

Proposals for the delivery of an annual local Waiting Restrictions Programme

Report of the Head of Highways, Capital 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 to date on the annual waiting restrictions programme and the prioritisation process applied is noted;**
- (b) waiting restriction schemes are progressed through advertising and sealing of subsequent Orders in priority order as presented in Appendix I, subject to funding being agreed by Cabinet;**
- (c) specific detail of individual schemes are developed with the locally effected County Member prior to advertising.**

1. Summary

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 is set out in this report for Members for information, along with the proposed programme for this Committee's area for approval.

The funding to take forward the schemes is subject to Cabinet decision as part of the wider highways budget setting process.

2. Background/Introduction

The proposed process was reported to this Committee in the last round of meetings and in subsequent months officers have refined the process as follows:

- Existing lists of requests from Local Members and local communities have been collated. Where lists did not exist (due to requests having been dealt with in other traffic management review projects) County Members have been contacted to ensure there were no outstanding matters.
- Officers have reviewed requests and assessed cost, legal compliance, compatibility with current parking strategy, wider impacts and any significant ongoing revenue implications.

- A prioritisation tool has been developed to consider the following elements to score positively:
 - Community Benefit/Support
 - Positive effect on congestion and safety
 - Maintenance Category (A roads score highest)
 - Assists in the delivery of on-street parking enforcement

With the following receiving a negative score or variable score:

- Likelihood of parking displacement to other areas
- Potential for objections
- Cost (Higher costs score lower)
- Deliverability (Pass/Fail)(eg affordable, potential for Public Enquiry, can signs/lines be placed etc).

Proposed schemes identified as beneficial to the network, which are in line with Policy and identified as deliverable and non-controversial are presented in priority order in Appendix I.

Each proposal has a notional value assigned to it so the Committee can consider what may be delivered dependant on the funding formula agreed by Cabinet. It is reasonable to assume that each HATOC will be allocated between £5,000 and £15,000, from a total budget of £100,000 for 16/17.

Additional top-up funding can be provided by Members from their Locality Budget or Parish Councils for eligible schemes, however inclusion in the programme must remain dependant on staffing resource being available to carry out design work.

Once funding is agreed by Cabinet, the programme will be fixed and Officers will plan delivery of the in-year programme. Progress updates will be provided at future Committee meetings.

3. Proposal

Approval is sought for the 16/17 programme for this Committee's area. It is proposed that the schemes identified in Appendix I form the programme working in priority order from top to bottom to suit funding to be agreed by Cabinet.

Whilst it would not be proposed to remove any proposals from the list in favour of alternatives, at this stage top-up funding can be offered by Members or Parish Councils for additional eligible schemes.

Once funding is agreed a finalised list will be circulated by email to Members for information.

The proposals would then be designed and the associated Traffic Order drafted, to be advertised following consultation on the detailed design with the locally effected County Members and Committee Chair.

4. Consultations/Representations/Technical Data

The project focuses on requests previously made by Members and communities. These have been reviewed by Officers and identified as beneficial to the network, in line with Policy as deliverable and non-controversial.

With Member support, it is proposed to proceed to advertising a Traffic Order for public consultation.

5. Financial Considerations

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

Each proposal as presented in Appendix I has an approximate value assigned to it so this Committee can consider what may be delivered dependant on the funding formula agreed by Cabinet. It is reasonable to assume that each HATOC will be allocated between £5,000 and £15,000, from a total budget of £100,000.

Assuming resource availability top-up funding can be provided by Members or Parish Councils for eligible schemes.

6. Sustainability Considerations

There is not considered to be any sustainability issue neutral impact.

7. Carbon Impact Considerations

There is not considered to be any carbon emission effect neutral impact.

8. Equality Considerations

There is not considered to be any equality effect neutral impact.

9. Legal Considerations

Any changes to parking restrictions will require a new Traffic Order. In order to minimise cost, one Traffic Order will need to be advertised for each HATOC area, and any objections considered.

As care has been given to ensuring proposals are beneficial and non-controversial it is not anticipated that significant objections would be received. Therefore it is proposed that any objections received will be dealt with under delegated powers in consultation with the effected local County Member and Committee Chair.

If significant objection is received for any specific site, it is advised that site is dropped from the programme for this financial year so that progress of the wider programme is not impeded.

10. Risk Management Considerations

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

There is a reputational risk to not addressing parking issues raised by communities and Members.

11. Public Health Impact

There is not considered to be any public health impact.

12. Reason for Recommendation/Conclusion

In order to deliver a programme of works for 16/17 officers will focus on the agreed local programme. Any additional non-safety critical requests arising during the year will be considered locally for inclusion as part of a future years programme.

Agreement is sought for the schemes to be progressed in priority order as presented in Appendix I, to match funding agreed by Cabinet.

David Whitton
Head of Highways, Capital Development and Waste

Electoral Divisions: All

Local Government Act 1972: List of Background Papers

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| Background Paper | Date | File Ref. |
|------------------|------|-----------|
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Nil

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sc/cr/proposals annual local waiting restrictions programme
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Appendix I To HCW/16/22

| Location | What is being proposed | Parish/Town | County Councillor | Is the Restriction Deliverable? If No scheme will not be progressed. | Safety (+ve) | Maintenance category | Reduce Congestion (+ve) | Community Benefit (+ve) | Displacement (-ve) | Likely Community Objections (-ve) | Anticipated Work Costs | Disruptive Parking | Can Scheme be Delivered without Additional Works? | Are there parking restrictions in close proximity? | Total |
|-----------------------|--|--------------------|----------------------|--|--------------|----------------------|-------------------------|-------------------------|--------------------|-----------------------------------|------------------------|--------------------|---|--|-------|
| Brook Street | Replace Access Protection Marking with Double Yellow Lines to maintain gap where | Ottery St Mary | Claire Wright | Yes | Yes | 9 | Yes | Yes | No | No | <£500 | Yes | Yes | Yes | 17 |
| Govers Meadow | Double yellow lines at junction with South Street to ensure free flow of vehicles at | Colyton | Sara Randall Johnson | Yes | Yes | 5 | Yes | Yes | Yes | No | <£500 | Yes | Yes | Yes | 17 |
| King Edward Road | Double Yellow Lines on both sides of bend outside Sunnydene | Axminster | Andrew Moulding | Yes | No | 4 | Yes | Yes | No | No | <£500 | Yes | Yes | Yes | 15 |
| Lyme Close | Double Yellow Lines to ensure free passage of vehicles and assist emergency services | Axminster | Andrew Moulding | Yes | Yes | 8 | Yes | Yes | Yes | No | <£500 | Yes | Yes | Yes | 15 |
| King Street | Double Yellow Lines to allow access to | Colyton | Sara Randall | Yes | No | 6 | Yes | Yes | No | No | <£500 | Yes | Yes | Yes | 13 |
| All Saints Road | Double Yellow Lines from junction with Radway Place for 100-150 metres and change times of Single Yellow Lines restriction | Sidmouth | Stuart Hughes | Yes | No | 6 | Yes | Yes | No | No | <£500 | Yes | Yes | Yes | 13 |
| Townsend Road | Double Yellow Lines at coach park access | Beer | Jim Knight | Yes | No | 9 | Yes | Yes | No | No | <£500 | Yes | Yes | Yes | 12 |
| South Parade | No loading lines on Double Yellow Lines where the road narrows | Budleigh Salterton | Christine Channon | Yes | No | 5 | Yes | Yes | No | No | <£500 | No | Yes | Yes | 12 |
| Slade Road | Double Yellow Lines on junction with Chineway/ Yonder Street and 20-25m | Ottery St Mary | Claire Wright | Yes | No | 8 | Yes | Yes | No | No | <£500 | Yes | Yes | Yes | 12 |
| Yonder Street | Double Yellow Lines for 10 metres on west side of junction with Yonder Close | Ottery St Mary | Claire Wright | Yes | No | 6 | No | Yes | No | No | <£500 | Yes | Yes | Yes | 12 |
| Chapel Lane | Replace Access Protection Marking at junction with Sandhill Street with Double | Ottery St Mary | Claire Wright | Yes | No | 9 | Yes | Yes | No | No | <£500 | Yes | Yes | Yes | 12 |
| Sioford Road | Extend Double Yellow Lines from Newlands Road onto Sioford Road | Sidmouth | Stuart Hughes | Yes | No | 5 | Yes | No | No | No | <£500 | Yes | Yes | Yes | 12 |
| West Street | Extension of loading bay and removal of limited waiting | Axminster | Andrew Moulding | Yes | No | 4 | Yes | Yes | No | Yes | <£500 | No | Yes | Yes | 11 |
| The Lawn | No loading lines on Double Yellow Lines outside church entrance | Budleigh Salterton | Christine Channon | Yes | No | 9 | No | Yes | No | No | <£500 | Yes | Yes | Yes | 11 |
| West Hill | Double Yellow Lines at entrance to Meadow Road | Budleigh Salterton | Christine Channon | Yes | No | 9 | No | Yes | No | No | <£500 | Yes | Yes | Yes | 11 |
| Sidmouth Road | Double Yellow Lines to prevent inappropriate parking | Colyton | Sara Randall Johnson | Yes | No | 6 | Yes | Yes | Yes | No | <£500 | Yes | Yes | Yes | 11 |
| King Street | Double Yellow Lines on approach to junction with Sidmouth Road to prevent obstructive | Colyton | Sara Randall Johnson | Yes | No | 6 | Yes | Yes | No | Yes | <£500 | Yes | Yes | Yes | 11 |
| Streamers Meadow | Extend Double Yellow Lines at junction with Livermore Road | Honiton | Sara Randall Johnson | Yes | No | 7 | No | Yes | No | No | <£500 | Yes | Yes | Yes | 11 |
| Silver Street | Remove Double Yellow Lines to allow extra parking for Tucker Court | Honiton | Paul Diviani | Yes | No | 6 | Yes | Yes | No | No | <£500 | No | Yes | Yes | 11 |
| Livermore Road | Extend Double Yellow Lines from junction with Littletown Road by 10 metres until the dropped kerb | Honiton | Sara Randall Johnson | Yes | No | 9 | No | Yes | No | No | <£500 | Yes | Yes | Yes | 11 |
| Keegan Close | 10 metres of Double Yellow Lines on one side of the road and at junction with hospital entrance | Ottery St Mary | Claire Wright | Yes | No | 7 | No | Yes | No | No | <£500 | Yes | Yes | Yes | 11 |
| Higher Spring Gardens | Double Yellow Lines on junction with Longdogs Lane to allow for pedestrian | Ottery St Mary | Claire Wright | Yes | No | 9 | No | Yes | No | No | <£500 | Yes | Yes | Yes | 11 |
| Chapel Hill | Double Yellow Lines to protect visibility at junction | Budleigh Salterton | Christine Channon | Yes | No | 9 | No | Yes | No | No | <£500 | Yes | Yes | Yes | 11 |
| Leas Road | Extend Double Yellow Lines on south east side by 15 metres | Budleigh Salterton | Christine Channon | Yes | No | 9 | No | Yes | No | No | <£500 | Yes | Yes | Yes | 11 |
| The Grove | Double Yellow Lines at junction with Vicarage Road to prevent obstructive parking | Sidmouth | Stuart Hughes | Yes | No | 10 | No | Yes | No | No | <£500 | Yes | Yes | Yes | 11 |
| Silver Street | Change Single Yellow Lines to Double Yellow Lines as current restriction being ignored | Honiton | Paul Diviani | Yes | No | 6 | No | Yes | No | Yes | <£500 | Yes | Yes | Yes | 10 |

| Location | What is being proposed | Parish/Town | County Councillor | Is the Restriction Deliverable? If No scheme will not be progressed. | Safety (+ve) | Maintenance category | Reduce Congestion (+ve) | Community Benefit (+ve) | Displacement (ve) | Likely Community Objections (-ve) | Anticipated Work Costs | Disruptive Parking | Can Scheme be Delivered without Additional Works? | Are there parking restrictions in close proximity? | Total |
|------------------|---|---------------------|----------------------|--|--------------|----------------------|-------------------------|-------------------------|-------------------|-----------------------------------|------------------------|--------------------|---|--|-------|
| Winters Lane | Double Yellow Lines both sides of the junction towards Franklea Close for approx. 90m | Otterby St Mary | Claire Wright | Yes | No | 9 | Yes | Yes | No | Yes | <£500 | Yes | Yes | Yes | 10 |
| Yonder Street | Limited waiting bay to help turnover of vehicles in the street and double yellow lines to allow access to numbers 4-6 | Otterby St Mary | Claire Wright | Yes | No | 6 | No | Yes | No | Yes | <£500 | Yes | Yes | Yes | 10 |
| Burgmanns Hill | Extend Double Yellow Lines from Greenhill Avenue to the access to Public Right Of Way | Lympstone | Bernard Hughes | Yes | No | 7 | Yes | Yes | Yes | No | <£500 | Yes | Yes | Yes | 10 |
| High Street | Double Yellow Lines on junction with Chestnut Crescent to replace Single Yellow Lines | Stoke Canon | Peter Bowden | Yes | No | 5 | Yes | Yes | Yes | Yes | <£500 | Yes | Yes | Yes | 10 |
| Causeway | Extend Double Yellow Lines for 12 metres to prevent parking next to central traffic island | Beer | Jim Knight | Yes | No | 6 | Yes | Yes | Yes | Yes | <£500 | Yes | Yes | Yes | 9 |
| Durham Way | 75 metres of Double Yellow Lines in turning head to stop obstructive parking and allow for HGV's to turn | Honiton | Sara Randall Johnson | Yes | No | 8 | No | Yes | Yes | No | <£500 | Yes | Yes | Yes | 9 |
| Court Lane | Extend Double Yellow Lines by 5 metres to prevent parking obstruction | Seaton | Jim Knight | Yes | No | 9 | No | Yes | No | Yes | <£500 | Yes | Yes | Yes | 9 |
| Beer Road | Extend Double Yellow Lines from Old Beer Road around junction into Beer Road | Seaton | Jim Knight | Yes | No | 5 | No | No | Yes | No | <£500 | Yes | Yes | Yes | 9 |
| Westfield Road | Extend Double Yellow Lines on west side to protect forward visibility | Budeleigh Salterton | Christine Channon | Yes | No | 9 | No | Yes | No | No | <£500 | No | Yes | Yes | 9 |
| Tucker Court | Amend Double Yellow Lines to allow additional parking | Honiton | Paul Diviani | Yes | No | 10 | No | Yes | No | No | <£500 | No | Yes | Yes | 9 |
| Govers Meadow | Extend double yellow lines at junction with Dolphin Street | Colyton | Sara Randall Johnson | Yes | No | 6 | Yes | Yes | Yes | Yes | <£500 | Yes | Yes | Yes | 9 |
| Hillside Road | Double Yellow Lines at junctions with Kestell Road and Southway | Sidmouth | Stuart Hughes | Yes | No | 9 | No | No | No | No | <£500 | Yes | Yes | Yes | 9 |
| King Street | Double Yellow Lines at junction with private road that leads to Turlings Farm to prevent obstructive parking | Colyton | Sara Randall Johnson | Yes | No | 6 | No | No | No | No | <£500 | No | Yes | Yes | 8 |
| Bath Close | Double Yellow Lines on east side to allow residents to turn into driveways | Feniton | Claire Wright | Yes | No | 9 | No | Yes | No | No | <£500 | Yes | Yes | No | 8 |
| Devonshire Road | Single Yellow Lines opposite public weighbridge entrance | Honiton | Sara Randall Johnson | Yes | No | 7 | Yes | Yes | Yes | Yes | <£500 | Yes | Yes | Yes | 8 |
| Duchy Road | Single Yellow Lines on one side to allow HGV access | Honiton | Sara Randall Johnson | Yes | No | 8 | Yes | Yes | Yes | Yes | <£500 | Yes | Yes | Yes | 8 |
| St Cyres Road | Extend Double Yellow Lines into St Cyres Road from Northcote Lane junction to allow | Honiton | Paul Diviani | Yes | No | 6 | No | No | Yes | No | <£500 | Yes | Yes | Yes | 8 |
| Devonshire Road | Double Yellow Lines at entrance to business to allow HGV's to turn in | Honiton | Sara Randall Johnson | Yes | No | 7 | Yes | Yes | Yes | Yes | <£500 | Yes | Yes | Yes | 8 |
| Seaton Down Road | Removal of Double Yellow Lines and addition of Double Yellow Lines in Ryalls Court | Seaton | Jim Knight | Yes | No | 6 | No | Yes | No | Yes | <£500 | No | Yes | Yes | 8 |
| Chambers Close | Double Yellow Lines to prevent obstruction at entrance to community centre | Sidmouth | Stuart Hughes | Yes | No | 9 | No | Yes | No | No | <£500 | Yes | Yes | No | 8 |
| East Terrace | Double Yellow Lines to ensure free passage of vehicles | Budeleigh Salterton | Christine Channon | Yes | No | 9 | Yes | Yes | Yes | Yes | <£500 | Yes | Yes | Yes | 8 |
| Long Meadow Road | Extend Double Yellow Lines by Bakers Cottages and by the Paddocks | Lympstone | Bernard Hughes | Yes | No | 7 | Yes | Yes | Yes | Yes | <£500 | Yes | Yes | Yes | 8 |

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|--------------------------------|---|-------------|----------------------|--|--------------|----------------------|-------------------------|-------------------------|--------------------|-----------------------------------|------------------------|--------------------|---|--|-------|
| Church Road | Extend Double Yellow Lines by The Lodge to The Dairy (Meadowgate) | Lympstone | Bernard Hughes | Yes | No | 7 | Yes | Yes | Yes | Yes | <£500 | Yes | Yes | Yes | 8 |
| Roundball Close | Double Yellow Lines to prevent obstructive parking & blocking of footway | Honiton | Sara Randall Johnson | Yes | No | 9 | No | Yes | Yes | Yes | <£500 | Yes | Yes | Yes | 7 |
| Townsend Avenue | Extend Double Yellow Lines around junction from Seaton Down Hill | Seaton | Jim Knight | Yes | No | 9 | No | No | Yes | No | <£500 | Yes | Yes | Yes | 7 |
| Lyme Road (B3165) | Double Yellow Lines on both sides of road from junction with Glebelands to junction | Uplyme | Jim Knight | Yes | No | 5 | Yes | No | Yes | No | <£500 | Yes | Yes | No | 7 |
| School Hill | Extend Double Yellow Lines to the top of the road | Lympstone | Bernard Hughes | Yes | No | 8 | No | Yes | Yes | Yes | <£500 | Yes | Yes | Yes | 7 |
| Harepath Road | Add 2 limited waiting bays and extend loading bay | Seaton | Jim Knight | Yes | No | 7 | No | Yes | No | Yes | <£500 | No | Yes | Yes | 6 |
| Riverside Way | Double Yellow Lines at junction into workshop and at entrance to road | Seaton | Jim Knight | Yes | No | 9 | Yes | No | Yes | Yes | <£500 | Yes | Yes | Yes | 6 |
| Alexandra Road & Widepost Lane | Parking restrictions on one side of the road to allow access | Axminster | Andrew Moulding | Yes | No | 9 | No | No | Yes | Yes | <£500 | Yes | Yes | Yes | 5 |
| Sid Park Road | Double Yellow Lines on corner on junction with Temple Street | Sidmouth | Stuart Hughes | Yes | No | 9 | No | No | Yes | Yes | <£500 | Yes | Yes | Yes | 5 |
| Cooks Mead | Double Yellow Lines on junction with Lyme Road | Uplyme | Jim Knight | Yes | No | 8 | No | No | Yes | No | <£500 | Yes | Yes | No | 4 |
| Auction Place | Double Yellow Lines on one side of the roads to allow for access | Axminster | Andrew Moulding | Yes | No | 10 | No | No | Yes | Yes | <£500 | No | Yes | No | 0 |
| Chambers Close | Double Yellow Lines on one side of the road to prevent obstructive parking | Sidmouth | Stuart Hughes | Yes | No | 9 | No | No | Yes | Yes | <£500 | No | Yes | No | 0 |