

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 25 May until 16 June 2023 (with an extension for Okehampton Hamlets Parish Council due to being missed from the original notification email).

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.

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 West Devon

Local Government Act 1972: List of background papers

Background Paper Nil

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sc/cr/Local Waiting Restriction Programme

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Appendix 1 to CET/23/60**Details of Proposals Advertised**

Councillor	Plan Reference	Location	Parish/ Town	Proposals	Statement of Reasons
Debo Sellis	ENV6034-63	St Johns	Tavistock	Extend No Waiting At Any Time	To prevent obstructive parking.
James McInnes	ENV6034-83	Road from Shilhayes to Zeal Head Cross	South Zeal	Introduce No Waiting At Any Time	To prevent obstructive parking.
Lois Samuel	ENV6034-117	Fore Street & Road from The Square To Pigs Leg Cross	Bridestowe	Introduce Buses Only Mon-Fri 8.45am-9.15am And 3.00pm-3.30pm, and a Mandatory School Keep Clear	To prevent obstructive parking.
Lois Samuel	ENV6034-122	Fore Street	Okehampton	Extend No Waiting At Any Time	To prevent obstructive parking.
Lois Samuel	ENV6034-23	Merrivale Road	Okehampton	Extend No Waiting At Any Time	To prevent obstructive parking.
Lois Samuel	ENV6034-10	Station Road	Okehampton	Upgrade No Waiting Mon-Sat 9am-5pm to No Waiting At Any Time	To prevent obstructive parking.
Philip Sanders	ENV6034-230	Fore Street	Bere Alston	Introduce Limited Waiting Mon-Sat Midday-4pm 30 Minutes No Return Within 30 Minutes	To improve on street parking capacity.
Philip Sanders	ENV6034-120	A386	Mary Tavy	Introduce Limited Waiting Mon-Sat 8am-6pm, Sun 9am-12pm 1 Hour No Return Within 2 Hours	To prevent long term parking.

Summary of Submissions

ENV6034-63 – St Johns, Tavistock 7 respondents – 1 resident of Drake Road and 6 residents of St Johns	
Comments	Devon County Council Response
<p>7 respondents support the proposal.</p> <p>Supporting arguments:</p> <ul style="list-style-type: none"> - Resident reports that cars park right up to the entrance to St Johns and vehicles often protrude into Deer Park Lane causing obstruction to drivers' lines of sight when leaving St Johns. - Current parking behaviour led to road safety issues for pedestrians crossing entrance, particularly children from St Peter's School. - Resident feels that allowing parking near a junction is dangerous and could cause accidents then states that Deer Park Lane is frequently used by schoolchildren and walkers and wheelchair users. - Current parking makes access difficult for emergency vehicles and refuse collection vehicles. - Resident reports cars parking on the kerbs opposite driveways, making access difficult. - Obstructive parking opposite driveways causes anxiety and stress. - Respondent states that obstructive parking could cause accidents. - Resident states they have been unable to safely exit residence in St Johns due to obstructive parking by cars. - Resident states that due to cars obstructing the entrance they feel they are taking a chance/risking safe passage. - Resident reports having mounted the kerb to avoid collisions with parked cars. - Refuse carts/delivery drivers can't get up the road if cars obstruct the bottom. - Resident states current arrangements affect access for emergency vehicles. - Allowing parking near a junction is dangerous and could cause accidents. - St Johns is difficult to access safely when people park on the curve at the end of the road. - Resident reports poor visibility, inhibiting a safe exit. - Resident states chances of an accident or collision are likely. - Resident reports large vans and refuse trucks have experienced access issues, even when mounting the pavement. 	<p>Reason for Proposal: Extend No Waiting At Any Time to prevent obstructive parking.</p> <p>Officer comments: Support noted.</p>

Suggestions:

- Resident suggests that if the proposed yellow lines are not extended to cover the turning bay in St Johns, they foresee that the proposed changes will only exacerbate the problem and vehicles will simply park further into the close.
- Resident suggests that the whole of the close is made no parking.
- Resident suggests that both turning bays in St Johns should be included in the no waiting proposals.

Additional Info:

- Resident states that St Johns is one of the nearest roads to town centre with free parking available, thus encouraging all day parking.
- Resident reports parking in the two turning bays in St Johns, restricting property access except for smallest vehicles.
- Although resident states their support they suggest that the changes don't extend far enough along St Johns. Resident reports that they made the council aware of the parking problems in St Johns and that vehicles will continue to park on the corners of the turning bays making access and turning for large vehicles difficult.
- Proposal would push parking further into St Johns.
- Resident states they have a photo as evidence to support previous submission but is not able to submit this.
- Resident states proposal doesn't extend far enough into St Johns.

It is acceptable to maintain some parking stock on the straight section of St Johns.

The turning head is primarily dropped kerbs, no vehicles should be parked over these otherwise they would cause an obstruction.

People unfamiliar with the area are unlikely to know to drive into St Johns; it is not an obvious place to park.

Vehicles blocking dropped kerbs can be issued a Penalty Charge Notice (PCN). This can be reported via our website [Report a parking problem - Roads and transport \(devon.gov.uk\)](https://www.devon.gov.uk/report-a-parking-problem), please note this is not a reactive service. If the parked vehicle is preventing a vehicle from leaving a property, they can be reported to Devon and Cornwall Police.

The situation can be monitored and if issues with parking in the turning head occurs, further restrictions can be considered as part of a future review.

Recommendation

It is recommended that the proposals are implemented as advertised.

ENV6034-83 - Road from Shilhayes to Zeal Head Cross, South Zeal
21 respondents – 1 resident of Chagford, 1 resident of South Tawton and 19 residents of South Zeal

Comments	Devon County Council Response
<p>2 respondents support, 18 respondents oppose, and 1 respondent did not indicate whether they support or oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> - Many spaces have already been lost due to the recent implementation of double yellow lines. <ul style="list-style-type: none"> o Already plenty of yellow lines in the village. o Recent double yellow lines have already cost over £100,000 and restricted a tight parking situation. o There's very little parking on the main street. o Restrictions were placed in the main street only a couple of years ago. o An in-depth review of parking already held a few years ago before the current yellow lines went down for safety purposes. o Parking restrictions were put in place previously and deemed adequate, which were put in place at the behest of the Parish Council contrary to what the majority of the villagers wanted. o Previous installation of yellow lines completely disregarded residents who do not have driveway parking and rely on on-street parking in the proposed area. Complete disregard seems to be happening again under the new proposal. o Previous proposals for double yellow lines destroyed community relations. If these proposals go ahead then it will no doubt end in unneighbourly behaviour as everyone tries to cope with the situation. - There is a lack of on-road parking outside the houses on this stretch of road. - Decreasing on-road parking would be detrimental to residents. - Issues could be solved by residents utilising off-street parking. - Resident often has to park far away from home due to lack of parking. - Lack of parking is compounded by the school in the village. - Removing valuable parking spaces from young families and the elderly would be detrimental and unsafe. - It seems excessive to make this whole stretch of road not for parking. 	<p>Reason for Proposal: Introduce No Waiting At Any Time to prevent obstructive parking.</p> <p>Officer comments: The previous restrictions that were implemented only highlighted where it was not appropriate for vehicles to be parking, such as junctions or narrow sections of road.</p> <p>The previous restrictions did not cost the figure stated, this may have been a figure quoted for the County Wide HATOC waiting restrictions project, not just South Zeal.</p> <p>The Council understands the need for parking for residents, especially those without off street parking, however by law we need to help consider all those who use the highway. These restrictions will aid agricultural vehicles egress to and from a property with no alternative access.</p> <p>Devon County Council (DCC) is not responsible for the behaviour of residents.</p> <p>It is not the responsibility of the County Council to provide parking on the public highway. There are no automatic 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. It is our legal duty to maintain safe traffic flow.</p>

- A large enough turning space has already been made by placing objects (plant pots) in the area.
 - o These objects are a danger and a nuisance.
 - o Farmer's current practice of systematically leaving using plant pots on public highways land to protect access and only occupies only 3m, not the 15m being proposed.
 - o A third of the proposed site is already unofficially blocked by plant pots which causes aggravation.
- Proposals will penalise residents at the top of the village.
- Proposals will penalise those who go to work and struggle to find parking close to home.
 - o It is already almost impossible to park after work without the further loss of more spaces.
- Proposals would worsen the parking difficulties in the village.
- Other farms are accessible despite smaller entrances and without the need to block highway space.
- Losing 2-3 spaces will lead to disputes between residents.
- Initial request was for only one space, not three.
- Village sees a lot of business and school traffic.
 - o The biggest problem is from school parents parking wherever they like – a better use of resources would be parking for them closer to the school.
- Proposals will hugely impact local business.
- There is a severe shortage of parking, during school drop-offs/pick-ups and village events.
- Resident states having to park some distance from their house several times a month.
- Each and every one of the parking spaces along this road is vital.
- Unless a more accessible car park for the whole village can be formed then all residents in the upper part have to use the road.
- This will add to the urbanization of the centre of South Zeal village detracting from the natural beauty of the unmarked road.
- Resident states that none of the Councillors live on the main road through the village and don't understand the effect it has on residents.
- Restrictions are not in the interest of most villagers.
- Parking in the village is under severe pressure with on street parking and only one car park.
- Farms need to be able to work within the constraints of the village.

We will ensure any unauthorised obstructions of the highway are removed.

Restrictions have been implemented near the school to make this area safe where there will be larger numbers of vulnerable road users. Restrictions on the main road through South Zeal have been kept to a minimum, but it is down to parents that drop off or pick up their children to do so safely, and this is only for a short time in the morning/afternoon, therefore vehicles are not parked permanently/all evening. There is little we can do to prevent this parking that would not impact on residents as well. DCC are not responsible for the provision of off-street parking/car parks.

It is a matter of opinion whether implementation of further DYLS will have a high impact on urbanization.

<ul style="list-style-type: none"> - Previously wider access to the farm was only needed during harvest, which was managed with cones. <ul style="list-style-type: none"> o Proposals will have an impact all through the year. - Nothing has changed other than farms acquiring larger vehicles. <ul style="list-style-type: none"> o Other residents and farms are able to work within the constraints of the village. - These proposals are not being brought forward on the basis of health and safety. - Respondent understands that there was an earlier application for yellow lines in this location but this was refused. <ul style="list-style-type: none"> o It is strange that this second application has jumped straight to this stage without any consultation with affected residents or local businesses or village facilities. o The constraints of the village and access have not changed since the first application (refused) so it is unclear why public time and money is being used to consider these proposals again. o Residents have no issue in cooperating to clear the accessway at harvest time. - No consideration is being given to people already struggling to park. - These yellow lines proposals are totally unfair, discriminative (particularly to working people and families, people with children and the elderly) and totally disproportionate in terms of the benefit it will bring to a single individual to the severe detriment of all surrounding local residents, businesses and village facilities. - Proposals would not serve the community as a whole. <p>Supporting arguments:</p> <ul style="list-style-type: none"> - Restrictions are needed to maintain access to local farming businesses. - Proposals will allow tractors and trailers to access the farm. <p>Suggestions:</p> <ul style="list-style-type: none"> - Multiple respondents suggest that only one cars width of restrictions is needed for the access, not the entire length. <ul style="list-style-type: none"> o Original request was only for a few metres/one car length. - Resident states they are in favour of two spaces to be restricted for their neighbour to be able to operate their tractor but they think it is very 	<p>However, eliminating hazards and congestion is a higher priority.</p> <p>Farm access is required all year.</p> <p>There has not been a previous proposal for restrictions on this section of the highway.</p> <p>This is the public consultation giving everyone the opportunity to respond with their comments.</p> <p>Support noted.</p>
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necessary for at least one space to be free for parking which is a huge problem in this village.

- Resident suggests they might be able to achieve more convenient ingress/exit if they were to utilise in his manoeuvres the space in front of the house upon which their car is parked, and park the car in behind the house instead, rather than have yet more parking space removed from the use of the village residents.
- Resident asks that time and money is spent on filling pot holes instead.
- Resident suggests kerbed area is lowered to a ramp, this will enable the farmer to manoeuvre with trailers around the corner of his house without going on to the other side of the road.
- Resident states that a better use of resources would be parking for them close to the school.
- Resident suggests that the highway land at the front of the farmhouse which if levelled off on the corner could be used to help improve the existing access.
- Resident states that applicant originally requested a parking restriction and only wanted to restrict parking on approximately one-third of the property frontage. This would be from the driveway to the resident's property for about 5 meters in a south-westerly direction towards Zeal Head Cross. This would still allow one/two cars to park outside instead of three possible currently.
- Can a space not be left at the top of this section? This will still leave plenty of room for farm access.

Questions/Additional Info:

- It is noted that the proposal is now for 15 metres, rather than 3 as before when this was first mooted.
- Resident reports that an in-depth review of parking took place a few years ago before the current yellow lines were put in for safety purposes.
- Resident reports small area which has been permanently blocked off, initially by way of parking a moped and later by keeping plant pots there.
- Why are needless proposals being brought forward which will affect everyone else 24/7 365 days of the year-it is outrageous?
- The constraints of the village and access have not changed since the first application (refused) so it is unclear why public time and money is being used to consider these proposals again?
- The farm backs onto farmland with access to that land from a very accessible gateway from a wide

There has been no other request. The length requested has always been as per the proposed plan.

Budgets for restrictions is not able to be spent on road maintenance.

There is not the funding to carry out the engineering being suggested.

There has been no other request. The length requested has always been as per the proposed plan.

We will ensure any unauthorised obstructions of the highway are removed.

<p>road. Has the farmer explored creating a new access to his farm from the rear?</p> <ul style="list-style-type: none"> - Parking is very restricted in the village and resident states that removal of three spaces is disproportionate to the area the applicant needs. - With parking so limited in South Zeal why does this whole section need a No Waiting at any time order on it? - Resident has no issue in cooperating to clear the accessway at harvest time. - Resident understands that there was a site visit without any consultation with local residents. At what time of day was this and when is unclear. 	<p>Believe that the land does not belong to the farm, so this is not possible.</p> <p>Farm access is required all year.</p> <p>A site visit was undertaken to determine the extent of proposals. The public are not invited to these types of visit but they have the opportunity to comment once proposals are published.</p>
<p>Recommendation</p> <p>It is recommended that a site meeting is undertaken with the local County Councillor to review objections and the site prior to making a decision on whether the advertised restriction (or any part of that restriction) should be progressed with the final decision delegated to the Director of Climate Change, Environment and Transport in consultation with the local County Councillor and HATOC Chair.</p>	

ENV6034-117 - Fore Street & Road from The Square To Pigs Leg Cross, Bridestowe
2 respondents - 1 resident of Beech Tree Meadow and 1 resident of Fore Street

Comments	Devon County Council Response
<p>1 respondent supports and 1 respondent opposes the proposal.</p> <p>Objections:</p> <ul style="list-style-type: none"> - The main issue is the numerous "School Run" cars delivering/collecting pupils, that park anywhere there is a space, which includes within the active road junction itself. <ul style="list-style-type: none"> - Respondent refers to Rule 217 of the highway code "Must not Park within 10 meters of a junction", although it is not actually a traffic offence to do so. - The reported local issues only happen during the "Buses Only" operating times. In reality issues usually exist beyond these proposed times because of the teaching staff cars parking opposite the junction on a bend. - Staff also park in the immediate vicinity of the school entrances where pedestrians congregate. - Resident states that many of the drivers seem to have a complete disregard for their own activity blocking other road users, especially at the school entrance opposite Beech Tree Meadow. - Resident states that outside of school hours the issues do not exist. - Resident states that the no stopping at any time restrictions implies that it will be active 24/7, 365 days a year and most of the time the school is unoccupied with no activities that need the imposition of restrictions. <p>Supporting arguments:</p> <ul style="list-style-type: none"> - Resident reports that proposal is needed because the site is an accident waiting to happen. <p>Suggestions:</p> <ul style="list-style-type: none"> - Resident suggests the school has a large playing field and other areas at the rear, open the school gates, let the parents drive in, drop their children off and then leave. 	<p>Reason for Proposal: Introduce Buses Only Mon-Fri 8.45am-9.15am And 3.00pm-3.30pm, and a Mandatory School Keep Clear to prevent obstructive parking.</p> <p>Officer comments: Respondent is providing conflicting statements, however, drivers should only park where they do not cause an obstruction to the highway. If there is an issue with drivers parking on the opposite side of the road to the bus bay, further restrictions to ensure the road is kept clear can be considered as part of a future review.</p> <p>Staff and any drivers should only park where it is safe and legal to do so.</p> <p>The school keep clear restriction could be relaxed to Monday to Friday 8.30am – 3.30pm to allow parking in the afternoon, overnight and at weekends.</p> <p>Support noted.</p> <p>The back gate opens onto the school playground, this would be a safety issue for children that have already arrived at the school to have vehicles in the same area.</p>

<p>Questions/Additional Info:</p> <ul style="list-style-type: none"> - Resident states that the proposal will create a bigger problem with parking opposite the back entrance of Bridestowe Primary School. Used by parents when dropping off children. Resident reports having witnessed two accidents and a near miss when drivers speed to find spaces. Resident states that with no waiting outside of the school it would only make the situation worse and almost impossible for resident to get in and out. - Resident states that the specified length of restriction on Fore Street already exists, just that the Highways Agency has failed to maintain the existing yellow bus stop markings. - How will the restrictions be enforced on a daily basis to ensure the drivers causing the reported issues in the first place to change their road habits and comply? 	<p>Staff and any drivers should only park where it is safe and legal to do so and where they do not cause an obstruction to the highway.</p> <p>There are signs warning drivers of the school, they should drive appropriately.</p> <p>The current bus stop is not a legal restriction and cannot be enforced. A new legal sign and markings will be installed if the restrictions are approved.</p> <p>Restrictions will be enforced by our Civil Enforcement Officers when they are in the area.</p>
<p>Recommendation</p> <p>It is recommended that the bus bay proposals are implemented as advertised and the school keep clear proposals are relaxed to adjust the times to Mon - Fri 8.30am – 3.30pm and implemented.</p>	

<p>ENV6034-122 – Fore Street, Okehampton 1 respondent – Okehampton Town Council</p>	
<p>Comments</p>	<p>Devon County Council Response</p>
<p>The Town Council supports the proposal.</p> <p>No comments were submitted.</p>	<p>Reason for Proposal: Extend No Waiting At Any Time to prevent obstructive parking.</p> <p>Officer comments: Support noted.</p>
<p>Recommendation</p> <p>It is recommended that the proposals are implemented as advertised.</p>	

ENV6034-23 – Merrivale Road, Okehampton**3 respondents – Okehampton Hamlets Parish Council, Okehampton Town Council and 1 business of Merrivale Road**

Comments	Devon County Council Response
<p>The Parish Council and Town Council support and 1 respondent opposes the proposal.</p> <p>Objections:</p> <ul style="list-style-type: none">- The area covered by proposals has parking needed by at least five local businesses.- This area provides spaces for their customers to collect and deliver their vehicles outside of business opening hours, which will not be possible with the proposals.- Respondent states it is not fair to punish businesses when the largest creator of problems, chaos and vehicular obstruction to this particular site is caused by the recycling centre.- Respondent states the recycling centre continually creates a build-up of traffic, which obstructs their business entrance and causes issues for their customers to reach their premises, resulting in a loss of custom and revenue.- Proposed restrictions would create a no waiting zone which would be broken on a regular basis due to the recycling centre.- Respondent states that the proposals are not viable as the recycling centre causes the most build-up of traffic and long stationary queues that block the whole site.- Proposals would only make it harder for local businesses to earn a living.- Proposals would not prevent obstructive parking as the large numbers of vehicles that pass through this area everyday will not cease, and the 'obstructive parking' is the queuing system to the recycling centre itself. <p>Supporting arguments:</p> <ul style="list-style-type: none">- Parking on the roads in the Exeter Road Industrial Estate is a cause of many issues to the businesses in the area.	<p>Reason for Proposal: Extend No Waiting At Any Time to prevent obstructive parking.</p> <p>Officer comments: It is not the responsibility of the County Council to provide parking on the public highway. There are no automatic 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> <p>The restrictions will not apply to vehicles queuing to enter the recycling centre, drivers will not be exiting their vehicles or be considered as parked, whilst waiting.</p> <p>Proposals aid vehicles exiting the area.</p> <p>It is acknowledged that there is a feeling among businesses that traffic problems are predominantly caused by queuing outside the recycling centre and that the proposals are not the most appropriate solution.</p> <p>Support noted.</p>
<p>Recommendation</p> <p>It is recommended that a site meeting is undertaken with the local County Councillor to review objections and the site prior to making a decision on whether the advertised restriction (or any part of that restriction) should be progressed with the final decision delegated to the Director of Climate Change, Environment and Transport in consultation with the local County Councillor and HATOC Chair.</p>	

ENV6034-10 – Station Road, Okehampton**2 respondents – Okehampton Town Council and 1 resident of Station Road.****Comments****Devon County Council Response**

Town Council supports and 1 respondent did not indicate whether they support or oppose the proposals.

Questions/Additional Info:

- Respondent enquires about what will be done to support residents of Station Road who have no access to parking outside their house to accommodate for the increase in traffic mainly due to the station re-opening.
- Residents in the past have asked on many occasions for resident permits. Can you please explain why this can't be issued now with the new changes that you are putting forward?
- Respondent can rarely park outside their house and has to park right at the top of Station Road which impacts upon other residents.
- Respondent does not want to have to park so far away from their property and do not have off road parking.
- There is already limited parking available with the last set of double yellow lines which respondent believed was a trial. When was the trial period over and how was this communicated to the residents? Now you are putting more limitations on us which will hugely impact upon us.

Reason for Proposal:

Upgrade No Waiting Mon-Sat 9am-5pm to No Waiting At Any Time to prevent obstructive parking.

Officer comments:

It is not the responsibility of the County Council to provide parking on the public highway. There are no automatic 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.

Residents parking is not typically implemented on individual streets and would need to be considered in a wider traffic management plan for the town. This is beyond the remit for this waiting restrictions programme. Residents can of course raise this with their County Councillor so they can consider if there is a desire from the community as a whole for residents parking.

The experimental traffic regulation order (ETRO) for Station Road was sealed on 26 April 2023, the notice of making was in the Okehampton Times on 27 April 2023. Anyone who had made a submission during the consultation would have received a response within 2 weeks of the sealing date.

Recommendation

It is recommended that the proposals are implemented as advertised.

ENV6034-120 - A386, Mary Tavy
1 respondent – Mary Tavy Parish Council

Comments	Devon County Council Response
<p>The Parish Council supports the proposal.</p> <p>Suggestions:</p> <ul style="list-style-type: none">- Parish Council suggests a reduction in the waiting time from 1 hour to 30 minutes.- Mary Tavy Parish Council originally asked for the parking proposals to be considered by the West Devon HATOC to help prevent long-term parking to support business continuity for Mary Tavy Post Office & Stores, and feel that 30 minutes is ample time for most people to use the Post Office and/or shop. <p>Additional Info/Question:</p> <ul style="list-style-type: none">- Parish Council only want to change the waiting time to 30 minutes, if it means that the proposal can be considered now. If this requires a fresh TRO to change the proposal then it is not wanted and in this circumstance one hour waiting would still help to alleviate some of the current issues with long term parking.	<p>Reason for Proposal: Introduce Limited Waiting Mon-Sat 8am-6pm, Sun 9am-12pm 1 Hour No Return Within 2 Hours to prevent long term parking</p> <p>Officer comments: This has been further discussed with our Civil Enforcement Officers. They have confirmed for it to be practical to enforce the restriction they require the 1 hour no return 2 hours restriction we have proposed.</p>

Recommendation

It is recommended that the proposals are implemented as advertised.