

Phil Norrey
Chief Executive

To: The Chairman and Members of
the Exeter Highways and
Traffic Orders Committee

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

(See below)

Your ref :
Our ref :

Date : 11 April 2016
Please ask for : Gerry Rufolo, 01392 382299

Email: gerry.rufolo@devon.gov.uk
Fax :

EXETER HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Tuesday, 19th April, 2016

A meeting of the Exeter Highways and Traffic Orders Committee is to be held on the above date, at 2.15 pm at County Hall, Exeter to consider the following matters.

P NORREY
Chief Executive

AGENDA

PART 1 - OPEN COMMITTEE

- 1 Apologies for Absence
- 2 Minutes
Minutes of the meeting held on 11 January 2016 (previously circulated).
- 3 Items Requiring Urgent Attention
Items which in the opinion of the Chairman should be considered at the meeting as matters of urgency.

STANDING ITEMS

- 4 Petitions/Parking Policy Reviews
[An item to be taken under s18 of the Traffic management Act 2004 relating to any reviews of parking policy sought in line with the Council's Petition Scheme (<https://new.devon.gov.uk/democracy/guide/constitutionparts2-4/part-4-section-7-patition-scheme/>)].

- 5 Bus Services in Exeter
Bus and Coach Operators to answer Members' questions

Electoral Divisions(s): All Divisions

MATTERS FOR DECISION

- 6 Devon Highways Update
Presentation by the Head of Highways, Capital Development and Waste

Electoral Divisions(s): All Divisions

- 7 Proposals for the delivery of an Annual local Waiting Restrictions Programme (Pages 1 - 8)
Report of the Head of Highways, Capital Development and Waste (HCW/16/34) attached

Electoral Divisions(s): All Divisions

- 8 Exeter Residents Parking Review (Pages 9 - 68)
Report of the Head of Highways, Capital Development and Waste (HCW/16/35) attached

Electoral Divisions(s): All Divisions

- 9 Proposed Waiting Restrictions in Chieftain Way Area (Pages 69 - 76)
Report of the Head of Highways, capital Development and Waste (HCW/16/36) attached

Electoral Divisions(s): Exwick & St Thomas

- 10 Vegetation Management in Exeter: Update (Pages 77 - 80)
In accordance with Standing Order 23(2) Councillor Owen has requested that the Committee consider this matter.

Report of the Head of Highways, Capital Development and Waste (HCW16/37) attached

Electoral Divisions(s): All Divisions

- 11 Reduced Gritting Routes
In accordance with Standing Order 23(2), Councillor Hannaford has requested that the Committee consider matter.

Electoral Divisions(s): All Divisions

- 12 Stoke Hill, speed limit past Stoke Hill Junior, Infants and Nursery Schools
In accordance with Standing Order 23(2) Councillor Prowse has requested that the Committee consider this matter

Electoral Divisions(s): Duryard & Pennsylvania

- 13 Parking Resolution, upper Pennsylvania Road Petition
In accordance with Standing Order 23(2) Councillor Prowse has requested that the Committee consider this matter
- Electoral Divisions(s): Duryard & Pennsylvania*
- 14 Earl Richards Road North, Exeter
In accordance with Standing Order 23(2) Councillor Hannan has requested that the Committee consider this matter
- Electoral Divisions(s): Priory & St Leonards*
- 15 Speed of traffic in the Parkland Drive
In accordance with Standing Order 23(2) Councillor Leadbetter has requested that the Committee consider this matter
- Electoral Divisions(s): St Loyes & Topsham*
- 16 Commuter Parking from the Peninsula and Pynes Hill Business Parks
In accordance with Standing Order 23(2) Councillor Leadbetter has requested that the Committee consider this matter
- Electoral Divisions(s): St Loyes & Topsham*

MATTERS FOR INFORMATION

- 17 Actions Taken Under Delegated Powers (Pages 81 - 82)
Report of the Head of Highways, Capital Development and Waste (HCW/16/38) attached
- 18 Date of Next Meeting
Please use link below for County Council Calendar of Meetings:
<https://devonintranet.moderngov.co.uk/ieDocHome.aspx?Categories=>
12 July and 14 November 2016
17 January 2017 and 25 April 2017

PART II - ITEMS WHICH MAY BE TAKEN IN THE ABSENCE OF THE PUBLIC AND PRESS

MEMBERS ARE REQUESTED TO SIGN THE ATTENDANCE REGISTER

Part II Reports

Members are reminded that Part II reports contain exempt information and should therefore be treated accordingly. They should not be disclosed or passed on to any other person(s).

Members are also reminded of the need to dispose of such reports carefully and are therefore invited to return them to the Democratic Services Officer at the conclusion of the meeting for disposal.

Agenda Items and Attendance of District & Town/Parish Councillors

Under the provisions of Standing Order 23, any member of the HATOC (including the District Council representatives) may put an item on the Agenda for the HATOC relevant to the functions of the Committee, subject to them giving notice in writing to the Chief Executive of the matter to be discussed by 9.00am on the eighth working day before the meeting.

Any member of the District Council for the area covered by the HATOC who is not a member of the Committee, or a Town or Parish Councillor within the area covered by the HATOC, may, after giving 24 hours' notice in writing to the Chief Executive, attend and speak to any item on the Agenda with the consent of the Committee.

For further information please contact Gerry Rufolo on 01392 382299.

MembershipCounty Councillors

Councillors Owen (Chairman), Mrs Foggin, Hannan, Hannaford, Hill, Leadbetter, Morse, Prowse and Westlake

Exeter City Council

Councillors P Bull, C Buswell, R Newby and T Wardle

Declaration of Interests

Members are reminded that they must declare any interest they may have in any item to be considered at this meeting, prior to any discussion taking place on that item.

Access to Information

Any person wishing to inspect any minutes, reports or lists of background papers relating to any item on this agenda should contact Gerry Rufolo on 01392 382299.

Agenda and minutes of the Committee are published on the Council's Website

Webcasting, Recording or Reporting of Meetings and Proceedings

The proceedings of this meeting may be recorded for broadcasting live on the internet via the 'Democracy Centre' on the County Council's website. The whole of the meeting may be broadcast apart from any confidential items which may need to be considered in the absence of the press and public. For more information go to: <http://www.devoncc.public-i.tv/core/>


In addition, anyone wishing to film part or all of the proceedings may do so unless the press and public are excluded for that part of the meeting or there is good reason not to do so, as directed by the Chairman. Any filming must be done as unobtrusively as possible from a single fixed position without the use of any additional lighting; focusing only on those actively participating in the meeting and having regard also to the wishes of any member of the public present who may not wish to be filmed. As a matter of courtesy, anyone wishing to film proceedings is asked to advise the Chairman or the Democratic Services Officer in attendance so that all those present may be made aware that is happening.

Members of the public may also use Facebook and Twitter or other forms of social media to report on proceedings at this meeting. An open, publicly available Wi-Fi network (i.e. DCC) is normally available for meetings held in the Committee Suite at County Hall. For information on Wi-Fi availability at other locations, please contact the Officer identified above.

Public Participation

Any member of the public resident in the administrative area of the County of Devon may make a presentation on any proposed traffic order being considered by the Committee. Any request to make a presentation must be given to the Chief Executive's Directorate, County Hall, Exeter by 12 noon on the third working day before the relevant meeting.

For further information please contact Gerry Rufolo on 01392 382299.

Emergencies
In the event of the fire alarm sounding leave the building immediately by the nearest available exit, following the fire exit signs. If doors fail to unlock press the Green break glass next to the door. Do not stop to collect personal belongings, do not use the lifts, do not re-enter the building until told to do so.
Mobile Phones
Please switch off all mobile phones before entering the Committee Room or Council Chamber
If you need a copy of this Agenda and/or a Report in another format (e.g. large print, audio tape, Braille or other languages), please contact the Information Centre on 01392 380101 <u>or</u> email to: centre@devon.gov.uk <u>or</u> write to the Democratic and Scrutiny Secretariat at County Hall, Exeter, EX2 4QD.
 Induction loop system available

HCW/16/34

Exeter Highways and Traffic Orders Committee
19 April 2016

Proposals for the delivery of an annual local Waiting Restrictions Programme

Report of the Head of Highways, Capital Development and Waste

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

Recommendation: It is recommended that:

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

1. Summary

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

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

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

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

2. Background/Introduction

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

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

Agenda Item 7

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

With the following receiving a negative score or variable score:

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

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

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

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

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

3. Proposal

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

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

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

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

4. Consultations/Representations/Technical Data

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

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

5. Financial Considerations

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

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

These costs will be met from the On Street Parking Account.

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

6. Sustainability Considerations

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

7. Carbon Impact Considerations

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

8. Equality Considerations

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

9. Legal Considerations

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

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

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

10. Risk Management Considerations

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

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

Agenda Item 7

11. Public Health Impact

There is not considered to be any public health impact.

12. Reason for Recommendation/Conclusion

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

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

David Whitton
Head of Highways, Capital Development and Waste

Electoral Divisions: All

Local Government Act 1972: List of Background Papers

Contact for enquiries: Chris Rook

Room No: ABG Lucombe House, County Hall, Exeter. EX2 4QD

Tel No: (01392) 382112

Background Paper	Date	File Ref.
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Nil

cr060416exh
sc/cr/proposals annual local waiting restrictions programme
02 080416

Location	What is being proposed	County Councillor	Is the Restriction Deliverable? If No scheme will not be progressed.	Safety (+ve)	Maintenance category	Reduce Congestion (+ve)	Community Benefit (+ve)	Displacement (-ve)	Likely Community Objections (-ve)	Anticipated Work Costs	Disruptive Parking	Can Scheme be Delivered without Additional Works?	Are there parking restrictions in close proximity?	Total
Beacon Heath	Double Yellow Lines from junction with Cheynegate Lane across bridge to Heathbrook Mews	Emma Morse	Yes	No	5	Yes	Yes	No	No	<£500	Yes	Yes	Yes	14
Beacon Heath	Double Yellow Lines from Heathbrook Mews on one side until the road widens	Emma Morse	Yes	No	5	Yes	Yes	Yes	No	<£500	Yes	Yes	Yes	12
Water Lane	Double Yellow Lines at access to Gabriels Wharf & Cotfield Street	Roy Hill	Yes	No	9	No	Yes	No	No	<£500	Yes	Yes	Yes	11
Beacon Lane	Double Yellow Lines on narrow section to improve visibility and allow access to larger vehicles	Richard Westlake	Yes	No	9	No	Yes	No	No	<£500	Yes	Yes	Yes	11
Harrington Lane	Double Yellow Lines on junctions with roads near to school - Harrington Court Road, Church Hill, Harrington Gardens, Harrington Drive, Bourn	Emma Morse	Yes	No	5	No	No	No	No	<£500	Yes	Yes	Yes	11
Beacon Lane	Double Yellow Lines at junctions of Iolanthe Drive and Lancelot Road. To try and prevent obstructive parking at school drop-off/collection times.	Emma Morse	Yes	No	5	No	No	No	No	<£500	Yes	Yes	Yes	11
Buddle Lane	Double Yellow Lines next to traffic island to prevent parking there	Roy Hill	Yes	No	4	No	No	Yes	No	<£500	Yes	Yes	Yes	10
PennSingle Yellow Linesvania Road	Double Yellow Lines at the junction with Doriam Close and oppsite this junction on the bend	Percy Prowse	Yes	No	10	Yes	No	No	No	<£500	Yes	Yes	Yes	10
Beacon Heath	Single Yellow Lines during commuter times near bridge to prevent congestion	Emma Morse	Yes	No	5	Yes	Yes	Yes	No	<£500	No	Yes	Yes	10
Oak Close	Extend Double Yellow Lines into Oak Close by 10 metres on the east side	Emma Morse	Yes	Yes	9	No	No	Yes	Yes	<£500	Yes	Yes	Yes	10
Coventry Road	Double Yellow Lines on junction with Winchester Avenue	Roy Hill	Yes	No	9	No	No	No	No	<£500	Yes	Yes	Yes	9
Ashleigh Mount Road	Double Yellow Lines at junction with Redhills to prevent obstruction	Rob Hannaford	Yes	No	9	No	No	No	No	<£500	Yes	Yes	Yes	9
Cleve Road	Double Yellow Lines on junction with Exwick Road on south side and extension to north side	Rob Hannaford	Yes	No	9	No	No	No	No	<£500	Yes	Yes	Yes	9
Garland Close	Double Yellow Lines on junction with Farm Hill - on eastern side	Rob Hannaford	Yes	No	9	No	No	No	No	<£500	Yes	Yes	Yes	9
Guildford Close	Double Yellow Lines on junction with Gloucester Road	Rob Hannaford	Yes	No	9	No	No	No	No	<£500	Yes	Yes	Yes	9
Bramley Avenue	Double Yellow Lines on junction with Laxton Avenue	Olwen Foggin	Yes	No	8	No	No	No	No	<£500	Yes	Yes	Yes	9
Madison Avenue	Double Yellow Lines at junction with Sweetbrier Lane	Olwen Foggin	Yes	No	9	No	No	No	No	<£500	Yes	Yes	Yes	9
Access to Alpha Centre	Change Single Yellow Lines to Double Yellow Lines at junction with Osprey Road	Andrew Leadbetter	Yes	No	9	No	No	No	No	<£500	Yes	Yes	Yes	9
Quarry Park Road	Double Yellow Lines at junction with Quarry Lane	Andrew Leadbetter	Yes	No	9	No	No	No	No	<£500	Yes	Yes	Yes	9
Grecian Way	Double Yellow Lines at junctions with all junctions off this road	Andrew Leadbetter	Yes	No	8	No	No	No	No	<£500	Yes	Yes	Yes	9
Gras Lawn	Double Yellow Lines for protection of cycleway crossing	Andy Hannan	Yes	No	9	No	Yes	Yes	No	<£500	Yes	Yes	Yes	9
Bull Meadow Road	Double Yellow Lines on junction with Good Shepherd Drive	Jill Owen	Yes	No	9	No	No	No	No	<£500	Yes	Yes	Yes	9
Richmond Road	Lengthen limited waiting bay to the kerbline opposite hairdressers and taxi office	Jill Owen	Yes	No	7	No	Yes	No	No	<£500	No	Yes	Yes	9
Stepcote Hill	Extend Double Yellow Lines to cover gate for 1 St Mary Terrace to prevent vehicles obstructing the entrance	Jill Owen	Yes	No	7	No	No	No	No	<£500	Yes	Yes	Yes	9
Well Street	Review the single yellow lines here opposite the school to be replaced with more parking bays	Jill Owen	Yes	No	7	No	Yes	No	No	<£500	No	Yes	Yes	9
Leighton Terrace	Remove some Double Yellow Lines to be replaced with a parking bay	Jill Owen	Yes	No	10	No	Yes	No	No	<£500	No	Yes	Yes	9
Warwick Way	Double Yellow Lines at junction with Grenville Avenue and Thackery Road to prevent obstructive parking	Emma Morse	Yes	No	9	No	No	No	No	<£500	Yes	Yes	Yes	9
Harts Lane	Double Yellow Lines on west side of entrance to St Lukes School car park to prevent obstructive parking	Emma Morse	Yes	No	7	No	No	No	No	<£500	Yes	Yes	Yes	9
Camelot Close	Double Yellow Lines on junction with King Arthurs Road to prevent inconsiderate and obstructive parking.	Emma Morse	Yes	No	9	No	No	No	No	<£500	Yes	Yes	Yes	9
Merlin Crescent	Double Yellow Lines on western side from junction with Knights Place to junction with King Arthurs Road	Emma Morse	Yes	No	9	No	No	No	No	<£500	Yes	Yes	Yes	9

Location	What is being proposed	County Councillor	Is the Restriction Deliverable? If No scheme will not be progressed.	Safety (+ve)	Maintenance category	Reduce Congestion (+ve)	Community Benefit (+ve)	Displacement (-ve)	Likely Community Objections (-ve)	Anticipated Work Costs	Disruptive Parking	Can Scheme be Delivered without Additional Works?	Are there parking restrictions in close proximity?	Total
Bonhay Road	Reduce size of parking bays adjacent to junctions with Looe Road & Tavistock Road to allow for better visibility when exiting onto Bonhay	Jill Owen	Yes	No	3	No	No	Yes	No	<£500	No	Yes	Yes	9
Bowhay Lane	Extend Double Yellow Lines at junction with Kerswill Road to prevent visibility obstruction	Roy Hill	Yes	No	8	No	No	No	Yes	<£500	Yes	Yes	Yes	7
Courtenay Road	Double Yellow Lines at junctions with Percy Road and Fortescue Road to prevent obstructive parking	Roy Hill	Yes	No	9	No	No	No	Yes	<£500	Yes	Yes	Yes	7
Fairfield Road	Double yellow lines on junctions with Aldens Road and Courtenay Gardens	Roy Hill	Yes	No	9	No	No	No	Yes	<£500	Yes	Yes	Yes	7
Hatherleigh Road	Extend Double Yellow Lines on south side of junction with Alphington Road	Roy Hill	Yes	No	9	No	No	Yes	No	<£500	Yes	Yes	Yes	7
Mandrake Road	Double Yellow Lines on junction with Mill Lane	Roy Hill	Yes	No	9	No	No	No	Yes	<£500	Yes	Yes	Yes	7
Marsh Green Road North	Double Yellow Lines across UPS entrance	Roy Hill	Yes	No	7	No	No	Yes	No	<£500	Yes	Yes	Yes	7
Water Lane	Double Yellow Lines in front of Vulcan Works to allow access for HGV's and other large vehicles	Roy Hill	Yes	No	9	No	No	Yes	No	<£500	Yes	Yes	Yes	7
Portland Street	Change some of the short term parking to residents parking	Richard Westlake	Yes	No	9	No	No	No	No	<£500	No	Yes	Yes	7
Addison Close	Double Yellow Lines at junction with Redhills to prevent obstruction	Rob Hannaford	Yes	No	9	No	No	No	Yes	<£500	Yes	Yes	Yes	7
Beaufort Road	Extend parking bay on east side of road towards Beaufort Court	Rob Hannaford	Yes	No	9	No	No	No	No	<£500	No	Yes	Yes	7
Church Path Road	Double Yellow Lines on south side of junction with Cowick Lane. Double Yellow Lines also on junctions with Barton Road & Larch Road	Rob Hannaford	Yes	No	9	No	No	No	Yes	<£500	Yes	Yes	Yes	7
Rowan Way	Double Yellow Lines to replace Single Yellow Lines on east side of junction with Winchester Avenue and Double Yellow Lines to be installed	Rob Hannaford	Yes	No	9	No	No	No	Yes	<£500	Yes	Yes	Yes	7
Stafford Road	Double Yellow Lines on junction with Wardrew Road	Rob Hannaford	Yes	No	9	No	No	No	Yes	<£500	Yes	Yes	Yes	7
Maple Road	Double Yellow Lines on junction with Wardrew Road	Rob Hannaford	Yes	No	9	No	No	No	Yes	<£500	Yes	Yes	Yes	7
Bevan Road	Double Yellow Lines to prevent obstruction of refuse lorries	Olwen Foggin	Yes	No	10	No	No	Yes	No	<£500	Yes	Yes	Yes	7
Colleton Hill	Reduce parking bay beside Colleton Grove and replace with Double Yellow Lines to allow easier access for large vehicles entering Colleton	Andy Hannan	Yes	No	9	No	No	Yes	No	<£500	Yes	Yes	Yes	7
Colleton Mews	Change Single Yellow Lines to Double Yellow Lines in turning head to prevent obstructive parking	Andy Hannan	Yes	No	9	No	No	Yes	No	<£500	Yes	Yes	Yes	7
Howell Road	Extend residents parking bay towards number 64	Jill Owen	Yes	No	8	No	No	No	No	<£500	No	Yes	Yes	7
Well Street	Replace Double Yellow Lines with Residents Parking bay outside Football Club gate as it is no longer used	Jill Owen	Yes	No	7	No	No	No	No	<£500	No	Yes	Yes	7
Victoria Street	Reduce size of residents parking bay outside number 78 to prevent obstruction to access	Jill Owen	Yes	No	9	No	No	Yes	No	<£500	Yes	Yes	Yes	7
Copplestone Drive	Double Yellow Lines on north side of road between number 17 and the disabled parking bay	Percy Prowse	Yes	No	9	No	No	Yes	No	<£500	Yes	Yes	Yes	7
Broadfields Road	Double Yellow Lines on junction with Quarry Lane	Andrew Leadbetter	Yes	No	8	No	No	No	No	<£500	Yes	Yes	Yes	7
King William Street	Review length of docotors bay outside number 11	Jill Owen	Yes	No	7	No	Yes	No	No	<£500	No	Yes	Yes	7
Barley Farm Road	Double Yellow Lines on junction with Barley Lane	Roy Hill	Yes	No	9	No	No	No	No	<£500	Yes	Yes	No	6
Sweetbrier Lane	Double Yellow Lines adjacent to chicanes	Olwen Foggin	Yes	No	7	Yes	Yes	Yes	Yes	<£500	No	Yes	Yes	6
Glasshouse Lane	Double Yellow Lines at pedestrian crossing points bewtven junctions with Lakeside Avenue and Wear Barton Road	Andy Hannan	Yes	No	7	No	Yes	No	Yes	<£500	Yes	Yes	No	6
Collins Road	Double Yellow Lines on junctions with Widedcombe Way, Rollestone Crescent, Elliott Close and Stoke Meadow Close	Percy Prowse	Yes	No	7	No	No	No	No	<£500	Yes	Yes	No	6
Mont Le Grand	Shorten parking bay near number 10 to improve visibility	Richard Westlake	Yes	No	9	No	No	No	Yes	<£500	No	Yes	Yes	5
Hayes Barton Court	Double Yellow Lines to prevent obstruction of bin stores	Rob Hannaford	Yes	No	9	No	No	Yes	No	<£500	No	Yes	Yes	5

Location	What is being proposed	County Councillor	Is the Restriction Deliverable? If No scheme will not be progressed.	Safety (+ve)	Maintenance category	Reduce Congestion (+ve)	Community Benefit (+ve)	Displacement (-ve)	Likely Community Objections (-ve)	Anticipated Work Costs	Disruptive Parking	Can Scheme be Delivered without Additional Works?	Are there parking restrictions in close proximity?	Total
Kinnerton Way	Double Yellow Lines on north side of road and at junctions with Meadowbrook Close and Medley Court	Rob Hannaford	Yes	No	8	No	No	Yes	Yes	<£500	Yes	Yes	Yes	5
Princes Street North	Double Yellow Lines on both sides of road on access to garages between numbers 14 & 16	Rob Hannaford	Yes	No	9	No	No	Yes	Yes	<£500	Yes	Yes	Yes	5
Summer Close	Extend Double Yellow Lines from junction with Summer Lane by 10 metres	Olwen Foggin	Yes	No	10	No	No	Yes	Yes	<£500	Yes	Yes	Yes	5
Lucky Lane	Remove single residents parking bay to improve access and exit to private car park	Jill Owen	Yes	No	9	No	No	No	Yes	<£500	No	Yes	Yes	5
Prospect Park	Replace Single Yellow Lines with Double Yellow Lines opposite number 51	Jill Owen	Yes	No	9	No	No	Yes	No	<£500	No	Yes	Yes	5
Poltimore Square	Shorten residents parking bay to allow better visibility for access from parking area behind 56 Longbrook Street	Jill Owen	Yes	No	9	No	No	Yes	No	<£500	No	Yes	Yes	5
Mile Gardens	Double Yellow Lines opposite parking bays behind properties 75-85 King Arthurs Road	Emma Morse	Yes	No	10	No	No	Yes	Yes	<£500	Yes	Yes	Yes	5
Sidwell Street	Addition of loading bay in vicinity of 125 Sidwell Street	Richard Westlake	Yes	No	7	No	No	Yes	No	<£500	No	Yes	Yes	5
Berkshire Drive	Double Yellow Lines on junction with Barley Farm Road	Roy Hill	Yes	No	9	No	No	No	Yes	<£500	Yes	Yes	No	4
Brentor Close	Double Yellow Lines on junction with Moorland Way	Rob Hannaford	Yes	No	10	No	No	No	Yes	<£500	Yes	Yes	No	4
Stoke Valley Road	Double Yellow Lines on junction with Pennsylvania Road and extended on the north side to the private road	Percy Prowse	Yes	No	7	No	No	Yes	No	<£500	Yes	Yes	No	4

HCW/16/35

Exeter Highways and Traffic Orders Committee
19 April 2016

Exeter Residents Parking Review

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 results of the public consultations be noted;**
- (b) authority be given to advertise the necessary traffic regulation orders detailed in section 3 of this report; and**
- (c) the results of the statutory consultation be reported to a future committee to make the final decision on which restrictions are implemented.**

1. Background

In January 2014 the committee considered and approved a list of areas identified as priorities for future residents parking schemes as funding allowed. Since that meeting additional funding was identified to progress with proposals for residents parking in a number of these areas at the same time.

Following discussions with the relevant members, proposals were drafted for the Burnthouse Lane, Rifford Road, Heavitree, Polsloe and Elizabeth Avenue Areas. These proposals formed the basis of two rounds of public consultations. This report considers the responses to both consultations.

2. Consultations

A public exhibition for the Burnthouse Lane, Rifford Road and St Loyes Road Areas was held on 26 May 2015 with the consultation running until 12 June 2015. We received 387 responses to this consultation.

Public exhibitions for the Heavitree, Polsloe and Elizabeth Avenue Areas were held on 4 and 9 December 2015 with the consultation running until 8 January 2016. We received 1,504 responses to this consultation with 2 petitions (19 signatures for residents parking in Park Road and 495 against the proposals).

The large majority of responses were submitted on or with the official questionnaire and the results of the responses to the questions can be found in Appendix I.

There is a breakdown of all responses by road in Appendix II to indicate which roads support and do not support residents parking in their street. This information is also displayed on plans ERP/Q4/1 to 5 circulated with this report or available online at www.devon.gov.uk/exeterresidentsparking.

The comments submitted to both consultations have been summarised in Appendices III and IV along with the council's response.

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After each consultation, officers met with local members to discuss the responses. These discussions have formed the basis of the council's response and the amended proposals. The proposals do provide for non-residential parking, for example shoppers and visitors. This is in line with existing schemes in Exeter, where limited waiting and pay and display parking is available.

3. Proposal

Burnthouse Lane, Rifford Road & St. Loyes Area

The level of response was very low in the Burnthouse Lane area (7% of possible addresses) however the majority of respondents (61%) indicated they were in favour of a residents parking scheme.

The level of response of the Rifford Road and St. Loyes Area was higher (18%) and the majority of residents (57%) indicated they were in favour of a residents parking scheme.

Residents indicated they would prefer a scheme to operate Monday to Friday 10am to 5pm (Appendix I).

Some properties in Victor Street indicated a preference to be part of a zone covering Whipton Lane. It is for this reason that these properties were included in the second consultation.

It is recommended that restrictions should be advertised for the entire area.

Heavitree and Polsloe Area

We had a 16% response from the Heavitree area of which 44% indicated they were in favour of a residents parking scheme. It is recommended that the restrictions proposed in the roads listed below in the north east of the area are **not** progressed:

- Chard Road,
- Hamlin Lane (between Hanover Road and Pinhoe Road),
- Lymeborne Avenue,
- Nicholas Road and
- Whipton Lane (between Heavitree Park and Chard Road)

It is acknowledged that the majority of residents in the roads listed below are not in favour of residents parking. However, it is recommended that they remain in the proposed scheme because they are most likely to be affected by the restrictions in the roads that are supportive of a scheme. This approach will allow residents to reconsider their decision based on the results of the consultation. It is worth highlighting that the final decision on whether these roads will be included or excluded will be made by members after the statutory consultation.

- East Terrace,
- Hamlin Lane (between South Lawn Terrace and Hanover Road),
- Hanover Road,
- Newcombe Street,
- Newcombe Terrace,
- Roseland Avenue,
- Roseland Crescent,
- Saxon Road and
- West Terrace

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It is recommended that residents of Gordons Place and Sivell Place be given the opportunity to be included within the existing Bovemoors Lane scheme (Zone N).

We had a 23% response in the Polsloe area, 30% indicated they were in support of a residents parking scheme. The majority of support is from the Park Road area and it is recommended that this area be progressed. This means that the proposals for the Monks Road and Wykes Road area will **not** be progressed.

Residents have indicated they would prefer a scheme to operate Monday to Friday 10am to 5pm (Appendix I).

Elizabeth Avenue Area

We had an 18% response from the Elizabeth Avenue area and 43% indicated they were in favour of a residents parking scheme. However, the majority of the support is from the Stoke Hill side of the proposals. It is therefore recommended that the restrictions proposed in the roads listed below in the east of the area are **not** progressed:

- Bridespring Road
- Bridespring Walk
- Marypole Road
- Marypole Walk
- Mingcinglake Road
- Philip Road
- Prince Charles Road (between Margaret Road and Philip Road)
- Wynford Road

Residents have indicated they would prefer a scheme to operate Monday to Friday 10am to 5pm (Appendix I).

Proposed Zones

Considering the information above it is proposed to introduce/extend 6 residents parking zones as shown on plan ENV0000/ZN/ALL/001.

1) Elizabeth Avenue Area – 10am to 5pm Monday to Friday

New zone to include roads around Margaret Road, Stoke Hill and Elizabeth Avenue (Plan ENV5544/ZN/S6/001)

Plan ENV5544/ZN/S6/002 shows details of the restrictions proposed and will be on display at the meeting.

2) Newtown Area (Zone C) – At All Times

Extension of existing zone to include all of Jesmond Road (Plan ENV5549/ZN/C/001)

Plan ENV5549/ZN/C/002 shows details of the restrictions proposed and will be on display at the meeting.

3) Regents Park Area (Zone S2) – 10am to 4pm Monday to Friday

Extension of existing zone to include roads around Park Road, Ladysmith Road, South Lawn Terrace and Fore Street (Plan ENV5548/ZN/S2/001)

Plan ENV5548/ZN/S2/002 shows details of the restrictions proposed and will be on display at the meeting.

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4) Bovemoors Lane Area (Zone N) – 10am to 5pm Monday to Friday

Extension to include roads around Sivell Place, Whipton Lane, Victor Street and St Loyes Terrace

(Plan ENV5547/ZN/N/001)

Plan ENV5547/ZN/N/002 shows details of the restrictions proposed and will be on display at the meeting.

5) Rifford Road Area – 10am to 5pm Monday to Friday

New zone to include roads around Rifford Road

(Plan ENV5545/ZN/S7/001)

Plan ENV5545/ZN/S7/002 shows details of the restrictions proposed and will be on display at the meeting.

6) Burnthouse Lane Area – 10am to 5pm Monday to Friday

New zone to include roads around Burnthouse Lane

(Plan ENV5546/ZN/S8/001)

Plan ENV5546/ZN/S8/002 shows details of the restrictions proposed and will be on display at the meeting.

If approved, the proposals will be subject to the statutory three week consultation to enable members of the public to submit their comments to the revised proposals. The final decision on which roads will be included/excluded will be made after the responses to the statutory consultation have been considered.

4. Options/Alternatives

The revised proposals have been drafted based on the views of the public.

5. Financial Considerations

A budget of £249,000 has been set aside from the on-street parking account for these proposals. Ongoing administration, enforcement and maintenance of any scheme would be derived from the scheme itself, for example from the income from permits.

6. Environmental Impact Considerations

The introduction of restrictions will remove commuter parking in residential areas. This will encourage sustainable travel and reduce traffic looking for a parking space and improve air quality.

7. Equality Considerations

No new policies are being recommended in this report but an Equality Impact and Needs Assessment will be completed after the scheme has been advertised and before scheme it is implemented.

8. Legal Considerations

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

9. Risk Management Considerations

No risks have been identified.

10. Public Health Impact

The scheme will have a positive public health impact by encouraging sustainable travel for commuters. Including walking and cycling, with associated health benefits. Supporting active travel, such as walking and cycling, is a key component of the Devon 'Joint Health and Wellbeing Strategy 2013 16.

11. Reasons for Recommendations

In 2014 the committee agreed priorities for future residents parking schemes. The recommendation is made in accordance with the committee resolution and public consultations.

David Whitton
Head of Highways, Capital Development and Waste

Electoral Divisions: Duryard & Pennsylvania, Heavitree & Whipton Barton, Newtown & Polsloe and Priory & St Leonards

Local Government Act 1972: List of Background Papers

Contact for enquiries: James Bench

Room No: ABG, Lucombe House, County Hall

Tel No: 0345 155 1004

Background Paper	Date	File Ref.
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Nil

jb060416exh
sc/cr/Exeter residents parking review
03 080416

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Appendix I
To HCW/16/35

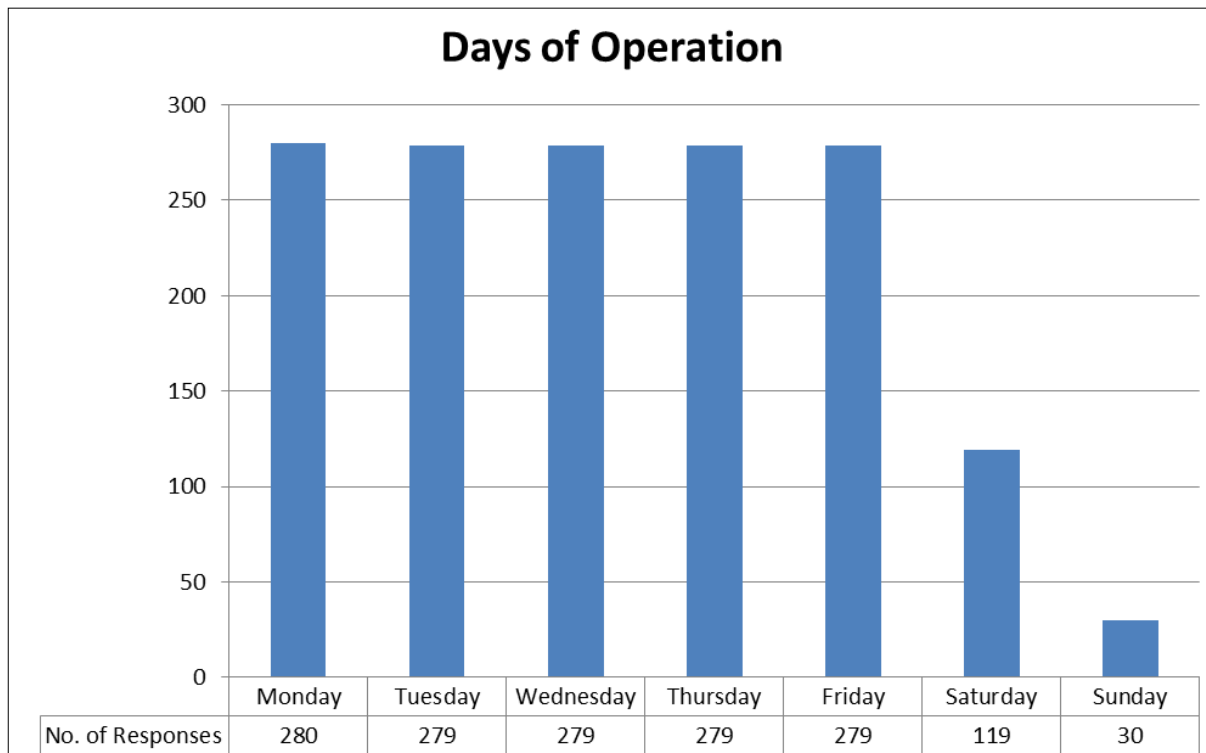
Responses to Consultation Questions

	Burnthouse Lane, Rifford Road & St Loyes Road Area	Heavitree, Polsloe & Elizabeth Avenue Area
Question 1 - Are you residents or representing a business?		
Resident	383	1,400
Business	3	61
Other		130
School	1	3
Question 2 - Do you think you have a parking problem in your area?		
Yes	259 (69%)	690 (47%)
No	118 (31%)	787 (53%)
Question 3 - If yes, do you think the parking problem is caused by commuters?		
Yes	210 (68%)	468 (38%)
No	79 (26%)	659 (54%)
Don't know	19 (6%)	90 (7%)
Question 4 - Do you support the introduction of residents parking in your area?		
Yes	219 (59%)	539 (33%)
No	151 (41%)	1,074 (67%)
Question 5 - Do you support the introduction of pay and display and limited waiting parking with the exception for resident permit holders?		
Yes	140 (38%)	356 (25%)
No	226 (62%)	1,074 (75%)

Question 6 – If restrictions were introduced what days of operation would you support?

Burnthouse Lane, Rifford Road & St Loyes Road Area

Monday to Friday	163
Monday to Saturday	89
7 Days a Week	27
Weekends Only	3
Mondays Only	1

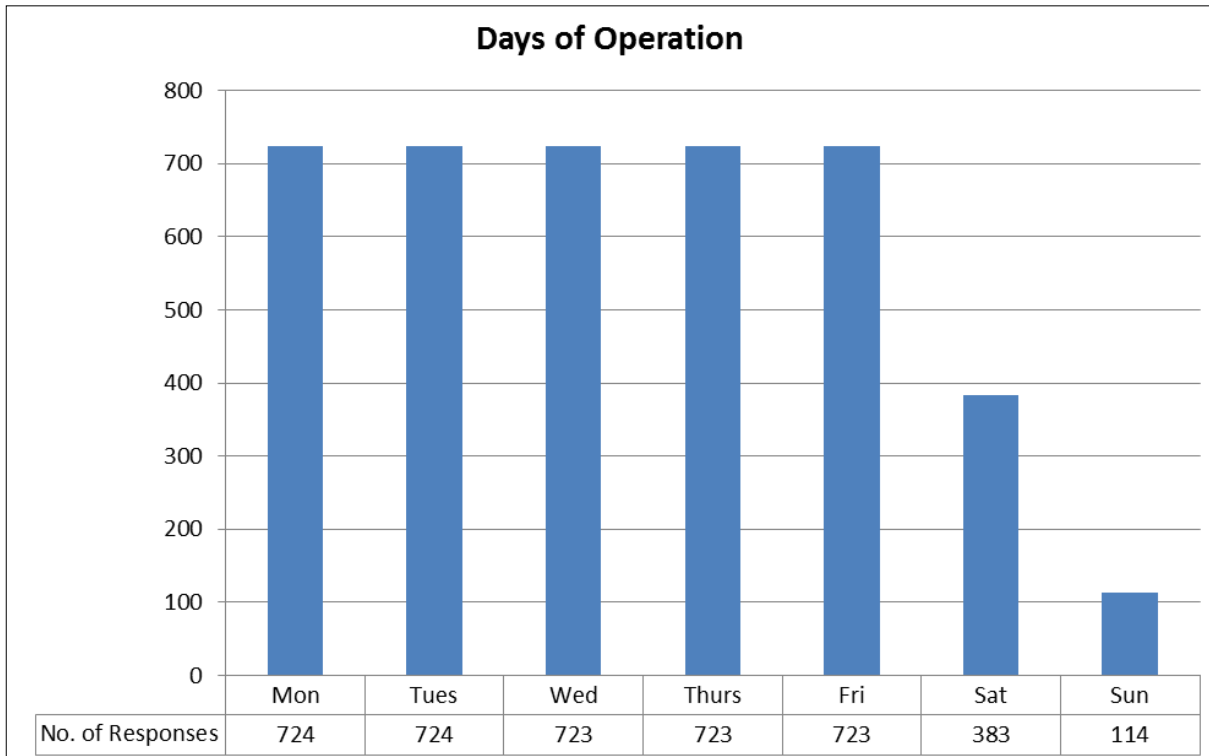


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Question 6 – If restrictions were introduced what days of operation would you support?

Heavitree, Polsloe & Elizabeth Avenue Areas

All days	107
Monday to Friday	348
Monday to Saturday	268
Mon to Tues	1
Saturday and Sunday	7
Saturday Only	1

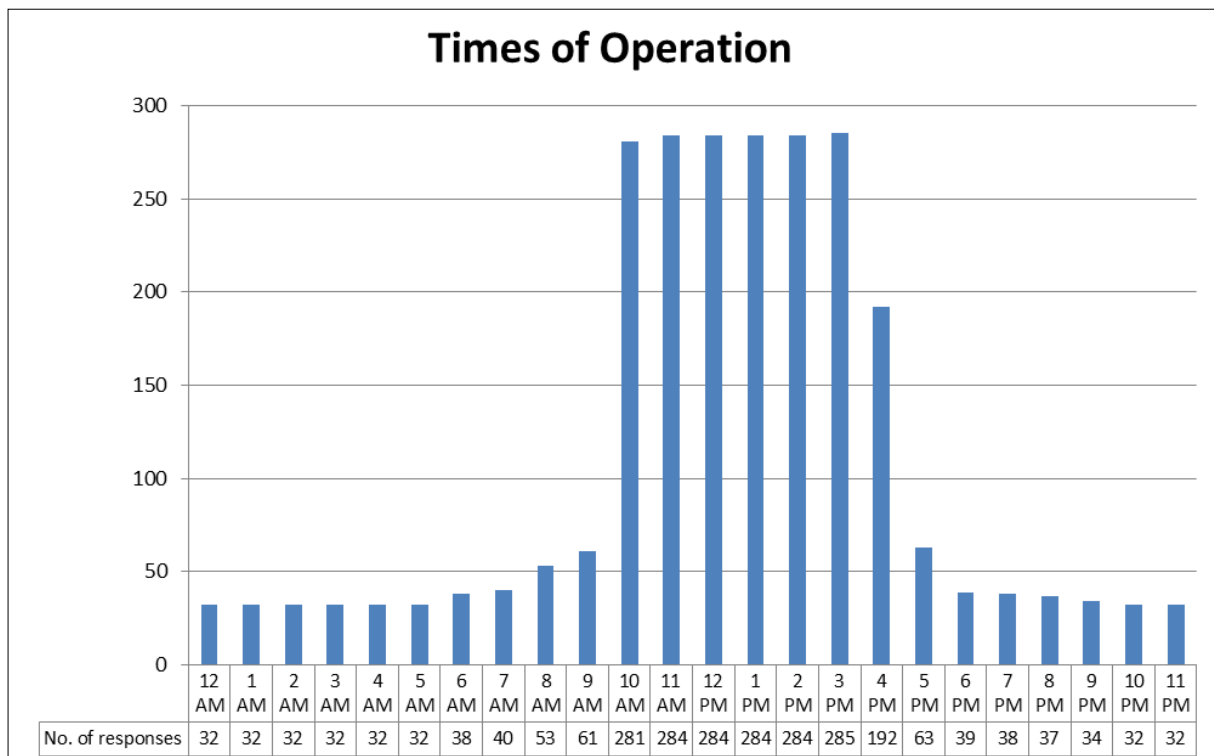


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Question 7 – If restrictions were introduced what times of operation would you support?

Burnthouse Lane, Rifford Road & St Loyes Road Area

10am to 4pm	92	7am-5pm	4
10am to 5pm	124	7am-6pm	2
10am-6pm	4	8 30am-4pm	1
11am-4pm	3	8am-5pm	2
24hr	28	8am-6pm	8
3.30-7pm	1	8am-8pm	1
4pm-10pm	2	8am-9am	1
5pm-7am	4	9am-5pm	4
6 30am-8pm	2	9am-6pm	5
6am-6pm	3	All weekend	3
6am-9pm	1	Up to 6pm	1

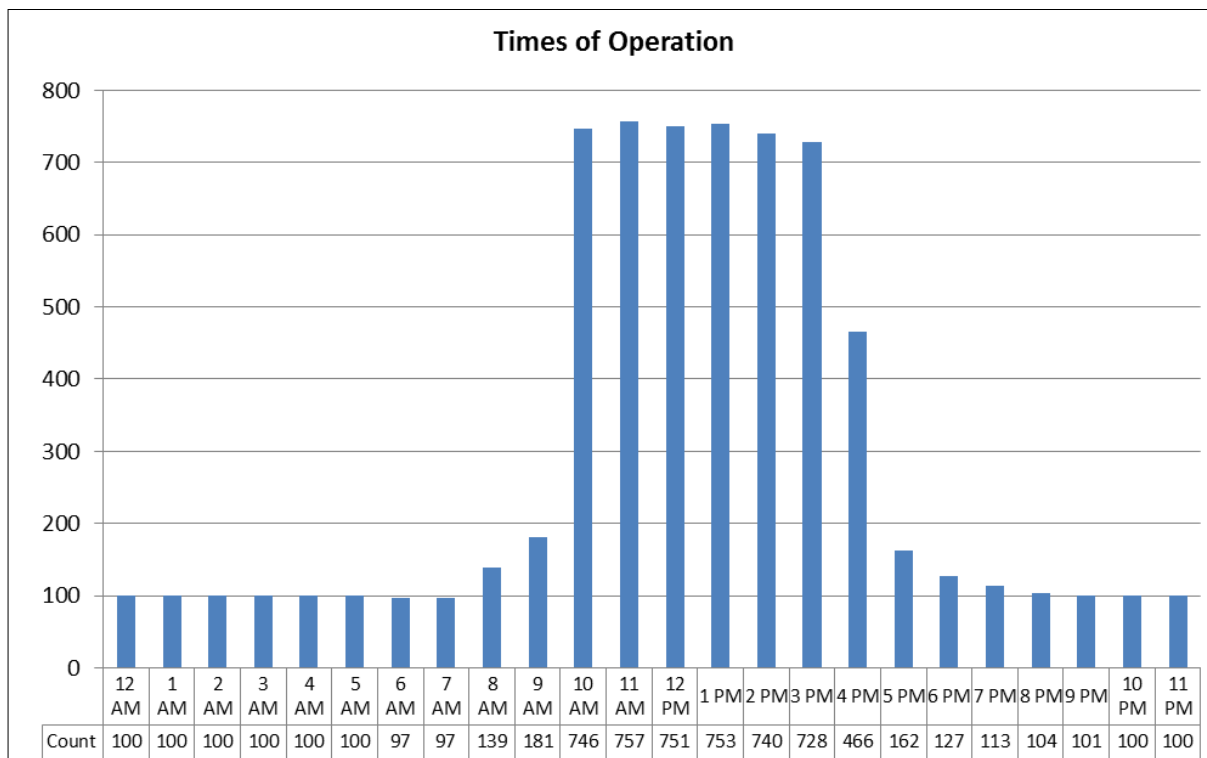


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Question 7 – If restrictions were introduced what times of operation would you support?

Heavitree, Polsloe & Elizabeth Avenue Areas

24hr	79	8.30am-5pm	4	11am-1pm	2
6 30am-8pm	1	9-10am & 2.30-4pm	1	11am-2pm	2
7am-5pm	1	9am-5pm	20	11am-3pm	3
7am-7pm	1	9am-6pm	9	11am-4pm	3
7am-10pm	1	9am-7pm	6	12-8pm	1
7.30am-9am	1	9am-9pm	2	1-2pm	3
7.30-9.30am & 2-7pm	1	9.15am-3.15pm	1	1-9pm	1
8-9.30am & 3-5pm	1	9.30am-3pm	1	2-6pm	1
8-10am & 3-4pm	1	10am-11.30am	1	2.30-3.30pm	1
8am-4pm	4	10am-12pm	4	4pm-10am	2
8am-5pm	8	10am-12pm & 2-4pm	1	4pm-12am	1
8am-6pm	26	10am-2pm	10	5-7pm	1
8am-7pm	5	10am-2.30pm	2	5pm-7am	4
8am-8pm	3	10am-3pm	13	5pm-8am	7
8am-10pm	1	10am-4pm	250	5pm-10am	1
8.15-8.45am & 3.15-3.45pm	1	10am-5pm	283	6pm-6am	3
8.30-9.15am & 3-4pm	2	10am-6pm	5	6pm-9am	3
8.30-9.30am & 3-7pm	1	10am-8pm	4	All weekend	5
8 30am-4pm	1	10.30am-2.30pm	1	4 hour parking only	1



**Do you support the introduction of residents parking in your area?
Breakdown of responses by Road**

Rifford Road & St Loyes Road Area

Road	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Count	% return
ATTWYLL AVENUE	13	52%	12	48%	25	13	59.1%	9	40.9%	22	65	33.8%
AVONDALE ROAD			6	100%	6			4	100%	4	21	19%
BROOKLEIGH AVENUE	2	40%	3	60%	5	2	40%	3	60%	5	5	100%
BROOM CLOSE			1	100%	1			1	100%	1	12	8.3%
CRANBROOK ROAD			11	100%	11			8	100%	8	20	40%
EAST WONFORD HILL	4	66.7%	2	33.3%	6	3	60%	2	40%	5	89	5.6%
FORE STREET	9	100%			9	4	100%			4	38	10.5%
GLENMORE ROAD			7	100%	7			7	100%	7	20	35%
HEATH ROAD	5	71.4%	2	28.6%	7	4	66.7%	2	33.3%	6	31	19.4%
HURST AVENUE	5	50%	5	50%	10	5	50%	5	50%	10	48	20.8%
IVY CLOSE	6	46.2%	7	53.8%	13	4	50%	4	50%	8	33	24.2%
LETHBRIDGE ROAD	3	75%	1	25%	4	3	75%	1	25%	4	35	11.4%
LUDWELL LANE	6	100%			6	5	100%			5	21	23.8%
MAYFIELD ROAD	2	33.3%	4	66.7%	6	2	40%	3	60%	5	20	25%
PERYAM CRESCENT	4	66.7%	2	33.3%	6	2	50%	2	50%	4	54	7.4%
RIFFORD ROAD	23	71.9%	9	28.1%	32	15	68.2%	7	31.8%	22	171	12.9%
SALTERS ROAD	17	85%	3	15%	20	17	85%	3	15%	20	89	22.5%
ST. LOYES ROAD	10	43.5%	13	56.5%	23	9	47.4%	10	52.6%	19	33	57.6%
TUCKFIELD CLOSE	8	47.1%	9	52.9%	17	7	46.7%	8	53.3%	15	27	55.6%
VICTOR STREET	3	50%	3	50%	6	3	50%	3	50%	6	54	11.1%
WILFORD ROAD	4	100%			4	3	100%			3	36	8.3%
WOODSTOCK ROAD	1	9.1%	10	90.9%	11	1	12.5%	7	87.5%	8	21	38.1%
WOODWATER LANE	1	25%	3	75%	4	1	25%	3	75%	4	99	4%
Total	152	55.5%	122	44.5%	274	128	57.1%	96	42.9%	224	1063	18.3%

No responses received from Lisa Close, Quarry Lane, Victor Close & Victor Lane

**Do you support the introduction of residents parking in your area?
Breakdown of responses by Road**

**Appendix II
To HCW/16/35**

Burnthouse Lane Area

Road	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Count	% return
BRIAR CRESCENT	12	52.2%	11	47.8%	23	9	56.2%	7	43.8%	16	175	9.1%
BROWNING CLOSE	7	100%			7	7	100%			7	28	25%
BURNS AVENUE	1	100%			1	1	100%			1	28	3.6%
BURNTHOUSE LANE	13	52%	12	48%	25	11	52.4%	10	47.6%	21	217	9.7%
CHAUCER AVENUE	2	100%			2	2	100%			2	26	7.7%
CHESTNUT AVENUE	12	63.2%	7	36.8%	19	10	62.5%	6	37.5%	16	220	7.3%
HAMILTON AVENUE	4	57.1%	3	42.9%	7	4	57.1%	3	42.9%	7	43	16.3%
HAWTHORN ROAD	4	66.7%	2	33.3%	6	3	75%	1	25%	4	99	4%
HAZEL ROAD	2	50%	2	50%	4	2	50%	2	50%	4	68	5.9%
HOLLY ROAD			2	100%	2			1	100%	1	4	25%
LABURNUM ROAD			1	100%	1			1	100%	1	86	1.2%
LILAC ROAD	2	100%			2	2	100%			2	12	16.7%
MAGNOLIA AVENUE	3	75%	1	25%	4	3	75%	1	25%	4	26	15.4%
MILTON ROAD	1	50%	1	50%	2	1	50%	1	50%	2	64	3.1%
RONCHETTI WAY			1	100%	1			1	100%	1	24	4.2%
SCOTT AVENUE			1	100%	1			1	100%	1	24	4.2%
SHAKESPEARE ROAD	2	100%			2	2	100%			2	101	2%
TENNYSON AVENUE			1	100%	1			1	100%	1	24	4.2%
Total	65	59.1%	45	40.9%	110	57	61.3%	36	38.7%	93	1,431	6.5%

No responses received from Brooke Avenue, Cowper Avenue, Dickens Drive, Laurel Avenue, Silver Birch Close, Spenser Avenue, Topsham Road & Walnut Road

General Responses to 1st Consultation

Road	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Count	% return
Outside of Proposed Area / Unknown	26	74.3%	9	25.7%	35	25	86.2%	4	13.8%	29	0	0%
Total	26	74.3%	9	25.7%	35	25	86.2%	4	13.8%	29	0	0%

**Do you support the introduction of residents parking in your area?
Breakdown of responses by Road**

**Appendix II
To HCW/16/35**

Heavitree Area

Road	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Count	% return
ALPHA STREET	15	78.9%	4	21.1%	19	9	75%	3	25%	12	38	31.6%
ANTHONY ROAD	21	47.7%	23	52.3%	44	15	50%	15	50%	30	73	41.1%
BONNINGTON GROVE	15	83.3%	3	16.7%	18	12	80%	3	20%	15	37	40.5%
BROOKLEIGH AVENUE	1	100%			1	1	100%			1	5	20%
CHARD ROAD	4	8.7%	42	91.3%	46	4	14.8%	23	85.2%	27	103	26.2%
EAST TERRACE			1	100%	1			1	100%	1	9	11.1%
EAST WONFORD HILL	3	42.9%	4	57.1%	7	3	42.9%	4	57.1%	7	102	6.9%
FORE STREET	10	52.6%	9	47.4%	19	7	46.7%	8	53.3%	15	708	2.1%
GOLDSMITH STREET	4	66.7%	2	33.3%	6	4	66.7%	2	33.3%	6	32	18.8%
GORDON'S PLACE			1	100%	1			1	100%	1	15	6.7%
HANOVER CLOSE	3	100%			3	2	100%			2	13	15.4%
HANOVER ROAD	2	9.5%	19	90.5%	21	2	15.4%	11	84.6%	13	35	37.1%
HOMEFIELD ROAD	7	77.8%	2	22.2%	9	6	75%	2	25%	8	54	14.8%
LONSDALE ROAD	24	85.7%	4	14.3%	28	20	83.3%	4	16.7%	24	50	48%
LYMEBORNE AVENUE			3	100%	3			1	100%	1	10	10%
NEWCOMBE STREET	2	8.7%	21	91.3%	23	2	16.7%	10	83.3%	12	38	31.6%
NEWCOMBE STREET GARDENS	1	100%			1	1	100%			1	4	25%
NEWCOMBE TERRACE			7	100%	7			5	100%	5	12	41.7%
NICHOLAS ROAD			5	100%	5			4	100%	4	21	19%
NORMANDY ROAD	6	28.6%	15	71.4%	21	5	41.7%	7	58.3%	12	51	23.5%
NORTH LAWN COURT	1	50%	1	50%	2	1	50%	1	50%	2	44	4.5%
NORTH STREET	4	100%			4	4	100%			4	136	2.9%
OAKFIELD STREET	2	33.3%	4	66.7%	6	2	40%	3	60%	5	29	17.2%
PARK PLACE	4	100%			4	3	100%			3	12	25%
REGENT SQUARE	3	60%	2	40%	5	3	60%	2	40%	5	62	8.1%
ROSELAND AVENUE	9	25.7%	26	74.3%	35	6	26.1%	17	73.9%	23	62	37.1%
ROSELAND CRESCENT	2	22.2%	7	77.8%	9	1	16.7%	5	83.3%	6	24	25%
ROSELAND DRIVE	2	66.7%	1	33.3%	3	2	66.7%	1	33.3%	3	36	8.3%
SAXON ROAD	2	14.3%	12	85.7%	14	2	20%	8	80%	10	36	27.8%
SIVELL PLACE			3	100%	3			3	100%	3	46	6.5%
SOUTH LAWN TERRACE	13	48.1%	14	51.9%	27	10	50%	10	50%	20	44	45.5%
STANWEY	6	27.3%	16	72.7%	22	5	31.2%	11	68.8%	16	39	41%
STUART ROAD	6	37.5%	10	62.5%	16	6	40%	9	60%	15	54	27.8%
VICTOR STREET			13	100%	13			8	100%	8	54	14.8%
WEST TERRACE	1	33.3%	2	66.7%	3	1	33.3%	2	66.7%	3	12	25%
WHIPTON LANE	17	45.9%	20	54.1%	37	15	48.4%	16	51.6%	31	92	33.7%
Total	190	39.1%	296	60.9%	486	154	43.5%	200	56.5%	354	2,216	16%

No responses received from Salutory Mount & Victor Close

**Do you support the introduction of residents parking in your area?
Breakdown of responses by Road**

**Appendix II
To HCW/16/35**

Polsloe Area

Road	Correspondence				Total	Addresses				Total	Properties	
	Yes	%	No	%		Yes	%	No	%		Count	% return
ABBEY ROAD			11	100%	11			8	100%	8	19	42.1%
ABBOTS ROAD	9	50%	9	50%	18	8	57.1%	6	42.9%	14	20	70%
CLINTON AVENUE	3	8.8%	31	91.2%	34	2	12.5%	14	87.5%	16	18	88.9%
COMMINS ROAD	6	66.7%	3	33.3%	9	5	71.4%	2	28.6%	7	35	20%
ELTON ROAD	4	36.4%	7	63.6%	11	4	40%	6	60%	10	23	43.5%
FIRST AVENUE	2	14.3%	12	85.7%	14	1	11.1%	8	88.9%	9	71	12.7%
FULFORD ROAD			8	100%	8			4	100%	4	10	40%
GREYFRIARS ROAD			6	100%	6			4	100%	4	87	4.6%
HAMLIN LANE	14	28%	36	72%	50	10	27.8%	26	72.2%	36	131	27.5%
HERBERT ROAD	1	33.3%	2	66.7%	3	1	33.3%	2	66.7%	3	40	7.5%
JUBILEE ROAD	6	85.7%	1	14.3%	7	4	80%	1	20%	5	28	17.9%
KINGS ROAD			22	100%	22			11	100%	11	24	45.8%
LADYSMITH ROAD	21	36.8%	36	63.2%	57	17	43.6%	22	56.4%	39	137	28.5%
LOWER AVENUE	8	61.5%	5	38.5%	13	6	66.7%	3	33.3%	9	29	31%
MANSTON ROAD	17	77.3%	5	22.7%	22	12	75%	4	25%	16	73	21.9%
MONKS ROAD	14	6.3%	209	93.7%	223	12	7.7%	143	92.3%	155	257	60.3%
MONKSWELL ROAD	3	25%	9	75%	12	3	30%	7	70%	10	41	24.4%
MORLEY ROAD			19	100%	19			7	100%	7	19	36.8%
MOUNT PLEASANT ROAD	4	25%	12	75%	16	4	36.4%	7	63.6%	11	68	16.2%
PAMELA ROAD	3	23.1%	10	76.9%	13	2	20%	8	80%	10	35	28.6%
PARK ROAD	54	81.8%	12	18.2%	66	31	77.5%	9	22.5%	40	112	35.7%
PINHOE ROAD	12	19.4%	50	80.6%	62	8	20.5%	31	79.5%	39	488	8%
POLSLOE ROAD	7	100%			7	4	100%			4	176	2.3%
PRETORIA ROAD	1	33.3%	2	66.7%	3	1	33.3%	2	66.7%	3	4	75%
PRIORY ROAD	12	38.7%	19	61.3%	31	6	30%	14	70%	20	81	24.7%
SECOND AVENUE	1	16.7%	5	83.3%	6	1	25%	3	75%	4	32	12.5%
ST. ANNES ROAD	7	70%	3	30%	10	5	83.3%	1	16.7%	6	60	10%
ST. JOHNS ROAD	6	54.5%	5	45.5%	11	5	62.5%	3	37.5%	8	60	13.3%
ST. MARKS AVENUE	2	100%			2	1	100%			1	7	14.3%
TARBET AVENUE	1	3.2%	30	96.8%	31	1	5.3%	18	94.7%	19	36	52.8%
THIRD AVENUE	1	50%	1	50%	2	1	50%	1	50%	2	46	4.3%
THOMPSON ROAD	2	7.4%	25	92.6%	27	2	13.3%	13	86.7%	15	33	45.5%
THURLOW ROAD	3	30%	7	70%	10	2	28.6%	5	71.4%	7	11	63.6%
WHITEFRIARS WALK			1	100%	1			1	100%	1	13	7.7%
WYKES ROAD	2	20%	8	80%	10	2	25%	6	75%	8	79	10.1%
WYNDHAM AVENUE	13	92.9%	1	7.1%	14	9	90%	1	10%	10	33	30.3%
Total	239	27.8%	622	72.2%	861	170	29.8%	401	70.2%	571	2,531	22.6%

No responses received from Devon Road, Fowey Close, Jesmond Road, Ladysmith Lane, Nichols Way

**Do you support the introduction of residents parking in your area?
Breakdown of responses by Road**

Elizabeth Avenue Area

Road	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Count	% return
ANNE CLOSE	5	26.3%	14	73.7%	19	4	44.4%	5	55.6%	9	41	22%
BRIDESPRING WALK			3	100%	3			2	100%	2	20	10%
ELIZABETH AVENUE	35	87.5%	5	12.5%	40	25	86.2%	4	13.8%	29	53	54.7%
LYNCOMBE CLOSE	1	50%	1	50%	2	1	50%	1	50%	2	23	8.7%
MARGARET ROAD	7	70%	3	30%	10	5	62.5%	3	37.5%	8	48	16.7%
MARYPOLE ROAD			6	100%	6			6	100%	6	20	30%
MARYPOLE WALK	1	14.3%	6	85.7%	7	1	16.7%	5	83.3%	6	44	13.6%
MINCINGLAKE ROAD	7	10.6%	59	89.4%	66	7	17.1%	34	82.9%	41	209	19.6%
PHILIP ROAD			1	100%	1			1	100%	1	8	12.5%
PRINCE CHARLES ROAD	10	55.6%	8	44.4%	18	7	53.8%	6	46.2%	13	85	15.3%
STOKE HILL	6	46.2%	7	53.8%	13	4	44.4%	5	55.6%	9	46	19.6%
STOKE HILL CRESCENT	5	71.4%	2	28.6%	7	4	66.7%	2	33.3%	6	21	28.6%
WYNFORD ROAD			5	100%	5			3	100%	3	76	3.9%
Total	77	39.1%	120	60.9%	197	58	43%	77	57%	135	746	18.1%

No responses received from Bridespring Road

General Responses to 2nd Consultation

Road	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Count	% return
Outside of Proposed Area / Unknown	26	5.4%	457	94.6%	483	26	9.2%	256	90.8%	282	0	0%
Total	26	5.4%	457	94.6%	483	26	9.2%	256	90.8%	282	0	0%

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Appendix III
To HCW/16/35

Comments Submitted - Consultation 1 Burnthouse Lane, Rifford Road & St Loyes Road Area

Location	Comment	No. of Responses	Response
General	Resident Permits should be free	18	The price of permits reflects the cost of implementing, enforcing and maintaining the residents parking scheme.
General	Visitor Permits should be free	5	The price of permits reflects the cost of implementing, enforcing and maintaining the residents parking scheme.
General	Essential Visitor Permits should be free	2	The price of permits reflects the cost of implementing, enforcing and maintaining the residents parking scheme. The essential visitor permit allows for numerous different essential visitors to a single property and means that the resident does not have to use visitor permits for this purpose.
General	More Visitor Permits should be allowed	7	The number of visitor permits is standard across all resident parking schemes in the county. The number of visitor permits allows for residents to receive visitors, whilst still giving residents priority over the available parking space. The hours of operation proposed are designed to reduce the need for visitor permits. Visitors can also use the limited waiting and pay and display bays located within the scheme.
General	Permits are too expensive for pensioners	2	The price of permits reflects the cost of implementing, enforcing and maintaining the residents parking scheme. An Impact Assessment has been undertaken as part of the decision on permit pricing.
General	Residents Permits should be limited to 2	2	Following the initial implementation of the scheme, any new residents joining the scheme will be limited to 2 permits. However, it is considered unfair to apply this criteria to existing residents who will have made car purchasing decisions based on the current, unrestricted, situation
General	Permits should only operate in your own postcode	2	Permit areas are designed to give residents an improved chance of finding a parking space. Some roads within a scheme have limited parking and some have large amounts of parking availability. To restrict residents to only park within their own postcode would mean that many residents would not be able to find nearby available parking.
General	There are too many works vans parking in the area	17	The aim of the scheme is to remove vehicles that are not associated with residents. It would not be appropriate to introduce a scheme that would prevent residents from parking vans near their homes.

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Appendix III
To HCW/16/35

Comments Submitted - Consultation 1 Burnthouse Lane, Rifford Road & St Loyes Road Area

Location	Comment	No. of Responses	Response
General	Blue Badge Holders should not be exempt	1	Blue badge holders have exemption or relaxation from a number of parking restrictions across the county. A vehicle will only be exempt if the blue badge is correctly displayed. Previous schemes have shown that many blue badge holding residents purchase residents parking permits as this allows them to use their blue badge whilst travelling in another vehicle.
General	Residents from Zone N are parking on our roads	2	During the hours of operation, residents of other residents parking schemes will not be able to park within the residents bays. It is anticipated that the scheme will encourage residents of adjacent schemes to park within their own scheme limits. Outside of the hours of operation, any vehicles may park within the scheme limits.
General	There should be less/no Pay and Display in the scheme	20	It would not be appropriate to restrict all parking to residents as some areas have capacity to allow additional parking. Pay & display is proposed in these areas to reduce demand for parking and make the enforcement easier.
General	Replace Pay and Display with Limited Waiting	6	Pay & display allows greater flexibility and reduces demand for parking as it can allow all day parking for commuters but reduce the demand for such parking as drivers will be required to pay.
General	Pay and Display and Limited Waiting should have a shorter maximum stay.	7	The Limited Waiting at the north end of the scheme has been proposed at 3 hours to allow customers of the hairdressers sufficient time to attend appointments. All day Pay and Display has been proposed to allow the option of parking for a longer stay, but with a price attached.
General	There is plenty of space for commuters to park	2	Our surveys have shown that in some areas of the proposed scheme residents experience difficulty in finding parking near to their properties during the day. This scheme aims to improve the opportunity for residents to park near to their properties.
General	Criteria for off road parking/driveway should be relaxed	4	The council has reviewed the criteria for a dropped crossing and is satisfied that it is suitable to ensure that off-street parking is safe and sustainable.
General	Double yellow lines should be put on one side of all narrow roads	2	It is not proposed to mark double yellow lines on one side of the road within Zonal restrictions as it is considered that residents should understand where it is/isn't appropriate to park.
General	Request for box junction at the junction of St Loyes Road and East Wonford Hill	2	Access issues at this junction are being considered.

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Comments Submitted - Consultation 1 Burnthouse Lane, Rifford Road & St Loyes Road Area

Location	Comment	No. of Responses	Response
General	Remove cycle lane through bus stops	1	Removal of cycle lanes through bus stops will provide little benefit as cyclists will continue along the same line regardless. However, buses should pull up to the kerb and therefore cyclists should either wait or pull out around the bus.
General	Space for Ring and Ride to use	1	It would not be appropriate to provide a dedicated space for a Ring and Ride Bus as it would be rarely used and therefore it would be an inefficient use of the highway.
RD&E	Parking should be sorted out at the RD&E rather than this scheme. Workers have no other options.	38	The RD&E are working on options to improve parking.
St Loyes Road Salters Road	More limited waiting	1	A reasonable level of non-resident parking has been proposed for users of the local facilities. If it is found to be in high demand amendments to the scheme can be considered in the future.
Attwyl Avenue Hazel Road Ivy Close	Double Yellow Lines in turning circle	1 1 1	It is not proposed mark double yellow lines in turning circles as it is considered that residents should understand where it is/isn't appropriate to park.
Chestnut Avenue	Double Yellow Lines By the School	1	Parking around the school has been considered as part of this scheme and has been prohibited where appropriate.
Burnthouse Lane	No Double Yellow Lines next to the shops	1	Double yellow lines have been proposed where it is not considered appropriate to park.
Hamilton Avenue Hawthorne Road	Request for Double Yellow Lines outside property	1 1	It is not proposed to mark double yellow lines outside residents private accesses as it is considered that residents should understand where it is/isn't appropriate to park.
Hurst Avenue Victor Street	Remove Double Yellow Lines	1 1	The proposals have been amended to propose removal/relax the proposed yellow lines.
Attwyl Avenue Broom Close Glenmore Road Hamilton Avenue Hoker Road St Loyes Road Tuckfield Close Victor Street	Requests double yellow lines at junctions	1 1 1 2 1 1 3 1	The requests have been considered and the proposals altered accordingly.
Bonnington Grove Fore Street Homefield Road Oakfield Street Park Place Shelton Place Whipton Lane Area	Request to be included in residents parking	28	These roads were included in the second consultation area.
Brookleigh Avenue	Request to be included in residents parking	4	Brookleigh Avenue will be included within the proposals for Victor Street.

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Appendix III
To HCW/16/35

Comments Submitted - Consultation 1 Burnthouse Lane, Rifford Road & St Loyes Road Area

Location	Comment	No. of Responses	Response
Briar Crescent East Wonford Hill	Remove trailer parked on the highway	1 1	Residents can report obstructions on the highway, including unattached trailers, by phoning Devon County Council's Highway Customer Service Centre on 0345 155 1004.
Heath Road	Make this road a No Through Road	1	Such a closure would require a significant study to be undertaken. This is outside the remit of this scheme.
Attwyl Avenue	Replace the No Through Road Sign that was previously removed	1	This has been passed on to the relevant officer within the council to investigate.
Victor Street	Would like to be in a zone on the same side of East Wonford Hill	1	This is something that was considered as part of the second consultation.
Church Lane	Reduce Pay and Display opposite 3-5 Church Lane	1	This is outside of the proposals however there is no valid reason why the parking in this location needs to be changed.
Tuckfield Close	Move the Give Way Line	1	We will review the markings at the junction if a scheme is introduced.
Briar Crescent	Request for additional permits for Childminding business	1	If a scheme is approved then the council is willing to work to identify a solution.
Rifford Road	Consideration to be given to Contact Centre	1	The proposals have been amended to allow additional visitor parking in the area.
Wynstream School	Consideration to be given to parking for school staff	1	It is the responsibility of the school to manage the parking for its employees which is the same for all employers in the area (e.g. RD&E). It would not be appropriate to make allowances for school staff for this reason.

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Appendix IV
To HCW/16/35

Comments Submitted – Consultation 2 Heavitree, Polsloe & Elizabeth Avenue Area

Note: General location indicates the response was submitted from an address outside the proposed area and it is unclear of the location being referred to.

Location	Comment	No. of Responses	Response
General	Remove verge to create parking	1	This is not something that would be considered as part of these proposals.
General	Wants to be included	4	Support noted.
General	No parking for small business employees.	1	Up to 3 vehicles essential for the operation of the business will be eligible for business permits. However, vehicles that are just used to commute to work will not be eligible for permits to encourage employees to use more sustainable methods of travel. The county council provides resources at www.traveldevon.info
General	Proposals will cause problems for small businesses	16	Proposals have been amended where necessary to accommodate businesses within the proposed area.
General	Concerned about parking for staff	6	Up to 3 business permits will be issued for vehicles essential to the operation of the business. There will be no on-street provision for commuter parking to encourage sustainable methods of travel.
General	Would like 3 hour limited waiting by the park	1	Pay & display allows greater flexibility and reduces demand for parking as it can allow all day parking for commuters but reduce the demand for such parking as drivers will be required to pay.
General	Would like longer limited waiting	2	It is considered that 2 hours is a reasonable time for a short stay visit at this location. Anyone wishing to stay longer during the times of operation will require a visitors permit.
General	Request change to limited waiting to allow maximum stay of 3 hours	2	It is considered that 2 hours is a reasonable time for a short stay visit at this location. Anyone wishing to stay longer during the times of operation will require a visitors permit.
General	Requests that permit holders should not be exempt from the limited waiting	1	Permit holders are exempt in order to provide additional parking options for permit holders. In a few specific locations they are not exempt to ensure the parking remains available for other premises in the area.
General	More limited waiting by schools	2	It is considered that the amount of limited waiting in the area is sufficient.
General	Requests more limited waiting in the middle of zones	2	It is not possible to introduce limited waiting within the zonal residents parking areas.
General	Does not want Pay & Display	1	There is no pay & display proposed in this area.

Comments Submitted – Consultation 2 Heavitree, Polsloe & Elizabeth Avenue Area

Location	Comment	No. of Responses	Response
General	Would like to see only limited waiting instead of pay & display	1	Pay & display is proposed at key locations where it will be most effective. There is no pay & display proposed for these roads.
General	Prefers Zonal residents parking rather than marked bays	1	Noted. A zonal approach will be used where possible.
General	Does not support double yellow lines as they would remove parking	1	Double yellow lines have been proposed where it is not considered appropriate to park.
General	Request for Double Yellow Lines outside property	3	This has been considered where appropriate.
General	Requests double yellow lines on bend	1	It is not proposed mark additional double yellow lines in these locations as it is considered that residents should understand where it is/sn't appropriate to park.
General	Request for Double Yellow Lines outside property	3	It is not proposed to mark double yellow lines outside residents private accesses as it is considered that residents should understand where it is/isn't appropriate to park.
General	Requires access to allotment	1	Access to the allotments is not restricted by these proposals and it is recommended that the proposals for Whipton Lane finish at the park.
General	Is a carer	1	Exemptions to the restrictions exist for care workers and essential visitors.
General	Car parks should be cheaper	1	This is outside the jurisdiction of Devon County Council.
St Marks Church	Concerned about proposals for St Marks Avenue	1	The proposals for St Marks Avenue have been amended to increase the parking provision on the road.
General	Concern over Bowling Centre	2	Consideration has been given to all activities in the park when designing the restrictions.
General	Currently experience football parking issues	6	Noted. However the majority of residents do not support the introduction of restrictions at weekends & evenings.
General	Have parking at back of property as cannot have contractors and visitors at front due to commuter parking	1	Parking for contractors and visitors is allowed within the proposed scheme.

Comments Submitted – Consultation 2 Heavitree, Polsloe & Elizabeth Avenue Area

Location	Comment	No. of Responses	Response
General	How will schools cope	66	Consideration has been given to parents picking up/dropping off children and it is the responsibility of the school to manage the parking for its employees which is the same for all employers in the area. It would not be appropriate to make allowances for school staff for this reason.
General	Would like public transport improved	12	DCC encourages drivers to consider alternative forms of transport to the private car and helps to subsidise public transport across Devon.
General	More enforcement	2	If the scheme progresses there will be increase in the presence of Civil Enforcement Officers within the area.
General	Requests more short term parking for St Michaels School	1	It is considered that the amount of limited waiting in the area is sufficient.
General	Not able to park for bowling club	1	3 hour parking is provided near the park to encourage the short visits. It is proposed to amend the pay & display in Butts Road to allow longer stay parking.
General	Overnight parking issue	7	It is not proposed to introduce restrictions on parking overnight as this is felt to be too restrictive for residents.
General	Pavement parking issues	1	Civil Enforcement Officers have powers to issue penalty charge notices to vehicles parked on the pavement where there are parking restrictions. The police have powers to deal with obstructive vehicles in other areas. However, the government are reviewing the issue of pavement parking at a national level.
General	Relative caring for child	3	It is possible to apply for an essential visitors permit for childcare purposes.
General	Residents shouldn't have priority	1	It is appropriate that residents have priority to park on the streets around their homes.
General	School creates parking problems	7	The council works with schools to encourage sustainable methods of travel to reduce the number of vehicles driven to the school.
General	School staff have to carry books etc	3	It is the responsibility of the school to manage the parking for its employees which is the same for all employers in the area. It would not be appropriate to make allowances for school staff for this reason.

Comments Submitted – Consultation 2 Heavitree, Polsloe & Elizabeth Avenue Area

Location	Comment	No. of Responses	Response
General	Stop vehicles parking on verge	1	Restricting the parking to residents only will create more spaces for parking without the need to park on verges.
General	Student parking issues	6	Students are considered in the same way as other residents. If the scheme came into force the number of student cars is expected to reduce to 2 per property as new residents will not be able to apply for unlimited permits.
General	Taxis park in road taking up spaces	3	The proposed restrictions will remove long term taxi parking from the area where provided they are not driven by residents of the area.
General	Wants council tax free properties to be allowed permits	1	All properties in an area will be eligible for permits.
General	Wants existing zone N changed to 24/7	1	This is outside the remit of these proposals.
General	Proposals will push parking onto other streets	23	Any restriction on parking may move the issue to other areas. This is why we consulted on proposals that included roads that currently do not experience a large non-resident parking problem. It is considered that there is a limit to how far people are prepared to walk from destination. However, it is recommended that the proposals be relaxed to exclude these roads.
General	Proposals will stop people using the park	11	The proposals have been designed to improve parking by removing all day parking that currently prevents users of the park from stopping.
General	Have to drive to school	32	Limited Waiting has been proposed in the vicinity of all schools within the area. The proposed restriction times would mean that parents will not be affected during the morning school run.
General	More Visitor Permits should be allowed	8	The number of visitor permits is standard across all resident parking schemes in the county. The number of visitor permits allows for residents to receive visitors, whilst still giving residents priority over the available parking space. The hours of operation proposed are designed to reduce the need for visitor permits. Visitors can also use the limited waiting and pay and display bays located within the scheme.

Comments Submitted – Consultation 2 Heavitree, Polsloe & Elizabeth Avenue Area

Location	Comment	No. of Responses	Response
General	Visitor Permits should be free	1	The price of permits reflects the cost of implementing, enforcing and maintaining the residents parking scheme.
General	Resident Permits should be free	4	The price of permits reflects the cost of implementing, enforcing and maintaining the residents parking scheme.
General	Permits are too expensive	9	The price of permits reflects the cost of implementing, enforcing and maintaining the residents parking scheme.
General	Permits are too expensive for pensioners	1	The price of permits reflects the cost of implementing, enforcing and maintaining the residents parking scheme. An Impact Assessment has been undertaken as part of the decision on permit pricing.
General	Parking should be sorted out at the RD&E	4	The RD&E are working on options to improve parking.
General	Residents have too many cars	4	The aim of this scheme is to remove vehicles that are not associated with residents. Whilst existing residents will be eligible for more than 2 permits, over time this will reduce as properties change hands and new residents move in.
General	Parents have to park to escort children in to school	1	Consideration has been given to parents picking up/dropping off children.
General	Requests parking permits for school staff	4	It is the responsibility of the school to manage the parking for its employees which is the same for all employers in the area. It would not be appropriate to make allowances for school staff for this reason.
General	There are too many works vans parking in the area	1	The aim of the scheme is to remove vehicles that are not associated with residents. It would not be appropriate to introduce a scheme that would prevent residents from parking vans near their homes.
General	On-street parking is only viable parking option	5	The county council encourages sustainable travel and provides resources to help identify alternative solutions at www.traveldevon.info
General	On-street parking is required for workers	3	Some residents in the area find it difficult to park which is why these restrictions have been proposed.

Comments Submitted – Consultation 2 Heavitree, Polsloe & Elizabeth Avenue Area

Location	Comment	No. of Responses	Response
Stoke Hill Crescent	Remove verge to create parking	1	This is not something that would be considered as part of these proposals.
Mincinglake Road	Problems for small businesses	1	Where businesses are identified, the proposals have been modified where possible to ensure customer parking is still allowed.
Stoke Hill Crescent	Requests that limited waiting be changed to residents parking (outside properties)	2	It is considered that the limited waiting is required to facilitate visitors to residents and the school. Permit holders will be exempt from the maximum stay. Alternative parking for residents will be available further along Stoke Hill Crescent.
Mincinglake Road	Requests that permit holders should not be exempt from the limited waiting	1	It is proposed that the limited waiting in Mincinglake Road is no longer part of the scheme.
Elizabeth Avenue Mincinglake Road	Requests more limited waiting in the middle of zones	1 1	It is not possible to introduce limited waiting within the zonal residents parking areas.
Elizabeth Avenue Mincinglake Road	Does not want Pay & Display	2 1	There is no pay & display proposed in these roads.
Elizabeth Avenue	Requests additional yellow lines by the Stoke Arms	2	It is considered that parking at this location is acceptable.
Mincinglake Road Philip Road	Supports double yellow lines near the school	1 1	Support Noted.
Margaret Road Philip Road Stoke Hill Crescent	Does not support double yellow lines as they would remove parking	1 1 1	Double yellow lines have been proposed where it is not considered appropriate to park. However it is recommended that the proposals in Philip Road are not progressed.
Elizabeth Avenue Marypole Road Mincinglake Road Philip Road Prince Charles Road	Requests double yellow lines at junctions	5 1 4 1 2	The requests have been considered and the proposals altered accordingly. However it is recommended that the proposals in Marypole Road and Philip Road are not progressed.
Anne Close Elizabeth Avenue	Requests double yellow lines on bend	1 2	The request for Anne Close has been considered and the proposals altered accordingly. However it is not considered necessary for further restrictions on Elizabeth Avenue if it were restricted to residents only.
Elizabeth Avenue Prince Charles Road	Requests double yellow lines opposite junction	4 1	The requests have been considered and the proposals altered accordingly.
Margaret Road Marypole Walk Mincinglake Road	Car parks should be cheaper	1 1 1	This is outside the jurisdiction of Devon County Council.

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Comments Submitted – Consultation 2 Heavitree, Polsloe & Elizabeth Avenue Area

Location	Comment	No. of Responses	Response
Stoke Hill Crescent	Would like echelon parking introduced	1	There will be no marked bays within the zonal area to introduce such parking.
Bridespring Walk Elizabeth Avenue Margaret Road Mincinglake Road Prince Charles Road	Currently experience football parking issues	1 9 1 2 2	Noted. However the majority of residents do not support the introduction of restrictions at weekends & evenings.
Anne Close Margaret Road Mincinglake Road Stoke Hill	How will schools cope	2 1 3 1	Consideration has been given to parents picking up/dropping off children and it is the responsibility of the school to manage the parking for its employees which is the same for all employers in the area. It would not be appropriate to make allowances for school staff for this reason.
Marypole Walk Mincinglake Road	Improve public transport	2 3	DCC encourages drivers to consider alternative forms of transport to the private car and encourages sustainable travel across Devon.
Anne Close	Make Stoke Hill Crescent two way	1	This is outside the remit of these proposals.
Elizabeth Avenue Lyncombe Close Mincinglake Road Stoke Hill Crescent	More enforcement	1 1 3 1	If the scheme progresses there will be increase in the presence of Civil Enforcement Officers within the area.
Mincinglake Road	Overnight parking issue	1	It is not proposed to introduce restrictions on parking overnight as this is felt to be too restrictive for residents.
Mincinglake Road	Permits don't allow for car sharing	3	The issue of formal car share companies (e.g Co-Cars) is being reviewed.
Margaret Road Mincinglake Road Prince Charles Road Stoke Hill Stoke Hill Crescent	School creates parking problems	2 4 1 5 1	The council works with schools to encourage sustainable methods of travel to reduce the number of vehicles driven to the school.
Elizabeth Avenue	Stop vehicles parking on verge	1	Restricting the parking to residents only will create more spaces for parking without the need to park on verges.
Elizabeth Avenue	Student parking issues	1	Students are considered in the same way as other residents. If the scheme came into force the number of student cars is expected to reduce to 2 per property as new residents will not be able to apply for unlimited permits.
Elizabeth Avenue Prince Charles Road Stoke Hill Stoke Hill Crescent	Taxis park in road taking up spaces	1 3 1 1	The proposed restrictions will remove long term taxi parking from the area where provided they are not driven by residents of the area.

Comments Submitted – Consultation 2 Heavitree, Polsloe & Elizabeth Avenue Area

Location	Comment	No. of Responses	Response
Elizabeth Avenue	There will be issues for residents over development of Blossom Corner	2	Any future development of Blossom Corner will have the standard terms and conditions for permits attached to it, whether the property is used for business or residential purposes.
Marypole Walk Mincinglake Road	Proposals will push parking onto other streets	1 5	Any restriction on parking may move the issue to other areas. This is why we consulted on proposals that included roads that currently do not experience a large non-resident parking problem. It is considered that there is a limit to how far people are prepared to walk from destination. However, it is recommended that the proposals be relaxed to exclude these roads.
Mincinglake Road Stoke Hill	Have to drive to school	1 1	Limited Waiting has been proposed in the vicinity of all schools within the area. The proposed restriction times would mean that parents will not be affected during the morning school run.
Stoke Hill	Residents Permits should be limited to 2	1	Following the initial implementation of the scheme, any new residents joining the scheme will be limited to 2 permits. However, it is considered unfair to apply this criteria to existing residents who will have made car purchasing decisions based on the current, unrestricted, situation.
Mincinglake Road	More Visitor Permits should be allowed	4	The number of visitor permits is standard across all resident parking schemes in the county. The number of visitor permits allows for residents to receive visitors, whilst still giving residents priority over the available parking space. The hours of operation proposed are designed to reduce the need for visitor permits. Visitors can also use the limited waiting and pay and display bays located within the scheme.
Mincinglake Road	Relative caring for child	1	It is possible to apply for an essential visitors permit for childcare purposes.
Mincinglake Road Stoke Hill	Visitor Permits should be free	1 1	The price of permits reflects the cost of implementing, enforcing and maintaining the residents parking scheme.
Bridespring Walk Elizabeth Avenue Mincinglake Road	Resident Permits should be free	1 2 1	The price of permits reflects the cost of implementing, enforcing and maintaining the residents parking scheme.

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Appendix IV
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Comments Submitted – Consultation 2 Heavitree, Polsloe & Elizabeth Avenue Area

Location	Comment	No. of Responses	Response
Marypole Walk Mincinglake Road	Permits are too expensive	1 3	The price of permits reflects the cost of implementing, enforcing and maintaining the residents parking scheme.
Elizabeth Avenue	Residents have too many cars	1	The aim of this scheme is to remove vehicles that are not associated with residents. Whilst existing residents will be eligible for more than 2 permits, over time this will reduce as properties change hands and new residents move in.
Mincinglake Road	Will scheme be reviewed after 1st year	1	It is recommended that the scheme is reviewed will not be reviewed less than 12 months after it goes live to ensure that it has time to settle in.
Mincinglake Road	Requests parking permits for school staff	1	It is the responsibility of the school to manage the parking for its employees which is the same for all employers in the area. It would not be appropriate to make allowances for school staff for this reason.
Stoke Hill Schools (Governing body)	Consideration to be given to parking for school staff	2	It is the responsibility of the school to manage the parking for its employees which is the same for all employers in the area. It would not be appropriate to make allowances for school staff for this reason. In addition, in 2014 The Federation of Stoke Hill Schools submitted a petition, signed by 161 people, to ask DCC “to address unsafe parking practises and road safety issues around the schools”. Any relaxation of the proposals to allow commuter parking for staff and visitors to the school would mean the scheme would not address the concerns in the petition.

Comments Submitted – Consultation 2 Heavitree, Polsloe & Elizabeth Avenue Area

Location	Comment	No. of Responses	Response
Priory Road	Convert part of park on Priory Road to car park	1	This is outside the remit of DCC.
Pinhoe Road St. Annes Road St. Johns Road	Suggest marking individual bays	1 1 1	As vehicles can vary in size, individual parking bays can result in the number of available spaces being reduced.
Hamlin Lane Pinhoe Road Tarbet Avenue	Remove verge to create parking	1 1 1	This is not something that would be considered as part of these proposals.
Pretoria Road	Requests some Limited Waiting for visitors	1	It is not appropriate to introduce limited waiting on Pretoria Road as this would encourage school traffic to use the road.
Manston Road Monks Road	Wants to be included	1 1	Support noted.
Pinhoe Road Thurlow Road	Businesses would like dedicated customer parking	1 1	It is not possible to provide dedicated customer parking however Limited Waiting encourages turnover of spaces for customers to adjacent business premises. However it is not proposed to progress with the restrictions in Pinhoe Road and Thurlow Road.
Pinhoe Road	No parking for small business employees.	1	Up to 3 vehicles essential for the operation of the business will be eligible for business permits. However, vehicles that are just used to commute to work will not be eligible for permits to encourage employees to use more sustainable methods of travel. The county council provides resources at www.traveldevon.info
Clinton Avenue Greyfriars Road Hamlin Lane Morley Road Pinhoe Road Second Avenue Tarbet Avenue Thurlow Road	Proposals will cause problems for small businesses	1 1 1 1 2 2 1 1	Proposals have been amended where necessary to accommodate businesses within the proposed area.
Lower Avenue	Concerned about parking for staff	1	Up to 3 business permits will be issued for vehicles essential to the operation of the business. There will be no on-street provision for commuter parking to encourage sustainable methods of travel.

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Comments Submitted – Consultation 2 Heavitree, Polsloe & Elizabeth Avenue Area

Location	Comment	No. of Responses	Response
Pinhoe Road	Concerned about parking for staff & patients	1	Up to 3 business permits will be issued for vehicles essential to the operation of the business. There will be no on-street provision for commuter parking to encourage sustainable methods of travel. Limited Waiting would be available for patients. However it is not proposed to progress with the restrictions in part Pinhoe Road.
Mount Pleasant Road	Would pay & display to allow a greater maximum stay	1	It is proposed that the restrictions in Mount Pleasant Road are not progressed.
Kings Road	Alleyways should have a single yellow line	1	This has been considered but would not be possible due to the surface and signing that would be required.
Ladysmith Road	Would like limited waiting changed to double yellow lines outside Ladysmith School	2	Parking is prohibited adjacent to the crossing point. It is not considered necessary to restrict it further.
Monks Road	Would like limited waiting changed to pay & display	1	It is proposed that the restrictions in Monks Road are not progressed.
Hamlin Lane Ladysmith Road Manston Road Park Road	Would like limited waiting changed to residents parking	1 1 1 1	Limited waiting is provided to facilitate short stay visitors without the need to use visitor permits. However, it is proposed that the restrictions in part of Hamlin Lane are not progressed.
Thurlow Road	Would prefer permit holders not to be exempt from limited waiting outside shop	4	It is proposed that the limited waiting in Thurlow Road is not progressed.
Hamlin Lane Ladysmith Road	Would prefer permit holders to be exempt from limited waiting	4 3	It is proposed that the limited waiting in Hanover Road is not exempt to permit holders to ensure it is available for parents picking up and dropping off school children. However, it is proposed that the restrictions in part of Hamlin Lane are not progressed.
Abbots Road	Requests more limited waiting in the middle of zones	1	It is not possible to introduce limited waiting within the zonal residents parking areas.
Hamlin Lane Lower Avenue Manston Road	Does not want Pay & Display	1 1 2	There is no pay & display proposed in this area.
Clinton Avenue Hamlin Lane Manston Road St. Johns Road	Would like to see only limited waiting instead of pay & display	1 1 1 1	Pay & display is proposed at key locations where it will be most effective. There is no pay & display proposed for these roads.

Comments Submitted – Consultation 2 Heavitree, Polsloe & Elizabeth Avenue Area

Location	Comment	No. of Responses	Response
Polsloe Road Third Avenue	Would like to be in adjacent existing zone	1 1	It is proposed that the existing Regents Park Zone (S2) is extended to include the adjacent streets.
Commins Road Park Road	Prefers Zonal residents parking rather than marked bays	3 1	Noted. A zonal approach will be used where possible.
Ladysmith Road	Requests double yellow lines across Access Road	1	The proposals have been amended.
Ladysmith Road	Requests replacing single yellow line with double yellow lines outside the school.	1	It is not considered necessary to change this restriction to double yellow lines as it allows overnight parking when traffic levels are quieter and the school is closed. However, it will be amended to better match the timings of the adjacent bays.
Ladysmith Road Manston Road Park Road Pinhoe Road Thurlow Road	Does not support double yellow lines as they would remove parking	4 2 1 2 1	Double yellow lines have been proposed where it is not considered appropriate to park.
Monks Road	Request for Double Yellow Lines outside property	1	It is not proposed to mark double yellow lines outside residents private accesses as it is considered that residents should understand where it is/isn't appropriate to park. However it is recommended that the proposals in Monks Road are not progressed.
Hamlin Lane Herbert Road Pinhoe Road Second Avenue Tarbet Avenue Thompson Road Thurlow Road	Requests double yellow lines at junctions	2 1 1 1 2 2 1	The requests have been considered and the proposals altered accordingly. However it is recommended that the proposals in part of Hamlin Lane, Herbert Road, Tarbet Avenue, Thompson Road and Thurlow Road are not progressed.
Hamlin Lane	Does not want double yellow lines on Hamlin Lane	1	Double yellow lines have been proposed where it is not considered appropriate to park. However it is recommended that the proposals in part of Hamlin Lane are not progressed.
Chard Road Commins Road Ladysmith Road Manston Road Park Road Pinhoe Road General	Does not want double yellow lines on St Marks Ave	1 4 2 1 1 1 1	The proposals have been amended to allow additional parking.
Hamlin Lane Thurlow Road	Requests double yellow lines on bend	1 1	It is recommended that the proposals in these locations are not progressed.

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Comments Submitted – Consultation 2 Heavitree, Polsloe & Elizabeth Avenue Area

Location	Comment	No. of Responses	Response
Abbots Road Wykes Lane	Double yellow lines should be put on one side of all narrow roads	1 1	It is not proposed to mark double yellow lines on one side of the road within Zonal restrictions as it is considered that residents should understand where it is/isn't appropriate to park.
Pretoria Road	Requests additional yellow lines in turning head	3	The proposed restrictions have been reviewed and updated as part of the amended proposals.
Greyfriars Road	Requests removal of double yellow lines	1	Double yellow lines have been proposed where it is not considered appropriate to park.
Hamlin Lane	Support double yellow lines on Hamlin Lane between Sweetbriar & Chard Road	1	Support noted. However it is recommended that the proposals in this location are not progressed.
Pinhoe Road	Double Yellow Lines in turning circle	1	It is not proposed mark double yellow lines in turning circles as it is considered that residents should understand where it is/sn't appropriate to park.
Abbots Road Priory Road	Permit holders from adjacent zone parking in the street	1 2	Currently there are no restrictions to prevent this happening. The only restriction that can prevent this is residents parking
Morley Road	As they don't pay council tax, students will be able to buy lots of permits	3	The same criteria for permits applies to students as for other residents. The term 'council tax eligible property' does not relate to the occupants of the property or whether they have an exemption for paying council tax, but to how the property is registered with the council. For example a multiple occupancy property could be registered as a single property (which would allow 2 permits for the whole house), or could have been legally split into separate flats (which would allow 2 permits per flat). Any changes to a property following the introduction of residents parking, such as dividing it into 2 flats, could remove all eligibility for permits.
Ladysmith Road	Is a carer	1	Exemptions to the restrictions exist for care workers and essential visitors.
Commins Road	Would like echelon parking introduced on St Marks Avenue	1	The proposals for St Marks Avenue have been reviewed and it is not considered that echelon parking is appropriate for the road.

Comments Submitted – Consultation 2 Heavitree, Polsloe & Elizabeth Avenue Area

Location	Comment	No. of Responses	Response
Abbots Road Elton Road Hamlin Lane Ladysmith Road Manston Road Monks Road Monkswell Road Park Road Priory Road St. Annes Road Thurlow Road	Currently experience football parking issues	1 1 1 1 4 5 1 6 8 1 1	Noted. However the majority of residents do not support the introduction of restrictions at weekends & evenings.
Hamlin Lane Park Avenue	Should get a free permit as pay rates on garage	1 2	Permit prices are agreed County-wide, not for individual areas and are the same for all residents, regardless of size of property, or access to off-street parking.
First Avenue Fulford Avenue Greyfriars Road Hamlin Lane Ladysmith Road Tarbet Avenue Wyndham Avenue	How will schools cope	1 2 1 2 3 2 1	Consideration has been given to parents picking up/dropping off children and it is the responsibility of the school to manage the parking for its employees which is the same for all employers in the area. It would not be appropriate to make allowances for school staff for this reason.
Wyndham Avenue	If scheme is rejected can they be included in adjacent scheme	2	Wyndham Avenue remains within the proposed scheme.
Greyfriars Road Hamlin Lane Park Road Wykes Road	Would like public transport improved	1 2 1 1	DCC encourages drivers to consider alternative forms of transport to the private car and helps to subsidise public transport across Devon.
Abbots Road Ladysmith Road Monks Road Pamela Road Park Road Pinhoe Road Tarbet Avenue Thompson Road	More enforcement	2 5 2 1 1 1 1 1	If the scheme progresses there will be increase in the presence of Civil Enforcement Officers within the area.
Ladysmith Road	Need to consider Ladysmith School Development	1	This has been considered.
First Avenue Greyfriars Road Jubilee Road Ladysmith Road Morley Road Pinhoe Road	Residents parking does not guarantee a space	1 1 1 1 2 1	Residents parking does not guarantee a parking space. It only increases the chance of residents being able to park by removing non-residential parking from the area.
Lower Avenue	NUT office causes problems	1	The NUT office would be considered as a business within the area.

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Location	Comment	No. of Responses	Response
Abbots Road Elton Road Hamlin Lane Ladysmith Road Manston Road Monks Road Monkswell Road Morley Road Park Road Pinhoe Road Priory Road St. Annes Road Tarbet Avenue Thompson Road	Overnight parking issue	2 1 1 3 2 2 1 4 1 3 6 2 3 1	It is not proposed to introduce restrictions on parking overnight as this is felt to be too restrictive for residents.
First Avenue Herbert Road	Pavement parking issues	1 1	Civil Enforcement Officers have powers to issue penalty charge notices to vehicles parked on the pavement where there are parking restrictions. The police have powers to deal with obstructive vehicles in other areas. However, the government are reviewing the issue of pavement parking at a national level.
Monks Road	Permits don't allow for car sharing	1	The issue of formal car share companies (e.g Co-Cars) is being reviewed.
Priory Road	States that the petition has been raised by someone with 12 vehicles	2	Petitions can be raised by any member of the public.
Hamlin Lane	Remove speed humps	1	This is outside the remit of these proposals. However, the speed humps in this area are features of the 20mph Zone and are designed to slow traffic down to the speed limit. To remove these would require the removal of the 20mph restriction.
St. Marks Avenue	Request for disabled bay to be come mandatory	2	This is included in the proposals.
First Avenue Hamlin Lane Ladysmith Road Lower Avenue Manston Road Park Road Wyndham Avenue	School creates parking problems	1 2 5 1 1 1 1	The council works with schools to encourage sustainable methods of travel to reduce the number of vehicles driven to the school.
Priory Road	Stop parking in access lanes	1	This has been considered but would not be possible due to the surface and signing that would be required.
Thompson Road	Stop vehicles parking on verge	1	The government are reviewing the issue of pavement/verge parking at a national level.

Comments Submitted – Consultation 2 Heavitree, Polsloe & Elizabeth Avenue Area

Location	Comment	No. of Responses	Response
Abbey Road Abbots Road Elton Road First Avenue Jubilee Road Kings Road Ladysmith Road Manston Road Monks Road Monkswell Road Morley Road Pamela Road Park Road Pinhoe Road Polsloe Road Priory Road St. Annes Road Whitefriars Walk	Student parking issues	1 4 2 1 1 2 1 1 5 1 4 1 5 1 1 6 4 1	Students are considered in the same way as other residents. If the scheme came into force the number of student cars is expected to reduce to 2 per property as new residents will not be able to apply for unlimited permits.
Abbots Road	Taxis park in road taking up spaces	1	The proposed restrictions will remove long term taxi parking from the area where provided they are not driven by residents of the area.
Pamela Road	Wants to be in same zone as school	1	It is recommended that the proposals in Pamela Road are not progressed.
Hamlin Lane Ladysmith Road Monks Road Pinhoe Road Tarbet Avenue Thompson Road	Will push it onto other streets	2 2 1 1 1 2	Any restriction on parking may move the issue to other areas. This is why we consulted on proposals that included roads that currently do not experience a large non-resident parking problem. It is considered that there is a limit to how far people are prepared to walk from destination. However, it is recommended that the proposals be relaxed to exclude part of Hamlin Lane, Monks Road, part of Pinhoe Road, Tarbet Avenue and Thompson Road.
Hamlin Lane	Proposals will stop people using the park	1	The proposals have been designed to improve parking by removing all day parking that currently prevents users of the park from stopping.
Park Road	Would like a 6 month permit for students	1	The academic year runs from September to July. There is no benefit in offering a permit for a shorter period.
Hamlin Lane Manston Road Monkswell Road St. Annes Road	Residents Permits should be limited to 1	1 1 1 1	To limit residents permits to 1 per household would be too restrictive for the majority of residents and generate significant objection.

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Location	Comment	No. of Responses	Response
Abbots Road Clinton Avenue Hamlin Lane Jubilee Road Ladysmith Road Lower Avenue Manston Road Monks Road Park Road Priory Road St. Annes Road	Residents Permits should be limited to 2	2 1 1 1 1 1 3 1 1 1 1	Following the initial implementation of the scheme, any new residents joining the scheme will be limited to 2 permits. However, it is considered unfair to apply this criteria to existing residents who will have made car purchasing decisions based on the current, unrestricted, situation.
Hamlin Lane	Permits should be more expensive	1	The price of permits reflects the cost of implementing, enforcing and maintaining the residents parking scheme.
Clinton Avenue Hamlin Lane Ladysmith Road Monks Road Monkswell Road Park Road Thompson Road	More Visitor Permits should be allowed	1 1 2 1 1 1 1	The number of visitor permits is standard across all resident parking schemes in the county. The number of visitor permits allows for residents to receive visitors, whilst still giving residents priority over the available parking space. The hours of operation proposed are designed to reduce the need for visitor permits. Visitors can also use the limited waiting and pay and display bays located within the scheme.
Ladysmith Road Tarbet Avenue	Visitor Permits should be free	1 2	The price of permits reflects the cost of implementing, enforcing and maintaining the residents parking scheme.
Commins Road First Avenue Hamlin Lane Ladysmith Road Lower Avenue Monks Road Morley Road Park Road Pinhoe Road	Resident Permits should be free	1 2 1 4 1 3 1 1 1	The price of permits reflects the cost of implementing, enforcing and maintaining the residents parking scheme.
Abbots Road Hamlin Lane Ladysmith Road Pamela Road Pinhoe Road Thompson Road	Permits are too expensive	2 1 3 1 1 1	The price of permits reflects the cost of implementing, enforcing and maintaining the residents parking scheme.
Abbots Road First Avenue Lower Avenue	Permits are too expensive for pensioners	1 1 1	The price of permits reflects the cost of implementing, enforcing and maintaining the residents parking scheme. An Impact Assessment has been undertaken as part of the decision on permit pricing.

Comments Submitted – Consultation 2 Heavitree, Polsloe & Elizabeth Avenue Area

Location	Comment	No. of Responses	Response
First Avenue Hamlin Lane	Parking should be sorted out at the RD&E	1 4	The RD&E are working on options to improve parking.
Abbots Road Clinton Avenue Commins Road First Avenue Fulford Road Greyfriars Road Hamlin Lane Kings Road Ladysmith Road Manston Road Monks Road Morley Road Park Road Pinhoe Road Priory Road Second Avenue St. Annes Road Tarbet Avenue Thompson Road	Residents have too many cars	1 1 1 2 1 1 2 2 2 4 6 2 4 4 1 1 2 2	The aim of this scheme is to remove vehicles that are not associated with residents. Whilst existing residents will be eligible for more than 2 permits, over time this will reduce as properties change hands and new residents move in. However, it is recommended that proposals for Abbots Road, Clinton Avenue, Fulford Road, Greyfriars Road, part of Hamlin Lane, Kings Road, Monks Road, Morley Road, part of Pinhoe Road, Priory Road, Tarbet Avenue and Thompson Road are not progressed.
Clinton Avenue	Requests parking permits for school staff	1	It is the responsibility of the school to manage the parking for its employees which is the same for all employers in the area. It would not be appropriate to make allowances for school staff for this reason.
Park Road	Requests an additional vets parking space	1	This will be included in the proposals pending a successful application.
First Avenue Fulford Road Greyfriars Road Monks Road Pinhoe Road Priory Road Thompson Road Wykes Road	There are too many works vans parking in the area	1 1 1 1 4 1 1	The aim of the scheme is to remove vehicles that are not associated with residents. It would not be appropriate to introduce a scheme that would prevent residents from parking vans near their homes.
Abbots Road	Carries out home visits which requires on-street parking	1	Care workers are exempt from some parking restrictions. More details are available from the council's website.
Abbots Road Ladysmith Road Morley Road	On-street parking is required for workers	1 1 1	Some residents in the area find it difficult to park which is why these restrictions have been proposed. However, it is recommended that the proposals for Abbots Road and Morley Road are not progressed.
South Lawn Terrace	St Marks Avenue should be 2 hour parking for funerals and weddings	1	The proposals for St Marks Avenue include 2 hour parking.

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Location	Comment	No. of Responses	Response
Chard Road	If Chard Road included then Sweetbrier Lane should be	1	The residents of Sweetbrier Lane have responded to the consultation and their views have been considered. However it is recommended that Chard Road is removed from the proposals.
Saxon Road	Suggest marking individual bays	1	As vehicles can vary in size, individual parking bays can result in the number of available spaces being reduced.
Newcombe Street	Request for a No Through Road sign	1	This has been passed on to the relevant officer within the council to investigate.
Lonsdale Road	Would like a meeting to determine extent of public highway so a private sign can be installed	1	This has been passed on to the relevant officer within the council.
South Lawn Terrace Stuart Road	Requests additional limited waiting for visitors	1 1	It is considered that the amount of limited waiting in the area is sufficient.
Bonnington Grove Brookleigh Avenue Fore Street Sivell Place Victor Street Whipton Lane	Want to be included	1 1 3 2 2 1	Support noted. The amended proposals still include all of these streets.
Fore Street	Wants to be able to park in Butts Road area	1	It is recommended that the Bovemoors Lane scheme (Zone N) be extended which will allow this.
Chard Road East Wonford Hill Newcombe Street Roseland Avenue South Lawn Terrace Stanwey	Problems for small businesses	2 1 1 1 1 2	Where businesses are identified, the proposals have been modified where possible to ensure customer parking is still allowed.
South Lawn Terrace	Concerned about parking for staff & patients	1	Up to 3 business permits will be issued for vehicles essential to the operation of the business. There will be no on-street provision for commuter parking to encourage sustainable methods of travel. Limited Waiting & Pay & Display would be available for patients.
Lonsdale Road	Would like 3 hour limited waiting by the park	1	Pay & display allows greater flexibility and reduces demand for parking as it can allow all day parking for commuters but reduce the demand for such parking as drivers will be required to pay.
Anthony Road	Request change to limited waiting to allow maximum stay of 3 hours	1	It is considered that 2 hours is a reasonable time for a short stay visit at this location. Anyone wishing to stay longer during the times of operation will require a visitors permit.
Anthony Road South Lawn Terrace	Would prefer permit holders to be exempt from limited waiting	1 1	It is proposed that the limited waiting in Goldsmith Street is not exempt to permit holders to ensure it is available for parents picking up and dropping off school children.

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Location	Comment	No. of Responses	Response
Anthony Road Lonsdale Road Stanwey Whipton Lane	Does not want Pay & Display	1 2 1 1	Pay & display allows greater flexibility and reduces demand for parking as it can allow all day parking for commuters but reduce the demand for such parking as drivers will be required to pay.
Sivell Place Whipton Lane	Would like to see only limited waiting instead of pay & display	1	Pay & display is proposed at key locations where it will be most effective. There is no pay & display proposed for these roads.
Lonsdale Road	Would like parking only on one side of Hamlin Lane	1	It would not be appropriate to restrict parking to one side of the road. However, it is proposed that restrictions on part of Hamlin Lane are not progressed.
Sivell Place	Would like to be in adjacent existing zone	1	It is proposed that the existing Bovemoors Lane Zone (N) is extended to include Sivell Place.
Sivell Place	Would want to be in a zone on same side of road	1	It is proposed that the existing Bovemoors Lane Zone (N) is extended to include Sivell Place.
Stanwey Whipton Lane	Prefers Zonal residents parking rather than marked bays	1 1	Noted. A zonal approach will be used where possible.
Anthony Road Oakfield Street	Requests double yellow lines across access roads and garages	1 2	It is not proposed mark double yellow lines outside residents private accessed as it is considered that residents should understand where it is/isn't appropriate to park.
Alpha Street	Requests double yellow lines on the bend outside no. 15	1	The proposals have been amended.
Homefield Road	Supports double yellow lines by school	1	Support noted.
Fore Street Normandy Road Whipton Lane	Does not support double yellow lines as they would remove parking	1 1 2	Double yellow lines have been proposed where it is not considered appropriate to park.
South Lawn Terrace	Request for Double Yellow Lines outside property	1	It is not proposed to mark double yellow lines outside residents private accesses as it is considered that residents should understand where it is/isn't appropriate to park.
Fore Street	Requests a keep clear to prevent parking across driveway	1	A keep clear marking is not appropriate for this reason. There are already double yellow lines which the Civil Enforcement Officers can enforce. Alternatively the police have powers to deal with the obstruction.
Whipton Lane	Would like 2 hour limited waiting by the park	2	Pay & display allows greater flexibility and reduces demand for parking as it can allow all day parking for commuters but reduce the demand for such parking as drivers will be required to pay.

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Location	Comment	No. of Responses	Response
Alpha Street Anthony Road Bonnington Grove Chard Road Lonsdale Road Stuart Road	Requests double yellow lines at junctions	1 2 1 1 7 2	The requests have been considered and the proposals altered accordingly.
Hanover Close	Request double yellow lines at junction of Ladysmith Lane & Ladysmith Road plus Hanover Road and Hamlin Lane	1	The requests have been considered and the proposals altered accordingly.
Chard Road Lonsdale Road Stuart Road	Requests double yellow lines on bend	1 2 1	It is not proposed mark additional double yellow lines in these locations as it is considered that residents should understand where it is/isn't appropriate to park.
Lonsdale Road Roseland Avenue	Double yellow lines should be put on one side of all narrow roads	1 2	It is not proposed to mark double yellow lines on one side of the road within Zonal restrictions as it is considered that residents should understand where it is/isn't appropriate to park.
Oakfield Street	Requests double yellow lines opposite junction with private road	1	It is not proposed to mark double yellow lines at this location as it is considered that residents should understand where it is/isn't appropriate to park.
Anthony Road Whipton Lane	Request for Double Yellow Lines outside property	1 1	It is not proposed to mark double yellow lines outside residents private accesses as it is considered that residents should understand where it is/isn't appropriate to park.
South Lawn Terrace	Requests removal of yellow lines near Health Centre	1	This has been reviewed.
Newcombe Street	Essential Visitor Permits should be free	1	The price of permits reflects the cost of implementing, enforcing and maintaining the residents parking scheme. The essential visitor permit allows for numerous different essential visitors to a single property and means that the resident does not have to use visitor permits for this purpose.
Whipton Lane	Requires access to allotment	1	Access to the allotments is not restricted by these proposals and it is recommended that the proposals for Whipton Lane finish at the park.
East Wonford Hill	Are all disabled bays in Victor Street required	1	Disabled bays will be surveyed and noticed for usage as part of the detailed design process. Any unused bays will be removed
Roseland Avenue	Runs coffee mornings	1	Parking will still be allowed in Whipton Lane, Roseland Avenue, Fore Street and Butts Road.
Fore Street Lonsdale Road Whipton Lane	Concern over Bowling Centre	1 1 1	Consideration has been given to all activities in the park when designing the restrictions.

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Location	Comment	No. of Responses	Response
Victor Street	Concerns about boundaries of residents parking zones	1	It is proposed to extend the Bovemoors Lane Zone (Zone N) to include St. Loyes Road, Victor Street and Whipton Lane area to allow greater flexibility for parking.
Normandy Road	Should get a free permit as pay rates on garage	1	Permit prices are agreed County-wide, not for individual areas and are the same for all residents, regardless of size of property, or access to off-street parking.
Whipton Lane	Heavitree Bowling Club. Would like 4hr free parking next to park	1	3 hour parking is provided near the park to encourage the short visits. It is proposed to amend the pay & display in Butts Road to allow longer stay parking.
Alpha Street	How will schools cope	1	Consideration has been given to parents picking up/dropping off children and it is the responsibility of the school to manage the parking for its employees which is the same for all employers in the area. It would not be appropriate to make allowances for school staff for this reason.
Anthony Road		2	
Chard Road		2	
Gordon's Place		1	
Newcombe Street		2	
Nicholas Road		1	
South Lawn Terrace		1	
Stanwey		2	
Victor Street	2		
Homefield Road	If scheme is rejected can they be included in adjacent scheme	1	Homefield Road remains within the proposed scheme.
Whipton Lane	Comments about illegal vehicle crossings	1	This has been passed to the relevant team for investigation.
Anthony Road	Would like public transport improved	1	DCC encourages drivers to consider alternative forms of transport to the private car and helps to subsidise public transport across Devon.
Chard Road		2	
Fore Street		1	
Newcombe Street		1	
Newcombe Terrace		1	
Roseland Avenue		1	
Bonnington Grove	More enforcement	1	If the scheme progresses there will be increase in the presence of Civil Enforcement Officers within the area.
Lonsdale Road		1	
Newcombe Street		1	
Roseland Avenue		3	
Roseland Drive		1	
Whipton Lane		2	
South Lawn Terrace	Requests more short term parking for St Michaels School	1	It is considered that the amount of limited waiting in the area is sufficient.
Homefield Road	Residents parking does not guarantee a space	1	Residents parking does not guarantee a parking space. It only increases the chance of residents being able to park by removing non-residential parking from the area.
Newcombe Street		3	
Newcombe Terrace		1	
Roseland Avenue		2	
Stanwey		1	
Victor Street		1	
West Terrace		1	
Newcombe Street	Only cars should be allowed to park	1	The aim of the scheme is to remove vehicles that are not associated with residents. It would not be appropriate to introduce a scheme that would prevent residents from parking vans near their homes.

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Location	Comment	No. of Responses	Response
Alpha Street Anthony Road Chard Road Fore Street Goldsmith Street Hanover Road Newcombe Street Gardens Regent Square Roseland Avenue Roseland Crescent Saxon Road South Lawn Terrace Stuart Road Victor Street Whipton Lane	Overnight parking issue	1 2 1 1 1 1 1 1 5 4 3 1 3 3 1	It is not proposed to introduce restrictions on parking overnight as this is felt to be too restrictive for residents.
Roseland Avenue	Pavement parking issues	2	Civil Enforcement Officers have powers to issue penalty charge notices to vehicles parked on the pavement where there are parking restrictions. The police have powers to deal with obstructive vehicles in other areas. However, the government are reviewing the issue of pavement parking at a national level.
Bonnington Grove Normandy Road	Permits don't allow for car sharing	1 1	The issue of formal car share companies (e.g Co-Cars) is being reviewed.
Bonnington Grove	Remove speed humps	1	This is outside the remit of these proposals. However, the speed humps in this area are features of the 20mph Zone and are designed to slow traffic down to the speed limit. To remove these would require the removal of the 20mph restriction.
Lonsdale Road	Request for a disabled bay	1	Applicants for a disabled parking bay should ring 0345 155 1004.
Alpha Street Anthony Road Bonnington Grove Hanover Road Newcombe Street Normandy Road North Lawn Court Roseland Avenue Stuart Road	School creates parking problems	1 1 2 1 1 1 1 1 1	The council works with schools to encourage sustainable methods of travel to reduce the number of vehicles driven to the school.
Whipton Lane	Concerned about speed of traffic on the road	1	The enforcement of Speed Limits is the responsibility of the Police. However the concerns will be passed to the councils Speed Compliance Action Review Forum.
Bonnington Grove	The St Lukes Campus building programme will increase parking pressure	1	View noted. Parking provision for any new development is considered by Exeter City Council before a development is approved.

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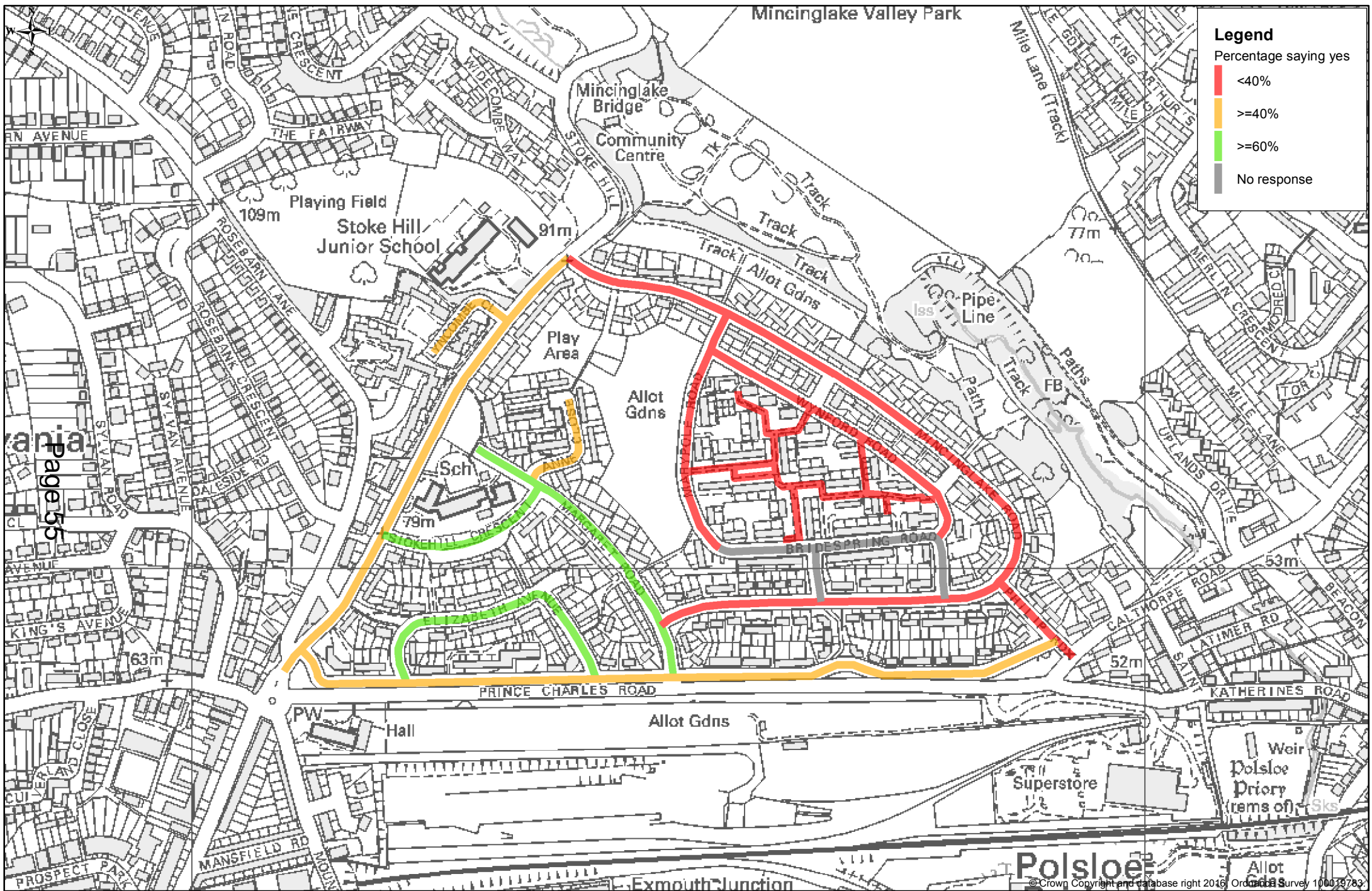
Location	Comment	No. of Responses	Response
Anthony Road	Student parking issues	1	Students are considered in the same way as other residents. If the scheme came into force the number of student cars is expected to reduce to 2 per property as new residents will not be able to apply for unlimited permits.
Anthony Road	Support limited waiting for the school	1	Support noted.
Chard Road Newcombe Street Normandy Road Stanwey Whipton Lane	Proposals will push parking onto other streets	4 1 1 4 3	Any restriction on parking may move the issue to other areas. This is why we consulted on proposals that included roads that currently do not experience a large non-resident parking problem. It is considered that there is a limit to how far people are prepared to walk from destination. However, it is recommended that the proposals be relaxed to exclude Chard Road and part of Whipton Lane.
Chard Road Fore Street Lonsdale Road Newcombe Street Nicholas Road Stanwey Whipton Lane	Proposals will stop people using the park	3 1 3 1 2 2 8	Consideration has been given to all activities in the park when designing the restrictions. It is anticipated that removing the commute parking will make parking much easier.
Whipton Lane	Asks if you only have 1 residents can you have more visitors	1	The allowance of visitor permits is not dependant of the number of resident permits held.
Fore Street	Residents Permits should be limited to 1	1	To limit residents permits to 1 per household would be too restrictive for the majority of residents and generate significant objection.
Newcombe Street Gardens Roseland Avenue Victor Street	Residents Permits should be limited to 2	1 1 1	Following the initial implementation of the scheme, any new residents joining the scheme will be limited to 2 permits. However, it is considered unfair to apply this criteria to existing residents who will have made car purchasing decisions based on the current, unrestricted, situation.
Alpha Street Anthony Road Bonnington Grove Chard Road East Terrace Fore Street Homefield Road South Lawn Terrace Stanwey	More Visitor Permits should be allowed	1 1 1 1 1 1 3 2 3	The number of visitor permits is standard across all resident parking schemes in the county. The number of visitor permits allows for residents to receive visitors, whilst still giving residents priority over the available parking space. The hours of operation proposed are designed to reduce the need for visitor permits. Visitors can also use the limited waiting and pay and display bays located within the scheme.
Saxon Road	Relative caring for child	1	It is possible to apply for an essential visitors permit for childcare purposes.

Agenda Item 8

Location	Comment	No. of Responses	Response
Chard Road Fore Street Stanwey Stuart Road	Visitor Permits should be free	1 1 1 1	The price of permits reflects the cost of implementing, enforcing and maintaining the residents parking scheme.
Anthony Road Bonnington Grove Chard Road Fore Street Lonsdale Road Roseland Avenue West Terrace Whipton Lane	Resident Permits should be free	2 1 6 1 1 1 1 1	The price of permits reflects the cost of implementing, enforcing and maintaining the residents parking scheme.
Alpha Street Anthony Road Chard Road East Terrace Newcombe Terrace Nicholas Road Roseland Avenue Saxon Road South Lawn Terrace Stanwey Whipton Lane	Permits are too expensive	1 1 2 1 1 1 3 1 2 1 2	The price of permits reflects the cost of implementing, enforcing and maintaining the residents parking scheme.
Alpha Street Fore Street Lonsdale Road Saxon Road Stuart Road	Permits are too expensive for pensioners	1 1 1 1 1	The price of permits reflects the cost of implementing, enforcing and maintaining the residents parking scheme. An Impact Assessment has been undertaken as part of the decision on permit pricing.
Alpha Street Anthony Road Bonnington Grove Fore Street Lonsdale Road Lymeborne Avenue Newcombe Street Newcombe Terrace Roseland Avenue Roseland Crescent South Lawn Terrace Stanwey Stuart Road Whipton Lane	Parking should be sorted out at the RD&E	3 1 1 1 1 1 3 1 2 1 2 3 1 6	The RD&E are working on options to improve parking.
Anthony Road Bonnington Grove Chard Road East Wonford Hill Hanover Road Homefield Road Newcombe Street Normandy Road Roseland Avenue Roseland Crescent Stanwey Victor Street	Residents have too many cars	2 1 1 1 1 1 1 3 2 2 1 2	The aim of this scheme is to remove vehicles that are not associated with residents. Whilst existing residents will be eligible for more than 2 permits, over time this will reduce as properties change hands and new residents move in. However, it is recommended that proposals for Chard Road are not progressed.
Alpha Street Anthony Road	Will scheme be reviewed after 1st year	1 1	It is recommended that the scheme is reviewed will not be reviewed less than 12 months after it goes live to ensure that it has time to settle in.

Agenda Item 8

Location	Comment	No. of Responses	Response
South Lawn Terrace	School has children from a wide area and suggests residents parking 10am-2pm	1	Residents have indicated that they would like a scheme to operate for a longer period. Consideration has been given to school traffic when designing the proposals.
Anthony Road Chard Road Goldsmith Street Homefield Road Lonsdale Road Newcombe Street Regent Square Stuart Road	There are too many works vans parking in the area	1 1 1 1 1 1 1 1	The aim of the scheme is to remove vehicles that are not associated with residents. It would not be appropriate to introduce a scheme that would prevent residents from parking vans near their homes.
Newcombe Street South Lawn Terrace	On-street parking is required for workers	1 1	Some residents in the area find it difficult to park which is why these restrictions have been proposed. However, it is recommended that the proposals for Abbots Road and Morley Road are not progressed.
General	Should only be parking on one side of Bonnington Grove & Ladysmith Road to allow two way traffic	1	This would remove a significant amount of parking for local residents and the roads currently operate for two way traffic.
Park Road	Remove dropped kerb in Park Road between St Johns Road and Jubilee Road	1	This is outside the remit of this scheme.



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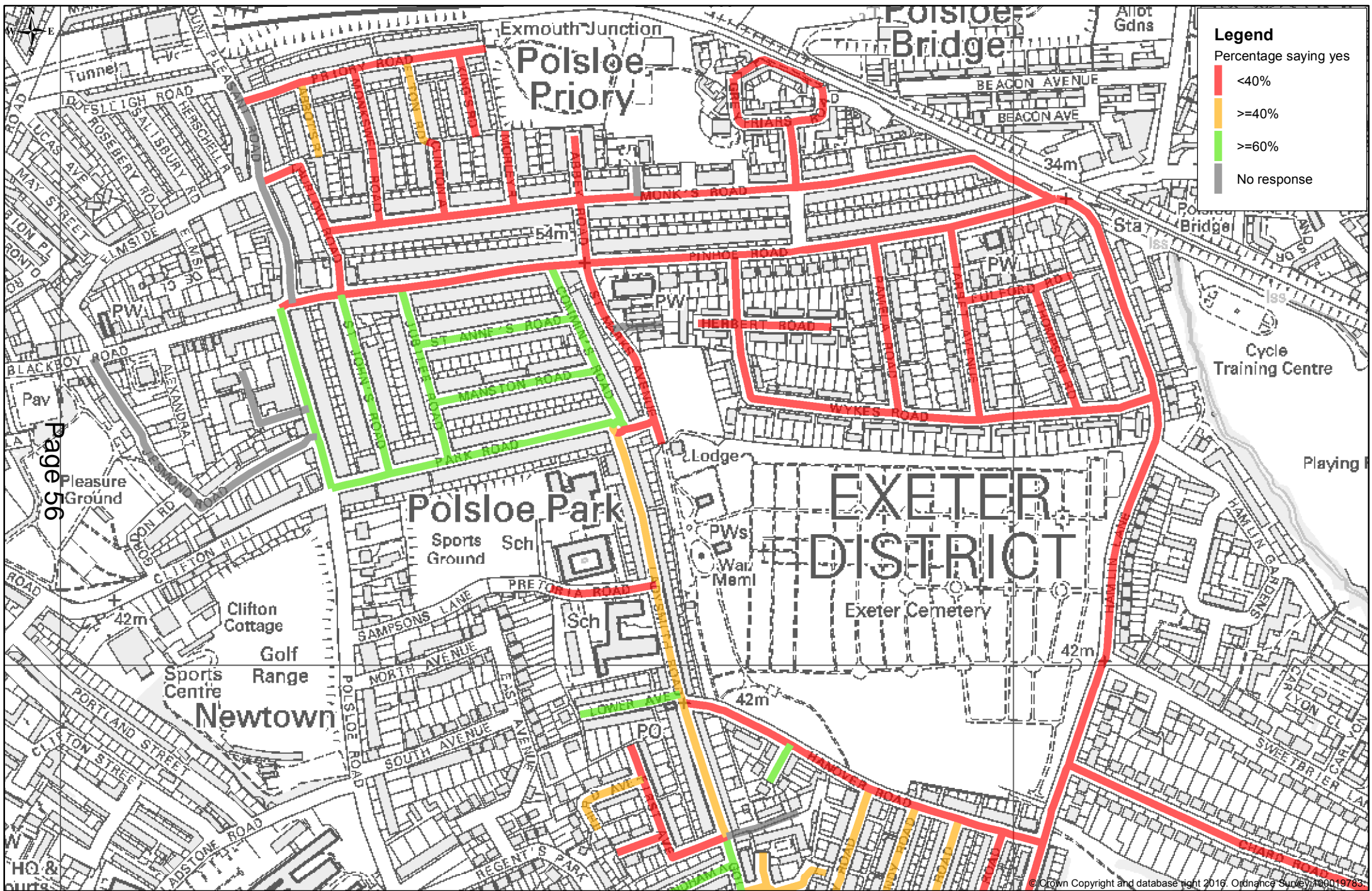
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Elizabeth Avenue Area

Drawing Number: ERP/Q4/1 (A)
Date: 04/04/2016
Scale: 1:5,000
Author: JPB

Highway Management
Devon County Council
Lucombe House
County Hall
Exeter, EX2 4QD
Heather Barnes
Strategic Director Place



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Legend
 Percentage saying yes

- █ <40%
- █ >=40%
- █ >=60%
- █ No response

Page 56

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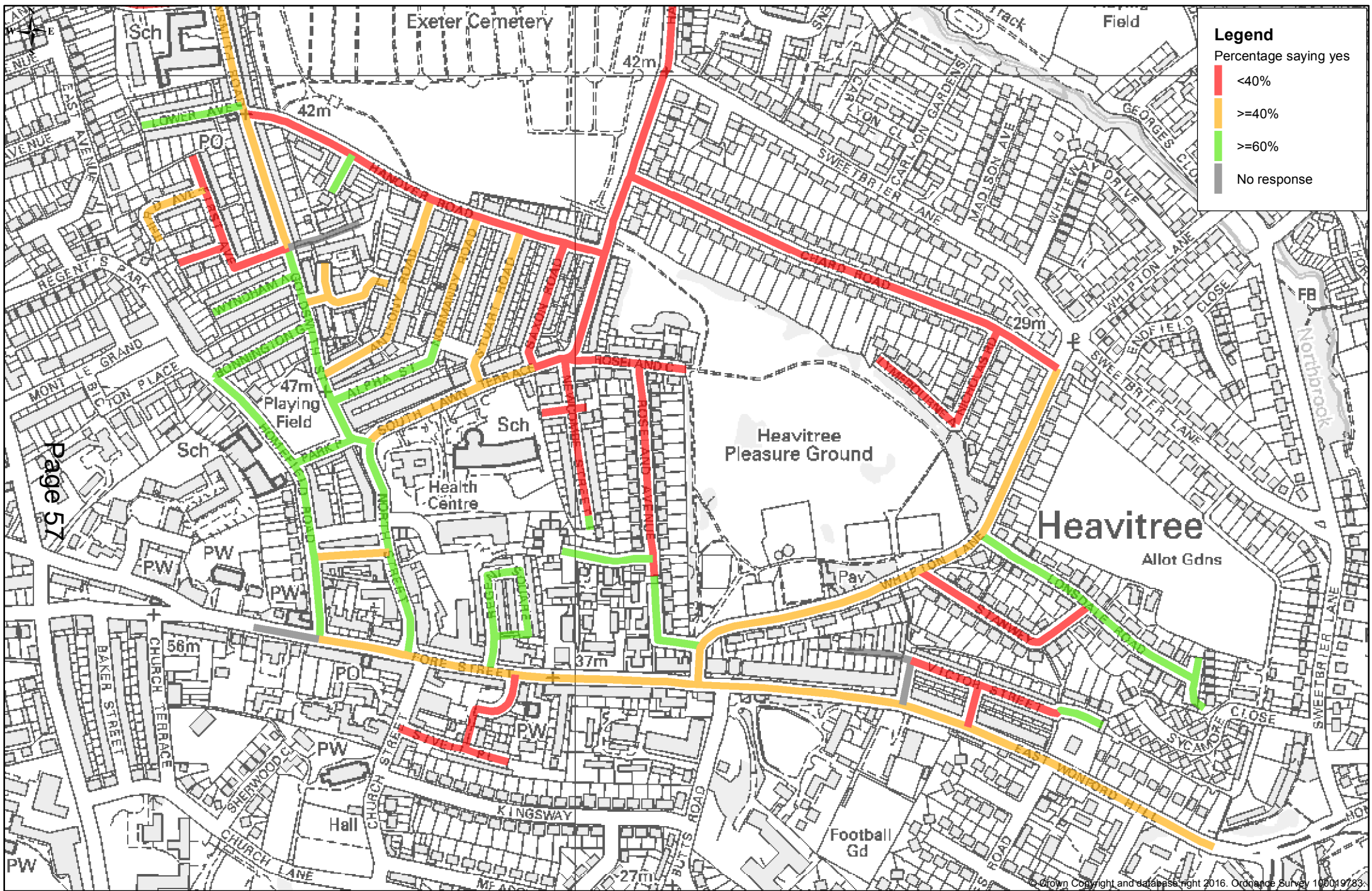
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Date: 04/04/2016
Scale: 1:5,000
Author: JPB

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Legend

Percentage saying yes

- █ <40%
- █ >=40%
- █ >=60%
- █ No response

Page 57

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Heavitree Area

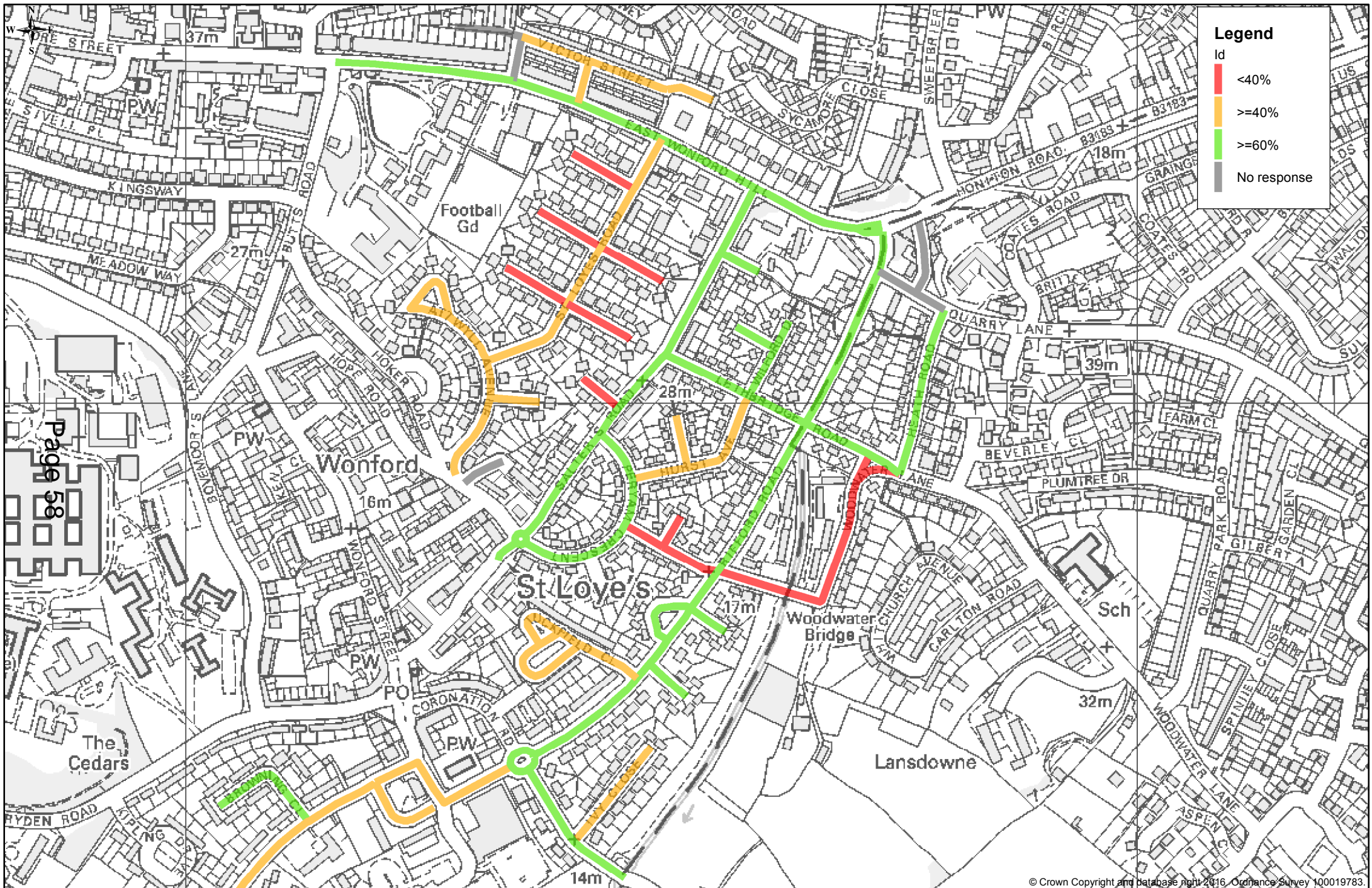
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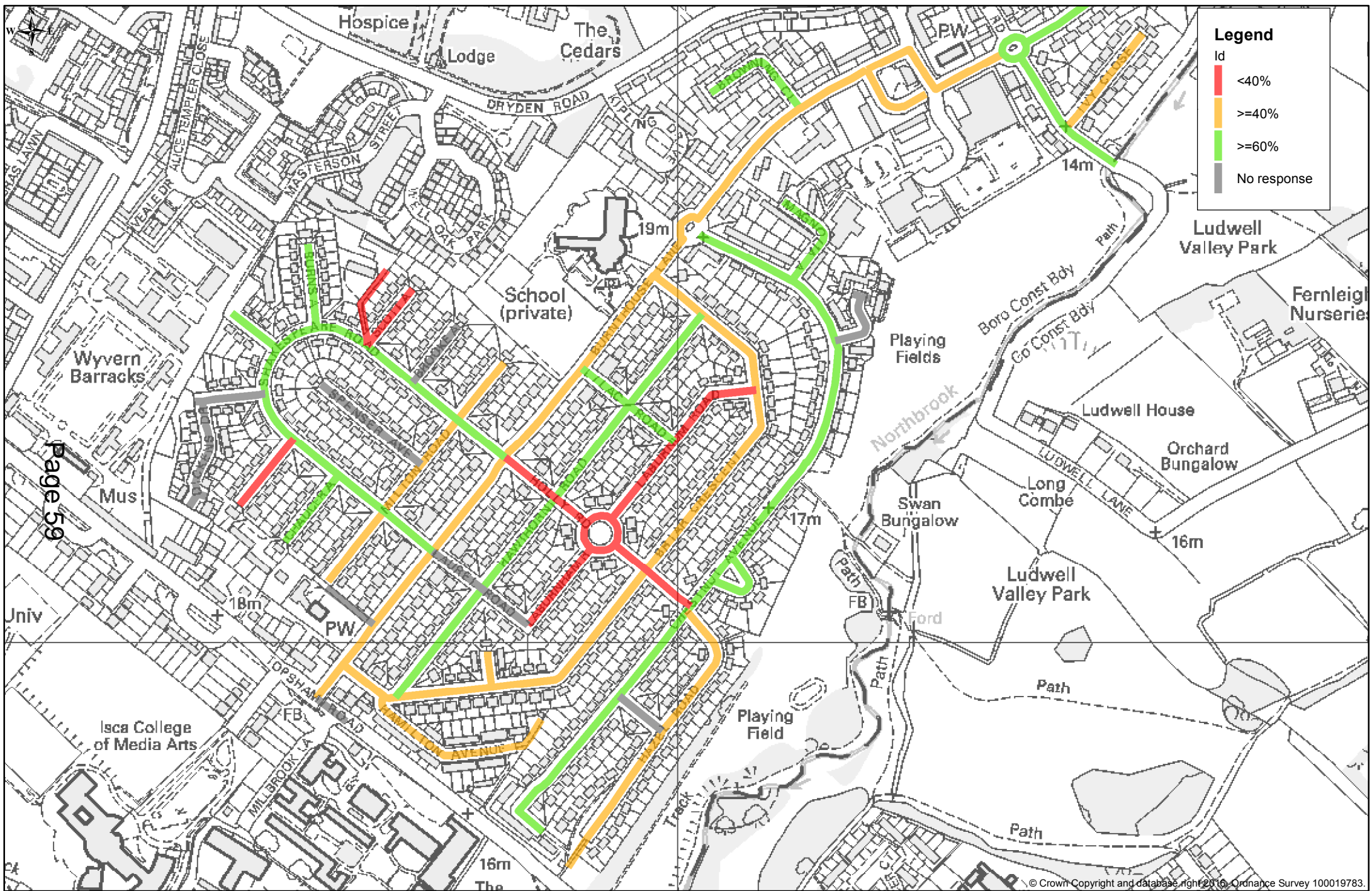
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 Rifford Road & St. Loyaes Area

Drawing Number: ERP/Q4/4 (A)
Date: 04/04/2016
Scale: 1:5,000
Author: JPB

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Page 59

Legend

Id	Percentage
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Orange	>=40%
Green	>=60%
Grey	No response

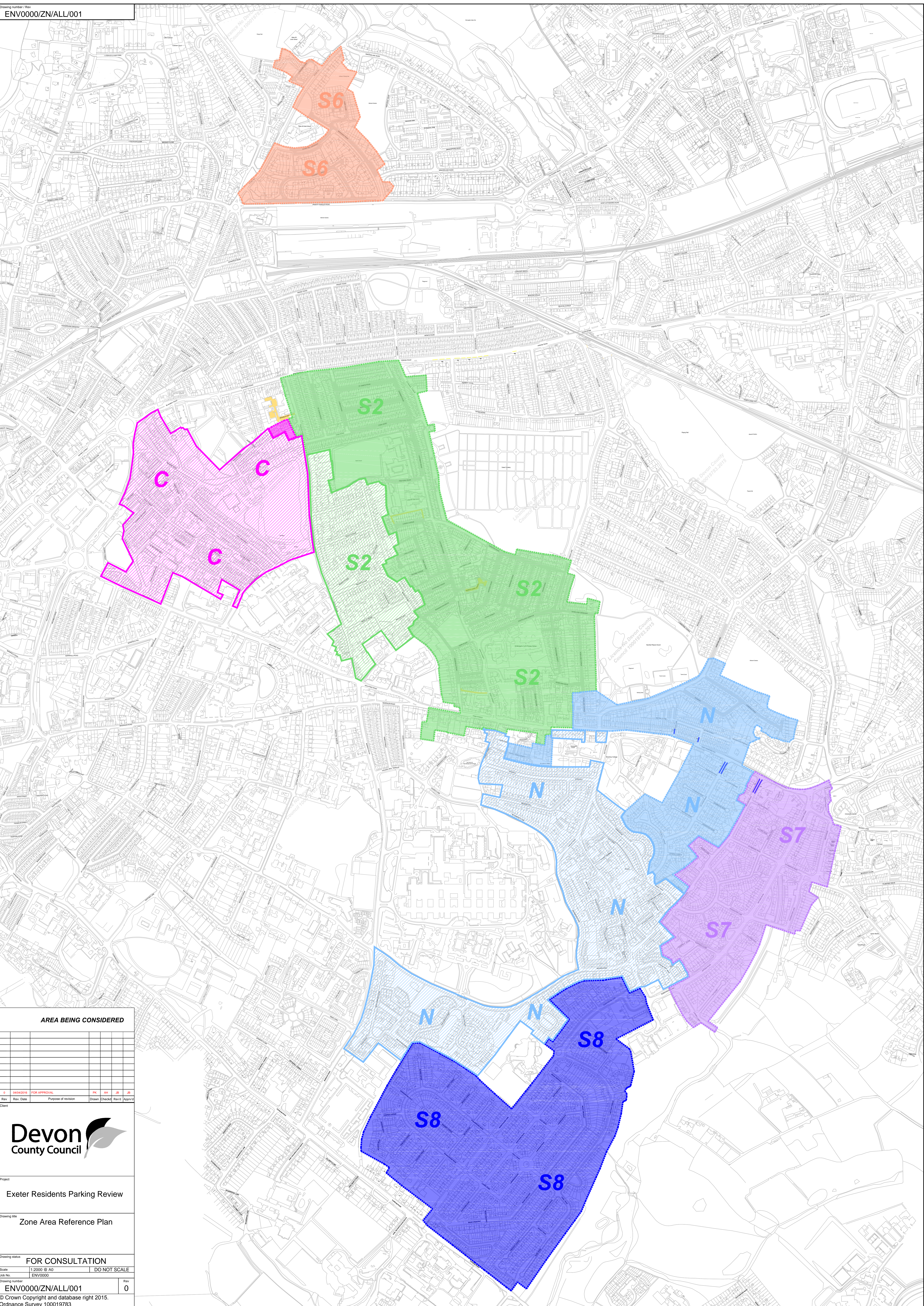
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 Do you support the introduction of residents parking in your area?
 Burnthouse Lane Area

Drawing Number: ERP/Q4/5 (A)
Date: 04/04/2016
Scale: 1:5,000
Author: JPB

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AREA BEING CONSIDERED

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Revised	Approved
0	04/04/2016	FOR APPROVAL	FK	AM	JB	JR



Project
Exeter Residents Parking Review

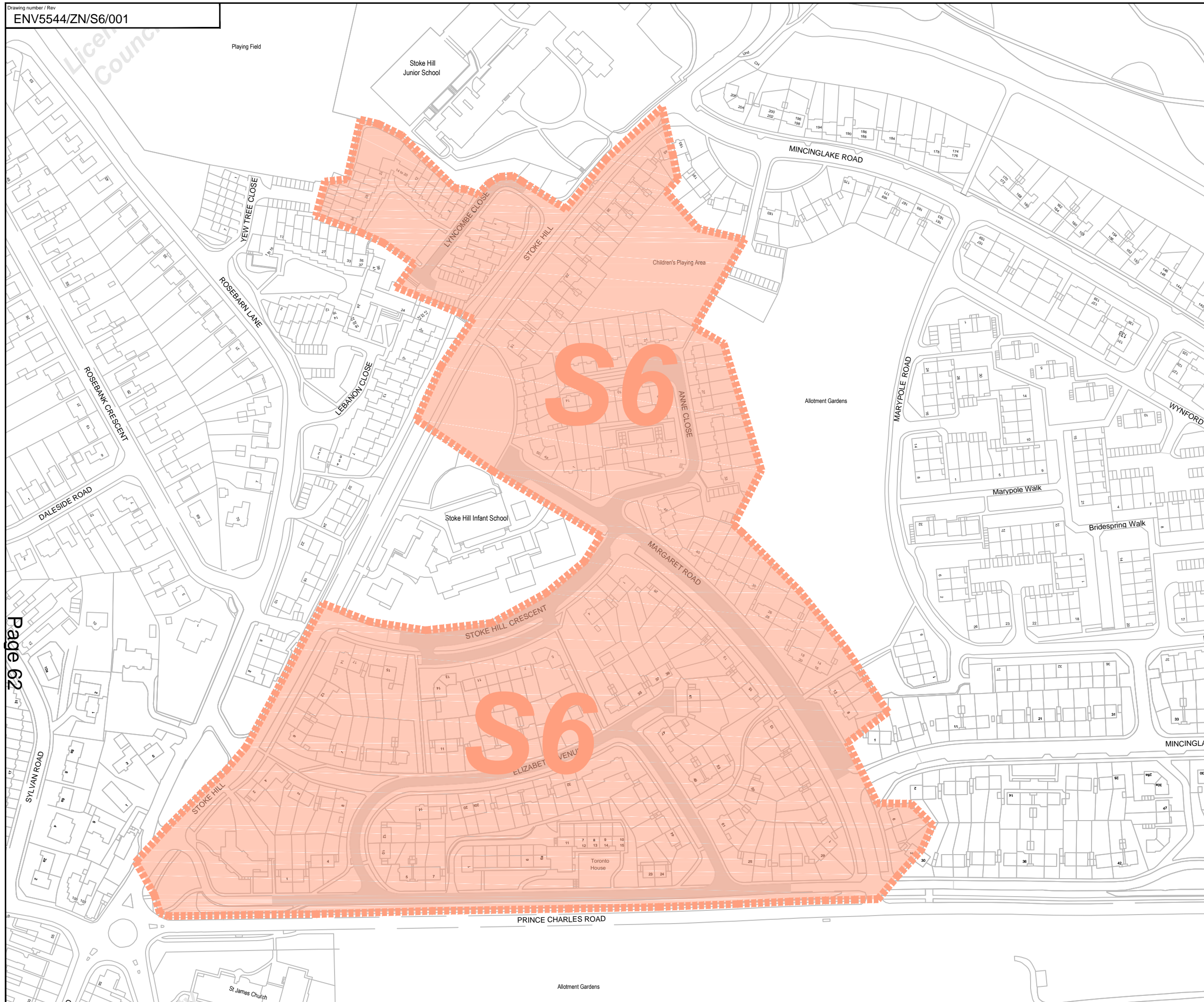
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Zone Area Reference Plan

Drawing status
FOR CONSULTATION

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Drawing number
ENV0000

Rev
0



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0	04/04/2016	FOR APPROVAL	PK	AH	JB	JB
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Approved



Project
 Exeter Residents Parking review

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Job No.
 ENV5544

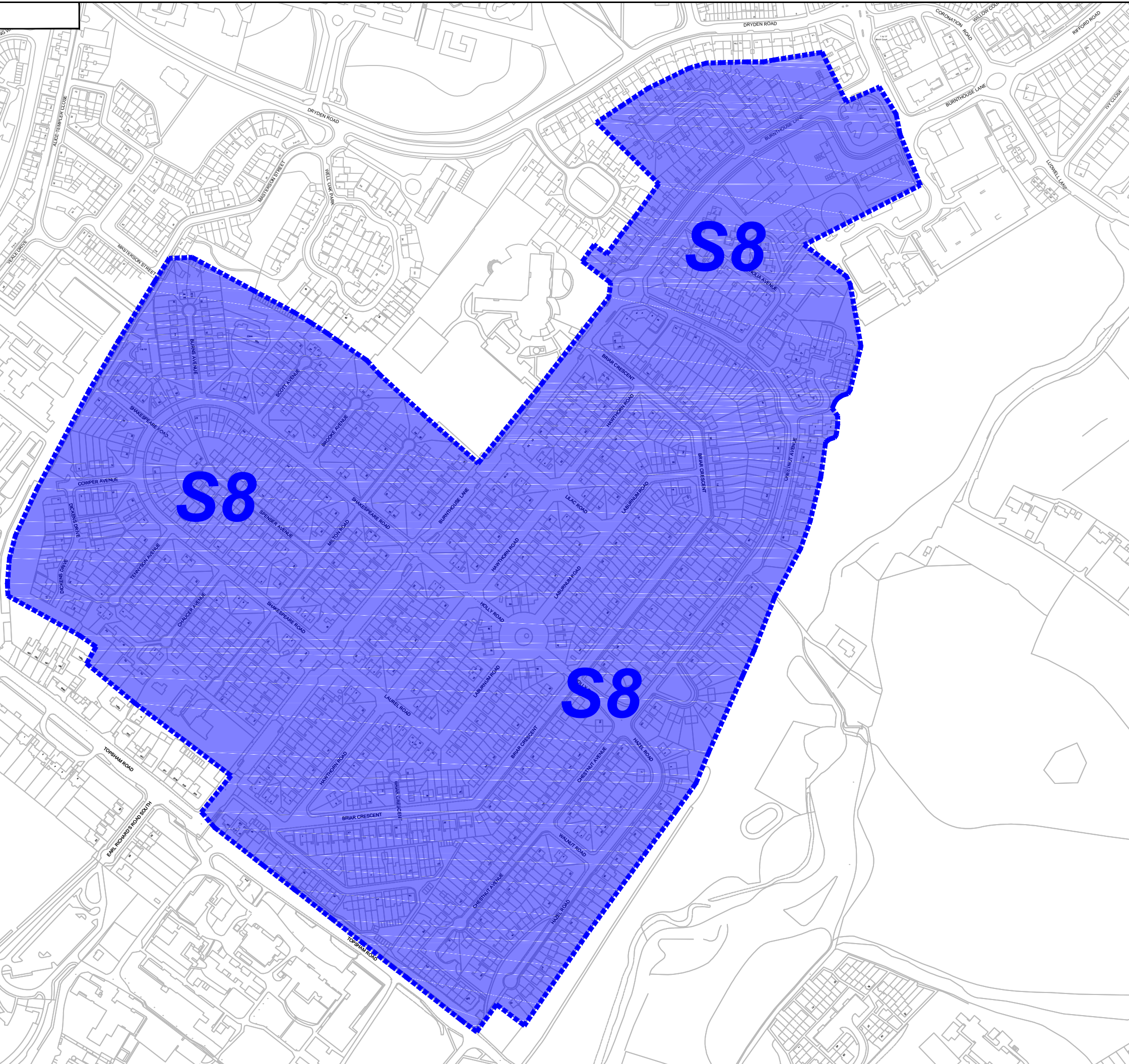
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 Elizabeth Avenue Area
 Proposed Zone - S6

Drawing status
 FOR APPROVAL

Drawing number
 ENV5544/ZN/S6/001

Rev
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0	04/04/2016	FOR APPROVAL	PK	AH	JB	JB
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Appr'd



Project
 Exeter Residents Parking Review

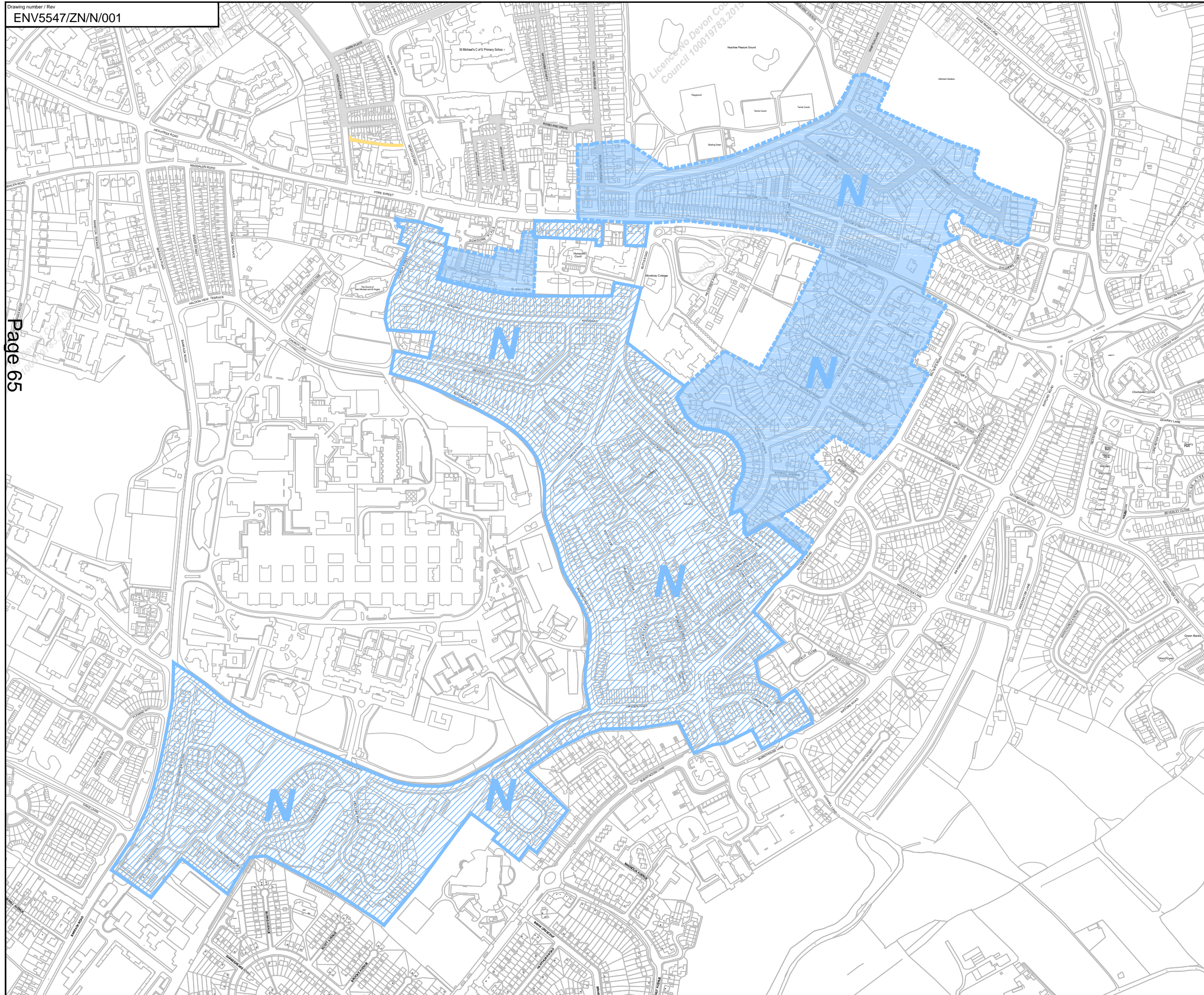
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Drawing title
 Burnthouse Lane Area
 Proposed Zone - S8



Drawing status
 FOR APPROVAL

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Key

-  Existing Zone - N
-  Proposed Extension to Zone - N

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0	04/04/2016	FOR APPROVAL	PK	AH	JB	JB
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd



Project
 Exeter Residents Parking Review

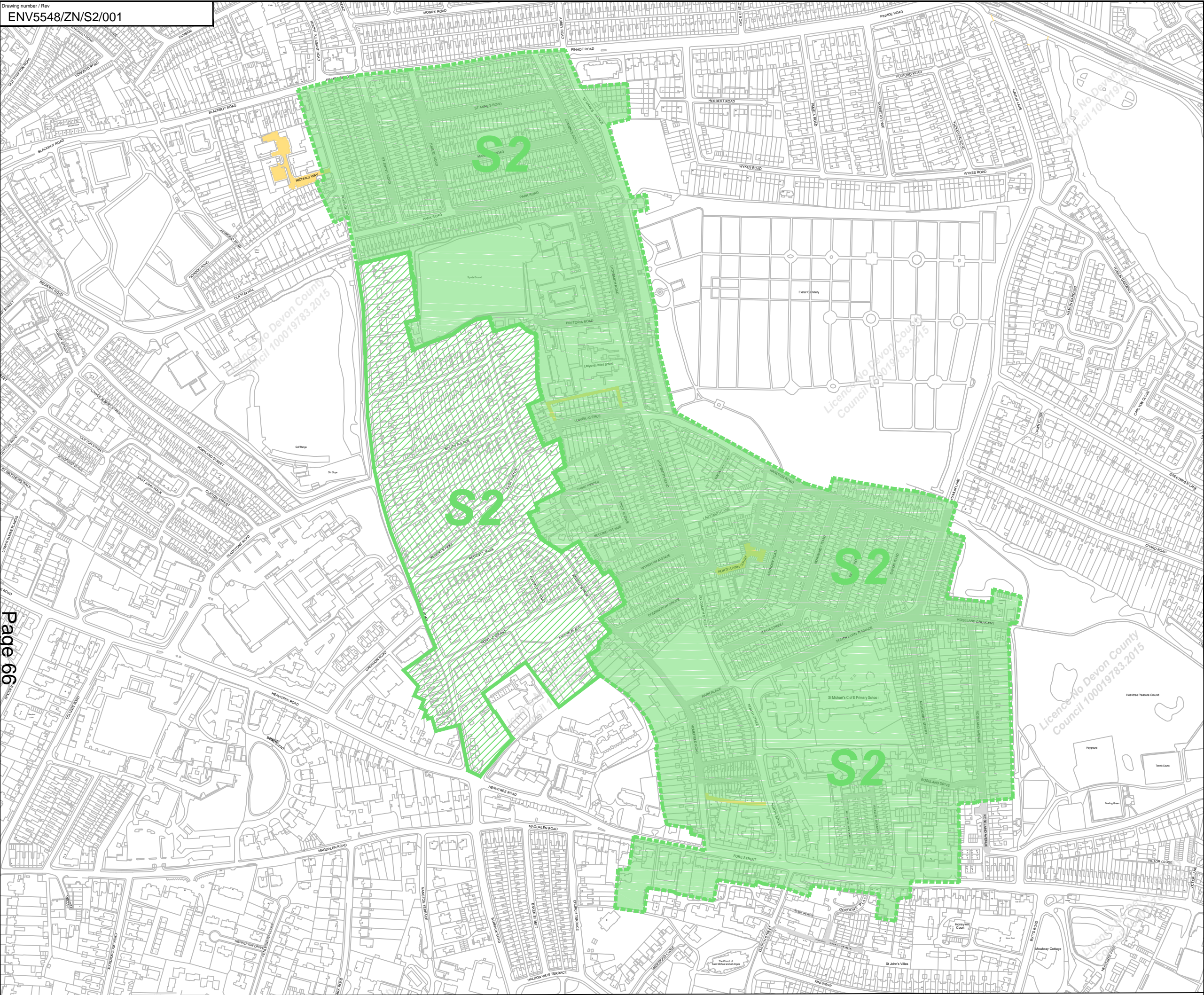
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Drawing title
 Bovemoors Lane Area
 Proposed Extension to Zone - N

Drawing status
 FOR APPROVAL

Drawing number	ENV5547/ZN/N/001	Rev	0
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Key

-  Existing Zone - S2
-  Proposed Extension to Zone - S2

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0	04/04/2016	FOR APPROVAL	PK	AH	JB	JB



Project
 Exeter Residents Parking Review

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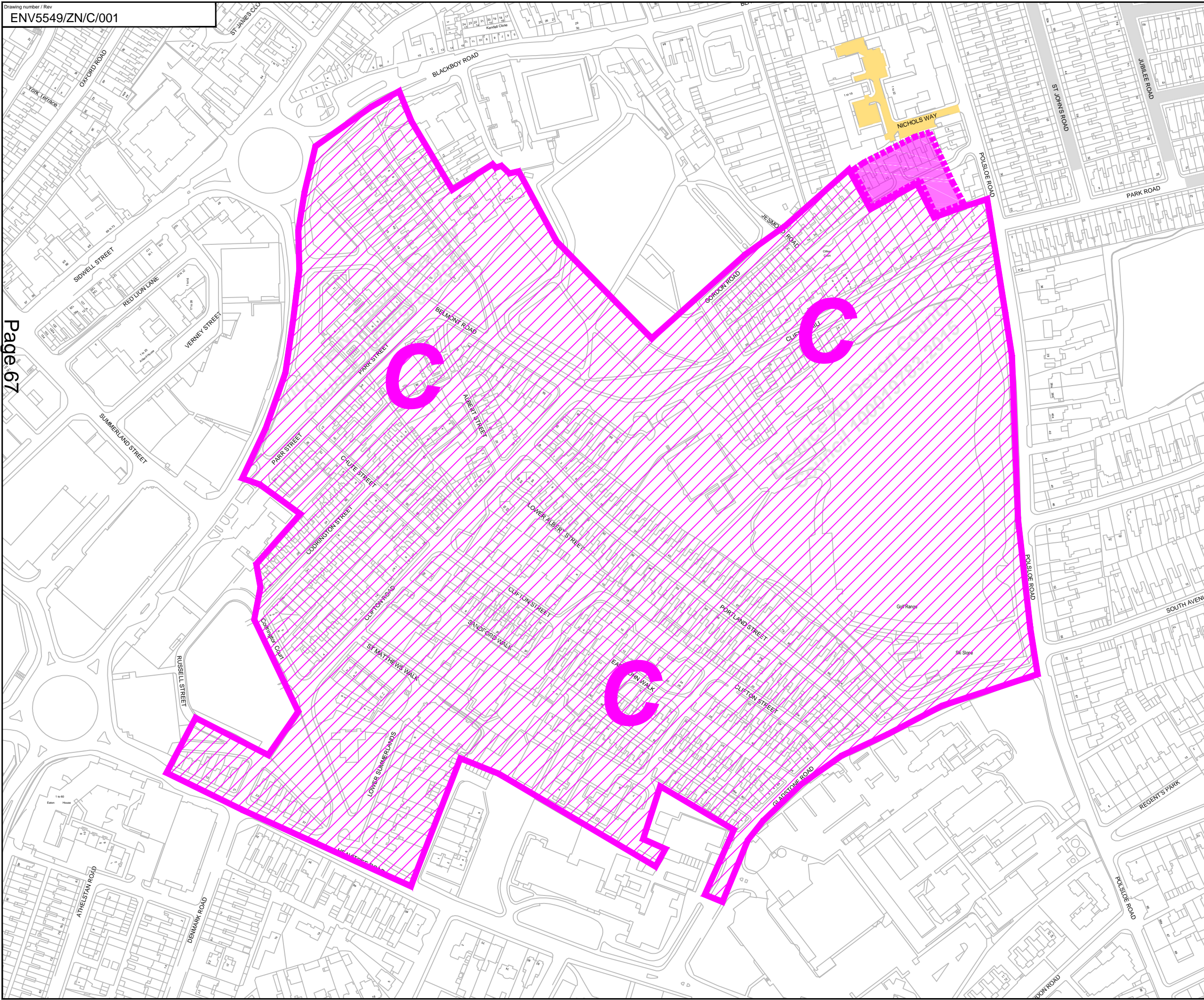
Job No.
 ENV5548

Drawing title
 Regents Park Area
 Proposed Extension to Zone S2



Drawing status
 Drawing number
 ENV5548/ZN/S2/001

Rev
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Key

-  Existing Zone - C
-  Proposed Extension to Zone - C

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Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Appr'd
0	04/04/16	FOR APPROVAL	PK	AH	JB	JB



Project		Exeter Residents Parking Review	
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Job No.	ENV5549		
Drawing title			
Newtown Area Proposed Extension to Zone - C			
Drawing status			
FOR APPROVAL			
Drawing number	ENV5549/ZN/C/001	Rev	0
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HCW/16/36

Exeter Highways and Traffic Orders Committee
19 April 2016

Proposed Waiting Restrictions Chieftain Way Area

Report of the Head of Highways, Capital Development and Waste

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

Recommendation: It is recommended that the comments in the report be noted and that approval be given to make and seal the traffic regulation order, as amended in section 2 of this report.

1. Introduction

Requests have been received from residents of the Chieftain Way (County Ground) development for waiting restrictions to prevent obstructive parking. A budget has been identified to review the restrictions in the area and proposals advertised. The objections received in response to the adverts are detailed within this report.

2. Proposal

Proposals for the Chieftain Way estate have been drafted in consultation with local residents. These include double yellow lines at junctions and on narrower sections or the road to encourage parking to take place at appropriate locations.

The opportunity has also been taken to include proposals for double yellow lines at junctions along Sydney Road, Ferndale Road and Old Vicarage Road.

Restrictions on Cowick Street were also reviewed in light of road safety and bus priority concerns.

A statutory consultation was undertaken in January 2016 and 337 responses received. A summary of the responses is shown in Appendix I to this report. The majority of responses related to the proposals to remove 4 limited waiting spaces on the south side of Cowick Street.

After consideration of the comments submitted and discussions with the local member it is recommended that 2 amendments are made: the proposed No Waiting At Any Time in Sanford Place be relaxed opposite numbers 22 to 26 and 30 to 34. And, the proposal to remove the limited waiting on the south side of Cowick Street is not progressed at this time.

3. Options

The option of removing the limited waiting on the south side of Cowick Street has been considered. However, taking into account the strong public objection and in consultation with the local Member it is recommended that the proposal is not progressed at this time.

Agenda Item 9

It should be noted that removal of this section of limited waiting on Cowick St was proposed as a contribution toward improving road safety, bus punctuality and to ease the enforcement burden at this location. It is possible that the proposals may need to be considered in future as part of a wider review of road safety, congestion and enforcement in the area.

4. Financial Considerations

A total of £3,000 has been assigned for this traffic Order review from the section 106 agreement for the County Ground development.

5. Equality Considerations

Where relevant to the decision, the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding.

taking account of age, disability, race/ethnicity (includes Gypsies and Travellers), gender and gender identity, religion and belief, sexual orientation, pregnant women/new and breastfeeding mothers, marriage/civil partnership status in coming to a decision, a decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

This may be achieved, for example, through completing a full Equality Impact Needs Assessment/Impact Assessment or other form of options/project management appraisal that achieves the same objective'.

6. Legal Considerations

When making a Traffic Regulation Order it is the County Council responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local Authority, so far as practicable, secures the expeditious, convenient and safe movement of traffic and provision of parking facilities.

7. Risk Management Considerations

Injury collisions on Cowick St will remain under review and removal of the limited waiting may need to be considered as part of a future scheme.

8. Reasons for Recommendations

The recommendation is based on the responses received from the statutory consultation and subsequent discussion with the local member.

David Whitton
Head of Highways, Capital Development and Waste

Electoral Division: Exwick & St Thomas

Agenda Item 9

Local Government Act 1972: List of Background Papers

Contact for enquiries: : James Bench

Room No: ABG, Lucombe House

Tel No: 0345 155 1004

Background Paper	Date	File Ref.
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Nil

jb070416exh
sc/cr/proposed waiting restrictions chieftain way area
01 070416

Agenda Item 9

Appendix I
To HCW/16/36

**5412 – Devon County Council
(Various Roads, Exeter) (Control of Waiting) Amendment Order**

Summary of Representations

Comment	Count	Devon County Council (DCC) Response
GENERAL COMMENTS		
The real problem is the area by the First and Last with bus stop opposite the pub. Buses picking up/dropping off passengers stop the traffic flowing as cars are unable to get into Cowick Street, ending up on yellow box clogging up the road.	1	We are aware of the concerns at this junction but this issue is outside the remit of these proposals.
The parking spaces in Cowick Street are essential in this location for accessing the shops/businesses and facilities.	1	Alternative parking for the shops/businesses can be found in the retail park and part of the proposals in this Traffic Regulation Order (TRO) is to provide longer stay parking in the Church Road area. However it is recommended that the removal of limited waiting bays on Cowick Street is not progressed at this time.
Concerned about reduction in available parking.	1	As above.
The process for finding and commenting on the draft proposals online is confusing, difficult and misleading. The proposed Traffic Regulation Orders (TRO) should be placed with the new major schemes on the front of the TRO webpage.	2	View noted. The responses indicate that many people have been able to find the information. Please note that details of the consultation are published within the consultation area of the council's website and this is available from the home page.
Posters on site are not obvious enough for the public to notice as the print is too small. Flyers and leaflets should be used instead with letters being sent out to residents.	1	DCC has carried out the statutory consultation in accordance with the current regulations, The local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 to give residents, traders and members of the public an opportunity to comment or object before a decision is made.
CHIEFTAIN WAY ESTATE		
There is no issue with being able to park two cars in front of the flats on the inside of the corner nearest the church.	1	This particular area is retained as an emergency access to/from Church Road and should not be obstructed and therefore should be kept clear of parked vehicles.
Increased concern over proposals for DYL that will force residents to park in the narrow section of Chieftain Way (running adjacent to Tin Lane) causing obstruction and mayhem.	1	Concerns have been raised by residents in the area regarding visibility and safety issues when vehicles are parked inconsiderately close to junctions and accesses.
The removal of parking will encourage speeding of vehicles around the junction of Ferndale Road and Old Vicarage Road.	1	Restrictions will improve visibility and safety on the bend as current parking obscures visibility in an area of high vulnerable road users. Parking will still be allowed along the lengths of road which will help reduce vehicle speeds.
Proposals will improve road safety in the area.	2	Noted.

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Comment	Count	Devon County Council (DCC) Response
Seems reasonable to stop cars parking adjacent to wall of No.33 but to continue restrictions for 71 metres is unnecessary. There is no safety issue and it would put unwanted pressure on parking.	7	It is recommended that the proposals on the north side of Sanford Place are relaxed to allow parking at this location if required. Restrictions will be retained adjacent the building line of No.33 and around the corner slightly and in front of the steps leading down to Tin Lane.
Proposals are likely to force more drivers from outside onto the estate to park and therefore obstructing our driveway even more than they do so already.	1	Given the demand for parking in the area, minimal restrictions were proposed to remove parking where it causes problems for traffic travelling along the road. It is an offence for vehicles to cause an obstruction to a vehicular access, and both Police and civil enforcement officers have powers to deal with such vehicles.
Concerned about reduction in available parking on the estate.	2	Concerns have been raised by residents in the area regarding visibility and safety issues when vehicles are parked inconsiderately close to junctions and accesses.
The proposals favour those who don't live in area but use road as a short-cut.	1	Given the demand for parking in the area, minimal restrictions were proposed to remove parking where it causes problems for traffic travelling along the road.
Request to amend the timing of the light on the junction of Sydney Road and Alphington Road and additional signage.	2	This request is outside the remit of this traffic regulation order.
Request for white lining across dropped kerbs to discourage inconsiderate parking.	1	Access protections markings are provided in line with the councils Policy in specific circumstances to ensure they have greater impact. It would not be appropriate to mark them across all dropped kerbs in the area.
Supports proposals in general.	4	Support noted.
COWICK STREET		
The removal of the parking spaces in Cowick Street will make Cowick Street even more out of reach and shoppers will go elsewhere.	1	It is considered that removal of parking at this location may have a positive effect on road safety.
The proposals to remove the limited waiting will affect accessibility for older and disabled (those with limited mobility) customers to Cowick Street.	59	However it is recommended that the removal of limited waiting bays on Cowick Street is not progressed at this time.
The removal of parking will impact on businesses having an adverse effect on jobs in the area.	8	The addition of limited waiting bays in Cecil Road and Church Road release sections of existing "no waiting" restrictions, with no cost to existing residents parking stock.
It is difficult to access the St Thomas shopping centre car park which is often over crowded/full at times.	15	
The proposed 'extra parking spaces' in the Church road area will only be two hours duration and therefore will increase traffic movement in the area.	1	
The parking spaces in Cowick Street have never caused congestion.	1	
Frequently uses area and utilises the quick and convenient parking.	11	

Agenda Item 9

Comment	Count	Devon County Council (DCC) Response
The proposals will have a detrimental impact on local traders/businesses.	40	
Regularly uses shops in Cowick Street as it is convenient.	12	
As a community we need to keep, encourage and support the local traders and these proposals will have no benefit in that.	16	
Welcomes the plan to free up the bus lane. However the bus lane operational time must be extended if the amendment is to sufficiently perform its purpose. This will encourage more use of the buses in Cowick Street.	2	See above.
Proposals are detrimental to the occupants of large residential estate as the number of resident permit holder spaces will actually decrease.	1	
The real problem is the area by the First and Last with bus stop opposite the pub. Bus picking up/dropping off passengers stops the traffic flowing as cars are unable to get into Cowick Street, end up on yellow box clogging up the road.	5	
Provide wider area for buses to load - example outside of 'First and Last' so traffic flow is not impeded.	1	
The Council has already removed the cycle lane which is far more dangerous.	1	
Businesses need to have the facility of their suppliers being able to deliver goods (loading and unloading) and products during normal trading hours.	4	
The proposals will discourage new businesses from operating in St Thomas area.	3	
Customers/businesses need to park close to be able to load/unload equipment/goods that can be heavy sometimes. Items would be too far too heavy to carry for long distances.	20	
Proposals will increase the speed of traffic along Cowick Street making it less safe for everyone.	17	
The parking spaces are essential in this location for accessing the shops/businesses and facilities along Cowick Street.	35	
Businesses need to attract more customers to overcome financial burdens and new parking restrictions will not help and only increase problems.	4	
Proposals will cause inconvenience for local businesses.	1	
There is little enough parking and waiting areas already for this area.	14	
The removal of the parking spaces in Cowick Street will make Cowick Street even more out of reach and shoppers will go elsewhere.	20	

Agenda Item 9

Comment	Count	Devon County Council (DCC) Response	
The current parking spaces allows those with young children to park conveniently and pop to the shops quickly.	5		
Concerned about reduction in available parking.	1		
Current parking spaces are seen as no problem.	1		
There are not enough parking spaces around Cowick Street to be able to park overnight.	1		
Removal of limited waiting spaces will add more pressure to parking to nearby roads and car parks.	4	See above	
Parking supports small businesses and traders in the street.	3		
The removal of parking spaces in Cowick Street will put extra pressures on existing available parking in surrounding residential streets.	2		
Removing the parking during rush hours would be better.	1		
Parking slows down the movement of traffic on Cowick Street making it safer for everyone.	8		
Parking does not restrict the traffic flow in Cowick Street, any delays appear to be the sheer volume of traffic using Cowick Street.	5		
Proposals will impact on increasing the flow of traffic from half way down Cowick Street.	1		
Parking gives value to local shops and businesses.	4		
Businesses may need to spend more time than allowed for loading in the loading bay.	1		The only restriction on the loading bay is that it cannot be utilised Mon- Fri between the hours of 8am – 9.15am. It has no other time limit restrictions on it so loading can take place as long as it is necessary to do so. Loading can also take place on no waiting restrictions (i.e. double yellow lines), so long as they are not accompanied by a loading restriction.
Workmen will be unable to park to maintain the properties as the car park has height and time restrictions.	1		The restrictions will not prevent loading/unloading as this is allowed on double yellow lines. Alternative parking arrangements for contractors can be authorised through the councils dispensation permit scheme.
There has been no consultation about these changes.	2	DCC has carried out the statutory consultation in accordance with the current regulations, The local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 to give residents, traders and members of the public an opportunity to comment or object before a decision is made.	
There does not appear to be any safety reason as to why these parking spaces should be removed.	3	It is considered that removal of parking at this location may have a positive effect on road safety. However it is recommended that the proposal is not progressed at this time.	

Agenda Item 9

Comment	Count	Devon County Council (DCC) Response
Issue of making it safer for pedestrians to cross does not make sense as there are two crossings within easy reach of the area.	5	View noted. Experience shows that in retail areas pedestrians do not always use the pedestrian crossings and this is shown in the collision data for the road.
Provide better parking for business community and shoppers.	3	DCC as the Highway Authority allows parking on the highway where it is appropriate e.g. where it does not impact road safety or congestion.
Do not take away parking in Church Road.	1	It was never proposed to remove parking from Church Road.
Parking is already limited as customers are not allowed to park in the precinct car park to shop in Cowick Street.	1	Parking in the precinct is available for up to 3 hours for shoppers visiting Cowick Street.
Suggests that the first & last bus stop is removed or not used during the peak morning times.	3	We are aware of the concerns at this junction but this issue is outside the remit of these proposals.
FERNDALE ROAD		
Concerned about reduction in available parking.	2	Concerns have been raised by residents in the area regarding visibility and safety issues when vehicles are parked inconsiderately close to junctions and accesses.
Proposals favour those who don't live in area but use road as a short-cut.	2	Given the demand for parking in the area, minimal restrictions were proposed to remove parking where it causes problems for traffic travelling along the road.
Removal of parking has limited value and will have minimal effect on safety and will displace the problems from the junctions onto the surrounding roads such as Regent Street, Duckworth, Shaftsbury and Powderham Road.	1	As above.
The removal of parking will encourage speeding of vehicles around the junction of Ferndale Road and Old Vicarage Road.	1	Restrictions will improve visibility and safety on the bend as current parking obscures visibility in an area of high vulnerable road users.
Supports proposals in general.	2	Support noted.
SYDNEY ROAD		
Supports proposals in general.	1	Support noted.

HCW/16/37

Exeter Highways and Traffic Orders Committee
19 April 2016

Vegetation Management in Exeter Update

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 the Committee notes the situation regarding management of vegetation within the City that has been agreed to continue for the next two years.

1. Background/Introduction

The Chairman has asked for an update on the situation regarding weed management to be brought to this meeting.

A paper was taken to the Exeter Board meeting of 30 July 2015 to report on the Weed Spraying Programme in Exeter, the outcome of the Community Payback trial and to request financial support for Vegetation Management in Exeter from the Exeter Board for 2015/16 and the following two financial years.

It was stated that:

Devon County Council will:

- Honour its commitment of £24k in 2015/16 in 2016/17 and 2017/18 subject to County Council approval of future year budgets, (noting that future year budgets are the subject of annual scrutiny and elected Member approvals).
- Provide a special fund of £25k in 2015/16, 2016/17 and 2017/18.
- Subject to County Council approval of future year budgets, continue with the supervision of the Community Payback scheme in 2015/16, 2016/17 and 2017/18.

Exeter City Council will:

- Contribute £25k in 2015/16, 2016/17 and 2017/18 to fund an enhanced highway vegetation management service.
- Enter into an agreement with the County Council to enable it to carry out grass cutting and weed treatment on the highway on behalf of the County Council.
- Provide information to the County Council on its works on the highway and drive annual efficiency in the delivery of the service it delivers on behalf of the County Council so that the agreed service can be delivered for less in over the life of the agreement.

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It was agreed that the Exeter Board welcomed and supported the agreed solution for the maintenance of highways grass and control of weed growth in the City and that it would make a contribution of £10K per annum in 2015/16, 2016/17 and 2017/18.

2. Proposal

The Exeter City Council Public & Greenspace Manager has advised that:

The City Council has already cut grass at a number of key sites and the cyclic cutting programme has been started. The work has included clearing accumulated soil and weeds at traffic islands and pedestrian refuges.

The planned start on weed spraying of footpaths and associated hard surface areas in the city was postponed by the recent cold spell as the herbicide needs a minimum of 4°C to be effective and is now programmed to commence before the date of this meeting.

Grass cutting will be minimised as far as possible to keep costs within budgets. However, the City Council will be looking to deliver a reasonable compromise whereby both safety requirements and civic reputation are protected.

The City Council is increasing the number of wildflower verges throughout the city. These will have a "Wild City" sign to indicate that, whilst they may appear unkempt at first and after flowering, they should all be providing a great display and increasing habitat value and biodiversity. The Moor Lane/Honiton Road roundabout was re-seeded in the autumn in partnership with the Met Office, the County Council and Devon Wildlife Trust. Other locations will be seeded accordingly.

Any queries regarding the management of vegetation in Exeter should first be directed to Exeter City Council.

3. Financial Considerations

The cost of this work will be met jointly by the County Council, the Exeter Board and Exeter City Council as detailed in Section 1.

4. Sustainability Considerations

When maintenance work is undertaken it is managed to ensure that the effect on the surrounding environment is kept to a minimum. When cleaning and other cyclic work is undertaken soil and other material is returned to roadside verges if appropriate.

5. Carbon Impact Considerations

This proposal will have a carbon neutral impact.

6. Equality Considerations

The Equality of the recommendations have been considered in the preparation of this report.

7. Legal Considerations

The lawful consequences of the recommendation have been considered in the preparation of this report.

8. Risk Management Considerations

The proposals contained in this report have been assessed and all reasonable actions are taken to safeguard the Council's position.

9. Summary/Conclusions/Reasons for Recommendations

The proposed programme is designed to make best use of the available financial resources using the Cabinet endorsed Asset Management approach.

David Whitton
Head of Highways, Capital Development and Waste

Electoral Divisions: All Exeter Divisions

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Ref.
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Nil

tv060416exh
sc/cr/vegetation management in Exeter update
02 080416

HCW/16/38

Exeter Highways and Traffic Orders Committee
19 April 2016

Actions Taken Under Delegated Powers

Report of the Head of Highways, Capital Development and Waste

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

Recommendation: It is recommended that the report be noted.

1. Summary

In accordance with Minute *3 of the Meeting of this Committee on 12 July 2004 this report details the actions taken in respect of traffic regulation orders under Delegated Powers since the last meeting.

2. Actions on Advertised Traffic Orders

Since the last meeting of this Committee, a number of Traffic Orders have been progressed and where objections have been received, these have been dealt with by a consultation with the Chairman and local Members. Details of these matters are listed below.

Location	Proposal	Action
Mount Dinham Court & Lower North Street	Introduction of No Waiting At Any Time and changes to adjacent parking restrictions.	Traffic regulation order advertised, objections resolved and order sealed after consultation with Local Member and HATOC Vice Chair.
Matford Road	Introduction of No Waiting At Any Time due to new access.	Traffic regulation order advertised and order sealed after consultation with Local Member and HATOC Chair as no objections were received.
Pinhoe Road	Upgrade of pelican crossing to puffin crossing.	Public notices advertised as part of annual traffic signal maintenance programme.
Red Cow, Cowley Bridge Road		
South Street	Upgrade of toucan crossing (far sided) to toucan crossing (near sided).	
Rydon Lane/Russell Way Junction	Amendments to prohibited turns as part of signal upgrades.	Traffic regulation order advertised and order sealed after consultation with Local Member and HATOC Chair as no objections were received.

David Whitton
Head of Highways, Capital Development and Waste

Electoral Divisions: All in Exeter

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Local Government Act 1972

List of Background Papers

Contact for enquiries: James Bench

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Background Paper	Date	File Ref.
None		

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sc/cr/action taken under delegated powers
02 080416