

Proposed Waiting Restrictions: Rosebarn Lane Area

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) the responses to the advertised Traffic Regulation Order be noted;**
- (b) the Traffic Regulation Order, amended as detailed in section 5, be made and sealed and the scheme be implemented.**

1. Summary

This report is to consider the objections to the traffic regulation order for the Rosebarn Lane area.

2. Background

Since the introduction of the residents parking schemes on 1 February 2012 in the Beech Avenue and West Garth Road areas, a number of issues have been identified in the Rosebarn Lane area caused by an increase in parked cars. These issues were discussed by this committee at its meetings in April 2012, July 2012 and November 2012 and at Member site meetings.

As a result of these discussions the committee agreed to advertise additional waiting restrictions for the area which were finalised with the local member in consultation with the local residents.

3. Proposal

Following further consultation with local residents it was proposed to introduce No Waiting At Any Time (Double Yellow Lines) where parking on Rosebarn Lane causes difficulty for visibility at junctions. To alleviate indiscriminate parking by commuters in the remaining lengths of road in the northern part of Rosebarn Lane, it was proposed to introduce a No Waiting 10am to 12pm (Noon) (Single Yellow Line). A section of No Waiting At Any Time was proposed opposite the bus stop to ensure a passing place was available if the rest of the road was parked up.

As part of the review of waiting restrictions in the area it had also been requested to advertise No Waiting At Any Time for the entire length of Brodick Close as it is not considered to be wide enough to allow any parking without obstructing traffic (refuse lorries etc).

It was also originally proposed to extend the residents parking to Pennsylvania Close and revoke the prohibition of motor vehicles except for access. However, before the scheme was advertised a petition was raised by the residents who wished to retain the existing restrictions and the proposal was removed from the scheme before advertising.

The proposals are shown on plan ENV52673/3(D).

4. Consultations/Representations

There have been two site meetings held with members and residents of Rosebarn Lane on 11 June and 7 December 2012 and a petition from the residents in or near Rosebarn Lane containing 65 signatures was submitted to officers before the November 2012 HATOC.

Following these meetings and correspondence, proposals were drafted by officers and circulated to local residents by Councillor Prowse.

Following these proposals being circulated, further representations were received and the proposals were amended before formally advertising from 25 July until 15 August 2013.

19 people responded to the proposals before the scheme was formally advertised and 33 people responded as part of the formal advertising of the traffic regulation order.

A summary of the comments made and the response can be found in Appendix I.

5. Discussion

The comments and objections received can broadly be summarised into 3 main areas for discussion.

No Waiting At Any Time on Rosebarn Lane (Aldrin Road to Pennsylvania Road)

The majority of respondents indicated their support for the proposed No Waiting At Any Time as this would remove parking that takes place too close to junctions and causes problems with visibility. **It is therefore proposed to implement these restrictions as advertised.**

No Waiting 10am-12pm (Noon) on Rosebarn Lane

There appears to have been some confusion between residents who requested a No Return period, this cannot be considered as it is not possible with a single yellow line.

Residents of Aldrin Road, Armstrong Avenue and The Fairway have objected to the proposals as they believe the introduction of such a restriction will only push the parking into the neighbouring streets that are much narrower and unsuitable for additional parking.

Residents have also expressed concern that speeding is an issue along the road and prohibiting parking will make the situation worse.

It is therefore **recommended that the No Waiting 10am-12pm is not implemented** and that parking be allowed to continue on Rosebarn Lane away from the junctions and other key areas prohibited with double yellow lines, it is agreed that this parking acts as traffic calming.

Proposals for Rosebarn Lane (between Stoke Hill and Aldrin Road)

Many residents have expressed concern that the lack of proposed restrictions opposite Yew Tree Close will result in parking displacing to this section of road if the proposals are implemented. Should the recommendation be accepted that the No Waiting 10am–12pm is not implemented, it is not anticipated that displacement will take place along this length of road.

Residents have also objected to the proposal that will ban parking outside their homes and it is **proposed to relax the double yellow lines on the west side (Rosebank Crescent**

side) between the bus stops but retain a short section outside 11 to 17 to prevent parking on the bend and obscure visibility.

6. Financial Considerations

The estimated cost of the scheme is £4,000 which is funded from the on-street parking account.

7. Equality Considerations

There are not considered to be any equality issues in regards to this scheme.

8. Legal Considerations

The lawful implications/consequences of the proposals/recommendations/proposed course of action have been considered and taken into account in the preparation of this report/formulation of the recommendations set out above.

9. Risk Management Considerations

There is a risk that some parking may still displace in to neighbouring streets but this would be minimised by the relaxation detailed in section 5.

10. Public Health Impact

It is considered that there is no public health impact as a result of the schemes mentioned within this report.

11. Options

The option of implementing the proposed No Waiting 10am-12pm is considered to be unsuitable as this would increase parking in the narrow neighbouring roads and remove parking on Rosebarn Lane that would help narrow the road and reduce the speed of through traffic.

12. Reason for Recommendation

It is recommended that the proposed restrictions be implemented, as amended in section 5, to remove parking that cause problems on Rosebarn Lane and Brodick Close to improve safety in these roads.

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Head of Highways, Capital Development and Waste

Electoral Division: Duryard & Pennsylvania

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Reference
1. Correspondence on file	February 2012 to August 2013	
2. HATOC Report	19 April 2012	HTM/12/25
3. HATOC Report	19 July 2012	HTM/12/43
4. HATOC	8 November 2012	Minute *159

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sc/cr/rosebarn lane area proposed waiting restrictions
04 281013

Devon County Council (No Waiting) (Rosebarn Lane Area, Exeter) Amendment Order

NOTE: It is recommended that the No Waiting 10am-12pm (Noon) (Single Yellow Line) and the No Waiting At Any Time (double yellow lines) outside 7,9 19, 21 & 23 Rosebarn Lane are not implemented.

Comments received before formal advertising to draft proposals circulated by Councillor Prowse

Comment	Response
First respondent – Unknown location	
Supports request for a single yellow line of up to 3 hours.	Support noted. However, please see note above.
Does not support the proposed unrestricted parking.	Restrictions have been advertised in this location as part of the final design.
The 30mph VAS is regularly lit up by speeding vehicles as they negotiate parked cars or vans.	Removing parking is unlikely to bring speeds down but rather increase them.
Driveways do not have good visibility which means residents must pull out into speeding traffic.	See note above. It is recommended that the proposals be relaxed to retain some all day parking on Rosebarn Lane to help reduce speeds. Once the restrictions have been implemented, vehicle speeds on Rosebarn Lane will be considered as part of our Speed Compliance Action Review Forum (SCARF) process to ensure they are compliant with the 30mph speed limit.
Second Respondent – Resident, Rosebarn Lane	
Inconsiderate parking near their drive makes it difficult and dangerous to enter and leave.	The proposals include double yellow lines across both driveways to the respondents property.
Third Respondent – Resident, Rosebarn Lane	
Respondent does not support proposals outside their property because: - they have had one accident and several near misses due to speeding traffic - prohibition of parking will increase speed of traffic - does not have a problem with parking in this location (except on ECFC match days).	It is recommended that the double yellow lines be relaxed outside the property to allow parking if required at this location.
Would like something done to reduce the speed of vehicles on the road.	Noted. Once the restrictions have been implemented, vehicle speeds on Rosebarn Lane will be considered as part of our Speed Compliance Action Review Forum (SCARF) process to ensure they are compliant with the 30mph speed limit.
Fourth Respondent – Resident, Rosebarn Lane	
Strongly objects to the draft proposals as they will move parking along Rosebarn Lane as cars will move after 12pm.	Objection noted. The proposals were designed to remove all day parking and have minimal impact on residents.
Would like residents permits like Rosebarn Avenue.	Extending the residents parking scheme would require a new traffic regulation order and a much larger consultation exercise. It is proposed that the restrictions be implemented as amended and the situation be monitored. Any request for additional residents parking must be agreed by the Highways and Traffic Orders Committee.

Comment	Response
Fifth Respondent – Resident, Rosebarn Lane	
Proposals will inconvenience residents and prevent visitors parking near their home.	It is recommended that the double yellow lines be relaxed in the vicinity of their property to allow parking if required at this location.
Suggests that if the No Waiting At Any Time is introduced outside their home then they should be included within S4 zone to allow parking in Rosebank Crescent.	Noted. The proposals are to be relaxed.
Workmen will have nowhere to park.	See above.
Does not believe proposals in Rosebank Crescent and Rosebarn Avenue were necessary.	At the time, it was considered that extending the residents parking scheme to include Rosebank Crescent and Rosebarn Avenue would deter displacement parking
Does not believe the No Waiting 10am-12pm will be of advantage unless it is a ploy to stop people parking all day but this would also inconvenience residents.	Objection noted. The proposals were designed to remove all day parking and have minimal impact on residents.
Sixth Respondent – Resident, Rosebarn Lane	
Fed up with the amount of parking restrictions in and around the city centre, increasing costs for residents and disadvantaging local business. Can park for free in out of town supermarkets.	Residents parking schemes in Exeter have been introduced to make parking easier for residents, to remove commuter parking & congestion from residential roads and in support of green travel plans. Pay & Display is used on-street in the city centre to provide short term parking to maintain turnover of spaces and increase customers to the local businesses. Long term parking is encouraged in off-street car parks.
A lot of extra cars parking in Rosebarn Lane appear to come from the university and park all day for free when residents must buy permits to park or allow visitors to park near their homes.	These proposals are aimed at removing all day parking whilst having a minimal impact on residents who would not need a permit to park when the yellow lines do not apply.
Why is the university not providing sufficient parking. Do they have a travel plan? If so what does it entail and is it working?	The university is providing appropriate levels of parking in line with government recommendations. The university do have a green travel plan details are available on their website www.exeter.ac.uk .
Seventh Respondent – Resident, Rosebarn Lane	
Has problems with vehicles parking near driveway and would like parking restricted outside their home.	Restrictions have been advertised in this location as part of the final design.
Eighth Respondent – Resident, Rosebarn Lane	
Does not support the need for additional restrictions unless they are for road safety.	Noted. Comments from local residents indicate that there are concerns about safety in Rosebarn Lane.
Does not believe residents parking was needed and should be revisited in those roads where residents have off-street parking.	Residents parking is introduced to remove and prevent all day commuter parking. This helps reduce congestion in the city and supports the green travel plan for the university.
Employers should be encouraged to provide adequate parking on site and not dissuaded from doing so.	Parking is restricted to encourage sustainable travel and reduce congestion in the city. Previous planning regulations controlled the level of parking for developments.
Supports the proposed No Waiting At Any Time around the junctions.	Support noted.

Comment	Response
Questions the No Waiting 10am – 12pm.	See note above. The proposed restriction would prohibit all vehicles from parking between 10am and 12pm. Anyone would be able to park up until 10am and after 12pm. The restriction would not prevent loading.
Why are there no restrictions opposite Yew Tree Close? Cars will start parking here if restrictions are introduced elsewhere on the road	It was considered that it was unnecessary to introduce restrictions in this length as drivers are naturally deterred from parking here. However, it is recommended that the proposals be relaxed. See note above.
Ninth Respondent – Resident, Rosebarn Lane	
Proposals will make Rosebarn Lane more dangerous as it will cause vehicles to park opposite Yew Tree Close which is the narrowest part of the road where the speed limit is often exceeded.	See note above. It is recommended that the proposals be relaxed.
Parking in this area will cause difficulty for residents leaving their drives.	Noted. See above.
Has not experienced significant parking or congestion issue since moving in in 2006.	Noted.
Tenth Respondent – Resident, Rosebarn Lane	
Would like to know why no restrictions are proposed at the top of Rosebarn Lane. Currently there are cars parking on the road by students who have no use for them when they arrive in Exeter.	Restrictions have been advertised in this location as part of the final design.
Hopes that signs will have a “no return within 4 hours” stipulation.	The restriction proposed is No Waiting 10am-12pm. This means that no traffic can park on the road between these times. See note above as it is recommended that the proposals be relaxed. The No Return only applies to limited waiting parking bays which are not being proposed on Rosebarn Lane.
Eleventh Respondent – Resident, Rosebarn Lane	
Would like to know why no restrictions are proposed at the top of Rosebarn Lane.	Restrictions have been advertised in this location as part of the final design.
Parking restrictions should extend Monday to Saturday for 2 hours parking only with no return for 4 hours.	The restriction proposed is No Waiting 10am-12pm. This means that no traffic can park on the road between these times. See note above as it is recommended that the proposals be relaxed. The No Return only applies to limited waiting parking bays which are not being proposed on Rosebarn Lane.
Twelfth Respondent – Resident, Rosebarn Lane	
The proposed restrictions seem to tackle the short term solution but not the underlying problem of providing adequate parking for an ever increasing number of residents, university students and commuters.	Parking for new developments is agreed as part of the planning process and was previously prescribed by government guidelines. Parking is limited in many locations to encourage sustainable travel and reduce congestion in the city.

Comment	Response
Would prefer residents only restrictions as this would remove the need for yellow lines and gives flexibility for visitors.	See note above. It is recommended that the proposals be relaxed. Extending the residents parking scheme would require a new traffic regulation order and a much larger consultation exercise. Any request for residents parking must be agreed by the Highways and Traffic Orders Committee.
Supports the proposed restrictions around the junctions.	Support noted.
Thirteenth Respondent – Resident, Rosebarn Lane	
Supports all of the proposed No Waiting restrictions.	Support noted.
Proposals will make Rosebarn Lane more dangerous as it will cause vehicles to park opposite Yew Tree Close which is the narrowest part of the road where the speed limit is often exceeded.	See note above. It is recommended that the proposals be relaxed.
Would prefer zonal residents only restriction on Rosebarn Lane.	Due to the nature of the traffic using Rosebarn Lane it is unlikely that a zonal restriction would be complied with and would not be possible with the restrictions now proposed.
Would also like traffic calming to lower speeds along the road.	Noted. Once the restrictions have been implemented, vehicle speeds on Rosebarn Lane will be considered as part of our Speed Compliance Action Review Forum (SCARF) process to ensure they are compliant with the 30mph speed limit.
Would like downhill cycling prohibited on the shared footway/cycleway as this is dangerous to pedestrians.	It is not practical to prohibit cycling downhill on the shared path and suggest the respondent contact the local policing team about the dangerous cyclists.
Fourteenth Respondent – Resident, Rosebarn Lane	
Proposals will make Rosebarn Lane more dangerous as it will cause vehicles to park opposite Yew Tree Close which is the narrowest part of the road where the speed limit is often exceeded.	See note above. It is recommended that the proposals be relaxed.
Removal of the parking will encourage speeding.	Noted. Once the restrictions have been implemented, vehicle speeds on Rosebarn Lane will be considered as part of our Speed Compliance Action Review Forum (SCARF) process to ensure they are compliant with the 30mph speed limit.
Would like to see improvements to the Stoke Hill roundabout to make it safer for pedestrians.	It is unclear what improvements are required and suggest respondent contact the local neighbourhood officer for the area to discuss this.
Fifteenth Respondent – Resident, Rosebarn Lane	
Supports the proposals as cars are currently parking for weeks at a time that makes getting in and out of the drive difficult and potentially dangerous.	Support noted.
Sixteenth Respondent – Child of Resident in Rosebarn Lane, Norwich	
Supports the proposed No Waiting At Any Time for safety around the junctions.	Support noted.
The proposals are draconian as most properties in the area do not have enough off-street parking and to restrict the parking further will be detrimental to the residents.	See note above. It is recommended that the proposals be relaxed.

Comment	Response
As the problem is caused from nearby areas then it should be solved at the source rather than being pushed out to other areas.	The county council is working to encourage alternative methods of travel to reduce car use and congestion in the city in conjunction with businesses in the city.
Seventeenth Respondent –Resident, Aldrin Road	
Would like restrictions on the junction of Rosebarn Avenue & Rosebarn Lane.	Restrictions are proposed as part of this scheme.
Eighteenth Respondent –Resident, Rosebarn Avenue	
Would like restrictions on the junction of Rosebarn Avenue & Rosebarn Lane.	Restrictions are proposed as part of this scheme.
Nineteenth Respondent –Resident, Rosebank Crescent	
Fully support the proposals as parking in the road is increasing and dangerous.	Support noted.

Comments received as a result of the formal advertising

Comment	Response
Twentieth respondent – Resident, Mayflower Avenue	
Concerned that there are no restrictions on Mayflower Avenue as vehicles will simply relocate.	See note above. It is recommended that the proposals be relaxed which should prevent displaced parking.
Twenty First respondent – Resident, Aldrin Road	
The No Waiting proposals are unnecessarily extensive as Rosebarn Lane is capable of taking an amount of on-street parking.	See note above. It is recommended that the proposals be relaxed to retain some all day parking on Rosebarn Lane.
Supports the proposed No Waiting At Any Time for safety around the junctions.	Support noted.
The No Waiting 10am-12pm should not be implemented to allow limited on-street parking.	See above.
The previous residents parking scheme displaced parking to Rosebarn Lane and this scheme will shift parking to other areas.	See note above. It is recommended that the proposals be relaxed which should prevent displaced parking.
A larger review should take place to include Aldrin Road for example residents parking.	It is recommended that the proposals be relaxed so a review will not be necessary.
Requests that the Exeter HATOC considers the impact of the No Waiting restrictions on Rosebarn Lane 6 months after they are introduced.	See above.
Twenty Second respondent – Resident, Aldrin Road	
The proposals in text form are difficult to understand and was told a plan was not available.	Plans were available as described in the advert (at County Hall or Exeter Civic Centre).
The consultation is being undertaken at a time when residents are on holiday.	The proposals were advertised as soon as possible following consultation with local residents by the County Council and the local Councillor. The level of response indicates that residents were aware of the scheme being advertised.
The consultation must be undertaken properly or the county council risks a challenge in the courts of law.	The proposals have been advertised in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
The No Waiting proposals are unnecessarily extensive as Rosebarn Lane is capable of taking an amount of on-street parking.	See note above. It is recommended that the proposals be relaxed to retain some all day parking on Rosebarn Lane.
Supports the proposed No Waiting At Any Time for safety around the junctions.	Support noted.

Comment	Response
The No Waiting 10am-12pm should not be implemented to allow limited on-street parking.	See above.
The previous residents parking scheme displaced parking to Rosebarn Lane and this scheme will shift parking to other areas.	See note above. It is recommended that the proposals be relaxed which should prevent displaced parking.
A larger review should take place to include Aldrin Road for example residents parking.	It is recommended that the proposals be relaxed so a review will not be necessary.
Requests a park & ride in the northern sector of the city.	It is a desire for the County Council to introduce a park & ride in this area and options are being investigated.
Requests that the Exeter HATOC considers the impact of the No Wating restrictions on Rosebarn Lane 6 months after they are introduced.	See above.
Draws attention to previous objections to the Beech Avenue area residents parking scheme and previous HATOC minutes that asked for a review of parking.	Noted. The review has taken place and this traffic order is the outcome.
Aldrin Road etc was wrongly omitted from the residents parking proposals.	This was previously considered by the Exeter HATOC which resolved to review the parking.
Aldrin Road/The Fairway/Armstrong Avenue are narrow and on a steeply sloping site making access and egress to drives difficult and residents rely on on-street parking. These roads are less able to cope with non-residents parking.	See above.
Local residents are being treated in a discriminatory manner.	The proposals have been drafted in consultation with local residents and the local councillors. They have been formally advertised to give any member of the public an opportunity to comment or object before a decision is made.
Twenty Third respondent – Resident, Armstrong Avenue	
The university should provide more parking to prevent the displacement.	The university has provided appropriate levels of parking in accordance with government recommendations.
The proposals will push the parking into Armstrong Avenue and surrounding roads.	See note above. It is recommended that the proposals be relaxed which should prevent displaced parking.
Requests that the Exeter HATOC considers the impact of the No Wating restrictions on Rosebarn Lane 6 months after they are introduced.	It is recommended that the proposals be relaxed so a review will not be necessary.
Twenty Fourth respondent – Resident, Armstrong Avenue	
The proposals will increase the parking problems for residents as cars will park in roads with no restrictions.	See note above. It is recommended that the proposals be relaxed which should prevent displaced parking.
Residents need to use on-street parking as drives are too small.	See above.
Disabled visitors would be unable to park outside property.	See above.
The university is to blame for the problem and should take some steps towards finding parking facilities and/or a park & ride scheme.	The university has provided appropriate levels of parking in accordance with government recommendations. It is a desire for the County Council to introduce a park & ride in this area and options are being investigated.

Comment	Response
Twenty Fifth respondent – Resident, Armstrong Avenue	
The proposals will push the parking from Rosebarn Lane into the adjacent roads.	See note above. It is recommended that the proposals be relaxed which should prevent displaced parking.
Traffic in the avenue has increased since 1986 with large and wide delivery vans from Tescos, John Lewis, Iceland etc.	Such vehicles would be delivering to local residents and is a result of the increase in home shopping.
Parking causes difficulties for the refuse lorries.	See above.
The university should provide more parking to prevent the displacement.	The university has provided appropriate levels of parking in accordance with government recommendations.
Twenty Sixth respondent – Resident, Aldrin Road	
Objects to the proposals as it will not achieve the stated objectives and is therefore unlawful.	View noted.
Recognises that there is obstructive parking near junctions and supports proposals in these locations. Parking elsewhere is not obstructive and unlikely to cause danger.	Support noted. Local residents have reported that parked vehicles cause problems when exiting driveways.
The proposed restrictions will displace the parking to neighbouring roads and increase “cruising” for the best spaces leading to an increase in exhaust fumes in these roads.	See note above. It is recommended that the proposals be relaxed which should prevent displaced parking.
To improve access is not a valid reason for a traffic regulation order under the Road Traffic Regulation Act 1984 (RTRA1984).	Improving access is not specifically mentioned within the RTRA1984, in this instance it is to improve the safety of vehicles entering and leaving those accesses and would be covered by 1 1(a) & (c) of the RTRA1984: a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, c) or facilitating the passage on the road or any other road of any class of traffic (including pedestrians),
To encourage greener modes of travel is not a valid reason for a traffic regulation order under the Road Traffic Regulation Act 1984 (RTRA1984).	Encouraging sustainable methods of transport will help reduce congestion and improve air quality so this would be covered by 1 1(f) of the RTRA1984. f) for preserving or improving the amenities of the area through which the road runs.
Does not accept that proposals will improve the amenities of the area as no visitors will be able to park between 10am and 12pm.	There are no rights to park on the highway and parking should only take place where it does not cause a problem for moving traffic. As stated above, residents have problems accessing and exiting their off-street parking so it is considered that the proposals would improve the situation for those properties.
Only the proposals to remove obstructive and potentially dangerous parking are lawful.	See above.
The problems on Rosebarn Lane have been created by allowing massive development and expansion of the University of Exeter without including adequate parking facilities and public transport.	The university has provided appropriate levels of parking in accordance with government recommendations.
The risk of adverse parking should have been considered at the planning application stage.	Parking is considered as part of the planning application and the university, through its green travel plan, is proactively encouraging sustainable methods of transport to reduce car travel.
Tinkering with parking arrangements will only move the problem further away.	See above.

Comment	Response
The university should improve public transport (park & ride), improve cycle facilities and increase the availability and affordability of parking on site.	See above. It is a desire for the County Council to introduce a park & ride in this area and options are being investigated.
All parking restrictions in the neighbouring streets should then be removed or halted.	See above.
Proposals will increase parking on Collins Road, Armstrong Avenue and Aldrin Road.	See above.
Another much less desirable option would be for residents parking over a large enough area to discourage university parking.	Extending the residents parking scheme would require a new traffic regulation order and a much larger consultation exercise. It is proposed that the restrictions be implemented as amended and the situation be monitored. Any request for additional residents parking must be agreed by the Highways and Traffic Orders Committee.
Should this be pursued then the university, as a "good neighbour" should pay for the introduction, administration and enforcement.	It would not be appropriate for the university to pay for residents parking permits in these areas as they do not pay for parking permits in the existing zones around the university.
Twenty Seventh respondent – Resident, The Fairway	
Proposals will increase parking in The Fairway causing problems for emergency service and residents accessing and exiting their driveways.	See note above. It is recommended that the proposals be relaxed which should prevent displaced parking.
A new development on the road will already increase the number of vehicles.	Noted. See above.
Twenty Eighth respondent – Resident, Armstrong Avenue	
Proposals will increase parking in Aldrin Road, The Fairway and Armstrong Avenue which are narrow roads.	See note above. It is recommended that the proposals be relaxed which should prevent displaced parking.
Twenty Ninth respondent – Resident, Armstrong Avenue	
Consultation exercise is unhelpful as no maps were produced to assist with visualising the proposals.	Plans were available at County Hall or Exeter Civic Centre as mentioned in the advert.
Proposals will be disruptive to residents.	See note above. It is recommended that the proposals be relaxed.
Suggests that restrictions should only be introduced around key junctions.	Support noted.
If proposals are implemented then they should be a trial and consideration should be given to removing rather than increasing the restrictions.	See above.
Thirtieth respondent – Resident, Armstrong Avenue	
Proposals will increase parking in the roads off Rosebarn Lane.	See note above. It is recommended that the proposals be relaxed which should prevent displaced parking.
It is the fault of the university which should provide more parking.	The university has provided appropriate levels of parking in accordance with government recommendations.

Comment	Response
The only solution would be to extend the residents parking but this would push the problem further.	Extending the residents parking scheme would require a new traffic regulation order and a much larger consultation exercise. It is proposed that the restrictions be implemented as amended and the situation be monitored. Any request for additional residents parking must be agreed by the Highways and Traffic Orders Committee.
Thirty First respondent – Resident, Aldrin Road	
The No Waiting proposals are unnecessarily extensive as Rosebarn Lane is capable of taking an amount of on-street parking.	See note above. It is recommended that the proposals be relaxed to retain some all day parking on Rosebarn Lane.
Such parking will act as a deterrent to vehicles that speed up and down Rosebarn Lane.	Noted.
The No Waiting 10am-12pm should not be implemented to allow limited on-street parking.	See above.
Proposals will increase parking in Collins Road, Aldrin Road, The Fairway and Armstrong Avenue the last three are narrow roads.	See note above. It is recommended that the proposals be relaxed which should prevent displaced parking.
Thirty Second respondent – Resident, Armstrong Avenue	
Proposals will increase parking in Collins Road, Aldrin Road, The Fairway and Armstrong Avenue.	See note above. It is recommended that the proposals be relaxed which should prevent displaced parking.
Thirty Third respondent – Resident, Armstrong Avenue	
The No Waiting proposals are unnecessarily extensive as Rosebarn Lane is capable of taking an amount of on-street parking.	See note above. It is recommended that the proposals be relaxed to retain some all day parking on Rosebarn Lane.
Since the introduction of residents parking in Rosebarn Avenue and other roads there has been an increase in the number of vehicles parking on Rosebarn Lane. The vast majority park considerably.	Noted.
The only problem has been vehicles parking too near to the junctions and this is where restrictions should be put.	It is proposed that No Waiting At Any Time be introduced on the junctions.
Vehicles have always parked on Rosebarn Lane. Preventing this will push them into narrower side roads.	Noted. See above.
The only way to fully address the proposals would be to extend residents parking to all roads in Pennsylvania and provide a park and ride on the north side of the city.	Extending the residents parking scheme would require a new traffic regulation order and a much larger consultation exercise. It is proposed that the restrictions be implemented as amended and the situation be monitored. Any request for additional residents parking must be agreed by the Highways and Traffic Orders Committee.
Thirty Fourth respondent – Resident, Armstrong Avenue	
Rosebarn Lane is wide enough to take some on-street parking.	See note above. It is recommended that the proposals be relaxed to retain some all day parking on Rosebarn Lane
For safety reasons the no waiting should be implemented on the junctions.	Support noted.

Comment	Response
The No Waiting 10am-12pm should not be implemented to allow limited on-street parking.	See above.
Proposals will increase parking in The Fairway and Armstrong Avenue.	See note above. It is recommended that the proposals be relaxed which should prevent displaced parking.
Residents in these roads should be given free residential parking to stop non residents parking.	See above.
Thirty Fifth respondent – Resident, Armstrong Avenue	
There has been no consultation with residents in Armstrong Avenue or other roads in the proposal.	Councillor Prowse has previously circulated draft proposals to residents in the area. The formal consultation is open to any member of public to comment on.
Proposals will increase parking in Collins Road, Aldrin Road, The Fairway and Armstrong Avenue.	See note above. It is recommended that the proposals be relaxed which should prevent displaced parking.
Does not want extra restrictions in Armstrong Avenue.	View noted.
Parking off-road in Armstrong Avenue is difficult so displaced parking would make this worse. Causing problems for refuse lorries etc.	See above.
An additional scheme is being looked at in Elizabeth Avenue which will also impact Rosebarn Lane area.	Any new residents parking scheme would need to consider parking in the area.
The timing of the proposal and the way it has been issued is thoughtless as plans are not available online, advertised when many residents are on holiday and no adverts were placed in Armstrong Avenue.	Plans are currently not available on the website. It is made clear in the advert that they can be viewed at County Hall or the Civic Centre. The proposals were advertised as soon as they were ready. 3 weeks is the statutory advertising period which allows many residents time to respond even if they are away on holiday.
Increase in parking charges in the city centre only adds to the problems.	On-street pay & display is used to encourage parking in off-street car parks, aid enforcement and encourage turnover of spaces.
The majority of commuters are either university staff or students because of the lack of free parking at the university or a park and ride.	Noted.
A Park and Ride site for the north of the city must be a priority. If a large site is a problem then suggests a number of smaller sites instead.	It is a desire for the County Council to introduce a park & ride in this area and options are being investigated.
Traffic has also increased because of changes in the city centre.	Noted.
If the proposals go ahead or the S4 scheme is extended then this will mean more paint on the roads and more sign posts adding to “city ugliness”.	The aesthetic effect of the restrictions is considered. However, the restrictions must comply with the regulations specified by the Department for Transport.
Thirty Sixth respondent – Resident, The Fairway	
The proposal is a reactive measure to the petition from Rosebarn Lane residents.	The background of the proposals can be found in the report.
Introducing restrictions in Rosebarn Lane will not make the university staff and student parking disappear.	See note above. It is recommended that the proposals be relaxed to retain some all day parking on Rosebarn Lane.
Proposals will increase parking in Aldrin Road, The Fairway and Armstrong Avenue.	See note above. It is recommended that the proposals be relaxed which should prevent displaced parking.

Comment	Response
Unless residents parking is introduced in these roads, road safety will be compromised.	Extending the residents parking scheme would require a new traffic regulation order and a much larger consultation exercise. It is proposed that the restrictions be implemented as amended and the situation be monitored. Any request for additional residents parking must be agreed by the Highways and Traffic Orders Committee.
Objected to the original residents parking scheme.	Noted.
Disgraced that the residents of Armstrong Avenue, Aldrin Road and The Fairway were not consulted.	Councillor Prowse has previously circulated draft proposals to residents in the area. The formal consultation is open to any member of public to comment on.
The council is incapable of finding a sustainable long term solution to a problem that will only get worse in the coming years as the university expands.	The university has provided appropriate levels of parking in accordance with government recommendations and, through its green travel plan, is proactively encouraging sustainable methods of transport to reduce car travel.
A Park and Ride site for the north of the city must be a priority.	It is a desire for the County Council to introduce a park & ride in this area and options are being investigated.
The university must be prevented from expanding until it accepts its responsibilities.	See above.
Requests that the Exeter HATOC considers the impact of the No Waiting restrictions on Rosebarn Lane 6 months after they are introduced.	It is recommended that the proposals be relaxed so a review will not be necessary.
Thirty Seventh respondent – Resident, Rosebarn Lane	
Parking on the east side blocks the road when a bus stops at the bus stop. Should this not be removed?	This parking is heavily used and its removal is not considered necessary as buses, if they stop, only do so for a short period causing minimal delays.
Why are there no restrictions opposite Yew Tree Close? Cars will start parking here if restrictions are introduced elsewhere on the road	It was considered that it was unnecessary to introduce restrictions in this length as drivers are naturally deterred from parking here. However, it is recommended that the proposals be relaxed. See note above.
Why is there a “silly” section of No Waiting At Any Time opposite the Bus Stop on Rosebarn Lane.	The proposed stretch of No Waiting At Any Time would provide a passing place in the middle of a long stretch of road which could be parked up.
How is the No Waiting 10am to noon to be policed? By the time any offenders were reported, the enforcement officers would not be on site before noon.	Civil Enforcement Officers (CEO) would be required to visit the area on random days and issue penalty charge notices as necessary. Depending on resources, it may be possible for a CEO to visit on a reaction basis. However, see note above as it is recommended that the No Waiting 10am-12pm is not implemented.
Suggests No Waiting 8am to 5pm Monday to Friday would be better for residents as this would allow evening and weekend parking and allow better enforcement.	The proposed restriction has been discussed with local residents and the agreed restrictions have been advertised as they would have minimal impact on residents and their daytime visitors.
Thirty Eighth respondent – Resident, The Fairway	
The previous residents parking scheme has pushed non-residents parking to Rosebarn Lane.	Noted.

Comment	Response
Imposing further restrictions will increase parking in Collins Road, Armstrong Avenue, Aldrin Road and The Fairway which are narrow in comparison.	See note above. It is recommended that the proposals be relaxed which should prevent displaced parking.
A new development on the road will already increase the number of vehicles.	Noted.
Removal of parking on Rosebarn Lane will encourage speeding.	See note above. It is recommended that the proposals be relaxed to retain some all day parking on Rosebarn Lane to help reduce speeds. Once the restrictions have been implemented, vehicle speeds on Rosebarn Lane will be considered as part of our Speed Compliance Action Review Forum (SCARF) process to ensure they are compliant with the 30mph speed limit.
Thirty Ninth respondent – Resident, Armstrong Avenue	
Proposals will increase parking in Collins Road, Armstrong Avenue, Aldrin Road and The Fairway.	See note above. It is recommended that the proposals be relaxed which should prevent displaced parking.
The university should sort out the problem of parking on the campus.	The university has provided appropriate levels of parking in accordance with government recommendations.
Fortieth respondent – Resident, Armstrong Avenue	
Proposals will increase parking in Collins Road, Armstrong Avenue, Aldrin Road and The Fairway.	See note above. It is recommended that the proposals be relaxed which should prevent displaced parking.
If the problem is caused by the university, what steps have the council taken to resolve commuter parking on this side of the city?	The council and the university, through its green travel plan, are proactively encouraging sustainable methods of transport to reduce car travel to reduce the demand for parking.
Residents parking would mean residents have to pay to park outside their homes and prevent daytime visitors.	Noted. However residents parking is not being proposed as part of this scheme. Any request for additional residents parking must be agreed by the Highways and Traffic Orders Committee.
Asks that the council requests that the university carries out a survey of where staff and students park and if their habits have changed in the last 18 months.	The university is encouraging alternative methods of travel to reduce car use. See above.
The problem should be resolved with the university and not passed to the residents of the city.	See above.
Forty First respondent – Resident, Armstrong Avenue	
Never been any issues of parking in the road. (except on ECFC match days).	Noted.
Proposals will increase parking in Collins Road, Aldrin Road and The Fairway.	See note above. It is recommended that the proposals be relaxed which should prevent displaced parking.
Does not want to pay for a permit if residents parking zone was extended.	Noted. However residents parking is not being proposed as part of this scheme. Any request for additional residents parking must be agreed by the Highways and Traffic Orders Committee.

Comment	Response
Issuing of parking permits should not be to gain more funds out of the residents of Exeter. It should not have a cost attached to it. Residents should be offered 1 free permit per house to show that council is not thinking of financial gains.	<p>The fee for a residents parking permits covers the cost of administering and operating a scheme. It is not used to raise revenue for the council.</p> <p>It would not be appropriate to issue free permits as the operating costs must be funded from the taxpayer and it is appropriate that these costs are passed to the residents that benefit from the scheme.</p>
Forty Second respondent – Resident, Armstrong Avenue	
Please list the number of parking issues in Armstrong Avenue in the past twenty years. Parking in Armstrong Avenue is not an issue.	Information is not available.
Please allow residents family friendly life styles to welcome them to their family's home.	See note above. It is recommended that the proposals be relaxed which should prevent displaced parking.
Forty Third respondent – Resident, Armstrong Avenue	
Parking in Armstrong Avenue has never been an issue.	Noted.
More and more residents parking zones are being introduced which means commuters and students struggle to find parking putting more pressure on the area.	The university, through its green travel plan, is proactively encouraging sustainable methods of transport to reduce car travel which would relieve demand for parking.
Exeter is a growing city and the council should be finding alternative parking sites, even a park and ride site.	It is a desire for the County Council to introduce a park & ride in this area and options are being investigated.
Why should we be expected to pay for the privilege of parking in our own avenue? Has regular visitors and does not want to worry about where they will park.	<p>Noted. However residents parking is not being proposed as part of this scheme.</p> <p>See note above. It is recommended that the proposals be relaxed which should prevent displaced parking.</p>
Forty Fourth respondent – Resident, Armstrong Avenue	
Proposals will increase parking in Collins Road, Armstrong Avenue, Aldrin Road and The Fairway.	See note above. It is recommended that the proposals be relaxed which should prevent displaced parking.
The No Waiting proposals are unnecessarily extensive.	See note above. It is recommended that the proposals be relaxed to retain some all day parking on Rosebarn Lane
More signs and yellow lines will make the area less attractive.	View noted. The aesthetic effect of the restrictions is considered. However, the restrictions must comply with the regulations specified by the Department for Transport.
There should be a longer term solution, park & ride and extra car parks.	It is a desire for the County Council to introduce a park & ride in this area and options are being investigated.
Residents in nearby roads should be consulted more carefully.	<p>Councillor Prowse has previously circulated draft proposals to residents in the area.</p> <p>The formal consultation is open to any member of public to comment on.</p>
People from the university park in the streets and there should be some agreement with them it is unacceptable.	The university, through its green travel plan, is proactively encouraging sustainable methods of transport to reduce car travel. And demand for parking.

Comment	Response
Forty Fifth respondent – Resident, Armstrong Avenue	
The No Waiting proposals are unnecessarily extensive.	See note above. It is recommended that the proposals be relaxed to retain some all day parking on Rosebarn Lane.
Proposals will increase parking in Collins Road, Armstrong Avenue, Aldrin Road and The Fairway.	See note above. It is recommended that the proposals be relaxed which should prevent displaced parking.
More signs and yellow lines will make the area less attractive.	View noted. The aesthetic effect of the restrictions is considered. However, the restrictions must comply with the regulations specified by the Department for Transport.
There should be a longer term solution, park & ride and extra car parks.	It is a desire for the County Council to introduce a park & ride in this area and options are being investigated.
Residents in nearby roads should be consulted more carefully.	Councillor Prowse has previously circulated draft proposals to residents in the area. The formal consultation is open to any member of public to comment on.
Forty Sixth respondent – Resident, Armstrong Avenue	
Proposals will increase parking in Collins Road, Armstrong Avenue, Aldrin Road and The Fairway.	See note above. It is recommended that the proposals be relaxed which should prevent displaced parking.
Current parking particularly near the junctions is dangerous.	It is proposed that No Waiting At Any Time be introduced on the junctions.
It is not sensible to just move the problem.	See above.
If proposal goes ahead then residents parking should be introduced in Armstrong Avenue etc.	Extending the residents parking scheme would require a new traffic regulation order and a much larger consultation exercise. It is proposed that the restrictions be implemented as amended and the situation be monitored. Any request for additional residents parking must be agreed by the Highways and Traffic Orders Committee.
Park & Ride should be provided.	It is a desire for the County Council to introduce a park & ride in this area and options are being investigated.
Requests that impact of the No Waiting restrictions on Rosebarn Lane is reviewed 6 months after they are introduced.	It is recommended that the proposals be relaxed so a review will not be necessary.
There should be a traffic management plan for traffic coming from the north of the city.	Travel into the city is considered from all directions as part of Devon's Local Transport Plan.
Forty Seventh respondent – Resident, Armstrong Avenue	
No problem in the area until the university made parking changes on the campus.	The university has provided appropriate levels of parking in accordance with government recommendations.
Since the university reduced its on site parking and introduced parking charges the roads have become their car park.	The university has relocated but not reduced parking on campus.
The problem is slowly spreading across the Pennsylvania area.	See note above. It is recommended that the proposals be relaxed to retain some all day parking on Rosebarn Lane which should prevent displaced parking spreading further.

Comment	Response
Not addressing the problem (University of Exeter).	The council and the university, through its green travel plan, are proactively encouraging sustainable methods of transport to reduce car travel to reduce the demand for parking.
Proposals will make roads dangerous with cars parked everywhere as the Avenue is narrow and cause problems for delivery & refuse lorries.	See note above. It is recommended that the proposals be relaxed which should prevent displaced parking.
It is wrong for the university to cause so much stress and inconvenience to local residents by introducing parking charges.	Charges for parking have been in place for some time.
Residents purchased their houses because of the quality of life and this is being destroyed.	View noted.
Proposals are being brought about with the least amount of information or opportunity being given to residents to make their comments.	Councillor Prowse has previously circulated draft proposals to residents in the area. The proposals have been advertised in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
Forty Eighth respondent – Resident, Aldrin Road	
Rosebarn Lane is a wide road that can take the traffic.	See note above. It is recommended that the proposals be relaxed to retain some all day parking on Rosebarn Lane.
Proposals will increase parking in Collins Road, Armstrong Avenue, Aldrin Road and The Fairway which are unsuitable.	See note above. It is recommended that the proposals be relaxed which should prevent displaced parking.
Forty Ninth respondent – Resident, Armstrong Avenue	
The residents of Armstrong Avenue and Aldrin Road have not been consulted, unlike the residents of Rosebarn Lane.	Councillor Prowse has previously circulated draft proposals to residents in the area. The formal consultation is open to any member of public to comment on.
Proposals will increase parking in Collins Road, Armstrong Avenue, Aldrin Road and The Fairway causing similar congestion.	See note above. It is recommended that the proposals be relaxed which should prevent displaced parking.
Free all day parking should be allowed on most of the upper part of Rosebarn Lane, apart from junctions and near the bus stop.	See note above. It is recommended that the proposals be relaxed to retain some all day parking on Rosebarn Lane.
Residents of Armstrong Avenue and Aldrin Road be consulted before this or any other new traffic order for the area be implemented.	See above.
Consideration should be given to providing small car parks on or near bus routes in the area.	It is a desire for the County Council to introduce a park & ride in this area and options are being investigated.
Fiftieth respondent – Resident, Aldrin Road	
There has been no problems on Rosebarn Lane for the last 25 years except excessive speed.	See note above. It is recommended that the proposals be relaxed to retain some all day parking on Rosebarn Lane to help reduce speeds. Once the restrictions have been implemented, vehicle speeds on Rosebarn Lane will be considered as part of our Speed Compliance Action Review Forum (SCARF) process to ensure they are compliant with the 30mph speed limit.
The current parking has reduced overall speed in the road.	Noted.

Comment	Response
Rosebarn Lane is wide enough to allow parking. The police have powers to remove vehicles causing an obstruction.	See note above. It is recommended that the proposals be relaxed to retain some all day parking on Rosebarn Lane.
Greener methods of travel have not worked from previous parking restrictions and parking has been displaced.	View noted. It is considered that not all of those vehicles displaced are parking in Rosebarn Lane.
There is no evidence that it would encourage greener methods of travel or preserve & improve the amenities of the area.	The restrictions proposed would prevent commuters parking. Alternative parking would be further away and some drivers may consider this too far to walk and therefore change their method of travel.
This problem has arisen because the councils have failed to ensure the university develops in a sustainable way. All recent developments could have had underground car parks incorporated.	The university has provided appropriate levels of parking in accordance with government recommendations.
Most people parking in the area are attending the university.	Noted.
Requests that the impact of the No Waiting restrictions on Rosebarn Lane is reviewed 6 months after they are introduced.	It is recommended that the proposals be relaxed so a review will not be necessary.
Does not want residents parking on their road.	Noted. However residents parking is not being proposed as part of this scheme. See note above. It is recommended that the proposals be relaxed which should prevent displaced parking.
Fifty First respondent – Resident, Armstrong Avenue	
Glad that something is being done to prevent parking on the junctions as this is dangerous.	Support noted.
Would like double yellow lines extended further along Rosebarn Lane because of the bend and cars come very fast down the hill.	It is not possible to extend the restrictions without advertising an additional traffic regulation order. However see note above as it is recommended that the proposals be relaxed in this location.
The yellow lines in Armstrong Avenue should extend around the corner.	It is not possible to extend the restrictions without advertising an additional traffic regulation order.
The proposals for the higher part of Rosebarn Lane are not needed as the road is wide and straight.	See note above. It is recommended that the proposals be relaxed to retain some all day parking on Rosebarn Lane.
The residents parking scheme has pushed the problem elsewhere. Is there an overall plan for the area?	It is accepted that the residents parking scheme caused an increase in parking on Rosebarn Lane and this has been reviewed as part of this proposal. There is no plan for the area however any additional residents parking must be agreed by the Highways and Traffic Orders Committee.
Fifty Second respondent – Resident, Aldrin Road	
Objects to the proposals as it will not achieve the stated objectives and is therefore unlawful.	View noted.
Recognises that there is obstructive parking near junctions and supports proposals in these locations. Parking elsewhere is not obstructive and unlikely to cause danger.	Support noted. Local residents have reported that parked vehicles cause problems when exiting driveways.
The proposed restrictions will displace the parking to neighbouring roads and increase “cruising” for the best spaces leading to an increase in exhaust fumes in these roads.	See note above. It is recommended that the proposals be relaxed which should prevent displaced parking.

Comment	Response
To improve access is not a valid reason for a traffic regulation order under the Road Traffic Regulation Act 1984 (RTRA1984).	Improving access is not specifically mentioned within the RTRA1984, in this instance it is to improve the safety of vehicles entering and leaving those accesses and would be covered by 1 1(a) & (c) of the RTRA1984 b) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or facilitating the passage on the road or any other road of any class of traffic (including pedestrians).
To encourage greener modes of travel is not a valid reason for a traffic regulation order under the Road Traffic Regulation Act 1984 (RTRA1984).	Encouraging sustainable methods of transport will help reduce congestion and improve air quality so this would be covered by 1 1(f) of the RTRA1984. f) for preserving or improving the amenities of the area through which the road runs.
Does not accept that proposals will improve the amenities of the area as no visitors will be able to park between 10am and 12pm.	There are no rights to park on the highway and parking should only take place where it does not cause a problem for moving traffic. As stated above, residents have problems accessing and exiting their off-street parking so it is considered that the proposals would improve the situation for those properties.
Only the proposals to remove obstructive and potentially dangerous parking are lawful.	See above
The problems on Rosebarn Lane have been created by allowing massive development and expansion of the University of Exeter without including adequate parking facilities and public transport.	The university has provided appropriate levels of parking in accordance with government recommendations.
The risk of adverse parking should have been considered at the planning application stage.	Parking is considered as part of the planning application and the university, through its green travel plan, is proactively encouraging sustainable methods of transport to reduce car travel.
Tinkering with parking arrangements will only move the problem further away.	See above.
The university should improve public transport (park & ride), improve cycle facilities and increase the availability and affordability of parking on site.	See above. It is a desire for the County Council to introduce a park & ride in this area and options are being investigated.
All parking restrictions in the neighbouring streets should then be removed or halted.	See above.
Proposals will increase parking on Collins Road, Armstrong Avenue and Aldrin Road.	See above.
Another much less desirable option would be for residents parking over a large enough area to discourage university parking.	Extending the residents parking scheme would require a new traffic regulation order and a much larger consultation exercise. It is proposed that the restrictions be implemented as amended and the situation be monitored. Any request for additional residents parking must be agreed by the Highways and Traffic Orders Committee.
Should this be pursued then the university, as a "good neighbour" should pay for the introduction, administration and enforcement.	It would not be appropriate for the university to pay for residents parking permits in these areas as they do not pay for parking permits in the existing zones around the university.

Comment	Response
Would withdraw the objection if Aldrin Road, Armstrong Avenue and The Fairway were made Access Only. This would be a cheap option for the council (8 signs). They are enforced by police and would help with crime prevention.	Such a restriction is difficult to enforce and unlikely to be supported by the police. It is not a cheap option as the entry signs must be illuminated.