

Modbury – Proposed Waiting Restrictions

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

1. Summary

The purpose of this report is to consider the representations received during the Modbury Traffic Regulation Order (TRO) consultation.

2. Background/Introduction

The TRO proposals for Modbury have been an aspiration of Modbury Parish Council for a number of years.

Modbury Parish Council has received over the years a number of requests from residents and the local Fire Service regarding various parking and road safety issues within Modbury. These requests were drafted together to be included in one TRO.

The final proposals were submitted to Devon County Council (DCC) to advertise. A TRO was advertised between 7 March and 28 March 2014. The consultation was extended to the end of April 2014 due to the amount of interest that was expressed and to enable residents to comment on the proposals if they wished to do so. During the consultation, DCC received 67 representations.

3. Proposal

The proposals originally advertised, included:

- Poundwell Street to introduce no waiting at any time to prevent obstruction of private drives and garages and to allow access for emergency services and to prevent contravention of the 'one way'.
- Poundwell Meadow to remove the double yellow lines in front of the lay-by to allow unrestricted parking.
- New Road and Church Lane, re-introduce lengths of no waiting at any time that already existed on the ground but are not in the current TRO.
- Introduce lengths of no waiting at any time in various locations in Brownston Street, Galpin Street, The Orchard and Scalders Lane following concerns of inconsiderate obstructive parking especially with regards to visibility and obstruction of the emergency services and the school bus and the need to create safe passing places.

- Brownston Street - removal of a short length of no waiting at any time at the southern end to accommodate parking.

The original proposals along with the recommendations are shown on plans ENV5326/1 (B) - 5326/5 (B) that will be on display at the meeting.

4. Consultation and Representations

Following approval by the Local Member and the Chair of South Hams Highways and Traffic Orders Committee, formal consultation on the proposed TRO began on 7 March and lasted until 30 April 2014. During this period Devon County Council received 67 representations.

The majority of the representations expressed concerns regarding the lack of parking facilities already in Modbury, the potential increase in vehicular speeds and the displacement of parking if the proposals went ahead. A minority of representations were supportive of some of the proposals due to concerns regarding obstruction of access for emergency services and private drives/accesses.

A summary of those representations and the DCC response can be seen in Appendix I.

5. Discussions

Following a review of the representations, DCC officers in consultation with the Local Member have recommended the following:

Poundwell Street

Due to the level of objections received to the proposed no waiting at any time restrictions from the New Road (A379) to the access for Red Devon Court (area locally known as Bunkers Hill) in relation to loss of parking and safety concerns, it is recommended that these restrictions are not implemented.

However, it is recommended that the restrictions outside the properties known as Poundwell House and the Old Wheelwrights to be implemented as advertised to solve the problems of access for residents and emergency services. Representations were received in support of these proposals.

Back Street/Barracks Road

Due to the location of the school and discriminate parking by parents having a negative impact on road safety, it is recommended that the no waiting at any time restrictions are implemented as advertised.

Galpin Street

No specific representations received to this part of the order and therefore it is recommended that the no waiting at any time restrictions are implemented as advertised.

Church Road/New Road

The no waiting at any time restrictions in these two locations already exist on the ground but are not included in the current TRO and therefore it is recommended to proceed and include them in the TRO as advertised.

Poundwell Meadows

The lay-by is public highway and those vehicles parking in front of the lay-by behind the no waiting restrictions could technically be issued with a penalty charge notice. Therefore it is recommended to removal the restrictions as advertised.

Brownston Street

After considering representations received, it is recommended that the no waiting at any time restrictions are implemented as advertised at the Silverwell Park junction and adjacent property known as Ostlers to aid visibility and to provide a safe passing place.

Based on information historically, the fire service has experienced difficulties in attending emergencies when trying to negotiate the higher end of Brownston Street. However it is recommended that the no waiting at any time restrictions are only implemented as far as the boundary between North & Middle Traine (end of footway) on the north-west side. Parking beyond this location is not seen as a problem for the fire service.

In addition, it is recommended that the removal of a length of no waiting at any time at the lower end of Brownston Street is removed as advertised.

The Orchard/Scalders Lane

Due to the level of objections received and with further investigations with South Western Ambulance Services, it is recommended that the no waiting at any time restrictions are not implemented as advertised.

The initial consultation ended 28 March 2014, due to a request received from Modbury Parish Council the consultation period was extended for a further month to the end of April 2014. A petition was received on 19 May via the Parish Council beyond the expiry period for the extended consultation supporting the proposals for the restrictions.

Under these circumstances to except the petition it would only be appropriate to provide the same extension of time to the residents who expressed their concerns and objected during the normal consultation period. Bearing this in mind, it is recommended that the petition is not to be considered and not to proceed with the restrictions as above. However, a copy of the petition will be available at the meeting for Members to view and consider.

6. Financial Considerations

The funding for this TRO is being met by Modbury Parish Council and through the Local Transport Plan.

7. Equality Considerations

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

8. Legal Considerations

The lawful implications of the proposals have been considered and taken into account in the preparation of this report. DCC has followed the legal process required for TROs.

9. Risk Management Consideration

There is a risk that some parking may be displaced into neighbouring streets but the proposed recommendations to this order intend to minimise this risk.

10. Public Health Impact

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

11. Options/Alternatives

The option of introducing the TRO as per the original proposals is not considered appropriate due to the volume of objections received. However, there are a number of issues regarding parking and road safety that have been raised and restrictions are considered necessary to resolve these.

12. Reason for Recommendation

The purpose of the TRO was to resolve a number of parking and road safety issues identified by Modbury Parish Council. In consideration of the volume of representations received, it is recommended that the Traffic Regulation Order, as amended as detailed in section 5, be made, sealed and implemented.

David Whitton
Head of Highways, Capital Development and Waste

Electoral Division: Yealmpton

Local Government Act 1972: List of Background Papers

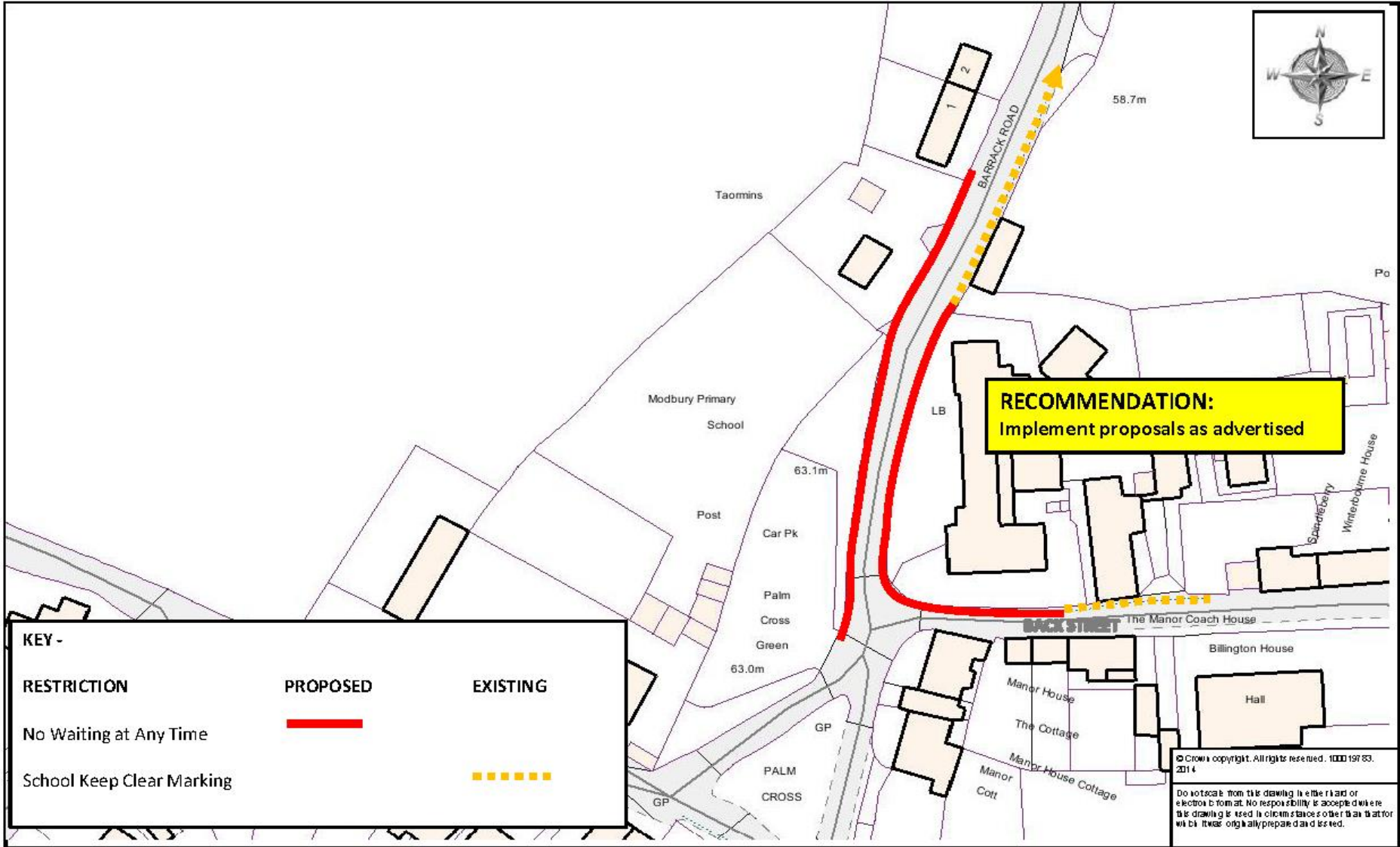
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Background Paper	Date	File Reference
Nil		

sm091014shh
sc/cr/modbury proposed waiting restrictions
02 191114



KEY -		
RESTRICTION	PROPOSED	EXISTING
No Waiting at Any Time		
School Keep Clear Marking		



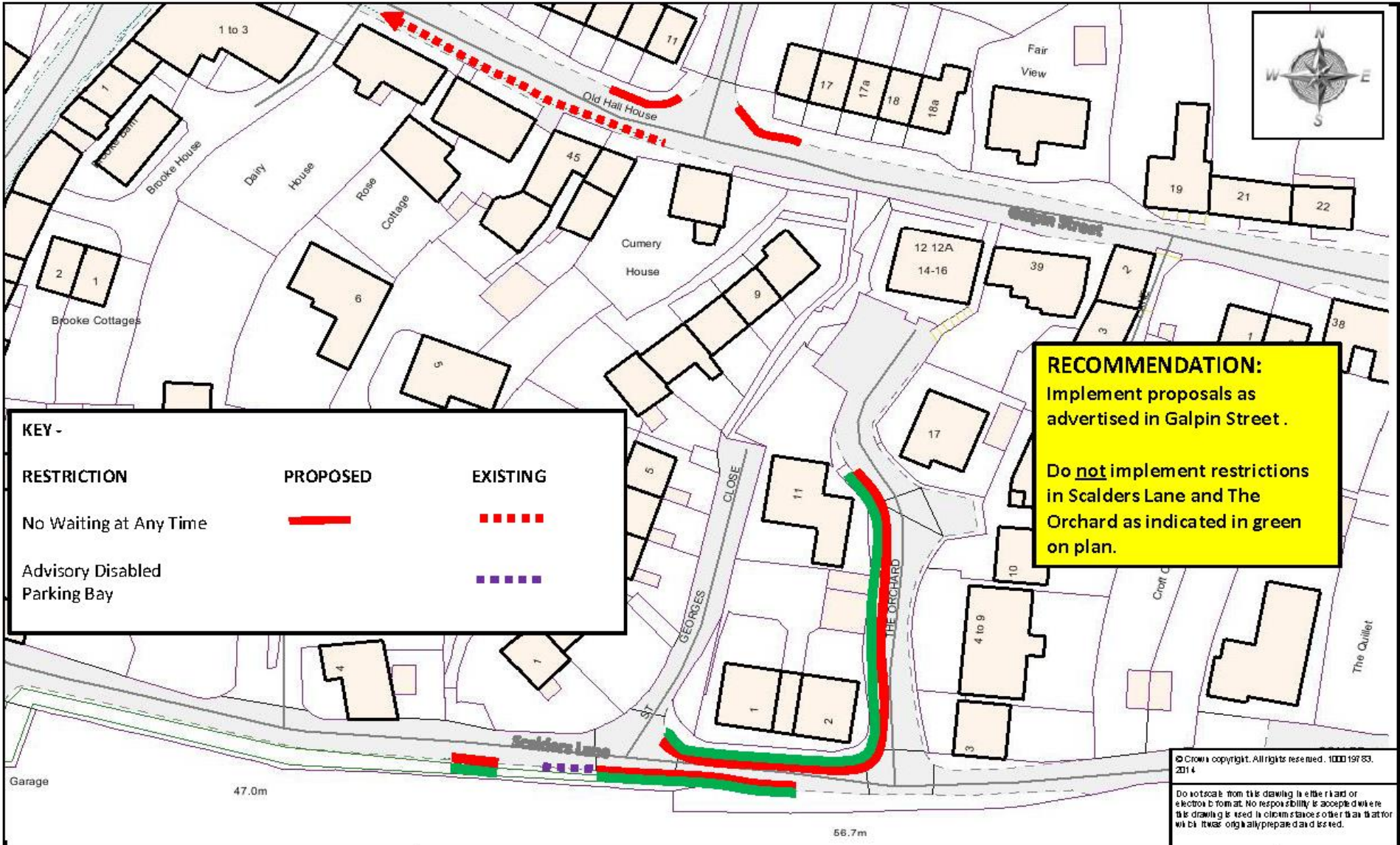
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SCHEME
BACK STREET & BARRACK ROAD, MODBURY

DRAWING
PROPOSED WAITING RESTRICTIONS

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drawn by	scale
MS	NTA
date	O.S.Ref
25-Sep-2014	265651, 51743
drawing number	
ENV5326/5 (B)	



KEY -

RESTRICTION	PROPOSED	EXISTING
No Waiting at Any Time		
Advisory Disabled Parking Bay		

RECOMMENDATION:
 Implement proposals as advertised in Galpin Street .

 Do not implement restrictions in Scalders Lane and The Orchard as indicated in green on plan.

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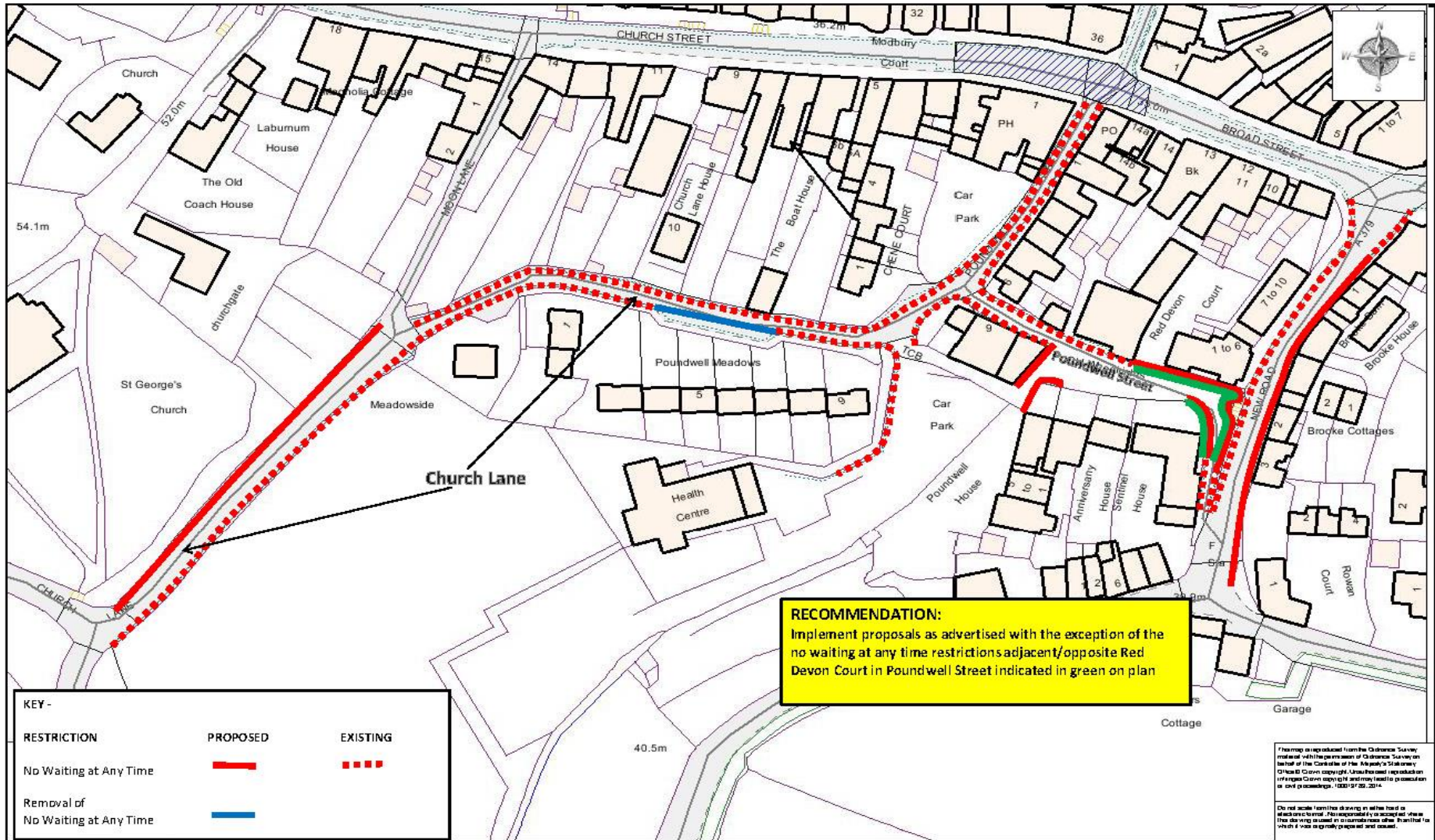
SCHEME
 GALPIN STREET & SCALDERS LANE AREA, MODBURY

DRAWING
 PROPOSED WAITING RESTRICTIONS

drawn by	MS	scale	NTA
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date	25-Sep-2014	O.S.Ref	265981, 51464
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drawing number
ENV5326/2 (B)



RECOMMENDATION:
 Implement proposals as advertised with the exception of the no waiting at any time restrictions adjacent/opposite Red Devon Court in Poundwell Street indicated in green on plan

KEY -		
RESTRICTION	PROPOSED	EXISTING
No Waiting at Any Time		
Removal of No Waiting at Any Time		

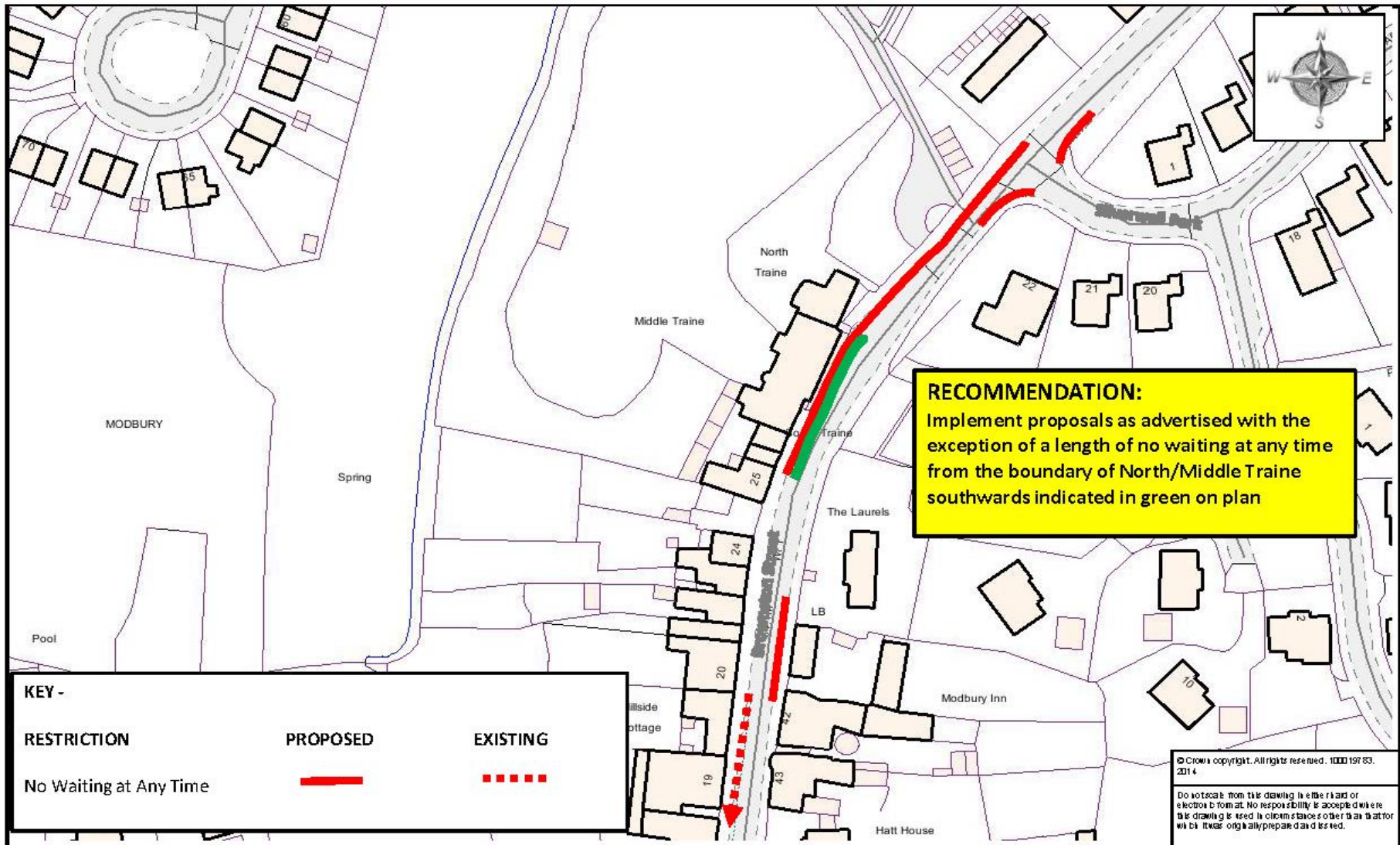
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CONTRACT NO: 100013128
 DRAWING NO: 100013128
 CHURCH LANE, NEW ROAD AND POUNDWELL STREET, MODBURY
 PROPOSED WAITING RESTRICTIONS

Drawn by	MS	Scale	NTS
Date	25-Sep-2014	Drawn by	265759, 51558
Drawn by/number	ENV5326/1 (B)		



RECOMMENDATION:
 Implement proposals as advertised with the exception of a length of no waiting at any time from the boundary of North/Middle Traine southwards indicated in green on plan

KEY -

RESTRICTION	PROPOSED	EXISTING
No Waiting at Any Time		

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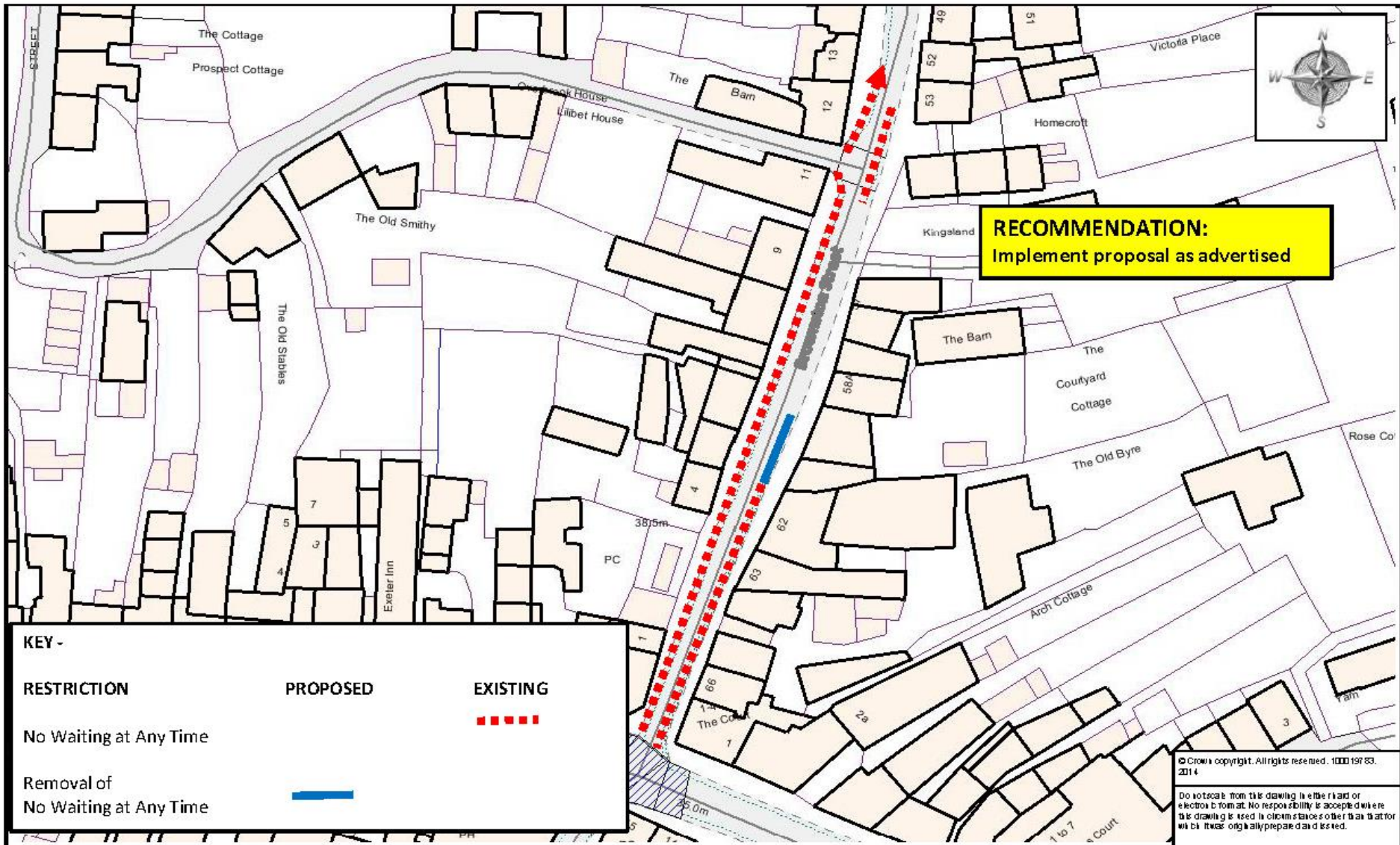


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SCHEME
 BROWNSTON STREET, MODBURY

DRAWING
 PROPOSED WAITING RESTRICTIONS

drawn by	scale
MS	NTA
date	O.S. Ref
25-Sep-2014	265956, 51911
drawing number	
ENV5326/4 (B)	



RECOMMENDATION:
Implement proposal as advertised

KEY -

RESTRICTION	PROPOSED	EXISTING
No Waiting at Any Time		
Removal of No Waiting at Any Time		



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SCHEME

BROWNSTON STREET, MODBURY

DRAWING

PROPOSED WAITING RESTRICTIONS

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date	25-Sep-2014	O.S. Ref	265874, 51652
drawing number	ENV5326/3 (B)		

5326 Devon County Council (Various Streets, Modbury) (Control of Waiting) Amendment Order

Summary of objections

Comments	DCC Response
First respondent: Resident, Brownston Street	
Request for the existing restrictions on the west side of Brownston Street by Hillside Cottage to be extended to allow vehicular access to garage at No. 20. Unrestricted parking has prevented use of the garage for its required purpose.	In line with legislation extending the existing restrictions further would require a new traffic regulation order (TRO) to be advertised, this will add significant amount of time to the implementation of this order and associated costs will be increased.
Second respondent: Resident, Cromwell Park	
Objects to the proposal of additional no waiting at any time restrictions on the north side of Poundwell Street to its junction with New Road.	Due to level of objections received and further investigations it is recommended that these restrictions are not implemented.
Part of road from New Road to steps at lower north eastern corner is known as Bunkers Hill, not Poundwell Street.	It has been confirmed with South Hams District Council and the National Street Gazetteer that there is no road in Modbury known as 'Bunkers Hill'. This road has been confirmed as Poundwell Street.
Removing the existing parking in 'Bunkers Hill' will not improve road safety as vehicles use this as a 'rat run' to bypass traffic in the centre of Modbury.	Due to level of objections received and further investigations it is recommended that these restrictions are not implemented.
Presence of parked cars forces vehicles to slow down. Removing parking will increase vehicle speeds down 'Bunkers Hill' and into Poundwell Street.	See above.
Increasing level of pedestrian traffic of all ages visiting Sentinel House, 'Bunkers Hill'. Further residential development will increase pedestrian traffic.	Development Management and Neighbourhood Officer are not aware of any plans for further residential development in this area but will monitor.
Emergency services accessing Health Centre via 'Bunkers Hill' have no problems.	Comments have been received to indicate parking has caused problems for emergency vehicle access.
Removing parking will deprive residents of valuable parking spaces.	In line with Highways Act there are no rights to park on the highway. Devon County Council (DCC) as the Highway Authority does not have any responsibility to provide parking on the public highway.
Objects to the proposed removal of parking restrictions in Poundwell Meadows.	The double yellow lines in front of the lay-by area are being removed as they are not required.
If removing Residents Parking Only from Poundwell Meadows, this will be detrimental to the residents causing inconvenience, many whom are elderly.	There are no residents parking schemes in Modbury and specifically not in Poundwells Meadow. The double yellow lines are being removed to leave unrestricted parking in the lay-by area.

	The Tor Homes Residents Parking Sign is erected on private land and has no legal standing as applied to the public highway.
Objects to the reduction of length of no parking on the east side of Brownston Street.	Site has been investigated by DCC Officers and received confirmation that removing 11 metres from existing restrictions will provide more parking facilities for residents/road users.
There will be insufficient room for two vehicles to pass each other at the bottom of Brownston Street.	See above.
Level of consultation undertaken by Parish Council inadequate, many residents in affected areas had no idea that these proposals were being made.	Noted, however DCC has carried out the statutory consultation required in accordance with the current regulations, the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 to give residents and any members of the public an opportunity to comment or object before a decision is made.
Incorrect to modify traffic orders to match markings on road. It would be better if the road markings were corrected to match the traffic order. No specific proposals have been listed.	It is easier to amend the TRO than to correct the markings on the ground. The TRO amends the descriptions and lengths of restrictions that were incorrectly recorded in the original TRO. Proposals are listed in the advert, shown on plans and in draft order. These are publicised in accordance with the current regulations, the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
Third respondent: Resident, Brownston Street	
Unnecessary to continue parking restrictions beyond front door of Middle Traine southwards as will cause further parking problems for residents.	It is recommended that the restrictions on the north-west side will be implemented only as far as the boundary between North & Middle Traine (end of footway) as parking beyond here is not seen to be a problem due to the width of the carriageway.
Fourth respondent: Business, Poundwell Street	
Objects to the proposal of additional no waiting at any time restrictions on the north side of Poundwell Street to its junction with New Road.	Due to level of objections received and further investigations it is recommended that these restrictions are not implemented.
Part of road from New Road to steps at lower north eastern corner is known as 'Bunkers Hill', not Poundwell Street.	It has been confirmed with South Hams District Council and the National Street Gazetteer that there is no road in Modbury known as 'Bunkers Hill'. This road has been confirmed as Poundwell Street.
Removing the existing parking in 'Bunkers Hill' will not improve road safety as vehicles use this as a 'rat run' to bypass traffic in the centre of Modbury.	Due to level of objections received and further investigations it is recommended that these restrictions are not implemented.
Presence of parked cars forces vehicles to slow down. Removing parking will increase vehicle speeds down 'Bunkers Hill' and into Poundwell Street.	See above
Pedestrians on Bunkers Hill will be at increased risk of danger due to increase of vehicular speeds when parking is removed.	See above.

Emergency services accessing Health Centre via 'Bunkers Hill' have no problems.	Comments have been received to indicate parking has caused problems for emergency vehicle access.
Removing parking will deprive residents of valuable parking spaces.	In line with Highways Act there are no rights to park on the highway. DCC as the Highway Authority does not have any responsibility to provide parking on the public highway.
Fifth respondent: Resident, Poundwell Street	
Strongly supports the parking restrictions in Poundwell Street.	Comments have been received to indicate parking is causing problems for access. Restrictions outside of Poundwell House and Old Wheelwrights will be implemented as advertised.
Emergency vehicle access is constantly blocked by parked vehicles.	See above.
Not been able to use garage for a number of years due to vehicles constantly blocking access into and out from the garage.	See above.
Ample surplus capacity in the public car parks.	Poundwell car parks are managed by South Hams District and do not come under the jurisdiction of DCC.
Sixth respondent: Resident, Brownston Street	
Removal of the double yellow lines in Brownston Street will result in people parking near or over our shared driveway preventing us accessing our properties at the rear of No. 62.	Site has been investigated by DCC Officers and received confirmation that removing 11 metres from existing restrictions will provide more parking facilities for residents/road users.
Seventh respondent: Resident, Traine Paddock	
Request to extend the proposed restrictions opposite the entry to Traine Paddock (south of Silverwell Park) to facilitate access for residents, larger vehicles and emergency services ensuring unrestricted access.	In line with legislation extending proposed restrictions further would require a new TRO to be advertised, this will add significant amount of time to the implementation of this order and associated costs will be increased.
Eighth respondent: Resident, Brownston Street	
Lodge protest against proposed double yellow lines in Brownston Street specifically outside the Ostlers.	DCC have been informed by residents that due to the level of parking on east side of Brownston Street, at times the road users cannot use the road safely, it is recommended to provide a passing place to improve road safety and better access in the vicinity of the Modbury Inn.
Loss of parking spaces is incalculable, residents will be forced to park in Silverwell park infuriating residents there.	Based on information historically the fire service has had difficulties attending if vehicles parked at various locations. It is therefore recommended that double yellow lines are introduced to allow fire service through without undue delays. However, it is recommended that the restrictions on the north-west side will be implemented only as far as the boundary between North & Middle Traine (end of footway) as parking beyond here is not seen to be a problem due to the width of the carriageway.

Majority of residents do not have garages or have access to off street parking and many are elderly and will have to walk considerable distances to access their vehicles.	In line with Highways Act there are no rights to park on the highway. DCC as the Highway Authority does not have any responsibility to provide parking on the public highway.
Brownston Street needs to become 'one way' uphill. The bottleneck at the bottom of Brownston Street means two vehicles cannot pass without one driving up the pavement.	Site has been investigated by DCC Officers and received confirmation that removing 11 metres from existing restrictions will provide more parking facilities for residents/road users.
Ninth respondent: Parish Council	
Requests an extension to the consultation period to enable all residents are aware of the opportunity to comment.	Noted, consultation was extended through to end of April 2014.
Ten respondent: Resident, New Road	
Accidents will increase, pedestrians safety will decrease even further in 'Bunkers Hill', if yellow lines are put down and parking prevented.	Due to level of objections received and further investigations it is recommended that these restrictions are not implemented.
Eleventh respondent: Resident, Wakehams Close	
Objects to the extension of double yellow lines in New Road	As there is no footway along part of New Road and by allowing vehicles to park, pedestrians are pushed out further into carriageway reducing their safety whilst using highway. Recommend double yellow lines to be implemented as advertised.
Has business in New Road where the loading/unloading of tools costs money and time. Parking should be allowed as carriageway width is same as Church Road where parking is allowed.	See above.
Objects to double yellow lines in 'Bunkers Hill'.	Due to level of objections received and further investigations it is recommended that these restrictions are not implemented.
New double yellow lines would increase speed of traffic in an already dangerous rat run area.	See above.
Twelfth respondent: Resident, Barracks Road	
Requests a virtual pavement' marked on the road in Barracks Road.	Legislation in the form of the Traffic Signs Regulations and General Directions (TSRGD) a Statutory Instrument, prescribes and controls what road markings may be provided on the public highway. As the road markings for virtual pavements are not prescribed in the TSRGD, DCC cannot prescribe these road markings as requested.
Thirteenth respondent: Resident, Silverwell Park	
Cannot see the reason why to provide more double yellow lines in Modbury.	Comments have been received to indicate parking has caused problems for access & road safety throughout Modbury.
Never seen any parked vehicles obstructing in Barracks Road and Back Street	Due to location of school and indiscriminate parking by parents having a negative impact on

	road safety and endangering children, it was recommended to introduce double yellow lines.
Vehicles parking in Poundwell Street have traffic calming effect. It is a 'rat run' for those vehicles wanted to get passed the larger vehicles they get stuck behind.	Due to level of objections received and further investigations it is recommended that these restrictions are not implemented.
Suggests that the double yellow lines would be better off on the east side Brownston Road opposite Silverwell Park junction to provide better vision out of Silverwell park and will allow larger vehicles (oil tankers and emergency vehicles) better access to the Paddocks.	In line with legislation proposing further restrictions would require a new TRO to be advertised, this will add significant amount of time to the implementation of this order and associated costs will be increased.
Fourteenth respondent: Resident Brownston Street	
Objects to proposed parking restrictions in Brownston Street.	<p>DCC have been informed by residents that due to the level of parking on east side of Brownston Street, at times the road users cannot use the road safely, it is recommended to provide a passing place to improve road safety and better access in the vicinity of Modbury Inn.</p> <p>Based on information historically the fire service has had difficulties attending if vehicles parked at various locations. It is therefore recommended that double yellow lines are introduced to allow fire service through without undue delays.</p> <p>However, it is recommended that the restrictions on the north-west side will be implemented only as far as the boundary between North & Middle Traine (end of footway) as parking beyond here is not seen to be a problem due to the width of the carriageway.</p>
Removal of parking spaces will impact enormously and is wildly excessive.	In line with Highway Act there are no rights to park on the highway. DCC as the Highway Authority does not have any responsibility to provide parking on the public highway.
More congestion will be created at the southern end of Brownston Street to the junction with A379.	Site has been investigated by DCC Officers and received confirmation that removing 11 metres from existing restrictions will provide more parking facilities for residents/road users.
Removing parking spaces is likely to increase the speed of vehicles in the street causing unnecessary danger to people and parked vehicles.	Based on information historically the fire service has had difficulties attending if vehicles parked at various locations. It is therefore recommended that double yellow lines are introduced to allow fire service through without undue delays.
Just put short sections of double yellow lines to ensure access to private driveways.	In line with legislation extending existing or proposing new lengths of restrictions would require a new TRO to be advertised, this will add significant amount of time to the implementation of this order and associated costs will be increased.
Removing parking spaces will displace parking elsewhere.	In line with Highways Act there are no rights to park on the highway. DCC as the Highway Authority does not have any responsibility to provide parking on the public highway.

Potential increase for unwitnessed vehicle crime at northern end of Brownston Street.	No evidence to support this statement.
Not practical for all residents to use distant paying public car park.	In line with Highway Act there are no rights to park on the highway. DCC as the Highway Authority does not have any responsibility to provide parking on the public highway.
Retain spaces for cars to park and to encourage commercial vans to park in more appropriate places in the car parks.	Poundwell car parks are managed by South Hams District and do not come under the jurisdiction of DCC.
Fifteenth respondent: Resident Poundwell Street	
Supports parking restrictions immediately outside of Poundwell House in Poundwell Street.	Comments have been received to indicate parking is causing problems for access. Restrictions outside of Poundwell House and Old Wheelwrights will be implemented as advertised.
Suggests speed ramps rather than restricted parking in Bunkers Hill.	This would incur costs that are outside the remit of this TRO scheme.
Sixteenth respondent: Resident, Poundwell Street	
Objects to the proposal to put double yellow lines on the section in front of Red Devon Court and up around 'Bunkers Hill'.	Due to level of objections received and further investigations it is recommended that these restrictions are not implemented.
The proposal will increase the speed of vehicles using route as a rat run, increasing danger for pedestrians using this route to go to the shops.	See above.
Reducing parking will inconvenience those who do not access to off street parking.	In line with Highways Act there are no rights to park on the highway. DCC as the Highway Authority does not have any responsibility to provide parking on the public highway.
Seventeenth respondent: Resident, Aveton Gifford	
Objects to the proposed parking restrictions on the one way length of Poundwell Street to New Road.	Due to level of objections received and further investigations it is recommended that these restrictions are not implemented.
Length of road frequently used by pedestrians. Parked vehicles help to slow vehicles down using road as a rat run. Removing parking will increase the speed of vehicles, increasing risk of accidents.	See above.
Eighteenth Respondent: Resident, Brownston Street	
Objects to proposals for changes to double yellow lines in Brownston Street.	DCC have been informed by residents that due to the level of parking on east side of Brownston Street, at times the road users cannot use the road safely, it is recommended to provide a passing place to improve road safety and better access in the vicinity of Modbury Inn. Based on information historically the fire service has had difficulties attending if vehicles parked at various locations. It is therefore recommended that double yellow lines are introduced to allow fire service through without undue delays.

	However, it is recommended that the restrictions on the north-west side will be implemented only as far as the boundary between North & Middle Traine (end of footway) as parking beyond here is not seen to be a problem due to the width of the carriageway.
Parking already at a premium and resale of properties will be reduced.	See above.
Residents parking would be an alternative idea which would benefit local residents.	This would not be in line with County Council policy.
Unreasonably reduce residential amenity for residents and visitors by extending walk to vehicle distances.	In line with the Highways Act there are no rights to park on the highway. DCC as the Highway Authority does not have any responsibility to provide parking on the public highway.
Reduce road safety by increasing vehicle speeds.	Based on information historically the fire service has had difficulties attending if vehicles parked at various locations. It is therefore recommended that double yellow lines are introduced to allow fire service through without undue delays.
Increased congestion in other parts of town as residents struggle to find alternative parking.	In line with the Highways Act there are no rights to park on the highway. DCC as the Highway Authority does not have any responsibility to provide parking on the public highway.
Encourage vehicle crime.	No evidence to support this statement.
Nineteenth respondent: Resident, Brownston Street	
Objects to the proposals for Brownston Street.	DCC have been informed by residents that due to the level of parking on east side of Brownston Street, at times the road users cannot use the road safely, it is recommended to provide a passing place to improve road safety and better access. Based on information historically the fire service has had difficulties attending if vehicles parked at various locations. It is therefore recommended that double yellow lines are introduced to allow fire service through without undue delays.
Introduction of double yellow lines will displace parking further up the Street and into Silverwell Park.	It is recommended that the restrictions on the north-west side will be implemented only as far as the boundary between North & Middle Traine (end of footway) as parking beyond here is not seen to be a problem due to the width of the carriageway.
Existing parking creates natural traffic calming, removal of parking will increase vehicular speeds.	Based on information historically the fire service has had difficulties attending if vehicles parked at various locations. It is therefore recommended that double yellow lines are introduced to allow fire service through without undue delays. However, it is recommended that the restrictions on the north-west side will be implemented only as far as the boundary between North & Middle Traine (end of footway) as parking beyond here is not seen to be a problem due to the width of the carriageway.
Emergency vehicles have never, not been able to drive up or down Brownston Street.	See above.

Modbury Inn will have to close.	There is no evidence that this will be the case.
Put in double yellows at the issue points (such as short section just below Traine House either side of a private entrance and just above Traine House where there is a parking notice at the narrowest point) but allow parking where problems do not exist.	In line with legislation proposing new lengths of restrictions would require a new TRO to be advertised, this will add significant amount of time to the implementation of this order and associated costs will be increased.
Twentieth respondent: Resident, Poundwell House	
Objects to the proposal for double yellow lines in 'Bunkers Hill' – it will encourage parking in narrow access lane between Modbury House and Health Centre.	Due to level of objections received and further investigations it is recommended that these restrictions are not implemented.
Propose double yellow lines in narrow access lane between Modbury House and Health Centre.	In line with legislation proposing new lengths of restrictions would require a new TRO to be advertised, this will add significant amount of time to the implementation of this order and associated costs will be increased.
Supports proposals for double yellow lines from Poundwell House gate to No. 1 Poundwell House garden gate.	Comments have been received to indicate parking is causing problems for access. Restrictions outside of Poundwell House and Old Wheelwrights will be implemented as advertised.
Twenty first respondent: Resident, The Orchard	
Objects to proposed parking restrictions in the Orchard.	Due to level of objections received and further investigations have shown that cars can still gain access without any problems even though parking takes place on the opposite side, it is recommended that these restrictions are not implemented. Initial consultation ended 28 March 2014, due to request received from Parish Council the consultation period was extended for a further month to the end of April 2014. A petition was received on 19 May via the Parish Council beyond the expiry period for the extended consultation. Under these circumstances to except the petition it would only be appropriate to provide the same extension of time to the residents who expressed their concerns and objected during the normal consultation period. Bearing this in mind, it is recommended that the petition is not to be considered and not to proceed with the restrictions.
Restrictions will impact heavily on local residents, lone women, disabled users, elderly and parents. This will cause unnecessary inconvenience and safety issues.	See above.
No requirement for these restrictions, no commuting or traffic issues.	See above
To improve current congestion supports parking permits for residents.	This would not be in line with County Council policy.

Twenty second respondent: Resident, Oakwood Drive	
Has concerns regarding proposed restrictions at the top of Poundwell Street 'Bunkers Hill'.	Due to level of objections received and further investigations it is recommended that these restrictions are not implemented.
Increase in vehicular speeds using 'Bunkers Hill' as a rat run if double yellow lines were implemented.	See above.
Increase the likelihood of road traffic accidents involving pedestrians using 'Bunkers Hill'.	See above.
Suggests footways are put in for 'Bunkers Hill'.	This would incur costs that are outside the remit of this TRO scheme.
Suggests residents parking for Brownston Street.	This would not be in line with County Council policy.
Twenty third respondent: Business, Poundwell Street	
Additional double yellow lines preventing parking will increase speed of vehicles using 'Bunkers Hill' making it more dangerous for drivers and pedestrians.	Due to level of objections received and further investigations it is recommended that these restrictions are not implemented.
Suggests traffic calming measures and a pavement to keep vehicle speeds down in 'Bunkers Hill'.	This would incur costs that are outside the remit of this TRO scheme.
Suggests bollards at top of 'Bunkers Hill' so road becomes 'a no through road'.	In line with legislation proposing new vehicular restrictions would require a new TRO to be advertised. This would incur costs that are outside the remit of this TRO scheme.
Twenty fourth respondent: Resident, The Orchard	
Objects to proposed parking restrictions in The Orchard.	It is recommended restriction is removed as due to level of objections received and investigations have shown that cars can still gain access without any problems even though parking takes place on the opposite side. Initial consultation ended 28 March 2014, due to request received from Parish Council the consultation period was extended for a further month to the end of April 2014. A petition was received on 19 May via the Parish Council beyond the expiry period for the extended consultation. Under these circumstances to except the petition it would only be appropriate to provide the same extension of time to the residents who expressed their concerns and objected during the normal consultation period. Bearing this in mind, it is recommended that the petition is not to be considered and not to proceed with the restrictions.
Not all residents are in favour of this, only a minority – neighbourly dispute.	See above.
Never witnessed obstructive or hazardous parking, bin lorry does not have any problems.	See above.
Suggests residents parking only in 'The Orchard'.	Residents parking would not be in line with County Council policy.

Twenty Fifth respondent: Resident, Galpin Street	
Objects to the proposed changes to parking in Modbury.	Comments have been received to indicate parking has caused problems for access and road safety throughout Modbury.
No provision to provide parking elsewhere and displaced vehicles will add to the problem.	In line with the Highways Act there are no rights to park on the highway. DCC as the Highway Authority does not have any responsibility to provide parking on the public highway.
'Bunkers Hill' will become a dangerous rat run.	Due to level of objections received and further investigations it is recommended that these restrictions are not implemented.
Further consultation is required as other provisions and byelaws need to be considered.	Noted, however DCC has carried out the statutory consultation required in accordance with the current regulations, the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 to give residents and any members of the public an opportunity to comment or object before a decision is made.
Twenty-Sixth respondent: Resident, Brownston Street	
Parking major issue for residents of Brownston Street, parking is at a premium.	Based on information historically the fire service has had difficulties attending if vehicles parked at various locations. It is therefore recommended that double yellow lines are introduced to allow fire service through without undue delays. However, it is recommended that the restrictions on the north-west side will be implemented only as far as the boundary between North & Middle Traine (end of footway) as parking beyond here is not seen to be a problem due to the width of the carriageway.
Residents parking to be considered?	This would not be in line with County Council policy.
Consider marked spaces as inconsiderate parkers regularly take up multiple spaces with a single vehicle.	This would not be in line with County Council policy.
Twenty Seventh respondent: Resident, Galpin Street	
Further reduction in parking spaces will increase the parking issue within Modbury and no thought to where displaced vehicles will go.	In line with the Highways Act there are no rights to park on the highway. DCC as the Highway Authority does not have any responsibility to provide parking on the public highway.
Increase in yellow lines in 'Bunkers Hill' will turn it into a danger zone with speeding traffic.	Due to level of objections received and further investigations it is recommended that these restrictions are not implemented.
Further consultation is required as other provisions and byelaws need to be considered.	Noted, however DCC has carried out the statutory consultation required in accordance with the current regulations, the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 to give residents and any members of the public an opportunity to comment or object before a decision is made.

Twenty-Eighth respondent: Resident, Brownston Street	
Reduced parking in Brownston Street, meaning a significant loss of amenity for elderly and those with children.	<p>Based on information historically the fire service has had difficulties attending if vehicles parked at various locations. It is therefore recommended that double yellow lines are introduced to allow fire service through without undue delays.</p> <p>However, It is recommended that the restrictions on the north-west side will be implemented only as far as the boundary between North & Middle Traine (end of footway) as parking beyond here is not seen to be a problem due to the width of the carriageway.</p>
Consider issuing permits for the under-utilised lower Poundwell car park.	Poundwell car parks are managed by South Hams District and do not come under the jurisdiction of DCC.
Make Brownston Street 'one way'.	As this will increase travelling time for residents and potential increase in vehicular speeds due to no opposing traffic thereby reducing road safety. This is not recommended.
Twenty ninth respondent: Resident, Brownston Street	
Changes will not improve road safety.	<p>DCC have been informed by residents that due to the level of parking on east side of Brownston Street, at times the road users cannot use the road safely, it is recommended to provide a passing place to improve road safety and better access.</p> <p>Based on information historically the fire service has had difficulties attending if vehicles parked at various locations. It is therefore recommended that double yellow lines are introduced to allow fire service through without undue delays.</p>
Crime will increase where vehicles are not overlooked.	No evidence to support this statement.
Older residents will have to walk further to get to their cars.	In line with the Highways Act there are no rights to park on the highway. DCC as the Highway Authority does not have any responsibility to provide parking on the public highway.
Consider residents parking, one way.	<p>Residents parking would not be in line with County Council policy.</p> <p>One way will increase travelling time for residents and potential increase in vehicular speeds due to no opposing traffic thereby reducing road safety. This is not recommended.</p>
Brownston Street not suitable for larger vehicles.	Many roads throughout rural communities are not suitable for larger vehicles but as the Highway Authority we cannot deny legitimate access.
Thirtieth respondent: Resident. Brownston Street	
Objects to the removal of double yellow lines at the lower end of Brownston Street.	Site has been investigated by DCC Officers and received confirmation that removing 11 metres from existing restrictions will provide more parking facilities for residents/road users.
Further parked cars will not allow larger vehicles to pass each other. Larger vehicles	See above.

such as the emergency service vehicles currently have problems without adding to them.	
There should be enough road width to allow disabled users to be able to use the facilities (toilets) including the council toilet cleaner.	See above.
Thirty first respondent: Resident Brownston Street	
The proposals to restrict parking outside North, Middle and South Traine are unnecessary, as this will put more pressure on the remaining parking spaces.	It is recommended that the restrictions on the north-west side will be implemented only as far as the boundary between North & Middle Traine (end of footway) as parking beyond here is not seen to be a problem due to the width of the carriageway.
Supports the restrictions around the junction of Silverwell Park and the restricted part of the road opposite.	In line with Highway Code, it is proposed to protect the junction by the introduction of double yellow lines. This will improve the visibility at the junction and road safety.
Thirty second respondent: Resident, Aveton Gifford	
Objects to the introduction of no waiting at any time along Poundwell Street at the section with the junction of A379 New Road.	Due to level of objections received and further investigations it is recommended that these restrictions are not implemented.
Removing the parked vehicles in this section of road will increase the speed of traffic using Poundwell Street and make it more dangerous and increase the likelihood of accidents.	See above.
Thirty third respondent: Resident, Poundwell Street	
In favour of no waiting restrictions at the entrance to Poundwell House.	Comments have been received to indicate parking is causing problems for access. Restrictions outside of Poundwell House and Old Wheelwrights will be implemented as advertised.
Obstructive parking causes problems for emergency services.	See above.
Parking at the other end of Poundwell Street cause no problems and tends to slow cars coming down from New Road.	Due to level of objections received and further investigations it is recommended that these restrictions are not implemented.
Thirty fourth respondent: Resident, Brownston Street	
Objects to proposed changes to double yellow lines on Brownston Street.	DCC have been informed by residents that due to the level of parking on east side of Brownston Street, at times the road users cannot use the road safely, it is recommended to provide a passing place to improve road safety and better access. Based on information historically the fire service has had difficulties attending if vehicles parked at various locations. It is therefore recommended that double yellow lines are introduced to allow fire service through without undue delays.
Removing parking spaces will add extra strain and unnecessary hardship for all residents.	It is recommended that the restrictions on the north-west side will be implemented only as far as the boundary between North & Middle Traine (end of footway) as parking beyond here is not seen to be a problem due to the width of the carriageway.

Create a greater hazard with increase in speeding traffic.	Based on information historically the fire service has had difficulties attending if vehicles parked at various locations. It is therefore recommended that double yellow lines are introduced to allow fire service through without undue delays.
Displacement of parking to where?	In line with Highways Act there are no rights to park on the highway. DCC as the Highway Authority does not have any responsibility to provide parking on the public highway.
Fire engine already has an access route along dark lane.	Based on information historically the fire service has had difficulties attending if vehicles parked at various locations. It is therefore recommended that double yellow lines are introduced to allow fire service through without undue delays.
Thirty fifth respondent: Resident, Brownston Street	
Too many cars, not enough parking – solution residents parking.	This would not be in line with County Council policy.
Utilise lower car park by issuing discounted permits for those commuting to work in Modbury.	Poundwell car parks are managed by South Hams District and do not come under the jurisdiction of DCC.
Thirty sixth respondent: Resident, Swanbridge Mill	
Objects to bull dozing approach.	Comments have been received to indicate parking has caused problems for access & road safety throughout Modbury.
Thorough open investigation with people of Modbury needed to assess the full impact and to weigh up pros and cons of proposals.	Noted, however DCC has carried out the statutory consultation required in accordance with the current regulations, the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 to give residents and any members of the public an opportunity to comment or object before a decision is made.
Thirty seventh respondent: Resident, Poundwell Street	
Concerns about introduction of no waiting restrictions at the eastern end of Poundwell Street.	Due to level of objections received and further investigations it is recommended that these restrictions are not implemented.
Detrimental loss of invaluable parking spaces.	In line with Highways Act there are no rights to park on the highway. DCC as the Highway Authority does not have any responsibility to provide parking on the public highway.
Opening up of this 'rat run' road removes the benefit of traffic calming.	Due to level of objections received and further investigations it is recommended that these restrictions are not implemented.
Thirty eighth respondent: Resident Brownston Street	
Removal of parking will increase vehicular speeds at top of Brownston Street.	Based on information historically the fire service has had difficulties attending if vehicles parked at various locations. It is therefore recommended that double yellow lines are introduced to allow fire service through without undue delays. However, it is recommended that the restrictions on the north-west side will be implemented only as far as the boundary between North & Middle Traine

	(end of footway) as parking beyond here is not seen to be a problem due to the width of the carriageway.
Difficulty in parking in Modbury is hard enough, this will displace parking further up the streets causing problems.	In line with Highways Act there are no rights to park on the highway. DCC as the Highway Authority does not have any responsibility to provide parking on the public highway.
Parking restrictions required between northern edge of 'Traine House' and 'Stables' on western side of road to keep clear for emergency vehicles	Based on information historically the fire service has had difficulties attending if vehicles parked at various locations. It is therefore recommended that double yellow lines are introduced to allow fire service through without undue delays.
Thirty ninth respondent: Resident, The Orchard	
Objects to proposed restrictions in The Orchard.	It is recommended restriction is removed as due to level of objections received and investigations have shown that cars can still gain access without any problems even though parking takes place on the opposite side. Initial consultation ended 28 March 2014, due to request received from Parish Council the consultation period was extended for a further month to the end of April 2014. A petition was received on 19 May via the Parish Council beyond the expiry period for the extended consultation. Under these circumstances to except the petition it would only be appropriate to provide the same extension of time to the residents who expressed their concerns and objected during the normal consultation period. Bearing this in mind, it is recommended that the petition is not to be considered and not to proceed with the restrictions.
Not all residents are in favour of this, only a minority – neighbourly dispute.	See above.
Never witnessed obstructive or hazardous parking, bin lorry does not have any problems.	See above.
Suggests residents parking only in 'The Orchard'.	Residents parking would not be in line with County Council policy.
Provision also must be made for Fairmead House car park to become residents only parking.	Fairmead House car park is a private car park and does not come under the jurisdiction of the Highway Authority.
Fortieth respondent: Resident, The Orchard	
Objects to proposed parking restrictions in the Orchard.	It is recommended restriction is removed as due to level of objections received and investigations have shown that cars can still gain access without any problems even though parking takes place on the opposite side. Initial consultation ended 28 March 2014, due to request received from Parish Council the consultation period was extended for a further month to the end of April 2014. A petition was received on 19 May via the Parish Council beyond the expiry period for the extended consultation.

	Under these circumstances to except the petition it would only be appropriate to provide the same extension of time to the residents who expressed their concerns and objected during the normal consultation period. Bearing this in mind, it is recommended that the petition is not to be considered and not to proceed with the restrictions.
Restrictions will impact heavily on local residents, lone women, disabled users, elderly and parents. This will cause unnecessary inconvenience and safety issues.	See above.
No requirement for these restrictions, no commuting or traffic issues.	See above.
To improve current congestion supports parking permits for residents.	This would not be in line with County Council policy.
Forty first respondent: Resident, Broad Street	
Area that is one way from New Road past Walters Garage (used as a rat run) will become more dangerous for the elderly, children and dog walkers.	Due to level of objections received and further investigations it is recommended that these restrictions are not implemented.
Parking will always be an issue for Modbury but proposals will simply force residents to park all around Modbury.	In line with Highways Act there are no rights to park on the highway. DCC as the Highway Authority does not have any responsibility to provide parking on the public highway.
Forty second respondent: Resident, Poundwell Street	
Quiet and safe area of 'Bunkers Hill' is going to be transformed into a mini urban clearway encouraging more vehicles to use this route. Parked cars slow the traffic down.	Due to level of objections received and further investigations it is recommended that these restrictions are not implemented.
Increase risk to family safety and have negative impact on the people who live in Poundwell Street.	See above.
Forty third respondent: Resident, Brownston Street	
Objects to proposed Brownston St parking restrictions.	DCC have been informed by residents that due to the level of parking on east side of Brownston Street, at times the road users cannot use the road safely, it is recommended to provide a passing place to improve road safety and better access. Based on information historically the fire service has had difficulties attending if vehicles parked at various locations. It is therefore recommended that double yellow lines are introduced to allow fire service through without undue delays.
Current shortage of parking, seems ridiculous to take more away as this will affect residents and businesses.	It is recommended that the restrictions on the north-west side will be implemented only as far as the boundary between North & Middle Traine (end of footway) as parking beyond here is not seen to be a problem due to the width of the carriageway.
Current system reduces the speed of vehicles using road as a 'short cut'.	Based on information historically the fire service has had difficulties attending if vehicles parked at various locations. It is therefore recommended that double yellow lines are introduced to allow fire

	service through without undue delays.
Providing 2 spaces at bottom of Brownston Street will cause congestion.	Site has been investigated by DCC Officers and received confirmation that removing 11 metre from existing restrictions will provide more parking facilities for residents/road users.
Simple white line across drives/entrances would solve obstruction problems.	DCC have been informed by residents that due to the level of parking on east side of Brownston Street, at times the road users cannot use the road safely, it is recommended to provide a passing place to improve road safety and better access.
Cost of putting in double yellow lines seems a waste of money which could be spent on condition of roads.	Introduction of any kind of waiting restriction, i.e. double yellow lines will improve road safety for all road users including our most vulnerable.
Forty fourth respondent: Resident, Brownston Street	
Objects to any additional double yellow lines on Brownston Street.	DCC have been informed by residents that due to the level of parking on east side of Brownston Street, at times the road users cannot use the road safely, it is recommended to provide a passing place to improve road safety and better access. Based on information historically the fire service has had difficulties attending if vehicles parked at various locations. It is therefore recommended that double yellow lines are introduced to allow fire service through without undue delays.
Senior citizens rely on other services when mobility becomes an issue and unfair that these services and other people will be penalized when trying to park vehicle on street.	In line with Highways Act there are no rights to park on the highway. DCC as the Highway Authority does not have any responsibility to provide parking on the public highway. However, it is recommended that the restrictions on the north-west side will be implemented only as far as the boundary between North & Middle Traine (end of footway) as parking beyond here is not seen to be a problem due to the width of the carriageway.
Forty fifth respondent: Resident, Brownston Street	
Further consultation is required before removing any parking on various streets throughout Modbury.	Noted, however DCC has carried out the statutory consultation required in accordance with the current regulations, the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 to give residents and any members of the public an opportunity to comment or object before a decision is made.
To reduce parking in an already difficult area to park would further exaggerate the issue.	Comments have been received to indicate parking has caused problems for access & road safety throughout Modbury.
Consider residents parking.	Residents parking would not be in line with County Council policy.
Consider marked parking bays.	This would not be in line with County Council policy.
Incentives for traders and visitors to use public car parks.	Poundwell car parks are managed by South Hams District and do not come under the jurisdiction of DCC.

Consider making Brownston Street 'one way' only.	One way will increase travelling time for residents and potential increase in vehicular speeds due to no opposing traffic thereby reducing road safety. This is not recommended.
Forty sixth respondent: Resident, New Road	
Parking already limited in Modbury. Proposals for further restrictions will escalate problem and increase conflict between neighbours.	Comments have been received to indicate parking has caused problems for access & road safety throughout Modbury.
Devalue properties and make them harder to sell.	There is no evidence that this will be the case.
Forty seventh respondent: Resident, Brownston Street	
Objects to the proposed changes to double yellow lines in Brownston Street.	DCC have been informed by residents that due to the level of parking on east side of Brownston Street, at times the road users cannot use the road safely, it is recommended to provide a passing place to improve road safety and better access. Based on information historically the fire service has had difficulties attending if vehicles parked at various locations. It is therefore recommended that double yellow lines are introduced to allow fire service through without undue delays.
Road safety will be decreased due to increased vehicle speeds. Parked vehicles have a traffic calming effect.	See above.
Vehicle crime will increase as parking is not overlooked.	No evidence to support this statement.
Increased hardship to those elderly residents who will have to walk further to their vehicles.	In line with Highways Act there are no rights to park on the highway. DCC as the Highway Authority does not have any responsibility to provide parking on the public highway. However, it is recommended that the restrictions on the north-west side will be implemented only as far as the boundary between North & Middle Traine (end of footway) as parking beyond here is not seen to be a problem due to the width of the carriageway.
Forty eighth respondent: Resident, The Orchard	
Supports the proposal for double yellow lines in the Orchard.	It is recommended restriction is removed as due to level of objections received and investigations have shown that cars can still gain access without any problems even though parking takes place on the opposite side. Initial consultation ended 28 March 2014, due to request received from Parish Council the consultation period was extended for a further month to the end of April 2014. A petition was received on 19 May via the Parish Council beyond the expiry period for the extended consultation. Under these circumstances to except the petition it would only be appropriate to provide the same

	extension of time to the residents who expressed their concerns and objected during the normal consultation period. Bearing this in mind, it is recommended that the petition is not to be considered and not to proceed with the restrictions.
Experienced emergency vehicles having difficulty in gaining proper access.	See above
Forty ninth respondent: Resident, New Road	
Objects to the proposed TRO for Modbury.	Comments have been received to indicate parking has caused problems for access & road safety throughout Modbury.
Road safety will be significantly reduced as vehicle speeds will increase in Poundwell Street.	Due to level of objections received and further investigations it is recommended that these restrictions are not implemented.
Reduced residential amenity for residents and visitors as there is no alternative off road parking spaces available.	In line with Highways Act there are no rights to park on the highway. DCC as the Highway Authority does not have any responsibility to provide parking on the public highway.
Increased conflict between residents trying to find parking spaces.	See above.
Devalue properties and make them harder to sell.	No evidence to support this statement.
Fiftieth respondent: Resident, Brownston Street	
Loss of parking is of considerable concern to residents.	In line with Highways Act there are no rights to park on the highway. DCC as the Highway Authority does not have any responsibility to provide parking on the public highway.
Restricting the parking will increase speed of traffic and reduce road safety in Brownston Street.	Based on information historically the fire service has had difficulties attending if vehicles parked at various locations. It is therefore recommended that double yellow lines are introduced to allow fire service through without undue delays. However, it is recommended that the restrictions on the north-west side will be implemented only as far as the boundary between North & Middle Traine (end of footway) as parking beyond here is not seen to be a problem due to the width of the carriageway.
Increased vehicle crime as drivers will have to park vehicles less visible from houses.	No evidence to support this statement.
Flooding problems at top of road have been addressed.	Noted.
Removing parking outside Ostlers garage is not necessary.	DCC have been informed by residents that due to the level of parking on east side of Brownston Street, at times the road users cannot use the road safely, it is recommended to provide a passing place to improve road safety and better access.
Provision of residents parking should be considered.	Residents parking would not be in line with County Council policy.
Make Brownston Street 'one way' uphill.	One way will increase travelling time for residents and potential increase in vehicular speeds due to no opposing traffic thereby reducing road safety. This is not recommended.

Concessions to traders to park in lower car park at Poundwell rather than using Brownston Street/Galpin Street.	Poundwell car parks are managed by South Hams District and do not come under the jurisdiction of DCC.
Fifty first respondent: Resident, New Road	
Objects to the proposed TRO for Modbury.	Comments have been received to indicate parking has caused problems for access & road safety throughout Modbury.
Road safety will be significantly reduced as vehicle speeds will increase in Poundwell Street.	Due to level of objections received and further investigations it is recommended that these restrictions are not implemented.
Reduced residential amenity for residents and visitors as there is no alternative off road parking spaces available.	In line with Highways Act there are no rights to park on the highway. DCC as the Highway Authority does not have any responsibility to provide parking on the public highway.
Increased conflict between residents trying to find parking spaces.	See above.
Devalue properties and make them harder to sell.	No evidence to support this statement.
Council should hold a public meeting so residents can raise their concerns.	Noted, however DCC has carried out the statutory consultation required in accordance with the current regulations, the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 to give residents and any members of the public an opportunity to comment or object before a decision is made.
Fifty second respondent: Resident, Scalders Lane	
Fails to see why proposals have been considered.	Comments have been received to indicate parking has caused problems for access & road safety throughout Modbury.
Residents rely on Scalders Lane to park their vehicles & reducing the spaces will cause further hardship.	Due to level of objection it is recommended that the advertised restrictions are not implemented.
Fifty third respondent: Resident, Brownston Street	
Objects to proposed order, in particular Brownston Street.	<p>DCC have been informed by residents that due to the level of parking on east side of Brownston Street, at times the road users cannot use the road safely, it is recommended to provide a passing place to improve road safety and better access.</p> <p>Based on information historically the fire service has had difficulties attending if vehicles parked at various locations. It is therefore recommended that double yellow lines are introduced to allow fire service through without undue delays.</p> <p>However, it is recommended that the restrictions on the north-west side will be implemented only as far as the boundary between North & Middle Traine (end of footway) as parking beyond here is not seen to be a problem due to the width of the carriageway.</p>
Majority of houses in Brownston Street do not have off street parking and the proposed removal of on street parking will make it	In line with Highways Act there are no rights to park on the highway. DCC as the Highway Authority does not have any responsibility to

harder to find a space.	provide parking on the public highway.
No significant safety/access issues, no significant problem in last 7 years.	DCC have been informed by residents that due to the level of parking on east side of Brownston Street, at times the road users cannot use the road safely, it is recommended to provide a passing place to improve road safety and better access.
If there is a problem, then a 'one way' system should be introduced.	One way will increase travelling time for residents and potential increase in vehicular speeds due to no opposing traffic thereby reducing road safety. This is not recommended.
Consideration of residents only parking.	Residents parking would not be in line with County Council policy.
Fifty fourth respondent: Resident, Brownston Street	
Strongly objects to proposed addition of double yellow lines at top of Brownston street.	Based on information historically the fire service has had difficulties attending if vehicles parked at various locations. It is therefore recommended that double yellow lines are introduced to allow fire service through without undue delays. However, it is recommended that the restrictions on the north-west side will be implemented only as far as the boundary between North & Middle Traine (end of footway) as parking beyond here is not seen to be a problem due to the width of the carriageway.
Safety for residents/visitors will be reduced as vehicle speeds will increase due to the removal of parking spaces.	See above. DCC have been informed by residents that due to the level of parking on east side of Brownston Street, at times the road users cannot use the road safely, it is recommended to provide a passing place to improve road safety and better access.
No problem for the emergency services.	Based on information historically the fire service has had difficulties attending if vehicles parked at various locations. It is therefore recommended that double yellow lines are introduced to allow fire service through without undue delays.
Where will all the residents/visitors park if parking spaces are reduced?	In line with the Highways Act there are no rights to park on the highway. DCC as the Highway Authority does not have any responsibility to provide parking on the public highway.
Objects to proposed restrictions in 'Bunkers Hill'.	Due to level of objections received and further investigations it is recommended that these restrictions are not implemented.
With the presence of parked cars, vehicles already speed in area.	See above.
Fifty fifth respondent: Resident, Brownston Street	
Fail to see the logic in proposed changes for Brownston Street.	DCC have been informed by residents that due to the level of parking on east side of Brownston Street, at times the road users cannot use the road safely, it is recommended to provide a passing place to improve road safety and better access. Based on information historically the fire service has had difficulties attending if vehicles parked at various locations. It is therefore recommended that

	<p>double yellow lines are introduced to allow fire service through without undue delays.</p> <p>However, It is recommended that the restrictions on the north-west side will be implemented only as far as the boundary between North & Middle Traine (end of footway) as parking beyond here is not seen to be a problem due to the width of the carriageway.</p>
Do not wish to see another Salcombe or Dartmouth where parking is at a premium.	Comments have been received to indicate parking has caused problems for access & road safety throughout Modbury.
Proposed changes will have a detrimental effect on quality of life on elderly residents on having to park further away from their homes.	In line with the Highways Act there are no rights to park on the highway. DCC as the Highway Authority does not have any responsibility to provide parking on the public highway.
Alternative option for safety, 'one way' system.	One way will increase travelling time for residents and potential increase in vehicular speeds due to no opposing traffic thereby reducing road safety. This is not recommended.
Fifty sixth respondent: Resident, Brownston Street	
Objects to the loss of 13 parking spaces in Brownston Street.	<p>DCC have been informed by residents that due to the level of parking on east side of Brownston Street, at times the road users cannot use the road safely, it is recommended to provide a passing place to improve road safety and better access.</p> <p>Based on information historically the fire service has had difficulties attending if vehicles parked at various locations. It is therefore recommended that double yellow lines are introduced to allow fire service through without undue delay.</p> <p>However, it is recommended that the restrictions on the north-west side will be implemented only as far as the boundary between North & Middle Traine (end of footway) as parking beyond here is not seen to be a problem due to the width of the carriageway.</p>
13 spaces lost to double yellow lines are not causing a hazard or an obstruction.	See above.
Removing parking spaces will not improve road safety.	Based on information historically the fire service has had difficulties attending if vehicles parked at various locations. It is therefore recommended that double yellow lines are introduced to allow fire service through without undue delay.
Loss of parking will be detrimental to Modbury Inn.	No evidence to support this statement.
Accessibility for Fire Engine is restricted by the pinch point at junction of Brownston Street and A379. This could be solved by making Brownston Street 'one way'.	One way will increase travelling time for residents and potential increase in vehicular speeds due to no opposing traffic thereby reducing road safety. This is not recommended.
Many houses do not have parking facilities.	In line with Highways Act there are no rights to park on the highway. DCC as the Highway Authority does not have any responsibility to provide parking on the public highway.

Double yellow lines are not needed because flooding problems have been resolved.	Based on information historically the fire service has had difficulties attending if vehicles parked at various locations. It is therefore recommended that double yellow lines are introduced to allow fire service through without undue delay.
More enforcement of the existing double yellow lines is the answer.	Noted. This will be passed onto relevant department.
Review and consultation of all parking facilities in Modbury should be undertaken.	Noted, however DCC has carried out the statutory consultation required in accordance with the current regulations, the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 to give residents and any members of the public an opportunity to comment or object before a decision is made.
Fifty seventh respondent: Resident, Brownston Street	
Request to extend the proposed restrictions opposite the entry to Traine Paddock (south of Silverwell Park) to facilitate access for residents, larger vehicles and emergency services ensuring unrestricted access.	In line with legislation extending existing or proposing further restrictions would require a new TRO to be advertised, this will add significant amount of time to the implementation of this order and costs associated will be increased.
Fifty eighth respondent: Resident, Ramsgate	
Strongly opposes any additional double yellow lines in Modbury.	Comments have been received to indicate parking has caused problems for access & road safety throughout Modbury.
Family live in New Road with no allocated parking. Experience problems in parking and loading/unloading vehicles when visiting.	In line with Highways Act there are no rights to park on the highway. DCC as the Highway Authority does not have any responsibility to provide parking on the public highway.
Reducing further parking will not encourage much needed tourism.	No evidence to support this statement.
Further restrictions will devalue properties and making selling much more difficult.	No evidence to support this statement.
Fifty ninth respondent: Resident, Galpin Street	
Parks on Scalders Lane as no formal parking associated with property. Double yellow lines placed on Scalders Lane will increase distance to find alternative parking space and increase risk of threat to safety.	Due to level of objection it is recommended that the advertised restrictions are not implemented.
Double yellow lines will create a 'rat run' on lane that has no pavements.	See above.
Sixtieth respondent: Resident, St Georges Close	
Implementing double yellow lines will increase the speed of traffic in Scalders Lane.	Due to level of objection it is recommended that the advertised restrictions are not implemented.
Passing the problem from one place to another.	See above.
Parking is already a massive issue in Modbury.	In line with Highways Act there are no rights to park on the highway. DCC as the Highway Authority does not have any responsibility to provide parking on the public highway.

Enforcing the existing restrictions will solve some of the problem.	Noted. This will be passed onto relevant department.
Sixty first respondent: Resident, Poundwell Street	
Parking of vehicles in the 'Bunkers Hill' area including alongside Red Devon Court is an effective and necessary method of controlling the speed of vehicles to benefit the safety of all other road users.	Due to level of objections received and further investigations it is recommended that these restrictions are not implemented.
Valuable parking spaces for the residents and not everyone can afford to pay the car parking charges.	In line with Highways Act there are no rights to park on the highway. DCC as the Highway Authority does not have any responsibility to provide parking on the public highway.
Sixty second respondent: Resident, Brownston Street	
Reduction in parking spaces will place a strain on good community relations and residents will be displaced elsewhere to park.	In line with Highways Act there are no rights to park on the highway. DCC as the Highway Authority does not have any responsibility to provide parking on the public highway.
Extent of proposals seem excessive for Brownston Street.	DCC have been informed by residents that due to the level of parking on east side of Brownston Street, at times the road users cannot use the road safely, it is recommended to provide a passing place to improve road safety and better access. Based on information historically the fire service has had difficulties attending if vehicles parked at various locations. It is therefore recommended that double yellow lines are introduced to allow fire service through without undue delay. However, it is recommended that the restrictions on the north-west side will be implemented only as far as the boundary between North & Middle Traine (end of footway) as parking beyond here is not seen to be a problem due to the width of the carriageway.
Presence of parked cars benefits people driving slowly.	See above.
Sixty third respondent: Resident, Poundwell Street	
Opposed to the proposals affecting area between New Road and Poundwell Street.	Due to level of objections received and further investigations it is recommended that these restrictions are not implemented.
Existing system provides free parking for shoppers.	Free parking is available in main street of Modbury (limited waiting) for shoppers.
Present layout deters drivers from using the road as a 'rat run' to beat congestion in main street.	Due to level of objections received and further investigations it is recommended that these restrictions are not implemented.
Residents will have to pay to park in the car parks.	In line with Highways Act there are no rights to park on the highway. DCC as the Highway Authority does not have any responsibility to provide parking on the public highway.

Sixty fourth respondent; Resident, Church Street	
If no vehicles allowed to park on 'Bunkers Hill' this road will become a 'rat run' with increasing vehicular speeds.	Due to level of objections received and further investigations it is recommended that these restrictions are not implemented.
Sixty fifth respondent: Resident, Brownston Street	
Objects to proposed changes to Brownston Street and Barracks Road.	DCC have been informed by residents that due to the level of parking on east side of Brownston Street, at times the road users cannot use the road safely, it is recommended to provide a passing place to improve road safety and better access. Due to location of school and indiscriminate parking by parents having a negative impact on road safety and endangering children, it was recommended to introduce double yellow lines.
Reduce the amenity of the streets for residents.	See above.
Reduce road safety by increasing vehicle speeds.	Based on information historically the fire service has had difficulties attending if vehicles parked at various locations. It is therefore recommended that double yellow lines are introduced to allow fire service through without undue delay.
Lead to an increase in crime or perception of crime.	No evidence to support this statement.
Brownston Street will be less safe and less accessible for the disabled, elderly and those with young children.	Based on information historically the fire service has had difficulties attending if vehicles parked at various locations. It is therefore recommended that double yellow lines are introduced to allow fire service through without undue delay.
Unnecessary to remove parking from No. 25 to North Traine, no objection to double yellow lines from North Traine to The Stables.	It is recommended that the restrictions on the north-west side will be implemented only as far as the boundary between North & Middle Traine (end of footway) as parking beyond here is not seen to be a problem due to the width of the carriageway.
Implementation of double yellow lines will have a negative effect on nationally important historic listed buildings and the conservation area.	Comments have been received to indicate parking has caused problems for access & road safety throughout Modbury.
Vehicle speeds will increase outside school in Barracks Road which will result in more serious injury or fatality.	Due to location of school and indiscriminate parking by parents having a negative impact on road safety and endangering children, it was recommended to introduce double yellow lines.
Creating a footway will have a positive effect on vehicle speeds and help pedestrian accessibility.	This would incur costs that are outside the remit of this TRO scheme.
Sixty sixth respondent: Resident, Brownston Street	
Strongly objects to the proposals to change the double yellow lines in Brownston Street.	DCC have been informed by residents that due to the level of parking on east side of Brownston Street, at times the road users cannot use the road safely, it is recommended to provide a passing place to improve road safety and better access.
Street is short of parking spaces and it is already difficult to park below the Modbury Inn.	See above. In line with Highways Act there are no rights to

	park on the highway. DCC as the Highway Authority does not have any responsibility to provide parking on the public highway.
Worsened parking amenity would be unacceptable to potential purchasers of property in street.	No evidence to support this statement.
If proposals go ahead, would like to see concessions for residents to utilise the car parks especially as lower car park is usually empty.	Poundwell car parks are managed by South Hams District and do not come under the jurisdiction of DCC.
Sixty seventh respondent: Business, Modbury	
Objects to parking restrictions in Bunkers Hill.	Due to level of objections received and further investigations it is recommended that these restrictions are not implemented.
If parking was removed, the road would turn into a 'rat run', increased vehicular speeds and increase risk of road traffic accident.	See above.
Modbury already suffers with lack of parking facilities.	In line with Highways Act there are no rights to park on the highway. DCC as the Highway Authority does not have any responsibility to provide parking on the public highway.