

HIW/17/27

Teignbridge Highways and Traffic Orders Committee  
30 March 2017

## **Annual Local Waiting Restriction Programme**

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

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

**Recommendation: It is recommended that:**

- (a) work on the annual waiting restrictions programme and the prioritisation process applied in 16/17 is noted;**
- (b) the recommendations contained in Section 4. of this report are agreed and the proposals implemented where relevant;**
- (c) pending Cabinet support, and decisions on funding and scope of works; a further programme is developed for 17/18.**

### **1. Background**

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

Recognising this difficulty, a managed process has been developed to deliver an annual local programme for each HATOC area for the funding and delivery of waiting restriction schemes.

The agreed process was reported to Members at the March 2016 meeting along with the proposed programme for this Committee's area for approval.

Building on the success of this process, officers propose that a further programme is developed for 2017/18.

### **2. Proposal**

Pending Cabinet support, decisions on funding and scope of works, officers propose that:

- (a) the sites that have received objections in the 2016/17 programme are reported to this committee and decided individually, in line with the recommendations in Section 4.**
- (b) consideration is given to extending the scope of the programme in 2017/18 to include other restrictions and minor aids to movement improvements such as dropped crossing points.**

In preparation for the 17/18 programme, and assuming Cabinet support, Members may wish to discuss sites for consideration with local officers in the Neighbourhood Highways Teams.

### 3. Consultations

The 2016/17 Programme advertised proposals from Exeter City and all District Council Areas. A budget of £100,000 was allocated to the project with indicative budgets of £12,500 for each area. The number of requests received in some areas significantly exceeded others but have all been contained within the overall budget.

The table below shows the number of proposals advertised in each area, the number of sites progressed without significant objection, the number of sites to be reported to HATOC in each area and the number of objections received respectively.

Area	Available Funding	No. of Sites advertised	No. of Sites Progressed	No. of Sites to be reported to HATOC	No. of Objections received
Torridge	£12,500	8	6	2	1
Mid Devon	£12,500	10	9	1	5
East Devon	£12,500	58	21	37	49
West Devon	£12,500	14	8	6	39
South Hams	£12,500	54	32	22	71
Exeter	£12,500	81	58	23	43
Teignbridge	£12,500	34	20	14	28
North Devon	£12,500	22	14	8	8
<b>Total</b>	<b>£100,000</b>	<b>282</b>	<b>168</b>	<b>114</b>	<b>247</b>

### 4. Representations Received in the Teignbridge District

Objections have been received to the following proposals:

#### Summary of Representations

Comments	Devon County Council (DCC) Response
<b>Bickington (Plan TB ENV5551-020)</b>	
<b>Sixth Respondent – Resident of South Knighton</b>	
Feels restriction would be dangerous for school children at Blackpool school and would only cause illegal parking.	No recorded injury collisions in the past 5 years support the respondent's comments.
Area of the road is used for short periods twice a day for the drop off & collection of school children and would affect 50-100 parents who use it or force them further up the road increasing the danger.	Comments noted.
The road is fast and will cause dangerous drop offs, children will need to walk along the narrow paths or no path (on one side)	Using the east side of the carriageway where there is no footway and then crossing between parked vehicles is not recommended practice.
Parking in the school car park is restricted so the school will lose parent attendance for events and therefore reduced funding.	Comments noted.

Comments	Devon County Council (DCC) Response
<b>Tenth Respondent – Resident of Flowers Meadow, Liverton</b>	
This will remove the natural traffic calming at drop off/pick up & render the road more hazardous to children & adults crossing. Parking is already oversubscribed without the removal of these spaces. Uncertain of any benefits to the scheme.	No recorded injury collisions in the past 5 years support the respondent's comments.
<b>Eleventh Respondent – Resident of The Torrs, South Knighton</b>	
Creates a safety hazard to children and as road is National Speed Limit lorries travel at high speed.	Comments noted.
School has circa 400 pupils 4-11, high risk that speeding vehicles wouldn't be able to stop when children in the road.	Using the east side of the carriageway where there is no footway and then crossing between parked vehicles is not recommended practice.
Current situation provides natural traffic calming and costs nothing to Council, Respondent or tax payer, Public available Stats show no traffic incidents in the last 8 years	No recorded injury collisions in the past 5 years support the respondent's comments.
The proposal will displace approximately 45 cars/90 children in to more hazardous areas increasing the probability of an accident	Comments noted.
<b>Fourteenth Respondent – The Torrs, South Knighton</b>	
Will cause disruption during school pick up/drop off time	Comments noted.
Vehicles parked act as a natural traffic calming scheme, the safety risk should not be underestimated, and additionally the yellow lines will displace approximately 30 cars which still need to park. Displaced vehicles may cause further disruption by parking on the sharp corners.	No recorded injury collisions in the past 5 years support the respondent's comments.
Accepts that some vehicles are parked illegally and agrees to Double Yellow Lines being marked on the junctions.	Comments noted.
Due to the rural nature and no other viable mode of transport (no bus or safe cycle routes) the only alternative is by car.	Comments noted.
<b>Eighteenth Respondent – Bickington Parish Council</b>	
Supports proposals for No Waiting At Any Time in Bickington.	Support noted.
<b>RECOMMENDATION – Advertise a Modification Order to shorten the proposed restriction to provide protection at the junction to the school.</b>	

Comments	Devon County Council (DCC) Response
<b>Bovey Tracey (Plan TB ENV5551-015)</b>	
<b>Twenty-first Respondent – Bovey Tracey Town Council</b>	
Members support removal of Police bay but not an alteration to the Limited Waiting Times which were incorrectly advertised. These should remain as shown.	Comments noted – the proposed restrictions were to correspond with existing limited waiting restrictions on Mary Street to ensure consistency.
<b>RECOMMENDATION – Subject to the agreement of the Local Member it is recommended that Limited Waiting in the Town Centre on Town Hall Place, Mary Street, Orchard Terrace, Fore Street, Abbey Road &amp; Cromwell's Way is consolidated to ensure consistency. It is initially recommended that it is advertised as Monday to Saturday, 9am to 6pm, 1 hour, no return 2 hours.</b>	
<b>Buckfastleigh (Plans TB ENV5551-021, TB ENV5551-025)</b>	
<b>Sixteenth Respondent – Resident of Jordan Street, Buckfastleigh</b>	
Objects to Double Yellow Lines except on the junctions, what parking is on offer for the people of Jordan Street? Putting in restrictions will move the problem to other areas of the town, example Barn Park. Not all have the luxury of off road parking, find some land to change use to a car park.	The proposed restrictions seek to either protect junctions or replace Access Protection Markings to ensure that the road is not obstructed.
<b>Seventeenth Respondent – Resident of Market Street, Buckfastleigh</b>	
Proposal excessive & will only worsen the town's parking problems. People park due to inadequate parking provision in the town	The proposed restrictions are to protect existing dropped kerbs.
Resident's parking not welcome. Consider limiting restrictions to areas adjacent to junctions and provide parking elsewhere.	The proposed restrictions have been kept to a minimum prevent obstructive parking.
<b>Twenty-third Respondent – Resident of Jordan Street, Buckfastleigh</b>	
Although understands proposal, objects as the plans only address concerns and not the cause of the problem and will only move the problem to other parts of the network. Neighbourhood Plan 29/09/15 shows an urgent need for additional parking for residential and commercial growth.	The proposed restrictions seek to either protect junctions, dropped kerbs or replace Access Protection Markings to ensure that the road is not obstructed.
Better communication required between councils to address the issues in Buckfastleigh	Comments noted.
<b>Twenty-sixth Respondent – Resident of Barn Park, Buckfastleigh</b>	
Supports proposal for Jordan Street but thinks the waiting restrictions don't go far enough. Suggests entire length along the north side including the wider section to allow easy access for larger/emergency vehicles. The	The proposed restrictions are a compromise between acknowledging the parking pressures in the area whilst preventing obstructive parking.

Comments	Devon County Council (DCC) Response
pavement is narrow and vehicles which are parked close means mothers with buggies/prams are forced to walk in the road.	
Consider the same restrictions on all corners of the spurs of Barn Park due to the increase of parking for those who can't park in Jordan Street due to current inconsiderate parking	The proposed restrictions are a compromise between acknowledging the parking pressures in the area whilst preventing obstructive parking.
Understands headache to local residents of Jordan Street without off street parking but suggest the use of the unused area once occupied by the mill for residents to park.	Comments noted – Beyond scope of this project.
<b>RECOMMENDATION - Proceed with proposals as advertised.</b>	
<b>Chudleigh (Plans TB ENV5551-023, TB ENV5551-032)</b>	
<b>Fourth Respondent – Resident of Lawn Drive, Chudleigh</b>	
Concerned that with the introduction of Double Yellow Lines, the cul-de-sac will become congested causing further problem gaining access or exiting his property.	The proposed restrictions seek to prevent inappropriate parking on junctions.
Request that Double Yellow Lines are applied around the houses in the cul-de-sac.	Implementation of parking restrictions within a residential road away from junctions and main road network is not considered appropriate.
<b>Twentieth Respondent – Resident of Millstream Meadow, Chudleigh</b>	
Totally against changes to Millstream Meadow due to limit parking. Residents of surrounding street use these spaces and removal will cause displacement problems in other streets. Notes are often left on vehicles of strangers and heated conversations have taken place.	The proposed restriction seeks to prevent obstructive parking adjacent to junction and bus stop.
Issue of safety, traffic calming already exists and removal of these spaces will mean drivers having a free run and increased speeds. Currently no accidents in the area but this may change due to the change of driving habits.	Comments noted – Proposal will extend existing restriction by approximately a single vehicle length, it is not considered that this will have a detrimental affect on vehicle speeds.
<b>RECOMMENDATION - Proceed with proposals as advertised.</b>	
<b>Exminster (Plans TB ENV5551-013, 033)</b>	
<b>Third Respondent – Resident of Brownlees, Exminster</b>	
Supports waiting restrictions.	Support Noted.
Request lines be extended further up the west side of Brownlees due to parked vehicles and blocked visibility for turning vehicles at the junction forcing vehicles on to the wrong side	Proposed restrictions make an allowance for vehicle movements at the junction.

Comments	Devon County Council (DCC) Response
of the road.	
Request for introduction of 20mph speed limit	Beyond scope of this project.
<b>Seventh Respondent – Exminster Parish Council</b>	
Supports proposals for No Waiting At Any Time in Miller Way and Brownlees.	Support noted.
Suggests proposed lines on Dawlish Road are shortened to Manleigh House including the dropped kerb.	Comments noted.
<b>Thirteenth Respondent – Resident of Dawlish Road, Exminster</b>	
Approve the scheme but would ask that the length be shortened to only run 6m (or remain if measurements are the same) in front of Manleigh House thus reducing the total length from 28 to 26 metres due to current restrictions, this would still allow larger vehicles to access Exminster Hill and visitors to Berrybrook Showroom to park and avoid the blind corner.	Proposal sought to maintain free flow of vehicles along Dawlish Road although there is scope within the proposal to reduce the length of the restriction.
Easier access near the pinch point for pedestrians and improve sight lines for Springlands and Manleigh House whilst still retaining parking.	Comments noted.
<b>RECOMMENDATION – Advertise a Modification Order to shorten the proposed No Waiting at Any Time restriction.</b>	
<b>Kennford (Plan TB ENV5551-024)</b>	
<b>Twenty-fourth Respondent – Kenn Parish Council</b>	
Objects to proposal which wasn't requested by the Parish Council or residents of the parish.	Objection noted.
Shortage of off street parking, restrictions are excessive. There is no issue here, will limit attendance to Seven Stars Pub.	The proposed restriction seeks to provide a turn over of vehicles for local business. Restriction only in place Mon-Sat 9am to 5pm, and will be unrestricted outside of these hours.
<b>RECOMMENDATION – Proceed with proposals as advertised.</b>	
<b>Kenton (Plan TB ENV5551-030)</b>	
<b>Fifth Respondent – Resident of High Street, Kenton</b>	
Resident lives on High Street and often parks in Higher Down due to current restrictions, further restrictions would be very problematic. Being close is vital due to having a disabled son.	Comments noted.

Comments	Devon County Council (DCC) Response
Feels there is no reason to have further Double Yellow Lines. No restriction to drivers view or creates a dangers and is being done due to complaints and not road sense on Council part. Where are people suppose to park?	Proposed restrictions seek to protect access and visibility at junction. Comments noted – Not the responsibility of Devon County Council to provide parking spaces.
<b>Twelfth Respondent – Resident of High Street, Kenton</b>	
Considers the suggested meterage to be to extensive and cause parking problems for Torrington Place and High Street and village including those wishing to eat in Kenton as car park is often full. Please consider lesser amount of metres.	Proposed restrictions have been kept to a minimum to protect access and visibility at junction.
<b>Twenty-fifth Respondent – Resident of High Street, Kenton</b>	
Agrees with restrictions but goes too far on Higher Down. This should be reduced to 5 metres or where the brick work is located on the road. Removal of 11 metres would mean the loss of too many spaces and cause problems for residents of High Street given that the free car park is often full.	The proposed restriction mirrors the No Waiting at Any Time on the opposite side of the carriageway and seeks to protect access and visibility at the junction.
<b>RECOMMENDATION – Proceed with proposals as advertised.</b>	
<b>Kingsteignton (Plans TB ENV5551-009, TB ENV5551-002, TB ENV5551-010)</b>	
<b>First Respondent – Resident of Exeter Road, Kingsteignton</b>	
Objects to increase of no waiting restriction.	Objection noted.
Believes parking has been made worse since enforcement by business 'Hair@Rehab' and lack of toleration for local parking out of business hours.	The proposed restrictions seek to address obstructive parking.
Residents with small children often forced to park metres along Exeter Road northwards causing potential safety issues. With the lack of speed enforcement and frequent excess of speeding motorists, clearing the road of vehicles will increase perception of drivers to speed increasing risk to pedestrians and children especially during school times.	Comments noted – The implementation of No Waiting at Any Time seeks to address obstructive parking and maintain visibility along Exeter Road. It is not considered that a short section of waiting restrictions will have a detrimental impact on vehicle speeds.
<b>Second Respondent – Resident of Leaze Road, Kingsteignton</b>	
Supports proposed changes in Kingsteignton.	Support Noted.
Proposes additional lining on the blind bend of Leaze Road and Newpark Road where vans park on the pavement outside No.10 Leaze Road. Loss of space may likely increase parking in this area.	Comments noted – Additional waiting restrictions could be considered as part of future review.

Comments	Devon County Council (DCC) Response
Proposes additional lining at junction of Ley Lane and Captains Road, traffic from Exeter Road seem to race making the exit from Captains Road on to Ley lane bad.	Comments noted – Additional waiting restrictions could be considered as part of future review.
<b>Eighth Respondent – Kingsteignton Town Council (Various Roads)</b>	
Please consider adding Longford Lane, junction of Coombesend Road, Corner of Blindwell Avenue/Longford Lane, Junction Ley Lane/Captains Road.	Comments noted – Additional waiting restrictions could be considered as part of future review.
<b>Ninth Respondent – Kingsteignton Medical Practice (Whiteway Road)</b>	
Order doesn't specify length of Double Yellow Lines. Already issue with parking for patients and will cause problems especially for those less mobile.	The length of restriction is specified in the Draft Order. The proposed restriction seeks to prevent parking obstructing the visibility splay.
<b>RECOMMENDATION – Proceed with proposals as advertised.</b>	
<b>Newton Abbot (Plans TB ENV5551-027, TB ENV5551-035)</b>	
<b>Fifteenth Respondent – Resident of Rundle Road, Newton Abbot</b>	
Please consider extending Double Yellow Lines outside Rossmount and Lindley Moor as this area is potentially the most hazardous due to the sharp bend and busy right junction. Larger vehicles struggle to turn and have to mount the pavement therefore placing pedestrians in danger.	Comments noted – Additional waiting restrictions could be considered as part of future review.
Respondent has developed arthritis and cannot easily access his property via the main gate, the rear access to a level garden is often blocked by parked cars.	Comments noted.
<b>Nineteenth Respondent – Resident of Rundle Road, Newton Abbot</b>	
Has there been an oversight with the planning and suggestions for waiting restrictions? White lines weren't replaced after resurfacing works therefore vehicles park obstructing sections of the one way system and blocking rear access.	Comments noted – Additional waiting restrictions could be considered as part of future review.
Concerns as large vehicles have at times had to mount the pavement to pass parked vehicles and there is a potential for accidental damage to occur. For safety, the refuse lorry waits further up the road and bins are pulled up hill for emptying.	Any instant of vehicles obstructing the highway should be report to Devon & Cornwall Constabulary.

Comments	Devon County Council (DCC) Response
<b>Twenty-second Respondent – Resident of Highweek Road, Newton Abbot</b>	
Unclear as to what is being advertised and the needs of local residents needs to be considered to load/unload lawfully. In favour of preventing dangerous parking and introduction of Double Yellow Lines in certain places.	The proposals seek to remove obstructive parking preventing access to the Leisure Centre. Motorists are permitted to load and unload on single and double yellow lines as long as the vehicle does not obstruct the highway.
Would like introduction of 20mph speed limit due to the location of 4 schools and the leisure complex as there are some drivers who think the road is a race track.	Comments noted – Beyond scope of this project.
<b>RECOMMENDATION – Proceed with proposals as advertised.</b>	

Plans of the proposals referred to above can be seen in Appendix A to this report.

## **5. Financial Considerations**

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

## **6. Environmental Impact Considerations**

The scheme rationalises on street parking within the Teignbridge District and its stated objectives are designed to:

- Enable enforcement to be undertaken efficiently.
- Improve Road Safety
- Encourage longer term visitors to use off street car parks.
- Encourage those working in the town make more sustainable travel choices eg Car Share, Public Transport, Walking and Cycling.

The Environmental effects of the scheme are therefore positive.

## **7. Equality Considerations**

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

## **8. Legal Considerations**

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

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

## **9. Risk Management Considerations**

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

## **10. Public Health Impact**

There is not considered to be any public health impact.

## **11. Reasons for Recommendations**

The proposals rationalise existing parking arrangements within the Teignbridge District:

- Enabling enforcement to be undertaken efficiently.
- Improve Road Safety
- Encouraging longer term visitors to use off street car parks.
- Encouraging commuters to make more sustainable travel choices eg Car Share, Public Transport, Walking and Cycling.

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

David Whitton  
Chief Officer for Highways, Infrastructure Development and Waste

## **Electoral Divisions: All in Teignbridge**

Local Government Act 1972: List of Background Papers

Contact for enquiries: Mike Jones

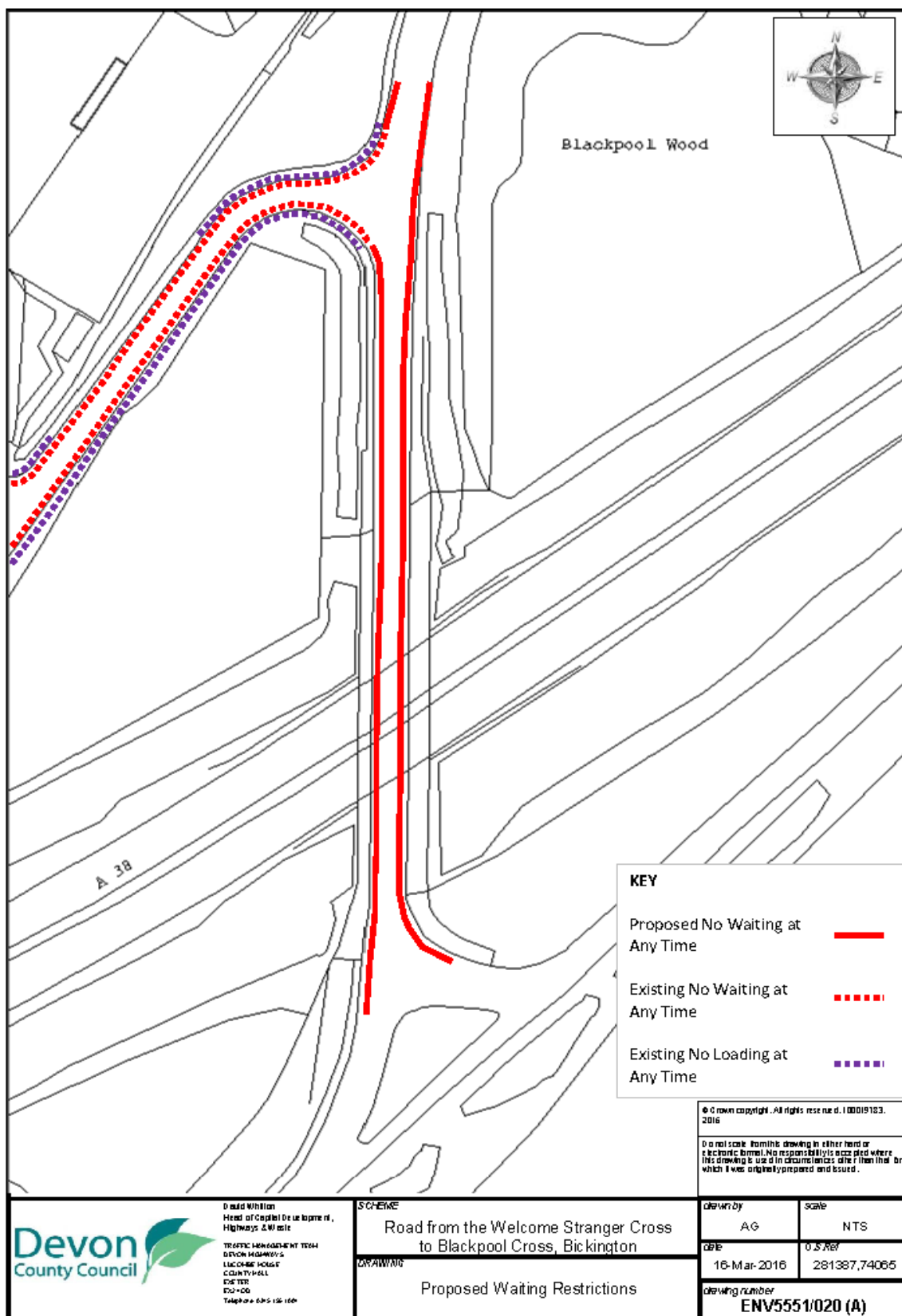
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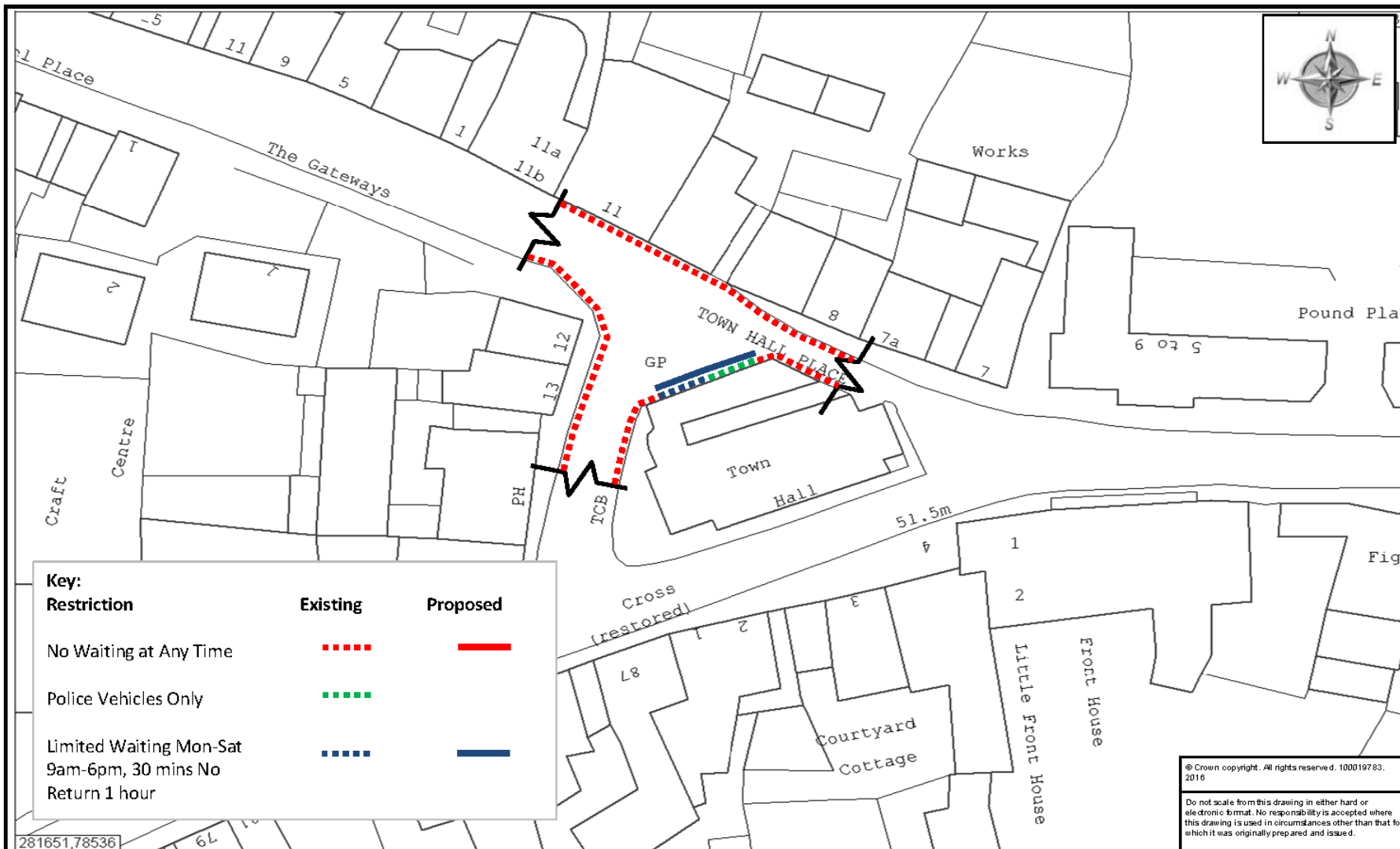
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Background Paper	Date	File Ref.
None		

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sc/cr/annual local waiting restriction programme  
02 2203017

# Appendix I To HIW/17/27





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SCHEME

Town Hall Place, Bovey Tracey

DRAWING

Proposed Waiting Restrictions

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NTS

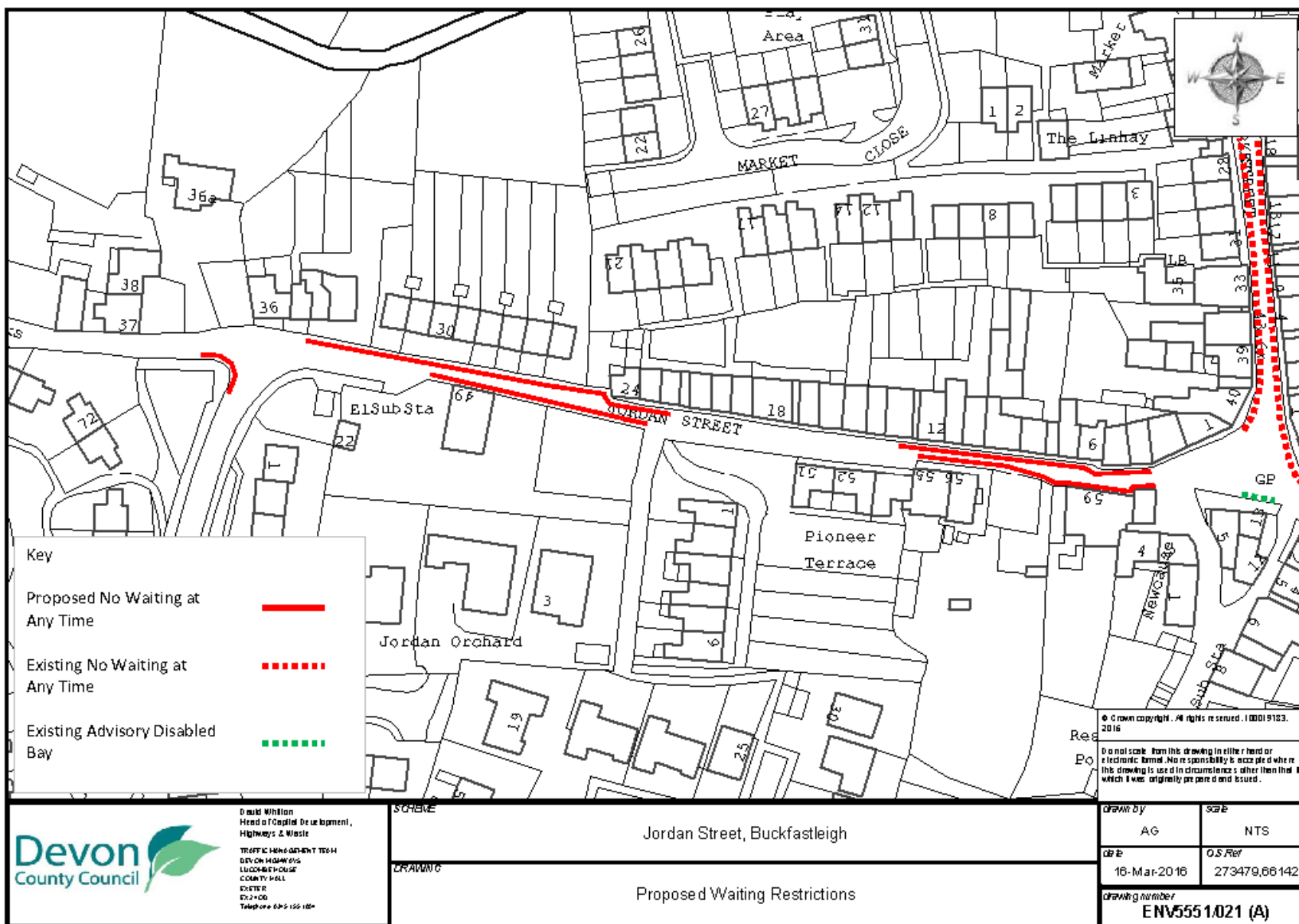
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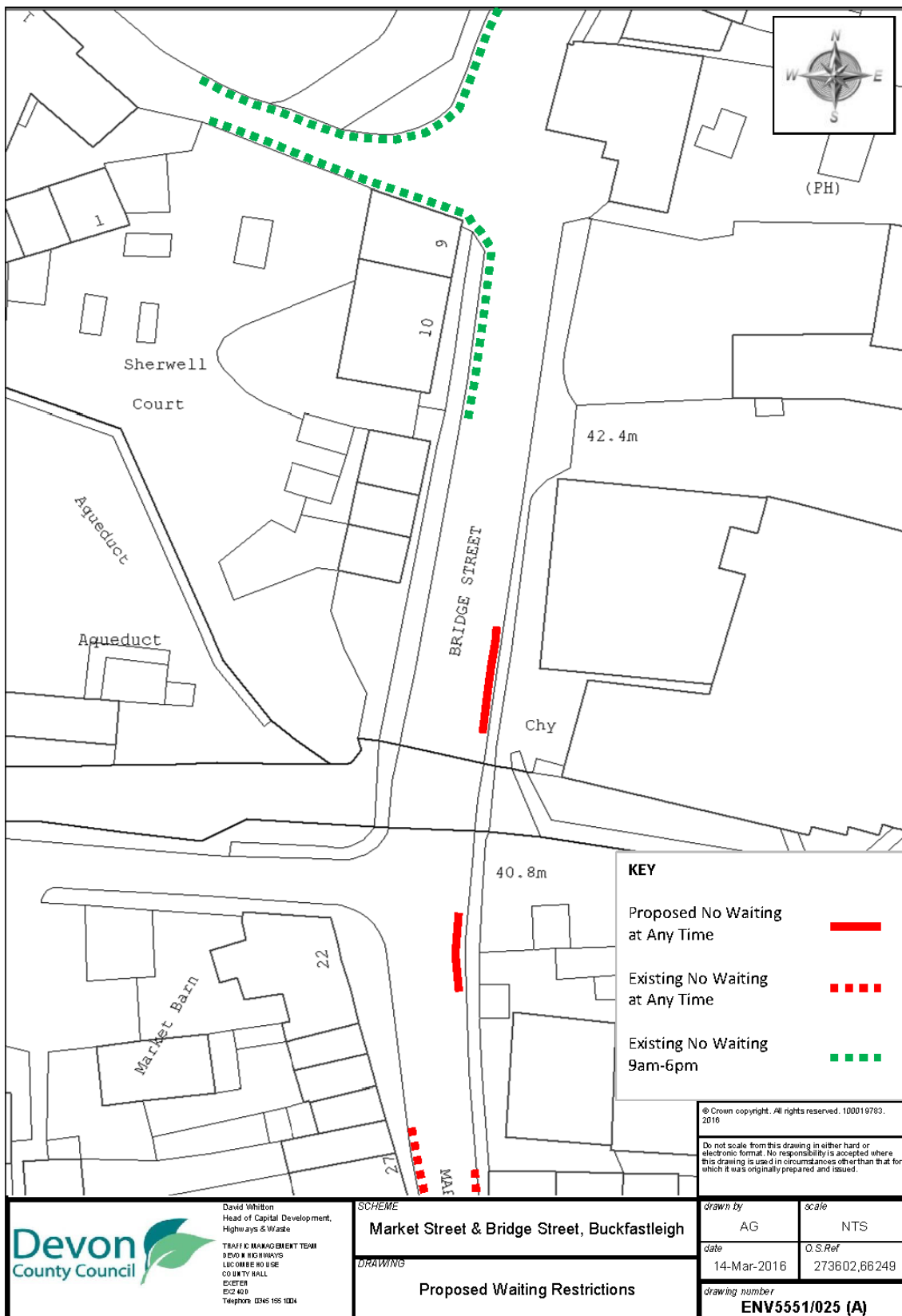
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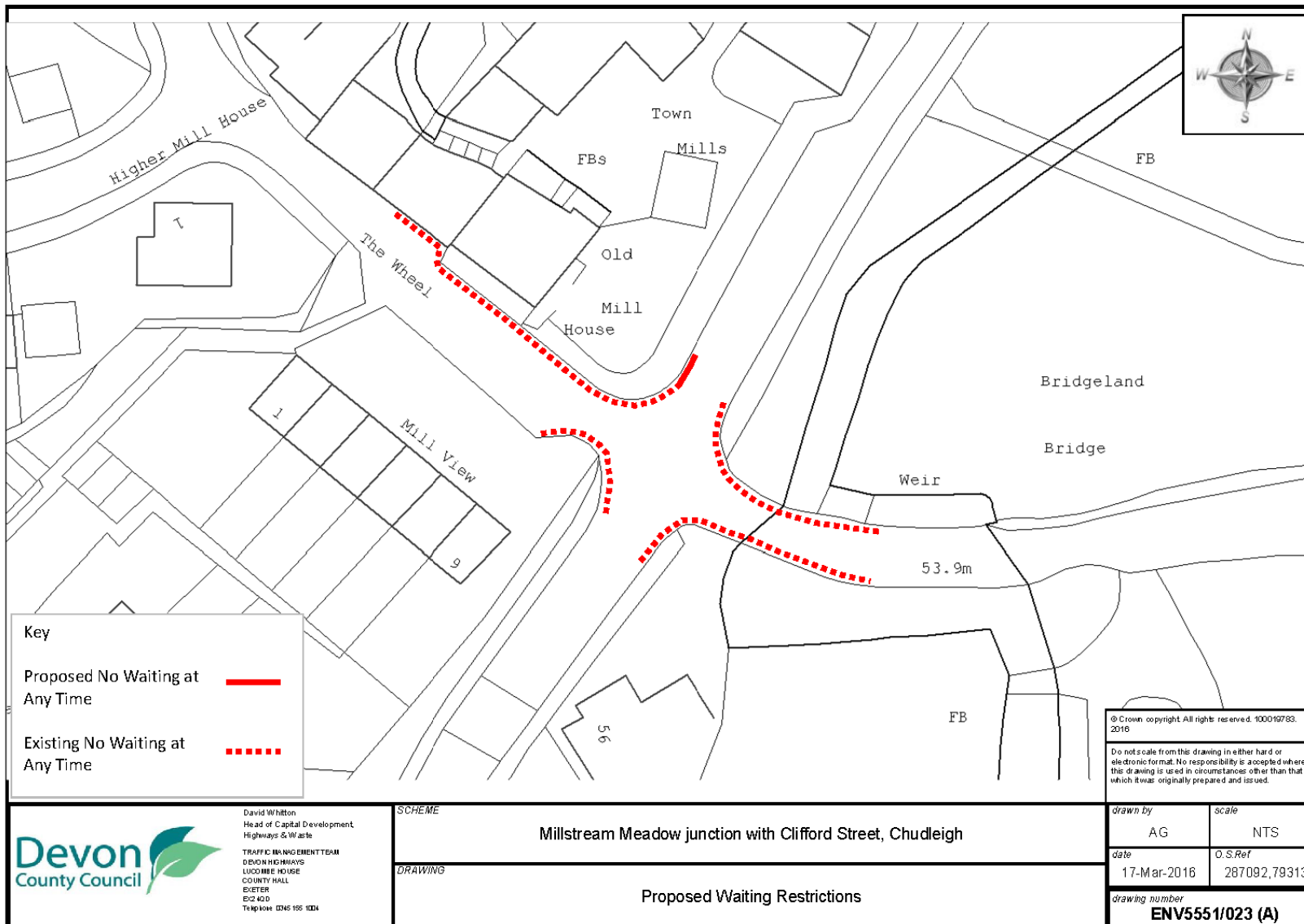
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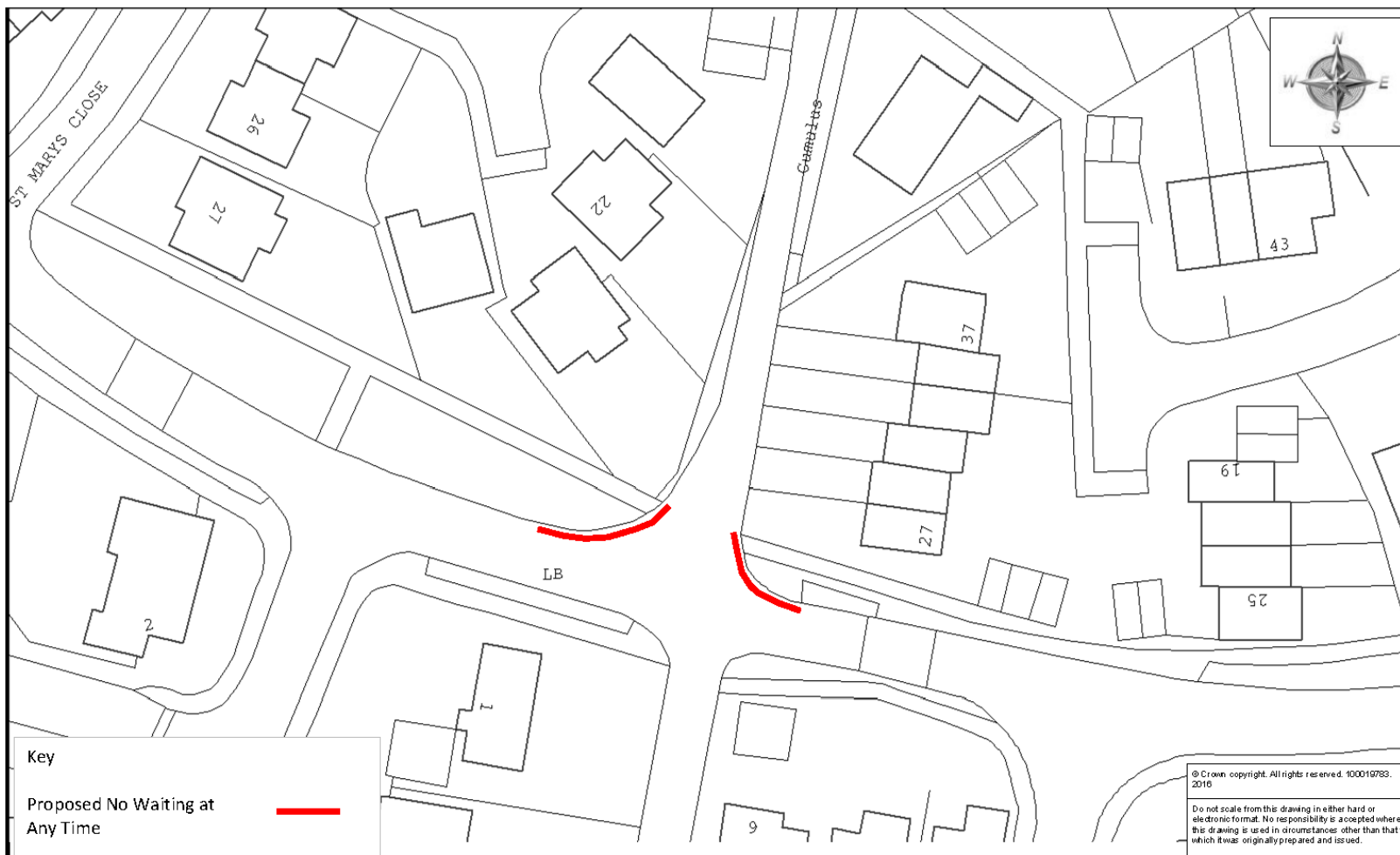
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ENV5551-015









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SCHEME

Lawn Drive junction with Parkway Road, Chudleigh

DRAWING

Proposed Waiting Restrictions

drawn by

AG

scale

NTS

date

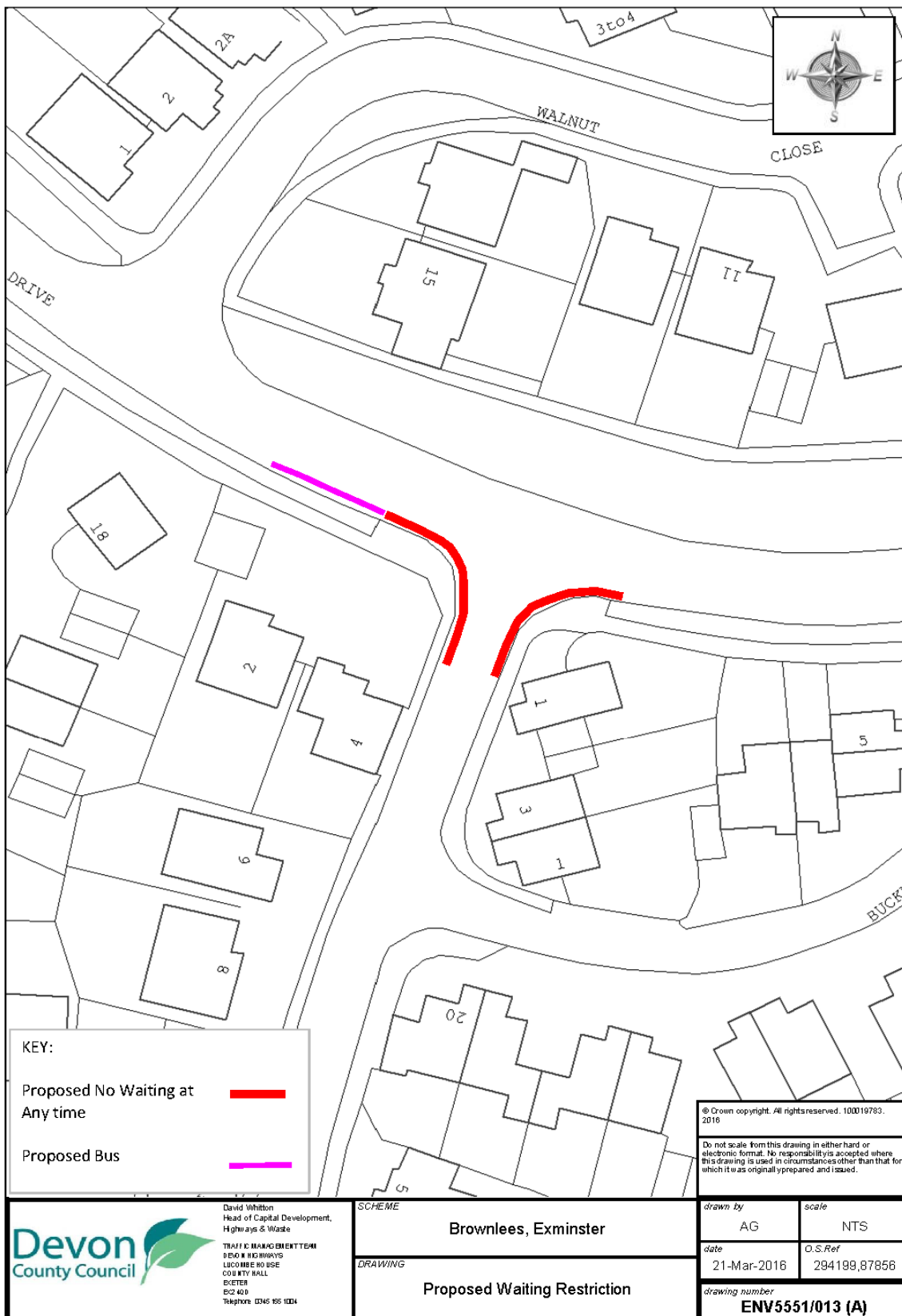
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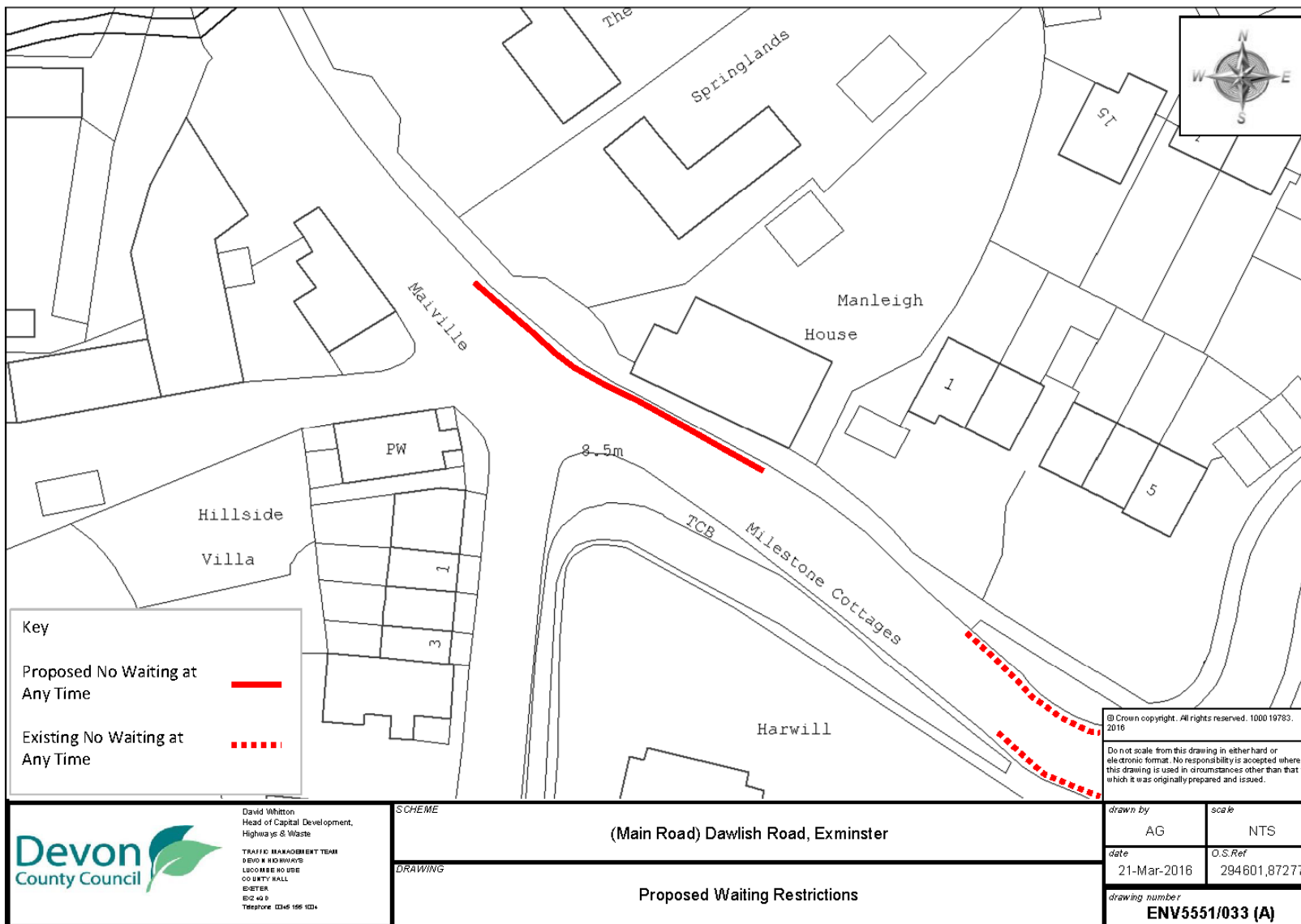
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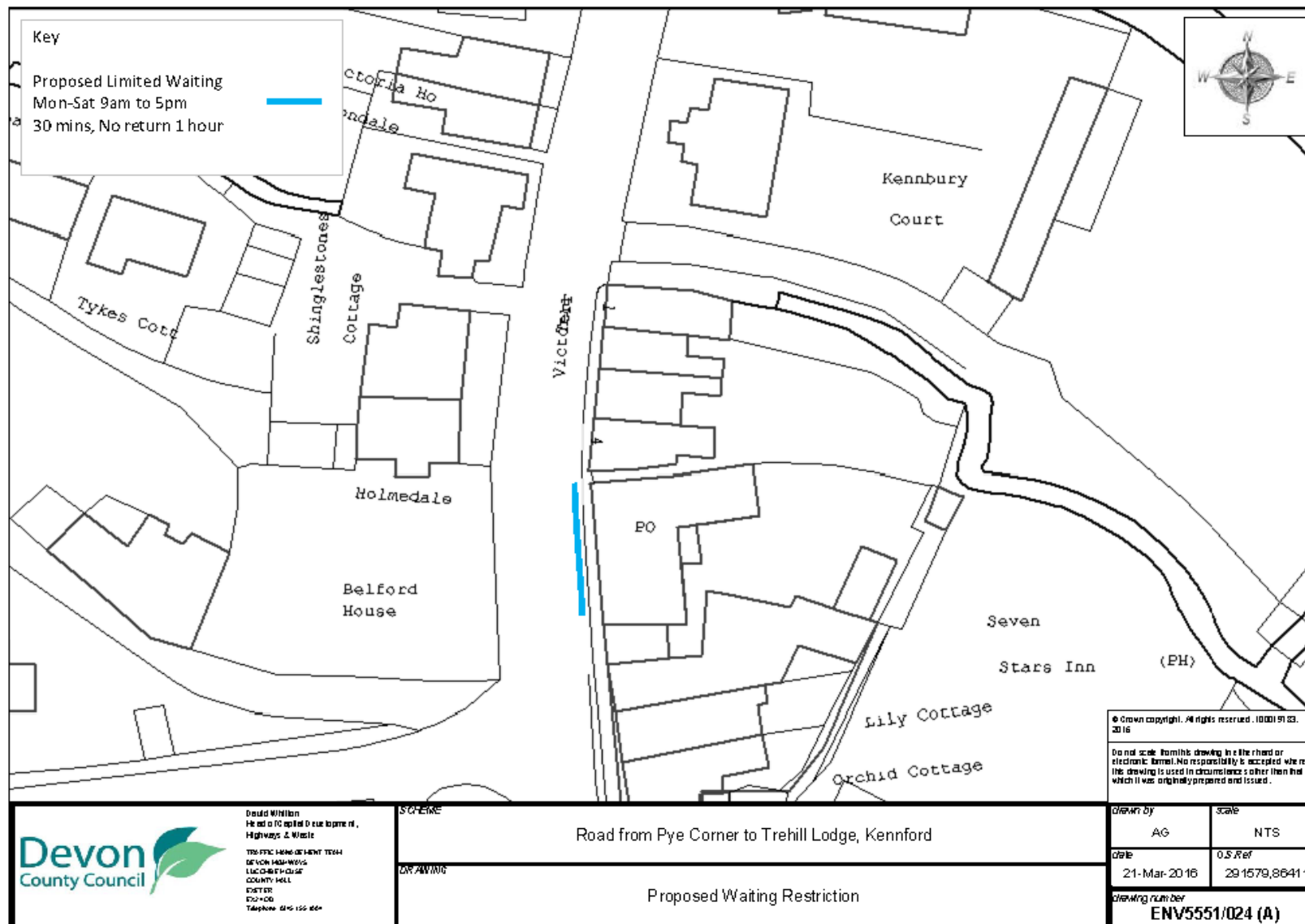
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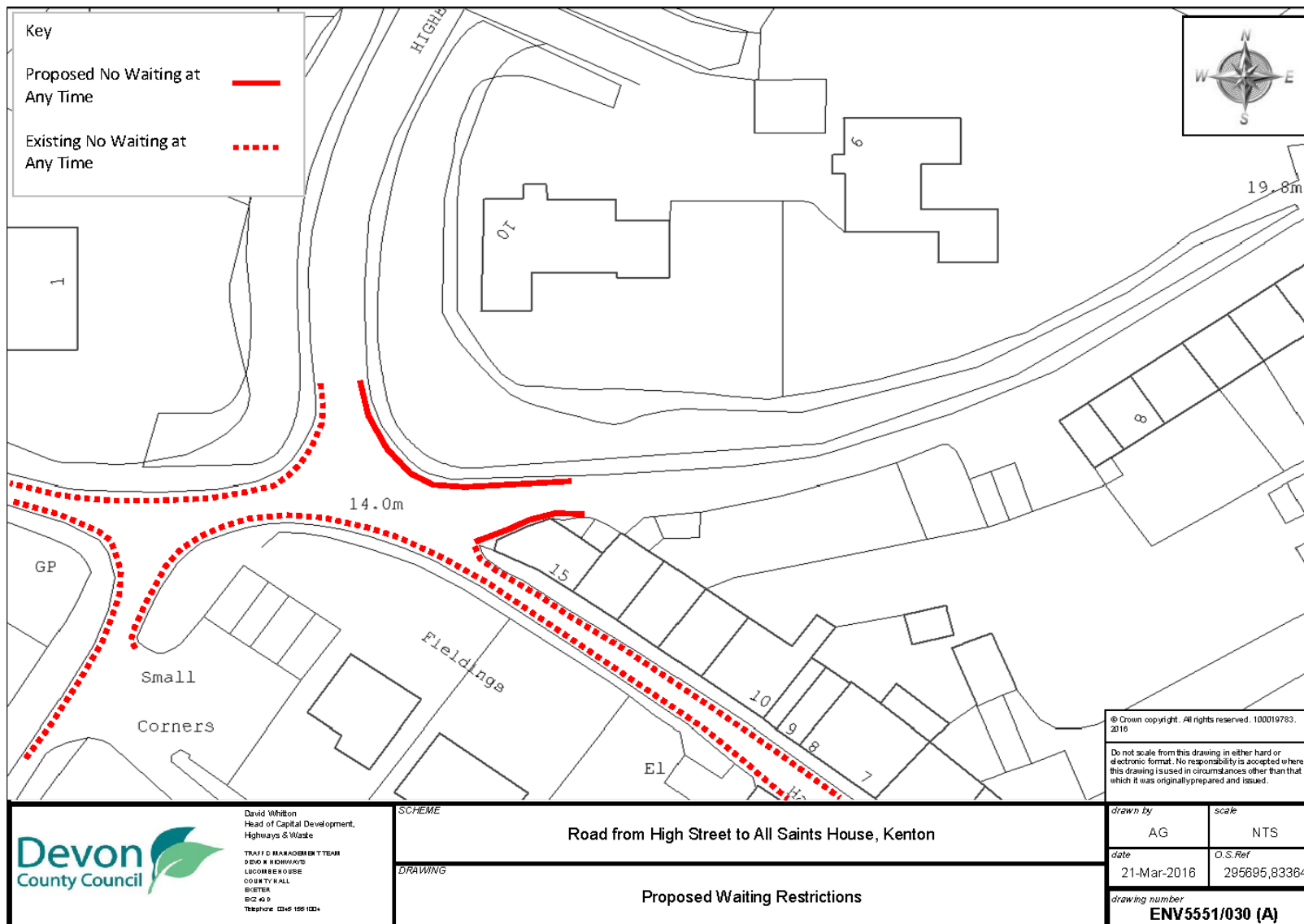
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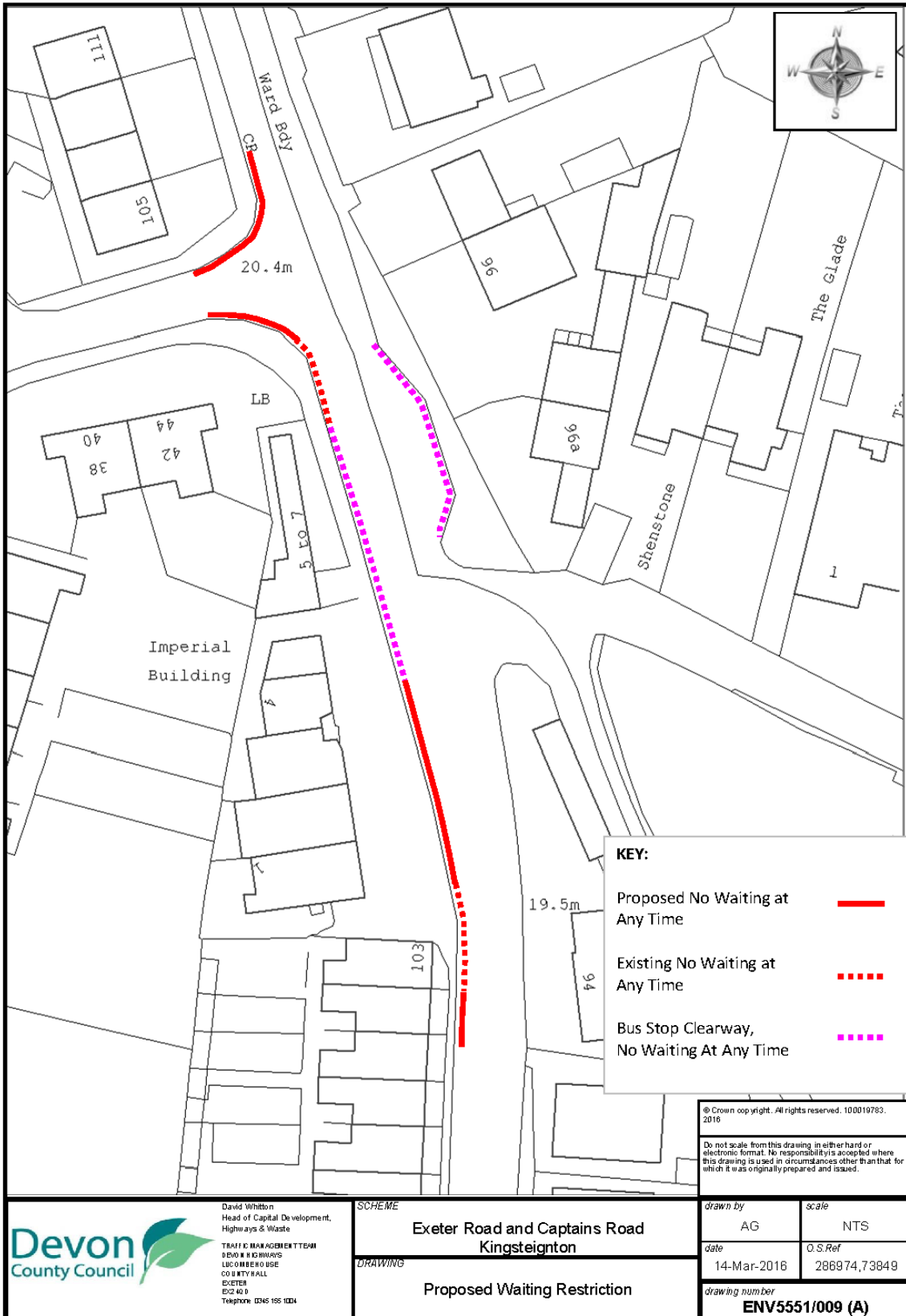
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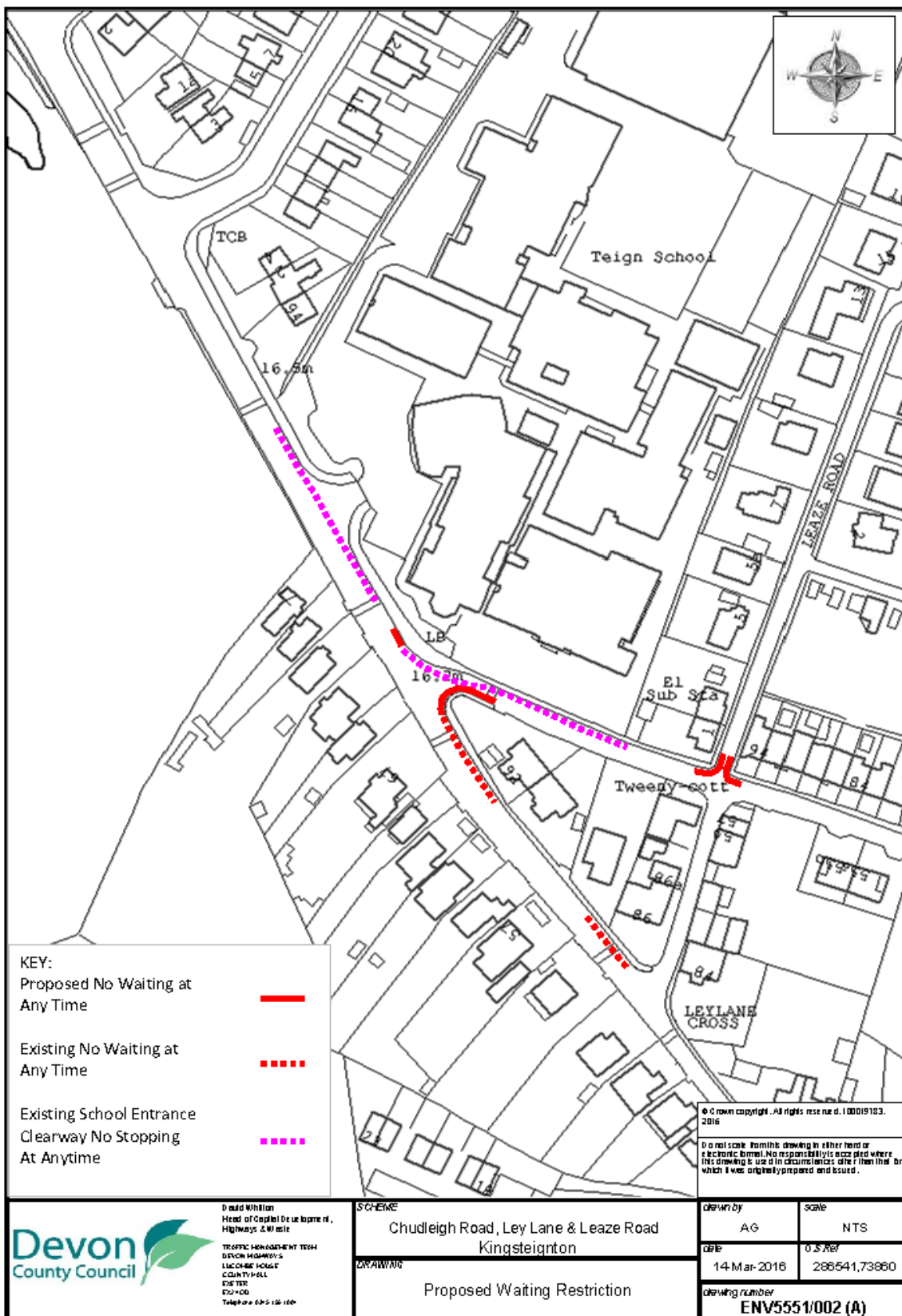












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**SCHEME**  
Chudleigh Road, Ley Lane & Leaze Road  
Kingsteignton

**DRAWING**  
Proposed Waiting Restriction

<b>drawn by</b> AG	<b>scale</b> NTS
<b>date</b> 14-Mar-2016	<b>0.5 A6</b> 286541,73860
<b>drawing number</b> ENV5551/002 (A)	

