

## **Proposed Residents Parking: Various Areas of Newton Abbot**

Report of the Head of Highways and Traffic Management

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

**Recommendation:** It is recommended that traffic regulation orders as detailed on plan nos. NAPR/P/001-01, NAPR/P/001-02, NAPR/P/002, NAPR/P/003, NAPR/P/004, NAPR/P/005, NAPR/P/006, NAPR/P/007, NAPR/P/008, NAPR/P/009, NAPR/P/010 and NAPR/P/011 are made and sealed as advertised or amended in this report.

### **1. Summary**

The purpose of this report is to consider the objections and comments received following the advertising of a Traffic Regulation Order (TRO). The TRO advertised consists of the below proposals:

Extending the Zone G residents parking into Mount Pleasant Road;

Extending the Zone F residents parking scheme into Church Road and the Buller Road Area;

Extending the Zone B residents parking scheme to include additional properties on East Street; and

Providing additional restrictions to prevent obstructive parking in various roads in Newton Abbot.

### **2. Background**

In April 2012 a residents parking scheme was introduced across a variety of areas in Newton Abbot. This followed consultation carried out during 2011, and a report to this Committee in November 2011. Following the implementation of the scheme, representations have been made by members of the public and local councillors for various changes and additions to the scheme.

As part of this consultation and as resolved at Committee in Minute \*58 it was agreed the scheme imposed by this TRO be reviewed within 9 months of implementation, in consultation with local County Councillors. A survey of the parking in some areas of Newton Abbot was carried out in mid-September.

Proposals based on the survey results, resident's requests and local member discussion were sent out to local residents for informal consultation in October 2012. Following this informal consultation, changes were made to the proposals which then formed the basis of a TRO which was formally advertised during November/December 2012.

### 3. Consultations

Informal consultation was carried out with affected residents before formal consultation as detailed in Section 2.

The legal consultation process for advertising a proposed TRO was followed with a notice in the local press on 30 November 2012 and notices being erected and maintained around the affected roads for a three week period.

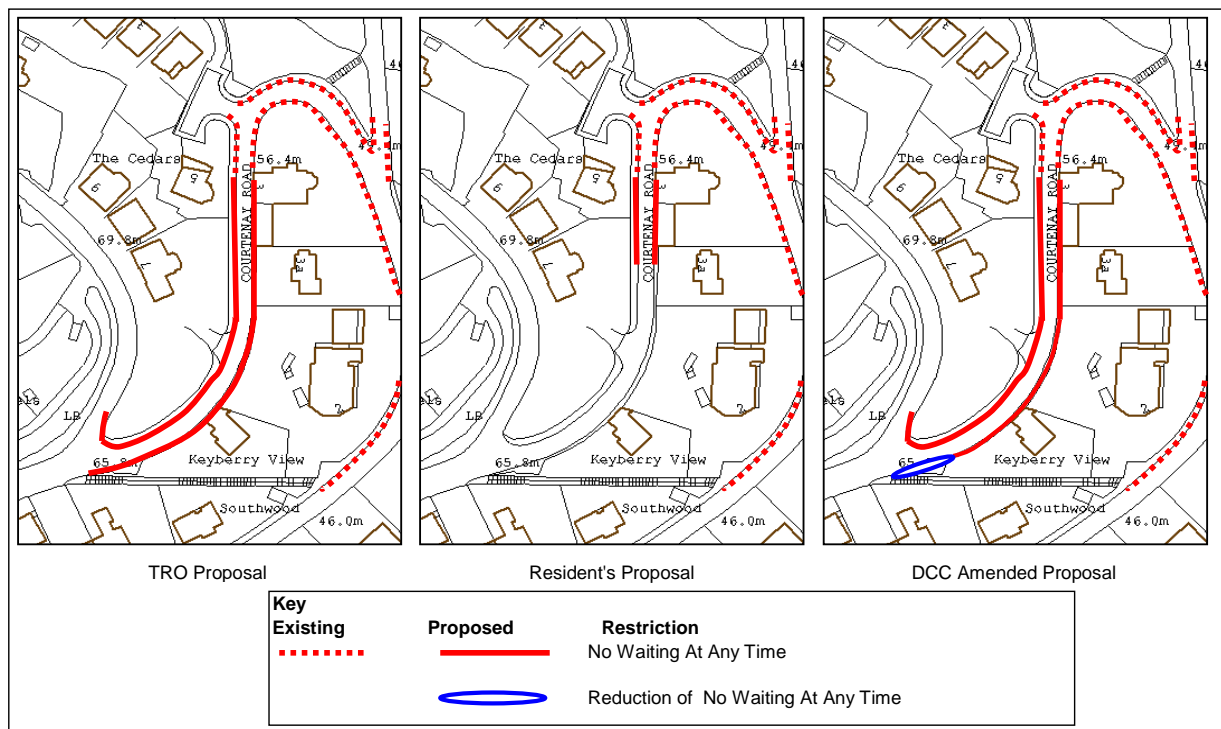
The advertising of these proposals has resulted in 35 letters of objection or comment. A summary of the objections and comments submitted and the County Council's response, where appropriate, can be found in Appendix I. Full copies of the correspondence are available in advance at request and will also be available at the Committee meeting.

### 4. Proposed Amendments

#### Courtenay Road

A single objection has been raised to the length of double yellow lines proposed on Courtenay Road between Oak Lawn and South Road. The TRO proposal is shown below (left).

The resident feels that the proposed double yellow lines should not cover the whole stretch between Oak Lawn and South Road and has proposed an alternative length of double yellow lines, shown below (middle).



The resident's alternative proposal is not considered to be a viable alternative as the restriction would end before a long bend in the road, which is followed by a sharp turn into the upper section of Courtenay Road. Allowing parking in this area may lead to drivers having to overtake parked vehicles without adequate visibility. As a significant amount of traffic uses this route this is not deemed to be a safe alternative.

A small reduction in the length of the double yellow line on the southern side is considered feasible. This would terminate the line before the access to Keyberry View which would provide increased access to this property.

## **5. Specific Discussions**

### **Bowden Hill**

The residents of Bowden Hill have been consulted three times in the last 18 months about inclusion in Permit Zone G. On every occasion there has not been a significant majority of responses in favour of the proposals and twice there has been a significant majority in opposition. After discussions with the local member, Residents Parking on Bowden Hill was not included in the advertised TRO.

Objections to the scheme have been received from 17 residents of Bowden Hill stating that they wish for Bowden Hill to be included. The submissions include an informal survey conducted by a resident of the street. This shows that although there is a desire amongst some residents to be included into Zone G, there are a large number of properties whose opinions have not been considered. For example, residents on a private section of the road, those with off-street parking and those who do not own a car were not consulted by the resident.

It is still considered that the residents of Bowden Hill have not demonstrated that a significant majority wish to be included into the residents parking zone and it is recommended that this issue is not progressed any further.

## **6. Financial Considerations**

The on-street parking account will fund the works cost for this scheme at an estimated cost of £12,000.

## **7. Sustainability Considerations**

There are no sustainability considerations.

## **8. Equality Considerations**

The scheme, if implemented, will be managed in line with Devon County Council's policy on Residents Parking. This policy has been developed taking into account Equality considerations and specifically excludes Blue Badge Holders from requiring them to display a residents parking permit.

## **9. Legal Considerations**

The lawful obligation to consider comments received from the statutory consultation are addressed by this report and subsequent Committee decision.

There is a legal obligation to publish a public notice of making should the decision be made to deal the order.

## **10. Risk Management Considerations**

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

## 11. Alternatives

The alternative of 'doing nothing' is not considered appropriate due to the public response we have received following the implementation of the existing scheme and during the consultation.

During the review of comments received during both the October informal consultation and the statutory consultation for the TRO, many different opinions have been considered. The recommendations put forward are those considered to be the most appropriate.

## 12. Reason for Recommendation/Conclusion

Following public consultation and discussions with local Members the proposed scheme is considered to be the most appropriate solution.

Lester Willmington  
Head of Highways and Traffic Management

## Electoral Divisions: Newton Abbot North and Newton Abbot South

### Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Reference
1. Objections and comments to advertising	November/December 2012	5291

ah100113tnh  
sc/cr/proposed resident parking Newton abbot  
05 hq 220113

Summary of comments received

Comment	Response	Total Count
<p><b>Osborne Street Area (drg NAPR/P/004)</b> Request via Councillor for small number of Quay Road residents to be included in Zone E.</p>	<p>Quay Road has been considered previously for inclusion in Zone E. The decision has been taken not to include this street as the majority of residents have off-street parking available. The Council's Resident Parking Policy states that residents' parking is considered when 75% of the street did not have access to off-street parking. This is not the case in this situation.</p>	1
<p><b>Fisher Road (drg NAPR/P/005)</b> Request for double yellow lines on Fisher Road next to parking spaces and gardens.</p>	<p>It is not possible to legally create additional double yellow lines at this stage without further advertising which would delay the introduction of the scheme. Therefore this is noted and will be included in a future TRO when the opportunity arises.</p>	1
<p><b>Rear of Torquay Road (drg NAPR/P/008)</b> Objection to proposed double yellow lines at either end of the access to rear of Torquay Road nos 11 to 33a.</p>	<p>Double yellow lines have been proposed at this location to deal with a well documented issue, namely access being restricted to garages. The extents of the double yellow lines are the minimum required to alleviate this issue.</p>	2
<p><b>Haytor Drive (drg NAPR/P/010)</b> Request via Councillor for No Waiting At Any Time Restrictions on Haytor Drive either side of it's junction with Hewett Close.</p>	<p>It is not possible to legally create additional double yellow lines at this stage without further advertising which would delay the introduction of the scheme. Therefore this is noted and will be included in a future TRO when the opportunity arises.</p>	1
<p><b>Courtenay Road (drg NAPR/P/001-01)</b> Objection from resident to length of proposed No Waiting At Any Time restriction on Courtenay Road between Oak Lawn and South Road.</p>	<p>This section of double yellow line has been proposed at the request of a number of residents. It is felt that the suggestion of an extension of 25m of the existing double yellow lines will result in them terminating as the road starts to curve, which would be the least advisable place for parking to occur, especially with the tight corner onto the upper section of Courtenay Road just above this section. However, it is recommended that a modification be made to the proposed double yellow line on the south side for it to terminate before the access to Keyberry View – see Section 4 of HATOC Report.</p>	1
<p><b>Buller Road (drg NAPR/P/001-01)</b> Objection to the inclusion of Buller Road in the residents parking zone. Concern at only two permits allowed per household. Operates during the day and not at night when parking is a problem. No guarantee of a parking space.</p>	<p>Buller Road has been included in the proposed Residents Parking zone at the request of a number of residents of the street. It is Devon County Council policy on residents parking to limit each eligible address to a maximum of two permits. There can never be guarantee of a parking space outside your own home or even in the same street. The aim of the scheme is to improve the chance of acquiring a space in the vicinity of your home.</p>	3

Comment	Response	Total Count
<p><b>Hillmans Road (drg NAPR/P/001-01)</b>            Objection to the inclusion of the Hillmans Road area into the residents parking zone.            No Pay and Display required on Church Road.            There is not enough parking in Buller Road and Hillmans Road for the people who live there.</p>	<p>Hillmans Road and the surrounding streets have been included in the proposed Residents Parking Zone at the request of a number of residents of these streets.            The Council's Resident Parking Policy states that short-term visitor parking should be included in any new residents parking area. It was felt that the proposed area on Church Road would be the most appropriate as it is next to a retirement complex where a larger than average number of visitors could be expected.            By introducing a zonal parking restriction, residents displaying permits are able to park in any street within the zone. This zone includes Forde Park.</p>	1
<p><b>Church Road (drg NAPR/P/001/01)</b>            Suggestions:            1. Stretch of double yellow lines halfway down the lower stretch of Courtenay Road.            2. Remove pay and display parking of the south-west side of Church Road and replace with double yellow lines.            3. Extend the all-day parking further round Forde Park and introduce a free first half-hour.</p>	<p>The introduction of double yellow lines at this location is not possible without further advertising which would delay the introduction of the scheme. By removing non-residents from this area, residents will have more choice in where to park which will allow for more passing places to occur.            The Pay and Display bays proposed on Church Road will be installed at the minimum width which will encourage parking close to the pavement. This leaves an adequate width for passing traffic to travel along the road. The bay on the south-west side will allow for an increase in visibility at the two junctions. By removing all day commuter parking from this area, the amount of vehicles parking during the daytime will reduce and parking is not expected to occur on both sides of the road for the majority of the time. The parking in Forde Park will be monitored and further changes made if deemed necessary.</p>	2
<p><b>Forde Park (drg NAPR/P/001-02)</b>            Objection to parking meters in Forde Park.            Lack of consultation.</p>	<p>The parking meters in Forde Park were introduced as an enforceable means of preventing all-day commuter and shopper parking in a residential area. There is an area of limited waiting on the western arm of Forde Park.            The normal consultation process for advertising a proposed traffic regulation order was followed with a notice in the local press and notices being erected and maintained around the affected roads for a three week period.</p>	1
<p><b>Forde Park (drg NAPR/P/001-02)</b>            Would like larger passing places introduced on the southern arm of Forde Park.            Objects to the Pay and Display parking on the south-west side of Church Road and would like to see double yellow lines here instead.</p>	<p>The introduction of further double yellow lines is not possible without further advertising which would delay the introduction of the scheme.            The original scheme in Forde Park was designed with two-way traffic flow on the Southern Arm of Forde Park. The passing places introduced are felt to be sufficient at this time. The change to the parking restriction along this section, if implemented,</p>	1

Comment	Response	Total Count
	<p>will be monitored and further restrictions considered if a problem arises.</p> <p>The Pay and Display bays proposed on Church Road will be installed at the minimum width which will encourage parking close to the pavement. This leaves an adequate width for passing traffic to travel along the road. The bay on the south-west side will allow for an increase in visibility at the two junctions from the current situation. By removing all day commuter parking from this area, the amount of vehicles parking during the daytime will reduce and parking is not expected to occur on both sides of the road for the majority of the time.</p>	
<p><b>Keyberry Park (drg NAPR/P/001-02)</b> Objection to length of proposed double yellow lines on Keyberry Park near the access to Grange Close.</p>	<p>The double yellow lines proposed are to facilitate the passage of buses and other larger vehicles at this junction.</p>	1
<p><b>Keyberry Park (drg NAPR/P/001-02)</b> Request for free parking to be reinstated in Forde Park. Feels that double yellow lines proposed for Keyberry Park leave little space for residents to park.</p>	<p>The parking in Forde Park will be monitored and a change could be considered in the future if deemed necessary.</p> <p>The double yellow lines proposed in Keyberry Park are to improve visibility and restrict parking to one side of the road. This is in response to residents comments on inappropriate parking.</p>	1
<p><b>Keyberry Park (drg NAPR/P/001-02)</b> Would like a residents parking zone within Keyberry Park especially due to other proposed changes on surrounding streets.</p>	<p>Residents Parking on Keyberry Park has been considered. However the road does not meet the criteria outlining in the Council's Residents Parking Policy (DTP 32/05)</p>	1
<p><b>Gloucester Road Area (drg NAPR/P/003)</b> Request from Councillor for parking on Western Road to be restricted to the eastern side.</p>	<p>The zonal parking restriction allows for residents to choose which side of the road they park on. As stated, the current parking by residents occurs on the western side of the road, however there are no restrictions preventing them from parking on the eastern side.</p> <p>Following the development of the old hospital site it may be the case that the residents relocate their parking to the opposite due to the reduction of spaces. If problems occur at this point then it may be considered necessary to relocate the advisory disabled spaces if they are still required.</p>	1
<p><b>Bowden Hill (drg NAPR/P/003)</b> Would like Bowden Hill to be included in the residents parking zone.</p>	<p>We have consulted with the residents of Bowden Hill on 3 occasions in the last 18 months. On every occasion we have not received a significant majority in favour of introducing residents parking on Bowden Hill.</p>	17