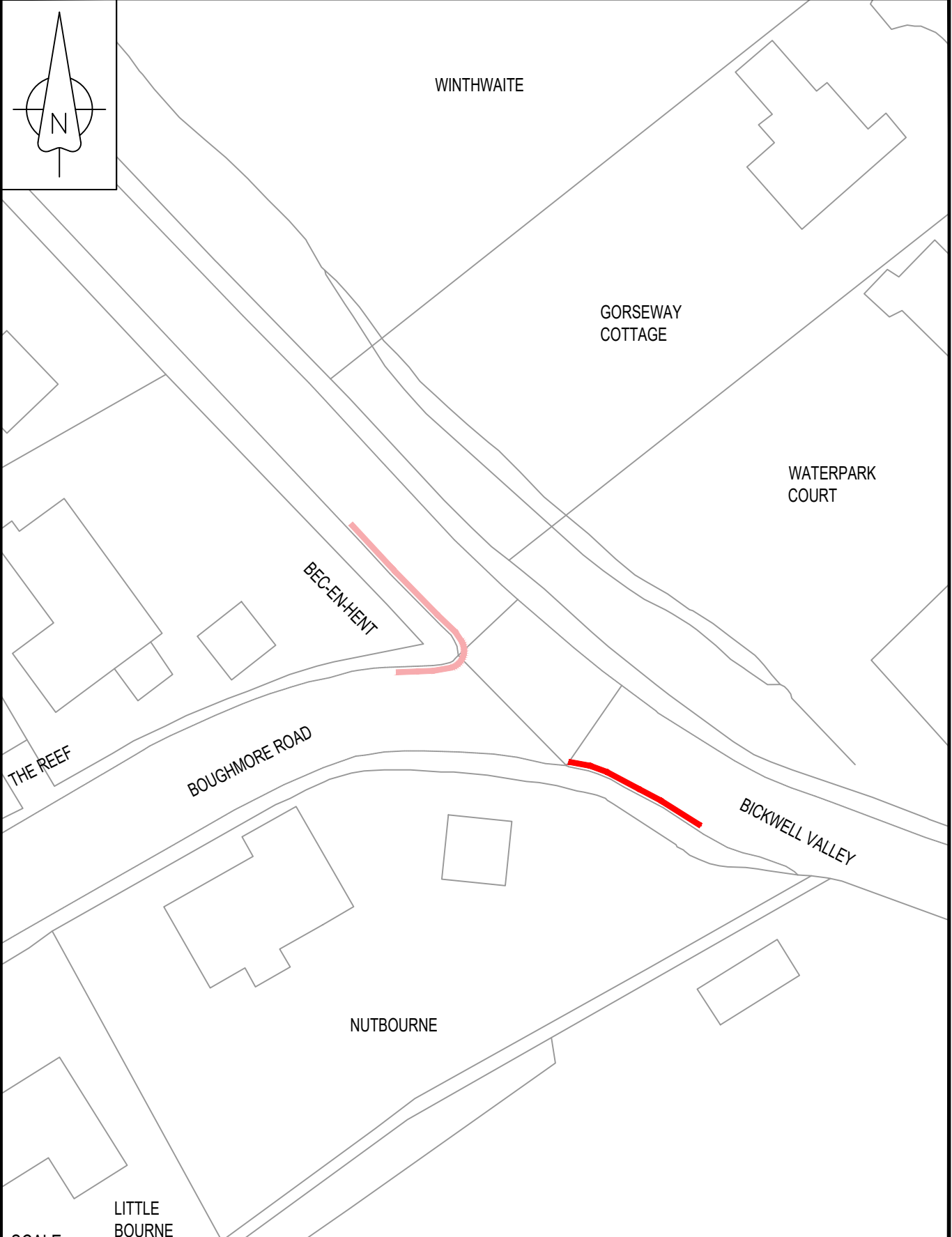


TITLE:

EAST DEVON HATOC
HILLSIDE, SIDBURY
313690 091130
Page 90



FIGURE No:

ENV6030-191



SCALE:
1:500

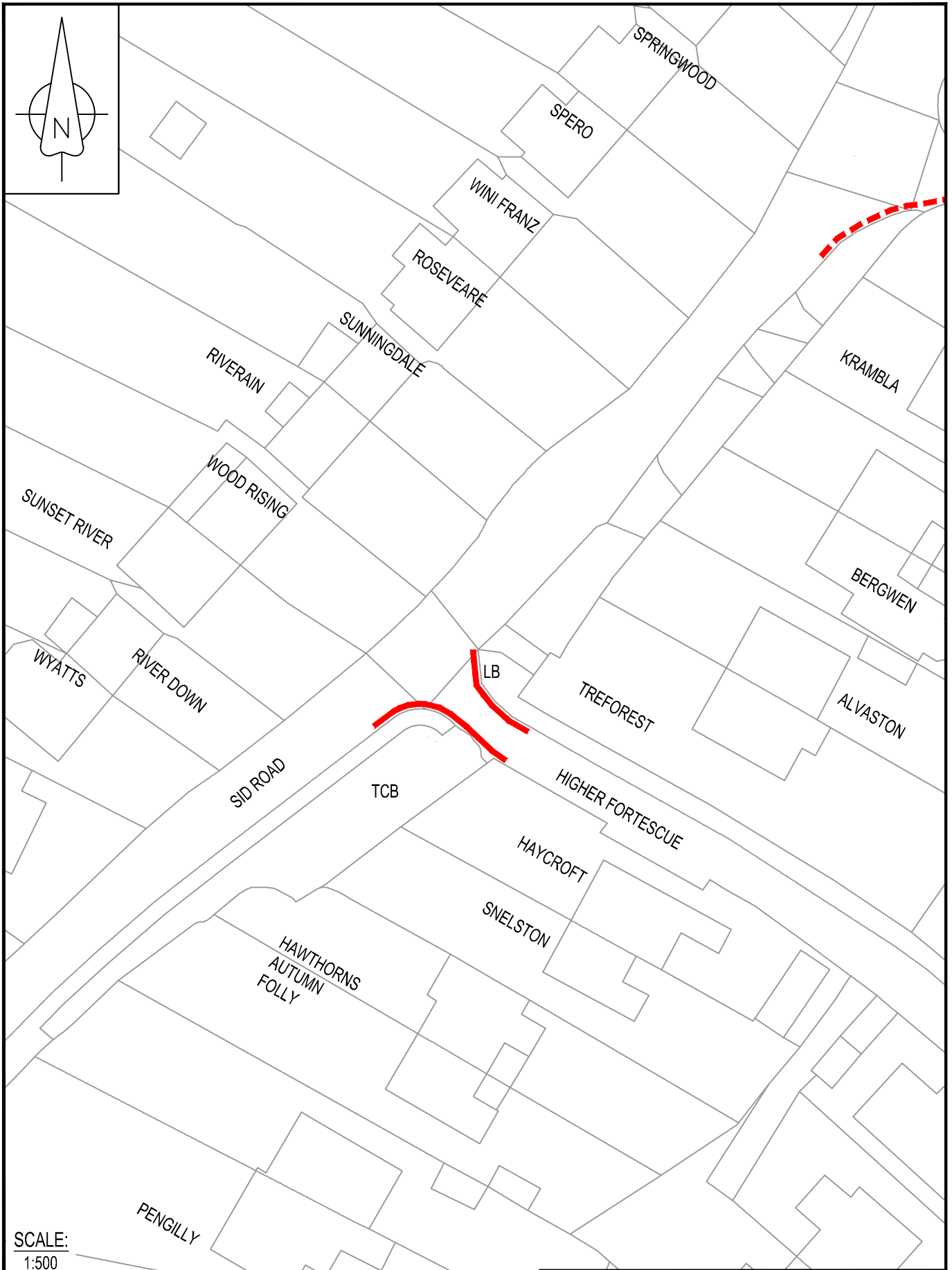
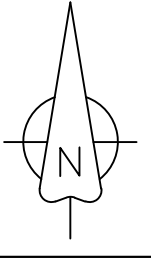
Contains Ordnance Survey data.
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KEY:	
	NO WAITING AT ANY TIME - PROPOSED
	NO WAITING AT ANY TIME TO BE IMPLEMENTED SPRING 2023



TITLE:
EAST DEVON HATOC
BICKWELL VALLEY, SIDMOUTH
311797.06700
Page 91

FIGURE No:
ENV6030-145



SCALE:
1:500

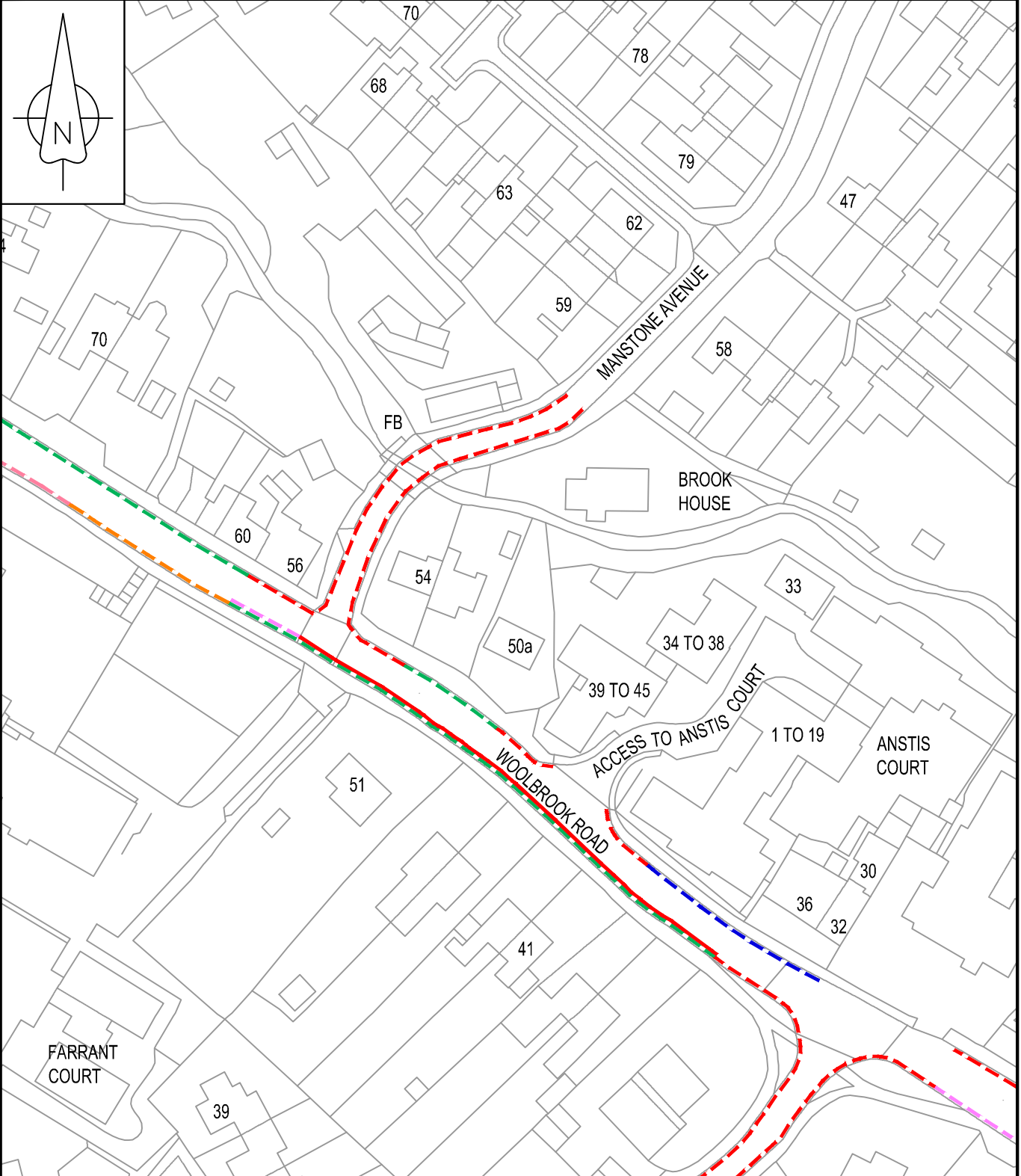
Contains Ordnance Survey data.
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KEY:
— NO WAITING AT ANY TIME - PROPOSED
- - - NO WAITING AT ANY TIME - EXISTING



TITLE:
EAST DEVON HATOC
HIGHER FORTESCUE, SIDMOUTH
Page 02
313576 009077

FIGURE No:
ENV6030-162



SCALE:
1:1000

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KEY:	
	NO WAITING AT ANY TIME - PROPOSED
	NO WAITING 10:00am-6:00pm - EXISTING
	NO WAITING AT ANY TIME - EXISTING
	LIMITED WAITING MON-SAT 10am-6pm 1 HOUR NO RETURN WITHIN 2 HOURS - EXISTING
	BUS STOP CLEARWAY - EXISTING
	SCHOOL ENTRANCE CLEARWAY - NO STOPPING AT ANY TIME - EXISTING
	NO WAITING MON-FRI 8am-9am AND 3pm-4:30pm - EXISTING



TITLE:
 EAST DEVON HATOC
 WOOLBROOK ROAD, SIDMOUTH
 312297.069101
 Page 93

FIGURE No:
 ENV6030-147

CET/23/53
East Devon Highways and Traffic Orders Committee
17 July 2023

Actions Taken Under Delegated Powers

Report of the Director for Climate Change, Environment and Transport

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

1) Recommendation

It is recommended that the report be noted.

2) Summary

In accordance with Minute *4 of the Meeting of this Committee on 23 July 2021 this report details the actions taken in respect of traffic regulation orders under Delegated Powers since the last meeting.

3) 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 Chair and local County Councillors. Details of these matters are listed below.

Location	Proposal	Action
Churchill Road, Exmouth	Revocation of disabled parking bay	Traffic regulation order advertised, and restriction removed following consultation with local members and Chair.
A3052 Cat & Fiddle, Clyst St Mary	Extension of 40mph speed limit	Traffic regulation order advertised, objections resolved and speed limit extended following consultation with local members and Chair.

Meg Booth

Director of Climate Change, Environment and Transport

Electoral Divisions: Broadclyst and Exmouth

Local Government Act 1972: List of background papers

Background Paper Nil

Agenda Item 9

Contact for enquiries:

Name: James Bench

Telephone: 0345 155 1004

Address: Room M8, Great Moor House, Bittern Road, Exeter

jb140623edh

sc/cr/Actions Taken Under Delegated Powers

02 060723