

Phil Norrey  
Chief Executive

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

County Hall  
Topsham Road  
Exeter  
Devon  
EX2 4QD

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(See below)

Your ref :  
Our ref :

Date : 4 July 2016  
Please ask for : Gerry Rufolo, 01392 382299

Email: gerry.rufolo@devon.gov.uk

## **EXETER HIGHWAYS AND TRAFFIC ORDERS COMMITTEE**

Tuesday, 12th July, 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

## **A G E N D A**

### **PART 1 - OPEN COMMITTEE**

- 1 Apologies for Absence
- 2 Election of Chairman and Vice Chairman

In accordance with the Council's Constitution the Chairman and Vice-Chairman of this Committee must be a County Councillor.

- 3 Minutes  
Minutes of the meeting held on 19 April 2016 (previously circulated).

- 4 Items Requiring Urgent Attention  
Items which in the opinion of the Chairman should be considered at the meeting as matters of urgency.

### **STANDING ITEMS**

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

*Electoral Divisions(s): All Divisions*

6 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/>).

**MATTERS FOR DECISION**

7 Exeter Residents Parking (Pages 1 - 92)

Report of the Head of Highways, Capital Development and Waste (HCW/16/55), attached.

*Electoral Divisions(s): All Divisions*

8 High Street and Footway Maintenance (Pages 93 - 98)

Report of the Head of Highways, Capital Development and Waste (HCW/16/56), attached

*Electoral Divisions(s): All Divisions*

9 Road Safety Issues at Stoke Hill Junior, Infants and Nursery Schools

Head of Highways, Capital Development and Waste to report.

*Electoral Divisions(s): Duryard & Pennsylvania*

10 Way Side Crescent: Adoption

In accordance with Standing Order 23(2) Councillor Foggin has requested that the Committee consider this matter.

*Electoral Divisions(s): Heavitree and Whipton Barton*

11 Parking Issues Rosebarn Lane, Doriam Close, Patricia Close, Argyle Road, Upper Pennsylvania Road, and Upper Stoke Valley Road

In accordance with Standing Order 23(2) Councillor Prowse has requested that the Committee consider this matter.

*Electoral Divisions(s): Duryard & Pennsylvania*

**MATTERS FOR INFORMATION**

12 Update on the Operation of the Parking Dispensation Scheme

In accordance with Standing Order 23(2) Councillor Prowse has requested that the Committee consider this matter.

*Electoral Divisions(s): All Divisions*

13 Update on Ide/Alphington Park and Ride

In accordance with Standing Order 23(2) Councillor Owen has requested that the Committee consider this matter.

*Electoral Divisions(s): Alphington & Cowick; Exminster and Kenton*

- 14 Paris Street: Proposed stopping Up and or Prohibition of Motor Vehicles Orders  
In accordance with Standing Order 23(2) Councillor Prowse has requested that the Committee consider this matter.
- 15 Highways Safety Policy (Cabinet Minute \*403/14 October 2015)  
To note the following reference from Cabinet for information. Report HCW/16/39 can be found at:  
<http://democracy.devon.gov.uk/ieListDocuments.aspx?CId=133&MId=160&Ver=4>  
  
*“(a) that the Highway Safety Policy set out in Appendix A to Report HCW/16/39 be approved and the Head of Highways, Capital Development & Waste be authorised, in consultation with the County Solicitor and the Cabinet Member for Highway Management and Flood Prevention, to approve further minor amendments to the Highway Safety Inspection Policy prior to the next full review in September 2018;*  
  
*(b) that Highways & Traffic Order Committees be made aware of the revised operational policy.”*  
  
*Electoral Divisions(s): All Divisions*
- 16 Actions Taken Under Delegated Powers (Pages 99 - 100)  
Report of the Head of Highways, Capital Development and Waste (HCW/16/57), attached
- 17 Dates of Meetings  
14 November 2016; 17 January and 25 April 2017.  
  
Note: Dates of County Council meetings available at:  
<http://democracy.devon.gov.uk/mgCalendarMonthView.aspx?GL=1&bcr=1>

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

### **MEMBERS ARE REQUESTED TO SIGN THE ATTENDANCE REGISTER**

<p><b><u>Part II Reports</u></b></p> <p><i>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).</i></p> <p><i>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.</i></p> <p><b><u>Agenda Items and Attendance of District &amp; Town/Parish Councillors</u></b></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>For further information please contact Gerry Rufolo on 01392 382299.</i></p>
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## **Membership**

### County Councillors

Councillors J Owen (Chairman), O Foggin, R Hannaford, D Hannon, R Hill, A Leadbetter, E Morse, P Prowse and R Westlake

### Exeter City Council

Councillors P Bull, Harvey, 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

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Induction loop system available

HCW/16/55

Exeter Highways and Traffic Orders Committee  
12 July 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 statutory consultation be noted;**
- (b) the restrictions are implemented as detailed in section 5 of this report and the associated traffic regulation orders be made and sealed;**
- (c) those areas that have not been progressed following this consultation process will not be considered again for residents parking for at least 3 years and then only if this Committee considers the area to be the highest priority as part of its ongoing review of future residents parking schemes.**

### **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, the top priorities were identified as the Burnthouse Lane, Rifford Road, Heavitree, Polsloe and Elizabeth Avenue Areas. These proposals formed the basis of two rounds of public consultations. The results of these consultations were considered by this Committee in April 2016 when it was resolved to advertise the necessary traffic regulation orders. This report considers the responses to the statutory consultation on those traffic regulation orders.

### **2. Consultations**

The statutory consultation took place between 26 May and 17 June 2016 and was advertised in the Express and Echo, by notices on the streets affected and by a mail drop to all properties within the proposed areas (approx. 4,500).

Copies of the proposals were also made available at County Hall, Exeter Civic Centre and at Wonford Community and Learning Centre.

Over the 21 day consultation period we received approximately 1,600 submissions which have been recorded against the relevant scheme.

The mail drop to all properties within the proposed area asked if the resident supported or opposed the proposals. A summary of these responses can be found in the table in Appendix I and indicated on maps in Appendix II.

A summary of the comments submitted and the county councils response can be found in Appendix III.

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## 3. Proposal

### **Zone S6 - Elizabeth Avenue Area**

We received 174 representations relating to the proposals for this area. The majority of residents in Anne Close, Lyncombe Close, Margaret Road, Stoke Hill and Stoke Hill Crescent have indicated they are not in favour of restrictions in their road.

It is therefore recommended that only the proposals for Elizabeth Avenue, Prince Charles Road and Prince Charles Service Road and the proposed No Waiting At Any Time at the Margaret Road/Prince Charles Road/Service Road junction are implemented.

### **Zone C - Newtown Area**

We received 5 representations relating to the proposals for this area. 2 of the 3 responses from residents have indicated they support the proposals and after considering the recommendation for Polsloe Road it is recommended that the proposals are implemented as advertised.

### **Zone S2 - Regents Park Area**

We received 564 representations relating to the proposals for this area.

The responses from residents in the Park Road area indicate a high level of support for proposals. It is therefore recommended that the restrictions in Commins Road, Jubilee Road, Manston Road, Park Road, Pinhoe Road, Polsloe Road, St Annes Road, St Johns Road and St Marks Avenue are implemented as advertised.

The responses from residents in the Homefield Road area also indicate a high level of support for proposals. It is therefore recommended that the restrictions in Bonnington Grove, Fore Street, Goldsmith Street, Homefield Road, North Lawn Court, North Street, Oakfield Street, Park Place, Pegasus Court and Wyndham Avenue are implemented as advertised.

It is recommended that the proposed restrictions in the remaining roads are not progressed with the exception of the following specific restrictions which are still considered necessary to improve parking in the area.

- No Waiting At Any Time at the junctions of Hamlin Lane/Hanover Road and Hanover Close/Hanover Road.
- Revocation of a section of No Waiting At Any Time in Lower Avenue.
- Revocation of No Waiting and new No Waiting At Any Time outside 23 to 29 Ladysmith Road.

### **Zone N - Bovemoors Lane Area**

We received 421 representations relating to the proposals for this area.

The responses from Sivell Place indicate slight support for the proposals and considering the lack of on-street parking in the road and the recommendation for the North Street area it is recommended that the proposals for Church Street, Gordons Place and Sivell Place are implemented as advertised to ensure that residents have access to more on-street parking.

The responses from the residents on Whipton Lane and Lonsdale Road have indicated a high level of support for the proposals. However, the residents of Stanwey and the southern end of Roseland Avenue have indicated they are not in favour of the proposals. Considering the results for the area it is recommended that restrictions are introduced in Lonsdale Road, Roseland Avenue, Stanwey and Whipton Lane as it would not be sensible to leave Stanwey

and the southern section of Roseland Avenue because their proximity to Whipton Lane would result in displacement of parking to these roads that would cause difficulties.

Heavitree Bowling Club have responded to indicate that the 3 hour maximum stay on the pay and display is not long enough for their games, it is therefore recommended that a 4 hour tariff be added to the proposed pay and display, at a charge of £3.50, to better cater for this. It is not proposed to introduce an all day tariff to Whipton Lane to ensure that parking spaces turn over so that they remain available for users of the park. If parking is required for longer then this could take place in Butts Road which would allow all day parking.

It is therefore recommended that the proposals for Butts Road, Fore Street, Lonsdale Road, Roseland Avenue, Stanwey and Whipton Lane are implemented as advertised with a modification to the pay and display in Whipton Lane to allow a four hour tariff.

It is recommended that the proposed restrictions in the remaining roads are not progressed.

## **Zone S7 - Rifford Road Area**

We received 202 representations relating to the proposals for this area. The responses from this area indicate that those residents responding are broadly supportive of the proposed restrictions.

However, there was not support from the residents in Woodwater Lane therefore it is recommended that the proposed restrictions are not progressed on the section of Woodwater Lane between Rifford Road and Aller Vale Close.

Likewise residents in Broom Close and Quarry Lane did not support the proposals. However, it is recommended that the remaining restrictions are implemented as proposed as it is considered that omitting Quarry Lane and Broom Close due to the potential displacement to these roads that would cause difficulties.

## **Zone S8 - Burnthouse Lane Area**

We received 421 representations relating to the proposals for this area.

The responses from residents in the area do not clearly indicate areas in support or opposition to the proposals and it must be noted that the overall level of response was very low preventing a clear outline of whether the majority of residents do or do not want residents parking.

After further analysis of the responses it is identified that at the northern end of the proposed area, 12 residents indicated support with 2 opposing the proposed restriction. It is therefore recommended that restrictions are implemented on Browning Close and the section of Burnthouse Lane between Chestnut Avenue and Wonford Street including the spur in front of the surgery.

It is not appropriate to introduce such a small scheme and it is recommended that this area is implemented as part of the adjacent Rifford Road Zone (Zone S7). It is also recommended that these restrictions are implemented as advertised with the exception of the proposed pay and display outside nos. 106 to 116 as it is considered this restriction will not be used if there are alternatives in the immediate vicinity.

The rest of the proposed zone received support from 113 addresses but 120 opposed. It is therefore recommended that the proposed restrictions in the remaining roads are not progressed with the exception of the following specific restrictions which are still considered necessary to improve parking in the area.

# Agenda Item 7

- No Waiting At Any Time at the junction of Chestnut Avenue/Hamilton Avenue and Briar Crescent/Hamilton Avenue.
- No Waiting At Any Time and changes to School Keep Clears on Burnthouse Lane but not across private driveways.

## **Other Areas Previously Considered**

Officers and members are already receiving correspondence from those areas that were excluded from the statutory consultation. These areas were excluded because of the strong opposition to the proposals following the informal consultations last year. It is recommended that residents parking is not considered in these roads until the new schemes have been implemented and bedded in. It is suggested that this should not take place for at least three years and only then if it is considered a priority area agreed by the committee as part of the regular review of future residents parking schemes.

## **Mandatory Disabled Bays**

Regardless of the suggestions made above it is recommended that any mandatory disabled bays that have been advertised for removal are revoked and removed as proposed so that these spaces are freed up.

## **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.

## **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 the scheme 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 the statutory consultations.

David Whitton  
Head of Highways, Capital Development and Waste

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

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.
Nil		

jb010716exh  
sc/cr/exeter residents parking review  
03 04716

## Zone S6 – Elizabeth Avenue Area

	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Count	% return
ANNE CLOSE	4	14.8%	23	85.2%	27	4	19.0%	17	81.0%	21	41	51.2%
ELIZABETH AVENUE	29	82.9%	6	17.1%	35	25	86.2%	4	13.8%	29	53	54.7%
LYNCOMBE CLOSE	2	22.2%	7	77.8%	9	2	22.2%	7	77.8%	9	23	39.1%
MARGARET ROAD	13	44.8%	16	55.2%	29	11	40.7%	16	59.3%	27	47	57.4%
PRINCE CHARLES ROAD	7	77.8%	2	22.2%	9	7	77.8%	2	22.2%	9	33	27.3%
STOKE HILL	7	28.0%	18	72.0%	25	6	40.0%	9	60.0%	15	26	57.7%
STOKE HILL CRESCENT	3	30.0%	7	70.0%	10	3	30.0%	7	70.0%	10	21	47.6%
<b>Total</b>	<b>65</b>	<b>45.1%</b>	<b>79</b>	<b>54.9%</b>	<b>144</b>	<b>58</b>	<b>48.3%</b>	<b>62</b>	<b>51.7%</b>	<b>120</b>	<b>244</b>	<b>49.2%</b>

There were a total of 30 responses from out of the area, 1 supported the proposals and 29 were opposed to the proposals.

## Zone C – Newtown Area

	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Count	% return
JESMOND ROAD	2	66.7%	1	33.3%	3	2	66.7%	1	33.3%	3	10	30.0%
<b>Total</b>	<b>2</b>	<b>66.7%</b>	<b>1</b>	<b>33.3%</b>	<b>3</b>	<b>2</b>	<b>66.7%</b>	<b>1</b>	<b>33.3%</b>	<b>3</b>	<b>10</b>	<b>30.0%</b>

There were a total of 2 responses from out of the area, both opposed to the proposals

## S2 – Regents Park Area

	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Count	% return
ALPHA STREET	14	87.5%	2	12.5%	16	13	86.7%	2	13.3%	15	38	39.5%
ANTHONY ROAD	15	48.4%	16	51.6%	31	14	46.7%	16	53.3%	30	73	41.1%
BONNINGTON GROVE	16	80.0%	4	20.0%	20	16	80.0%	4	20.0%	20	37	54.1%
COMMINS ROAD	6	42.9%	8	57.1%	14	6	60.0%	4	40.0%	10	34	29.4%
EAST TERRACE	1	100.0%			1	1	100.0%			1	9	11.1%
FIRST AVENUE	2	15.4%	11	84.6%	13	2	18.2%	9	81.8%	11	23	47.8%
FORE STREET	1	16.7%	5	83.3%	6	1	16.7%	5	83.3%	6	103	5.8%
GOLDSMITH STREET	4	57.1%	3	42.9%	7	4	57.1%	3	42.9%	7	31	22.6%
HAMLIN LANE	2	66.7%	1	33.3%	3	2	66.7%	1	33.3%	3	35	8.6%

**Do you support the residents parking proposals in your street?**  
**Breakdown of responses by Road**

Appendix I

	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Count	% return
HANOVER CLOSE	2	66.7%	1	33.3%	3	2	66.7%	1	33.3%	3	13	23.1%
HANOVER ROAD	6	33.3%	12	66.7%	18	5	29.4%	12	70.6%	17	35	48.6%
HOMEFIELD ROAD	11	68.8%	5	31.3%	16	10	66.7%	5	33.3%	15	52	28.8%
JUBILEE ROAD	9	75.0%	3	25.0%	12	9	75.0%	3	25.0%	12	28	42.9%
LADYSMITH LANE			2	100.0%	2			2	100.0%	2	11	18.2%
LADYSMITH ROAD	19	31.7%	41	68.3%	60	18	31.6%	39	68.4%	57	140	40.7%
LOWER AVENUE	6	50.0%	6	50.0%	12	6	50.0%	6	50.0%	12	29	41.4%
MANSTON ROAD	13	68.4%	6	31.6%	19	13	68.4%	6	31.6%	19	73	26.0%
NEWCOMBE STREET	2	15.4%	11	84.6%	13	2	15.4%	11	84.6%	13	38	34.2%
NEWCOMBE TERRACE	1	20.0%	4	80.0%	5	1	20.0%	4	80.0%	5	12	41.7%
NORMANDY ROAD	4	23.5%	13	76.5%	17	4	23.5%	13	76.5%	17	51	33.3%
NORTH LAWN COURT	2	66.7%	1	33.3%	3	2	66.7%	1	33.3%	3	44	6.8%
NORTH STREET	12	63.2%	7	36.8%	19	11	68.8%	5	31.3%	16	87	18.4%
OAKFIELD STREET	8	66.7%	4	33.3%	12	8	66.7%	4	33.3%	12	29	41.4%
PARK PLACE	2	50.0%	2	50.0%	4	2	50.0%	2	50.0%	4	6	66.7%
PARK ROAD	29	76.3%	9	23.7%	38	28	75.7%	9	24.3%	37	111	33.3%
PINHOE ROAD	1	20.0%	4	80.0%	5	1	25.0%	3	75.0%	4	47	8.5%
PRETORIA ROAD	1	50.0%	1	50.0%	2	1	50.0%	1	50.0%	2	5	40.0%
REGENT SQUARE	5	41.7%	7	58.3%	12	5	45.5%	6	54.5%	11	62	17.7%
ROSELAND AVENUE	8	23.5%	26	76.5%	34	7	26.9%	19	73.1%	26	51	51.0%
ROSELAND CRESCENT			10	100.0%	10			8	100.0%	8	25	32.0%
ROSELAND DRIVE	2	40.0%	3	60.0%	5	2	40.0%	3	60.0%	5	36	13.9%
SAXON ROAD			12	100.0%	12			11	100.0%	11	36	30.6%
SECOND AVENUE			3	100.0%	3			2	100.0%	2	9	22.2%
SOUTH LAWN TERRACE	7	43.8%	9	56.3%	16	7	43.8%	9	56.3%	16	46	34.8%
ST. ANNES ROAD	13	72.2%	5	27.8%	18	13	72.2%	5	27.8%	18	60	30.0%
ST. JOHNS ROAD	9	75.0%	3	25.0%	12	9	75.0%	3	25.0%	12	60	20.0%
ST. MARKS AVENUE	2	100.0%			2	2	100.0%			2	7	28.6%
STUART ROAD	7	28.0%	18	72.0%	25	7	30.4%	16	69.6%	23	53	43.4%
THIRD AVENUE	1	25.0%	3	75.0%	4	1	33.3%	2	66.7%	3	18	16.7%
WEST TERRACE	2	50.0%	2	50.0%	4	2	50.0%	2	50.0%	4	12	33.3%
WYNDHAM AVENUE	8	66.7%	4	33.3%	12	8	66.7%	4	33.3%	12	33	36.4%
<b>Total</b>	<b>253</b>	<b>46.9%</b>	<b>287</b>	<b>53.1%</b>	<b>540</b>	<b>245</b>	<b>48.4%</b>	<b>250</b>	<b>49.4%</b>	<b>506</b>	<b>1901</b>	<b>26.6%</b>

No responses received from Fowey Close, Newcombe Street Gardens, Polsloe Road or Salutory Mount.

There were a total of 18 responses from out of the area, 2 supported the proposals and 16 were opposed to the proposals.

There were 6 responses from the Monks Road area, 3 supported the proposals and 3 were opposed to the proposals.

**Do you support the residents parking proposals in your street?**  
**Breakdown of responses by Road**

Appendix I

**N – Bovemoors Lane Area**

	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Count	% return
ATTWYLL AVENUE	9	34.6%	17	65.4%	26	9	39.1%	14	60.9%	23	65	35.4%
AVONDALE ROAD	1	12.5%	7	87.5%	8	1	12.5%	7	87.5%	8	21	38.1%
BROOKLEIGH AVENUE	1	33.3%	2	66.7%	3	1	33.3%	2	66.7%	3	5	60.0%
CRANBROOK ROAD			14	100.0%	14			12	100.0%	12	20	60.0%
EAST WONFORD HILL	1	10.0%	9	90.0%	10	1	11.1%	8	88.9%	9	47	19.1%
FORE STREET	7	30.4%	16	69.6%	23	6	33.3%	12	66.7%	18	70	25.7%
GLENMORE ROAD			7	100.0%	7			7	100.0%	7	20	35.0%
GORDON'S PLACE			2	100.0%	2			2	100.0%	2	15	13.3%
LISA CLOSE	1	25.0%	3	75.0%	4	1	33.3%	2	66.7%	3	6	50.0%
LONSDALE ROAD	18	60.0%	12	40.0%	30	18	64.3%	10	35.7%	28	50	56.0%
MAYFIELD ROAD	1	14.3%	6	85.7%	7	1	14.3%	6	85.7%	7	20	35.0%
ROSELAND AVENUE	1	8.3%	11	91.7%	12	1	14.3%	6	85.7%	7	13	53.8%
SIVELL PLACE	5	62.5%	3	37.5%	8	4	57.1%	3	42.9%	7	45	15.6%
ST. LOYES ROAD	7	41.2%	10	58.8%	17	7	46.7%	8	53.3%	15	33	45.5%
STANWEY	8	29.6%	19	70.4%	27	7	29.2%	17	70.8%	24	39	61.5%
VICTOR STREET	5	29.4%	12	70.6%	17	5	29.4%	12	70.6%	17	54	31.5%
WHIPTON LANE	18	78.3%	5	21.7%	23	16	80.0%	4	20.0%	20	25	80.0%
WOODSTOCK ROAD	3	21.4%	11	78.6%	14	2	20.0%	8	80.0%	10	20	50.0%
<b>Total</b>	<b>86</b>	<b>34.1%</b>	<b>166</b>	<b>65.9%</b>	<b>252</b>	<b>80</b>	<b>36.4%</b>	<b>140</b>	<b>63.6%</b>	<b>220</b>	<b>573</b>	<b>38.4%</b>

No responses received from Victor Close or Victor Lane.

There were a total of 169 responses from out of the area, 2 supported the proposals and 167 were opposed to the proposals

## S7 – Rifford Road Area

	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Yes	%
BROOM CLOSE	2	33.3%	4	66.7%	6	2	33.3%	4	66.7%	6	12	50.0%
EAST WONFORD HILL	2	66.7%	1	33.3%	3	2	66.7%	1	33.3%	3	30	10.0%
HEATH ROAD	10	83.3%	2	16.7%	12	9	81.8%	2	18.2%	11	32	34.4%
HURST AVENUE	9	56.3%	7	43.8%	16	9	60.0%	6	40.0%	15	48	31.3%
IVY CLOSE	5	71.4%	2	28.6%	7	5	71.4%	2	28.6%	7	33	21.2%
LETHBRIDGE ROAD	5	50.0%	5	50.0%	10	5	50.0%	5	50.0%	10	35	28.6%
LUDWELL LANE	8	72.7%	3	27.3%	11	6	66.7%	3	33.3%	9	21	42.9%
PERYAM CRESCENT	4	66.7%	2	33.3%	6	4	66.7%	2	33.3%	6	54	11.1%
QUARRY LANE			1	100.0%	1			1	100.0%	1	10	10.0%
RIFFORD ROAD	24	51.1%	23	48.9%	47	24	53.3%	21	46.7%	45	171	26.3%
SALTERS ROAD	18	64.3%	10	35.7%	28	18	64.3%	10	35.7%	28	89	31.5%
TUCKFIELD CLOSE	6	66.7%	3	33.3%	9	6	66.7%	3	33.3%	9	27	33.3%
WILFORD ROAD	7	70.0%	3	30.0%	10	7	70.0%	3	30.0%	10	36	27.8%
WOODWATER LANE	5	20.8%	19	79.2%	24	5	21.7%	18	78.3%	23	85	27.1%
<b>Total</b>	<b>105</b>	<b>55.3%</b>	<b>85</b>	<b>44.7%</b>	<b>190</b>	<b>102</b>	<b>55.7%</b>	<b>81</b>	<b>44.3%</b>	<b>183</b>	<b>683</b>	<b>26.8%</b>

There were a total of 12 responses from out of the area, 1 supported the proposals and 11 were opposed to the proposals.

**Do you support the residents parking proposals in your street?**  
**Breakdown of responses by Road**

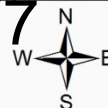
Appendix I

**S8 – Burnthouse Lane Area**

	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Count	% return
BRIAR CRESCENT	24	51.1%	23	48.9%	47	23	51.1%	22	48.9%	45	175	25.7%
BROOKE AVENUE	2	66.7%	1	33.3%	3	2	66.7%	1	33.3%	3	22	13.6%
BROWNING CLOSE	13	92.9%	1	7.1%	14	13	92.9%	1	7.1%	14	28	50.0%
BURNS AVENUE	2	66.7%	1	33.3%	3	2	66.7%	1	33.3%	3	28	10.7%
BURNTHOUSE LANE	23	71.9%	9	28.1%	32	23	71.9%	9	28.1%	32	211	15.2%
CHAUCER AVENUE	2	28.6%	5	71.4%	7	2	28.6%	5	71.4%	7	26	26.9%
CHESTNUT AVENUE	16	36.4%	28	63.6%	44	16	37.2%	27	62.8%	43	220	19.5%
DICKENS DRIVE	1	50.0%	1	50.0%	2	1	50.0%	1	50.0%	2	24	8.3%
HAMILTON AVENUE	8	50.0%	8	50.0%	16	8	50.0%	8	50.0%	16	43	37.2%
HAWTHORN ROAD	12	66.7%	6	33.3%	18	12	66.7%	6	33.3%	18	99	18.2%
HAZEL ROAD	2	18.2%	9	81.8%	11	2	20.0%	8	80.0%	10	68	14.7%
HOLLY ROAD			1	100.0%	1			1	100.0%	1	4	25.0%
LABURNUM ROAD	6	40.0%	9	60.0%	15	6	40.0%	9	60.0%	15	86	17.4%
LAUREL ROAD	3	75.0%	1	25.0%	4	3	75.0%	1	25.0%	4	16	25.0%
LILAC ROAD	1	100.0%			1	1	100.0%			1	12	8.3%
MAGNOLIA AVENUE	4	66.7%	2	33.3%	6	4	66.7%	2	33.3%	6	26	23.1%
MILTON ROAD	4	44.4%	5	55.6%	9	4	44.4%	5	55.6%	9	64	14.1%
RONCHETTI WAY	3	100.0%			3	3	100.0%			3	24	12.5%
SCOTT AVENUE	1	33.3%	2	66.7%	3	1	33.3%	2	66.7%	3	24	12.5%
SHAKESPEARE ROAD	9	60.0%	6	40.0%	15	9	60.0%	6	40.0%	15	101	14.9%
SILVER BIRCH CLOSE	1	100.0%			1	1	100.0%			1	13	7.7%
SPENSER AVENUE	1	33.3%	2	66.7%	3	1	33.3%	2	66.7%	3	34	8.8%
TENNYSON AVENUE	1	16.7%	5	83.3%	6	1	16.7%	5	83.3%	6	24	25.0%
WALNUT ROAD			1	100.0%	1			1	100.0%	1	4	25.0%
<b>Total</b>	<b>139</b>	<b>52.5%</b>	<b>126</b>	<b>47.5%</b>	<b>265</b>	<b>138</b>	<b>52.9%</b>	<b>123</b>	<b>47.1%</b>	<b>261</b>	<b>1394</b>	<b>18.7%</b>

No responses received from Cowper Avenue or Topsham Road.

There were a total of 6 responses from out of the area, 0 supported the proposals and 6 were opposed to the proposals.

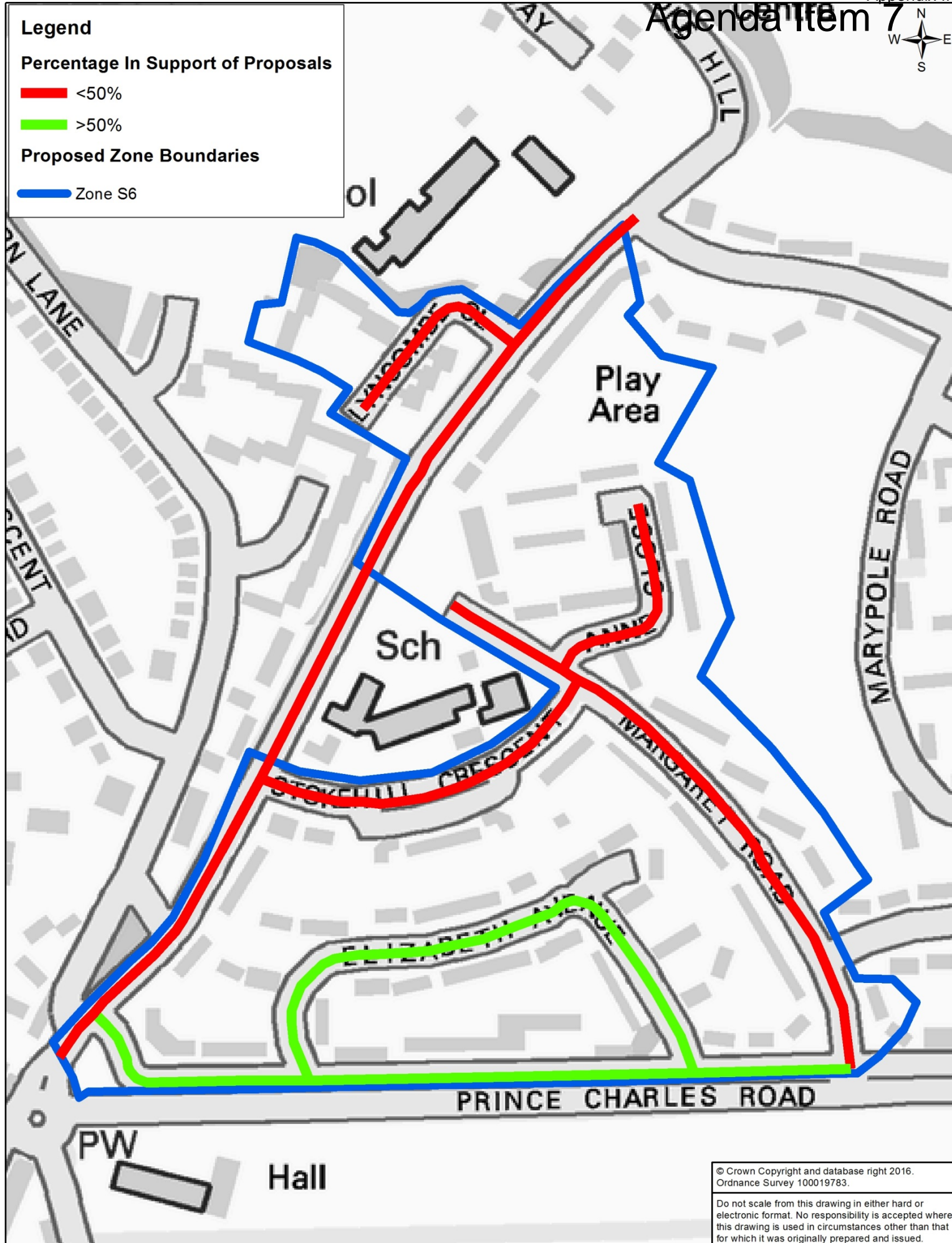
**Legend****Percentage In Support of Proposals**

— <50%

— >50%

**Proposed Zone Boundaries**

— Zone S6



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drawn by	JPB
scale	NTS
date	29/06/2016

drawing number	<b>ENV5544/ZN/S6/003</b>
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**Drawing Title:**

Do your support the residents parking  
proposals in your street?

Page 11

Zone S6 - Elizabeth Avenue Area

# Agenda Item 7

## Legend

### Percentage In Support of Proposals

■ >50%

### Proposed Zone Boundaries

— Zone C

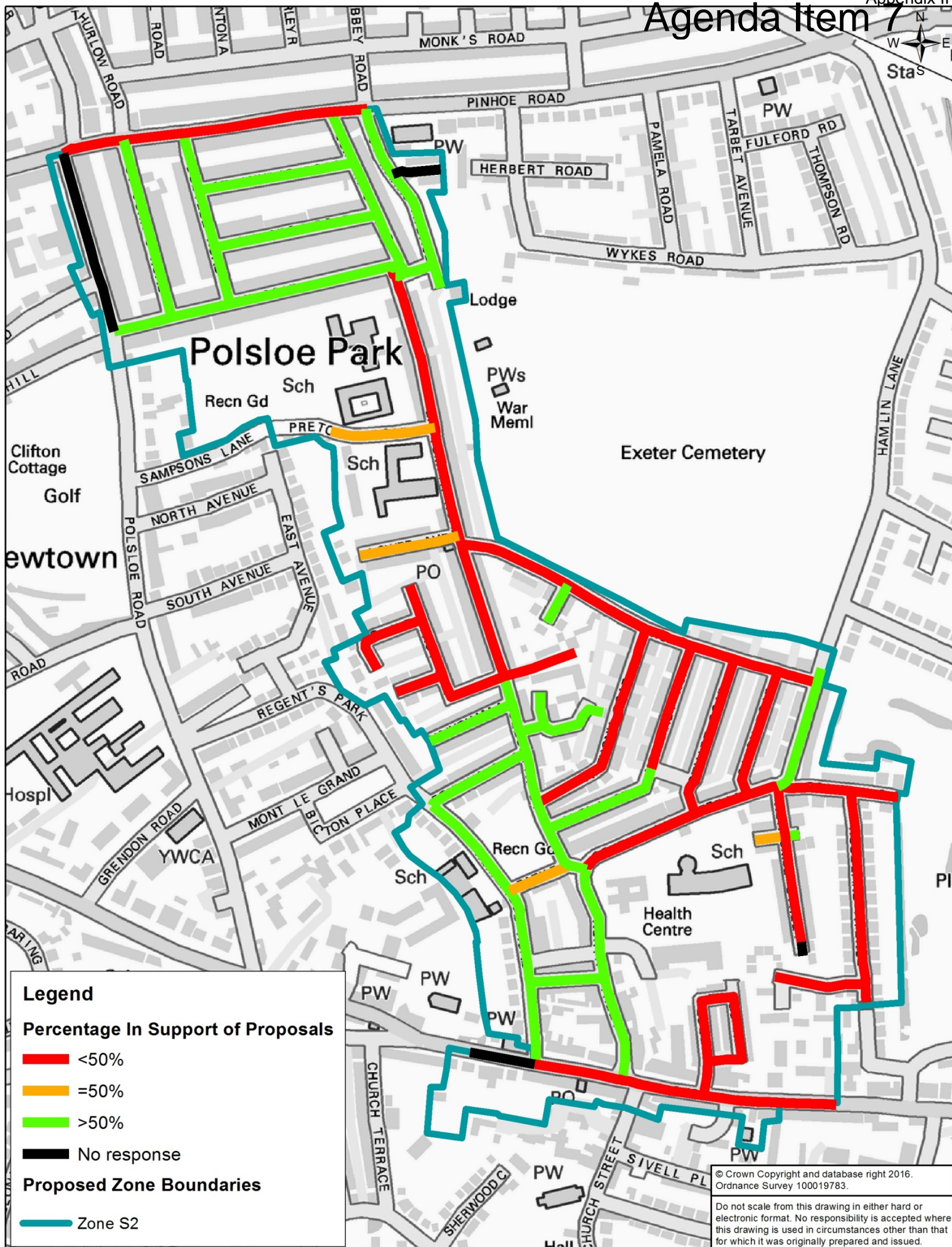


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scale	NTS
date	29/06/2016
drawing number	ENV5549/ZN/C/003



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**Drawing Title:**  
Do your support the residents parking proposals in your street?  
**Page 12**  
Zone C - Newtown Area Extension



**Legend**

**Percentage In Support of Proposals**

- <50%
- =50%
- >50%
- No response

**Proposed Zone Boundaries**

- Zone S2

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drawing number	ENV5548/ZN/S2/003

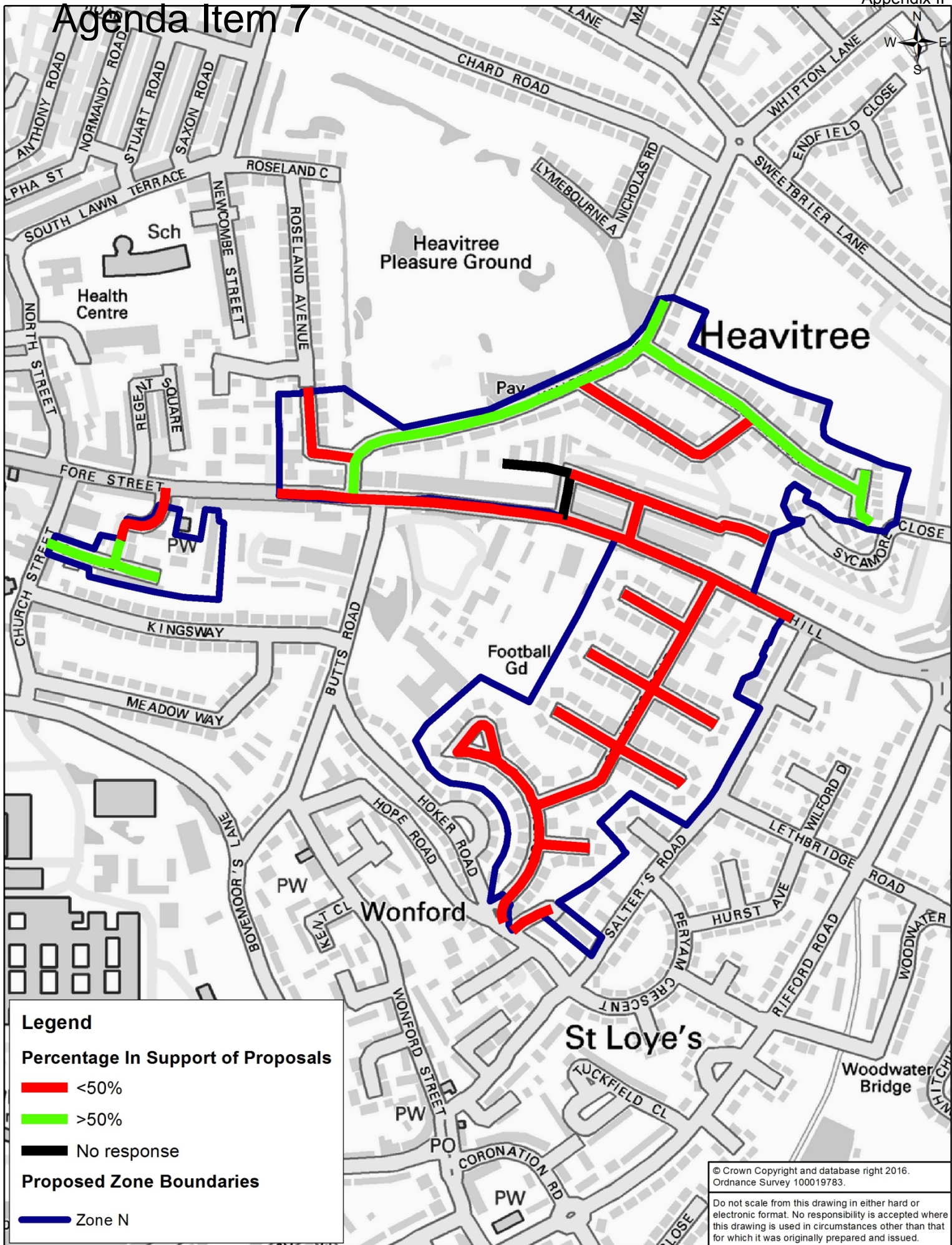


David Whitton  
Head of Capital Development,  
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**Drawing Title:**

Do you support the residents parking proposals in your street?

# Agenda Item 7



## Legend

### Percentage In Support of Proposals

- <50%
- >50%
- No response

### Proposed Zone Boundaries

- Zone N

### Drawing Title:

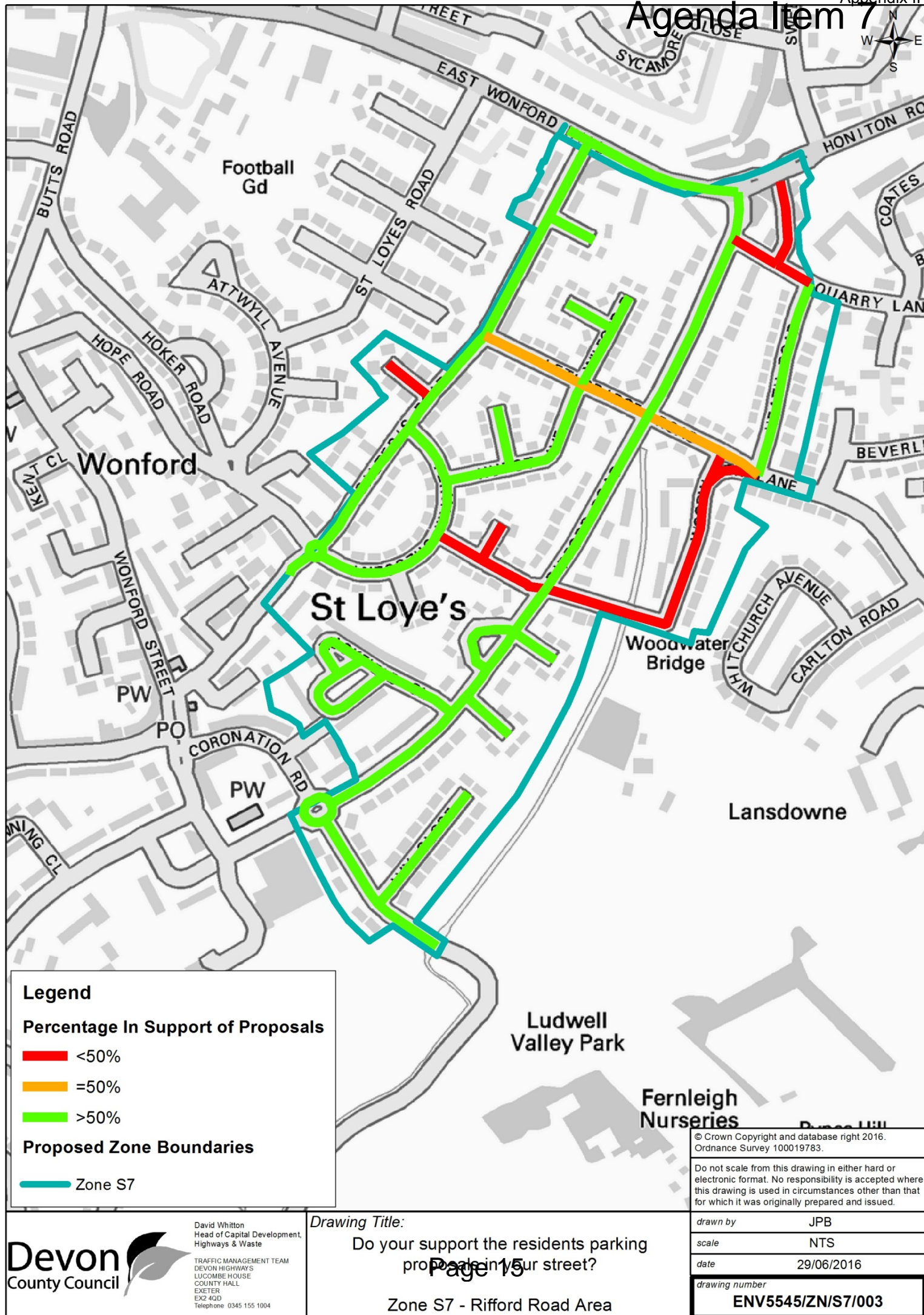
Do you support the residents parking  
proposals in your street?

Zone N - Bovemoors Area Extension

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scale	NTS
date	29/06/2016
drawing number	<b>ENV5547/ZN/N/003</b>



### Legend

#### Percentage In Support of Proposals

- <50%
- =50%
- >50%

#### Proposed Zone Boundaries

- Zone S7

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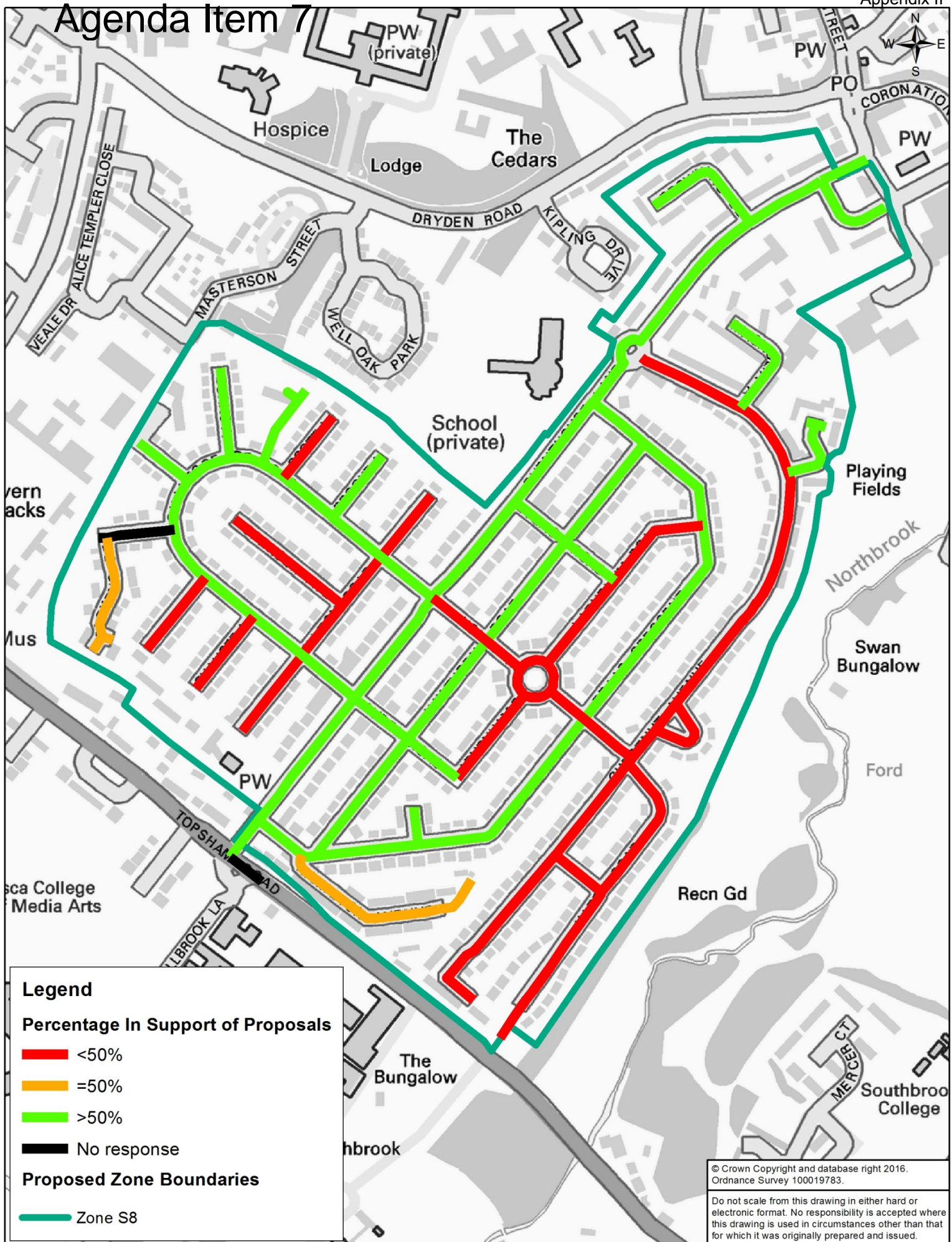
drawn by JPB

scale NTS

date 29/06/2016

drawing number  
**ENV5545/ZN/S7/003**

## Agenda Item 7



## Comments Submitted – Zone S6 – Elizabeth Avenue Area

Location	Comment	No. of Responses	Response
Anne Close Margaret Road Prince Ch Rd	Would like this street included in the residents parking scheme.	1 1 1	View noted. See section 5 of the report.
General Anne Close Elizabeth Ave Lyncombe Close Margaret Road Stoke Hill Stoke Hill Cres	Observed current bad parking practice e.g. parking on yellow lines, tactile paving, driveways and junctions. Hopes that new restrictions will allow enforcement of these offences.	1 3 7 1 3 1 2	The new restrictions will be enforced.
General Anne Close Margaret Road Stoke Hill Stoke Hill Cres	Concerned that they will not be issued with enough visitors permits/visitors will have to pay and or cost of permits.	1 1 3 1 1	Noted. The limit & cost of visitor permits applies across Devon. The times of operation allow visitors to park during the evenings and weekends reducing the need for a permit.
Anne Close Margaret Road Stoke Hill	Does not want to pay for a permit.	3 4 1	Noted.
Margaret Road	There are commuters that use this street but it is still possible to find a parking space.	1	Noted. This is not the view of all residents.
Anne Close Elizabeth Ave Lyncombe Close Margaret Road Prince Ch Rd Stoke Hill Stoke Hill Cres	Problem with commuters parking in their street.	1 10 1 2 2 5 1	Noted. The proposed restrictions would prevent such parking.
Anne Close Lyncombe Close Margaret Road	No current parking problem on this road.	6 3 3	It is anticipated that many roads do not currently have parking problems. Restrictions have been proposed to consider the displacement of vehicles should restrictions be introduced in surrounding streets. These roads were included in the proposals following the previous consultations and discussions with County Councillors.
Anne Close Elizabeth Ave Stoke Hill	Residents from this road and nearby cause the parking shortage in the evenings - not commuters.	3 1 1	Noted. The aim of a residents parking scheme is to remove those vehicles that are not associated with those residents. The removal of these vehicles will reduce demand for parking and may prevent the parking issues currently being experienced.
Anne Close Elizabeth Ave	Restriction times should be for longer than the proposed times.	1 3	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
General Elizabeth Ave	Restriction time should be reduced to 10am-3pm.	2 1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.

# Agenda Item 7

Appendix III

## Comments Submitted – Zone S6 – Elizabeth Avenue Area

Location	Comment	No. of Responses	Response
Elizabeth Ave	Residents cause parking problems, due to multi vehicle ownership.	1	Noted. The core focus of residents parking is to remove vehicles that are not associated with residents and reduce demand for parking.  The introduction of a maximum of 2 residents permits will reduce car ownership as new residents move in and out of the area.
General Anne Close Elizabeth Ave Prince Ch Rd Stoke Hill Stoke Hill Cres	Feels it will cause displaced parking in roads not in the proposals.	7 2 1 1 1 1	The displacement of parking is something that has been raised throughout the consultation and it is possible that some roads outside of the proposals may see an increase in demand for parking. However, it is not sufficient justification not to proceed with the introduction of new restrictions to benefit those residents currently experiencing problems. These proposals have been shaped by previous consultations.
General Margaret Road	Does not believe the proposals will resolve the parking issues.	2 1	View noted. The introduction of restrictions will remove vehicles that are not associated with residents and reduce demand for parking.
General Anne Close Margaret Road Stoke Hill	Restrictions will make it difficult for parents to drop off and pick up children from school.	5 3 2 2	Parking for the school has been considered when drafting the proposals including spaces for non-residents.
Anne Close Lyncombe Close Stoke Hill Crescent	Parking only a problem at school drop off and pick up times, otherwise does not feel there is a problem parking.	2 1 2	Noted.
Anne Close	Restrictions will force people to park dangerously and it will become a safety issue.	1	It is the responsibility of drivers to park responsibly.
Elizabeth Ave	Concerns over speed of vehicles travelling through the road.	1	These comments will be passed to the relevant department to make them aware of the concerns.
General Anne Close Elizabeth Ave Lyncombe Close Margaret Road Stoke Hill Stoke Hill Cres	School drop off and pick up times cause problems.	2 1 1 1 7 2 2	Noted.
Margaret Road	Resident has misunderstood or looked at incorrect plans/proposals.	1	It is felt the information provided by DCC was clear and accurate.
Elizabeth Ave	Large and commercial vehicles, sometimes from outside the area, park up here and cause obstructions.	1	The police have powers to deal with vehicles that cause an obstruction.  The introduction of restrictions may reduce the number of works vehicles that park in the area.

## Comments Submitted – Zone S6 – Elizabeth Avenue Area

Location	Comment	No. of Responses	Response
Anne Close	Concerns that residents would not be able to bring home works vehicles with different registrations.	1	If residents choose to bring home works vehicles then that is their choice and DCC has been able to provide permits in some cases. However, if residents bring such vehicles home overnight and at weekends then they would not require a permit.
Stoke Hill	Cost of scheme outweighs benefit of scheme.	1	Restrictions are being proposed where it is considered beneficial to residents.  The cost of permits cover the actual cost of implementing, enforcing and maintaining the residents parking schemes.
Anne Close Stoke Hill Cres	No guarantee for residents to park outside or near their home.	1 1	Agreed. However demand will be reduced to assist in residents parking in the vicinity of their homes.
Elizabeth Ave	Vehicles parking at the weekend to go to the shops cause a problem parking at the weekends.	4	Noted. The proposed times of operation are based on those requested by residents at the previous consultation and therefore unlikely to impact weekend parking.
General Margaret Road	Feel that residents are being penalised for non-residents parking in their road.	1 1	View noted.
Anne Close	Resident does not feel the scheme impacts them.	2	View noted. This is not shared by all residents in the area.
Margaret Road	Will these new restrictions be regularly enforced?	1	Yes.
Anne Close	Obstructive parking preventing/making it difficult for emergency/large vehicle access.	1	The police have powers to deal with vehicles that cause an obstruction.
Elizabeth Ave Lyncombe Close	Has a driveway/off street parking.	1 3	Noted.
Anne Close Elizabeth Avenue	Does not drive/does not have a car.	1 1	Noted.
Prince Ch Rd	Why are the restrictions proposed for only half of this road? What will the residents in the other half of the street do?	1	The sections of road proposed are where residents are in favour of restrictions following the last consultation.
Anne Close Stoke Hill	Parents park here and walk their children to school, this does not cause a problem to residents in the street.	1 1	Noted.
Margaret Road	Are permits required for carers? Would we have to use our visitor permits?	1	A special permit is available that allows social care staff, independent living advisors, care workers, personal assistants in social care, Devon Carers and health staff to park, while carrying out duties in the community.
General Elizabeth Ave Prince Ch Rd	Students cause parking problems on this street.	1 2 1	View noted.
Elizabeth Ave Margaret Road	Request for 2 hour limited waiting bays in this road.	1 1	It is not possible to introduce limited waiting within a zonal residents parking restriction.

# Agenda Item 7

Appendix III

## Comments Submitted – Zone S6 – Elizabeth Avenue Area

Location	Comment	No. of Responses	Response
Elizabeth Ave Margaret Road Prince Ch Rd	Problem with football supporters parking in the road - the restrictions would not prevent them parking here.	4 5 1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
Anne Close	If I have off street parking, do I have to pay for a permit?	1	If a vehicle is parked off-street then it will not need to display a permit.
Elizabeth Ave	Restrictions should be for Saturday and Sunday too.	5	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
Anne Close Stoke Hill	Request for individual bays to be marked to encourage considerate parking.	1 1	Due to the different size of vehicles this would result in fewer parking spaces being available and is therefore not something that DCC will do.
Anne Close	Not enough room for the residents to park here as it stands.	1	Noted. This is why a residents parking scheme will consider larger areas as it is understood that some residents will need to park in other roads.
Anne Close	Residents currently manage parking on their road, if restrictions are introduced it would upset this.	1	The introduction of restrictions would limit the parking to residents and visitors and therefore parking can be managed as normal.
Stoke Hill Cres	Current restrictions are not enforced.	1	The CEOs enforce parking offences to the best of their abilities within the resources available. If the respondent has particular concerns then these should be reported to the appropriate enforcement authority to make them aware of the issue so they may take action as necessary.
Stoke Hill	Restriction times should be 9am-5pm.	2	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
Elizabeth Ave	Suggestion to make the road one way.	1	This is outside the remit of these proposals. However the introduction of a one way restriction is not appropriate for residential areas as it can lead to increase in the speed of traffic.
General	Concerned that it will be more difficult for family/workers who visit regularly to help care for them.	1	Care workers etc have an exemption which allows them to park in residents parking areas and display a permit. Residents, in need of care in the home, may apply for an Essential Visitors Permit which may be provided to friends/family who are visiting to provide care.
General	Believes people will end up parking further away than they thought they would have to, and will regret requesting the scheme.	1	View noted. A residents parking scheme can never guarantee a parking space outside a specific property or even in the same street. However, the introduction of restrictions would remove parking that is not associated with residents and free up spaces closer to the property.
Stoke Hill	Suggestion to convert verges into parking spaces.	1	This is outside the remit of these proposals.

## Comments Submitted – Zone S6 – Elizabeth Avenue Area

Location	Comment	No. of Responses	Response
General	Are there any contingency plans to expand the residents parking if the situation on those excluded streets deteriorates?	1	There are no plans to revisit areas that have been considered and not progressed. Future implementation of residents parking schemes will be the decision of the Exeter Highways and Traffic Orders Committee.
General	Inadequate provision of a park and ride on the Crediton side of the city.	1	DCC has a desire to provide a park and ride site at this location and is exploring options for commuters coming in to Exeter from this side of the city.
Stoke Hill Cres	Would like residents parking throughout the whole street, not part of it as proposed.	1	Noted. The extent of the proposals was based on the responses from the previous consultation.
Prince Ch Rd	Would support the proposals if the majority of other residents in the area are in support.	1	Support noted.
Margaret Road	DCC should be encouraging residents to have off street parking.	1	The aim of the scheme is to manage the existing on-street parking. It is not within DCC's remit to comment on whether residents should create off-street parking.
Stoke Hill	Restrictions will impact negatively on the work and success of the school.	1	View noted.
Anne Close Margaret Road	Would not stop the problems caused at school times.	1 1	View noted.
Margaret Road Stoke Hill	Feels that the cost discriminates against lower income residents.	1 1	The cost of the permits is set at a level so that it covers the cost associated with the scheme to ensure the scheme is sustainable. These charges are agreed by DCC's Cabinet and remain low compared to neighbouring authorities.
Margaret Road	Residents parking should be all day and all week.	1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
Lyncombe Close	Does not want to pay for visitors permits	1	Noted.
Stoke Hill	Resident believes there would be too many ugly road markings/signs.	1	This is why large areas are proposed to be zonal residents parking which does not require road markings and fewer signs.
Anne Close	Feels the restriction times are wrong as road is empty during the day.	1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
Anne Close Stoke Hill	No restriction on increasing the cost of the permit as high as DCC like.	1 1	Any charges must be agreed by DCCs Cabinet.
Margaret Road Stoke Hill	Permits are too expensive.	1 1	The £30 cost covers the actual cost of implementing, enforcing and maintaining the residents parking schemes.
Anne Close	How long will it take to introduce the proposals?	1	Once a decision has been made on which restrictions are to be implemented then work will begin. It is anticipated that the schemes will be live by the end of the financial year.

# Agenda Item 7

Appendix III

## Comments Submitted – Zone S6 – Elizabeth Avenue Area

Location	Comment	No. of Responses	Response
Stoke Hill Cres	Believes it will be impossible to enforce.	1	View noted. The restrictions proposed can be enforced by the Civil Enforcement Officers.
Margaret Road	Concerned that if they are left out of the proposals and other areas go ahead that they will then be subject to the displaced parking from those streets.	1	View noted however this is not shared by other residents of the street.
Lyncombe Close Stoke Hill Cres	School drop off is not covered by the restrictions and the school pick up situation will be made worse by the restrictions.	1 1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
General	Concerned that displaced parking will cause issues in their road as they are not part of the proposals.	2	The displacement of parking is something that has been raised throughout the consultation and it is possible that some roads outside of the proposals may see an increase in demand for parking. However, it is not sufficient justification not to proceed with the introduction of new restrictions to benefit those residents currently experiencing problems.
General Margaret Road	Concerns over safety of children and their anxiety if they were only able to pause to drop off a child to school, and the child had to walk themselves to school.	1 1	Limited waiting is proposed to allow parking for a short period to allow the child to be escorted to the school.
Stoke Hill	Why should DCC dictate and rule how people live their lives and go about their private business? Who are DCC to impose the number of visitors permits? Feels it is not a democracy but a dictatorship. Everything works fine at the moment. DCC want to continue its mission to control Exeter and gain more money. DCC have been trying to push into these areas and won't respect what people in Exeter want. DCC must have spent lots of money on consultations and trying to implement this over the years.	1	<p>The consultations have taken place at the request of local residents who have requested restrictions. As a responsible authority we have considered adjacent streets to allow for the potential displaced parking. These proposals have been the subject of public consultations and they have been modified after considering the responses received.</p> <p>The number of visitor permits is limited to balance demand and is consistent with existing schemes across Devon. The times of operation of a scheme allow parking in the evening or weekends without the need for a permit.</p>
Elizabeth Ave Stoke Hill Cres	Parking is a problem when football supporters park here for matches.	5 1	Noted. The times requested by residents are unlikely to prevent this.
Stoke Hill	Restrictions should be until 7pm as school events often happen in the evening which current restriction times do not address.	1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
Anne Close	If restrictions are introduced residents should be able to apply for a vehicle crossing at a reduced fee.	1	If a resident chooses to apply for a vehicle crossing then they will be required to pay the standard application fee.

## Comments Submitted – Zone S6 – Elizabeth Avenue Area

Location	Comment	No. of Responses	Response
Margaret Road Stoke Hill	Parking needs to be provided for the school.	1 1	Parking for the school has been considered when drafting the proposals.
General	Concerned that if restrictions are put into place then this will cause more congestion and parking in Widecombe Way at the school entrance there.	2	View noted. It is not proposed to introduce restrictions on Stoke Hill.
Stoke Hill	The school should provide parking for their staff	2	View noted.
General	Limited waiting should be for more than two hours.	1	If there are specific reasons then the limited waiting is proposed to apply for more than 2 hours.
Stoke Hill	Signed a petition.	10	Noted.
Anne Close	How many permits will be issued to each household?	1	Each household will be entitled to 2 residents permits. However, when a scheme is first introduced existing residents will be able to buy as many permits as there are eligible vehicles.
Anne Close	What would be the penalty if you did not have a permit and still parked in the street?	1	Parking in a residents parking bay/area without a permit may result in the issue of a penalty charge notice which will cost £70 (£35 if paid within 14 days).
General	Pushing parking into smaller and smaller areas creating pinch points and safety issues were there weren't any before.	1	It is the responsibility of drivers to ensure they park safely.
General	Would rather have problems parking in their road from displaced parked vehicles than have residents parking.	1	View noted.
General	Believes there are alternative ways the parking problem could be managed.	1	View noted.

## Comments Submitted – Zone C – Newtown Area Extension

Location	Comment	No. of Responses	Response
General	Does not want to pay for a permit.	1	Noted.
General	No current parking problem on this road.	1	It is anticipated that many roads do not currently have parking problems. Restrictions have been proposed to consider the displacement of vehicles should restrictions be introduced in surrounding streets. These roads were included in the proposals following the previous consultations and discussions with County Councillors.
General	The hospital should provide parking for their staff.	1	The hospital is working to improve parking on the campus. DCC has offered advice on alternative methods of travel to try and reduce demand for parking on the hospital campus.
General	Feel that residents are being penalised for non-residents parking in their road.	1	View noted.
Jesmond Road	Has a driveway/ off street parking.	1	Noted.
General	Public transport for hospital works should be improved to the park and ride.	1	Noted. The RD&E park and ride is operated by the hospital.
General Jesmond Road	Not enough room for the residents to park here as it stands.	1 1	Noted. This is why a residents parking scheme will consider larger areas as it is understood that some residents will need to park in other roads.
General	Proposals do not add any quality of life and are of no benefit.	1	View noted. It is felt that these proposals are beneficial in reducing and managing the demand for parking in these residential areas.
General	Feels that the cost discriminates against lower income residents.	1	The cost of the permits is set at a level so that it covers the cost associated with the scheme to ensure the scheme is sustainable. These charges are agreed by DCC's Cabinet and remain low compared to neighbouring authorities.
General	Does not want to pay for visitors permits.	1	Noted.
Jesmond Road	Supports being able to park outside their home and not having commuters there.	1	Support noted.
Jesmond Road	Permits are too expensive.	1	The £30 cost covers the actual cost of implementing, enforcing and maintaining the residents parking schemes.

## Comments Submitted – Zone C – Newtown Area Extension

Location	Comment	No. of Responses	Response
General	Restrictions are being enforced at a time when the roads are empty as people have gone to work, so why is DCC issuing permits that need to be used in that time and therefore limiting the amount of visitors?	1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
General	Why should DCC dictate and rule how people live their lives and go about their private business? Who are DCC to impose the number of visitors permits? Feels it is not a democracy but a dictatorship. Everything works fine at the moment. DCC want to continue its mission to control Exeter and gain more money. DCC have been trying to push into these areas and won't respect what people in Exeter want. DCC must have spent lots of money on consultations and trying to implement this over the years.	1	<p>The consultations have taken place at the request of local residents who have requested restrictions. As a responsible authority we have considered adjacent streets to allow for the potential displaced parking. These proposals have been the subject of public consultations and they have been modified after considering the responses received.</p> <p>The number of visitor permits is limited to balance demand of the system and is consistent with existing schemes across Devon. The times of operation of a scheme allow parking in the evening or weekends without the need for a permit.</p>
General	If proposals for Mount Pleasant were removed, which is closer to the city, why were other areas, further away, then continued with as they are less likely to suffer from commuter parking? Mount Pleasant residents were made more aware and given information by a member of the public who also generated a petition and gave out an email address.	1	The proposals for the Mount Pleasant were removed due to the response from the public at the last consultation.
General	If DCC state that most commuter problems are hospital staff, believes this is exaggerated, why aren't DCC addressing this issue with the hospital? Instead the hospital is making it harder for their staff to park. Time and money spent on residents parking should have been spent ensuring the hospital had to be more responsible for staff and visitors.	1	Parking within the hospital campus is outside the jurisdiction of DCC.

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## Comments Submitted – Zone C – Newtown Area Extension

Location	Comment	No. of Responses	Response
General	Why wasn't the land either side of Barrack Road utilised for hospital parking instead of building more housing? DCC and the hospital did nothing about this.	1	This is a question for the hospital as DCC has no control over how land is developed. DCC, as the highway authority, only advises Exeter City Council on highway planning issues.
General	Why aren't other sites being found for hospital parking? Suggests DCC grounds in the evening and weekends or the grounds of Wonford House. States that the hospital got rid of the Princess Elizabeth Orthopaedic Hospital in order to generate money, without any consideration for staff, day patients and visitors were going to park. No concern from the hospital about the prices they charge. Why was the hospital built the way it was, taking up so much land and therefore being less space to park?	1	These decisions did not involve DCC. There is reduced demand for hospital parking at evenings and weekends which is why the proposed schemes do not apply during these times.
General	DCC should pass the issue of hospital parking back to the hospital to resolve instead of penalising residents. DCC should have resolved this years ago, but the situation is now worse. Believes it is DCC's responsibility to sort this out with the hospital.	1	It is understood that the hospital continues to investigate options to improve the parking situation on campus. DCC support workplace travel plans and comment on development proposals as the highway authority.
General	States residents parking is not necessary and DCC should find another solution which is closer to home.	1	View noted.
General	Believes that people from Roseland Avenue who went to the consultation in 2015 were told they weren't included so didn't think they had to do anything.	1	The proposals have always included Roseland Avenue so it is unclear where this information originated. However, the mail drop to all residents would have informed them that they were included and that we were seeking their views on the latest proposals.

## Comments Submitted – Zone C – Newtown Area Extension

Location	Comment	No. of Responses	Response
General	Plans were very small and made no sense to most people, so did not help people to understand. Plans lacked symbols.	1	<p>All of the plans displayed a clear legend to indicate what was meant by each line. They were printed at a scale commonly used when considering parking restrictions.</p> <p>If the respondent experiences difficulties then they had the option to contact DCC to discuss the proposed restrictions. The respondent did contact DCC to discuss the proposals.</p>
General	If the date to respond by didn't matter, why didn't we say so and why was the final date written 3 times on the letter?	1	The deadline of the 21 day statutory consultation was 17 June 2016, however we can usually accept late submissions that may have been delayed in the post. The date was reiterated to ensure that the public were clear when they needed to respond by.
General	Many people struggled to find the online form so had to resort to writing in.	1	View noted however a large number of responses were received using the online form.
General	Believes residents have misunderstood proposals and not realised that visitors will be affected and costs involved for visitors. People in support changed their mind after they realised this. Others changed their mind when they weren't guaranteed a place to park in their own road. DCC should have explained this in the letter that was sent out.	1	These points were discussed and explained to residents at the previous consultations. It would not have been possible to answer questions like this as part of the recent mail drop.
General	Complained that the letter that was sent out did not state what the proposals were. Believes it would have been straight forward to send the exact and most important aspects of the proposals that applied to every Exeter resident affected and that it applied to any resident in the same parking zone area they were in, meaning that anyone from within the same parking zone as them could park in their road, that they would not be able to park in a different parking zone area in Exeter even if it happened to be right next to their road or that they would have to buy permits and visitors permits and their cost.	1	It would not have been cost effective to send detailed and specific proposals to each address as everyone will have an interest in different areas. The mail drop was sent out to highlight the statutory consultation following the proposals that were displayed at the previous consultation.

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Appendix III

## Comments Submitted – Zone C – Newtown Area Extension

Location	Comment	No. of Responses	Response
General	DCC have also not bothered to take into account people that do not have computer access, which will affect the elderly significantly far more, they have just assumed that everyone has computer access and is computer literate and can find this webpage. They have also not taken into account that other people will be sick and ill and that it is all too difficult and too much for them to do or that other people have such busy lives that they just do not have the time to search for this basic information.	1	DCC is well aware that some members of the public do not have internet access which is why paper copies of everything were made available at County Hall, Exeter Civic Centre and Wonford Community and Learning Centre.
General	Believes an email address should have been provided, and said they were told there was not one.	1	Residents have been encouraged to submit their comments in writing by post or via the online form to ensure they are aware of the conditions when submitting their comments. An email address is available on request and was provided to the respondent.
General	Information should have been provided why responses to the consultation may be published, believes it would have put some people off responding.	1	Noted. This statement is made so that those responding understand how their responses may be used and is based on previous requests for information on traffic regulation orders.

## Comments Submitted – Zone S2 – Regents Park Area Extension

Location	Comment	No. of Responses	Response
Monks Rd Area	Would like this street included in the residents parking scheme.	4	The Monks Road area was removed from the proposals because the majority of residents were not in favour of a scheme.
Alpha Street Bonnington Grv Commins Road Homefield Road Manston Road Pinhoe Road Roseland Ave Third Avenue	Observed current bad parking practice e.g. parking on yellow lines, tactile paving, driveways and junctions. Hopes that new restrictions will allow enforcement of these offences.	4 5 1 2 2 1 5 1	The new restrictions will be enforced.
Anthony Road Bonnington Grv Hanover Road Ladysmith Road Newcombe St Newcombe Ter Park Place Regent Square Roseland Ave Roseland Drive South Lawn Ter Stuart Road	Concerned that they will not be issued with enough visitors permits/visitors will have to pay and or cost of permits.	2 1 2 3 1 1 1 1 11 1 1 3	Noted. The limit & cost of visitor permits applies across Devon. The times of operation allow visitors to park during the evenings and weekends reducing the need for a permit.
General Alpha Street Anthony Road Commins Road First Avenue Fore Street Goldsmith Street Hamlin Lane Hanover Close Hanover Road Homefield Road Ladysmith Road Lower Avenue Manston Road Newcombe St Newcombe Ter Normandy Road North Lawn Ct Oakfield Street Park Place Park Road Pinhoe Road Regent Square Roseland Ave Roseland Cres Roseland Drive Saxon Road Second Avenue South Lawn Ter St. Annes Road St. Johns Road Stuart Road Third Avenue West Terrace Wyndham Ave	Does not want to pay for a permit.	1 1 5 3 6 1 2 1 1 5 3 3 13 1 3 3 5 1 1 2 2 2 1 5 6 1 1 3 2 1 2 1 3 2 1 2 2	Noted.

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## Comments Submitted – Zone S2 – Regents Park Area Extension

Location	Comment	No. of Responses	Response
General	There are commuters that use this street but it is still possible to find a parking space.	1	Noted. This is not the view of all residents.
Commins Road		2	
Ladysmith Road		2	
Roseland Cres		1	
Stuart Road		2	
Monks Rd Area	Problem with commuters/hospital workers parking in their street.	1	Noted. The proposed restrictions would prevent such parking.
General		2	
Alpha Street		9	
Anthony Road		9	
Bonnington Grv		9	
Commins Road		2	
First Avenue		1	
Fore Street		1	
Goldsmith Street		3	
Hanover Road		2	
Homefield Road		5	
Jubilee Road		4	
Ladysmith Road		7	
Lower Avenue		1	
Manston Road		5	
Newcombe St		2	
Newcombe Ter		2	
Normandy Road		1	
North Lawn Ct		1	
North Street		6	
Oakfield Street		4	
Park Place		1	
Park Road		10	
Pretoria Road		1	
Regent Square		1	
Roseland Ave		2	
South Lawn Ter		4	
St. Annes Road		4	
St. Johns Road		6	
Stuart Road		1	
West Terrace		1	
Wyndham Ave		6	

## Comments Submitted – Zone S2 – Regents Park Area Extension

Location	Comment	No. of Responses	Response
General	No current parking problem on this road.	2	It is anticipated that many roads do not currently have parking problems. Restrictions have been proposed to consider the displacement of vehicles should restrictions be introduced in surrounding streets. These roads were included in the proposals following the previous consultations and discussions with County Councillors.
Anthony Road		4	
Bonnington Grv		1	
First Avenue		6	
Fore Street		1	
Hamlin Lane		1	
Hanover Close		1	
Hanover Road		2	
Homefield Road		3	
Ladysmith Road		6	
Lower Avenue		2	
Newcombe St		3	
Newcombe Ter		1	
Normandy Road		3	
North Street		1	
Oakfield Street		1	
Park Place		1	
Pinhoe Road		1	
Regent Square		1	
Roseland Ave		14	
Roseland Cres		2	
Roseland Drive		2	
Saxon Road		2	
Second Avenue		3	
South Lawn Ter		1	
St. Johns Road		1	
Stuart Road		2	
Third Avenue		2	
West Terrace		1	
Wyndham Ave		2	
Newcombe Ter	Restrictions here will affect those using the park and make it difficult to get near to.	1	The proposed pay and display will encourage turnover of spaces which will provide a greater chance of a free space.
Roseland Cres		1	
Roseland Drive		1	
Anthony Road	Residents from this road and nearby cause the parking shortage in the evenings - not commuters.	3	Noted. The aim of a residents parking scheme is to remove those vehicles that are not associated with those residents. The removal of these vehicles will reduce demand for parking and may prevent the parking issues currently being experienced.
Commings Road		1	
First Avenue		1	
Jubilee Road		1	
Ladysmith Road		3	
Lower Avenue		1	
Manston Road		1	
Normandy Road		4	
Park Road		1	
Roseland Ave		5	
Roseland Cres		4	
Saxon Road		4	
St. Annes Road		3	
St. Johns Road		3	
Stuart Road		2	

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## Comments Submitted – Zone S2 – Regents Park Area Extension

Location	Comment	No. of Responses	Response
Monks Rd Area Anthony Road Commings Road Hanover Road Jubilee Road Ladysmith Road North Street Park Place Park Road Roseland Cres Saxon Road South Lawn Ter St. Annes Road St. Marks Ave Stuart Road	Restriction times should be for longer than the proposed times.	1 1 3 1 2 2 1 1 2 1 1 1 3 1 2	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
General Ladysmith Road	Restriction time should be reduced to 10am-3pm.	2 1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
Ladysmith Road	Reducing restriction times will make it easier for parents to drop off and collect children from school.	1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
General Ladysmith Road	Restrictions will cause congestion on other roads around the schools.	1 1	Parking around schools is always congested and DCC encourages parents not to drive to school. However, the proposed parking restrictions encourage parking away from the school gates making the area safer.
General Alpha Street Commings Road Hanover Road Homefield Road Ladysmith Road Manston Road Newcombe St Newcombe Ter Normandy Road Park Road Pinhoe Road Roseland Ave Roseland Cres Saxon Road South Lawn Ter St. Annes Road St. Johns Road Stuart Road Wyndham Ave	Residents cause parking problems, due to multi vehicle ownership.	1 1 1 1 4 2 2 2 1 4 1 1 3 1 2 3 2 1 1	Noted. The core focus of residents parking is to remove vehicles that are not associated with residents and reduce demand for parking.  The introduction of a maximum of 2 residents permits will reduce car ownership as new residents move in and out of the area.
General	Student parking only has a minor effect on the parking.	1	View noted.

## Comments Submitted – Zone S2 – Regents Park Area Extension

Location	Comment	No. of Responses	Response
General Commins Road First Avenue Hamlin Lane Homefield Road Ladysmith Road Normandy Road Roseland Ave	Feels it will cause displaced parking in roads not in the proposals.	4 1 1 1 1 1 1 2	The displacement of parking is something that has been raised throughout the consultation and it is possible that some roads outside of the proposals may see an increase in demand for parking. However, it is not sufficient justification not to proceed with the introduction of new restrictions to benefit those residents currently experiencing problems. These proposals have been shaped by previous consultations.
General Anthony Road Commins Road Hanover Road Homefield Road Ladysmith Road Manston Road Newcombe St Newcombe Ter Normandy Road North Street Park Place Park Road Pinhoe Road Roseland Ave Roseland Cres Saxon Road St. Annes Road St. Johns Road Stuart Road	Does not believe the proposals will resolve the parking issues.	2 2 4 1 1 4 1 2 1 3 1 1 3 1 4 5 1 2 1 2	View noted. The introduction of restrictions will remove vehicles that are not associated with residents and reduce demand for parking.
Commins Road Ladysmith Road St. Marks Ave	Does not want double yellow lines/Access Protection Marking (APM) in front of their access.	1 1 2	It is not proposed to introduce yellow lines or an APM in front of this access.  Noted. Yellow lines are no longer proposed at this location and APM's will only be marked/maintained where they meet DCC policy.
General Ladysmith Road Stuart Road	Too many double yellow lines, so less space for parking.	1 1 1	No Waiting At Any Time is proposed at location where parking should not be taking place.
General Anthony Road Ladysmith Road Saxon Road South Lawn Ter Stuart Road	Restrictions will make it difficult for parents to drop off and pick up children from school.	1 1 4 1 3 1	Parking for the school has been considered when drafting the proposals including spaces for non-residents.
North Street	Double yellow lines between 1 Shelton Place and 10 Homefield Road should be on other side of the road.	1	No Waiting At Any Time is proposed on the north side of road to prevent parking opposite the garages that would prevent their use.
Ladysmith Road Lower Avenue Normandy Road Saxon Road Stuart Road	Parking only a problem at school drop off and pick up times, otherwise does not feel there is a problem parking.	6 2 1 2 1	Noted.

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## Comments Submitted – Zone S2 – Regents Park Area Extension

Location	Comment	No. of Responses	Response
Saxon Road	Concern that bays for parking meters will take up space and leave less room for residents to park.	1	Parking of residents will not be restricted by new pay & display as permits holders will be exempt.
General Ladysmith Road South Lawn Ter	Restrictions will force people to park dangerously and it will become a safety issue	1 1 1	It is the responsibility of drivers to park responsibly.
Monks Rd Area	Resident opposes proposals as they have concerns displaced parking will become more of a problem as they are no longer within the residents.	2	The displacement of parking is something that has been raised throughout the consultation and it is possible that some roads outside of the proposals may see an increase in demand for parking. However, it is not sufficient justification not to proceed with the introduction of new restrictions to benefit those residents currently experiencing problems.
St. Johns Road	Concerned over the amount of disabled parking bays.	1	Disabled parking bays are provided in accordance with DCC policy to allow blue badge holders to park close to their home.
General	Works at the hospital and uses this area to park in.	2	Noted.
Alpha Street Anthony Road Bonnington Grv Commings Road Hanover Road Ladysmith Road Lower Avenue Newcombe St North Street Park Road Pretoria Road Roseland Cres South Lawn Ter Stuart Road Wyndham Ave	School drop off and pick up times cause problems.	3 1 1 1 1 7 1 1 1 1 1 1 3 4 1	Noted.
Bonnington Grv Commings Road Normandy Road Roseland Ave Saxon Road Stuart Road	Improved public transport linking the city, residential areas and business parks required.	1 1 1 3 1 1	Noted. There are regular bus services across the city and DCC is continually works with bus companies to improve reliability.
General First Avenue Roseland Ave	Public transport is too expensive.	2 2 3	View noted.
Normandy Road	Unfair to have to pay in their road. Think everyone should get 1 free permit and then to pay for any further permits required.	1	Such a proposal would not allow the residents parking scheme to be self-funding and become a burden to the public purse.
Ladysmith Road Newcombe St North Street Pinhoe Road Roseland Ave St. Marks Ave	Resident has misunderstood or looked at incorrect plans/proposals.	1 1 1 2 1 1	It is felt the information provided by DCC was clear and accurate.

## Comments Submitted – Zone S2 – Regents Park Area Extension

Location	Comment	No. of Responses	Response
Normandy Road	Support for the proposed double yellow lines.	1	Support noted.
Anthony Road Hanover Road Ladysmith Road Normandy Road Roseland Ave	Although hospital staff/commuters park in this road, resident feels they should be allowed to do so.	2 1 3 1 1	Noted. This is not the view of all residents.
Hanover Road	Supports limited waiting on this road.	1	Support noted.
Anthony Road Hanover Road	Old commercial vehicles and motor homes from outside the area are parked-up, sometimes for weeks at a time. Damages the character of the area and concerns that it could also attract crime and vandalism.	1 1	Noted. The introduction of residents parking would prevent this.
Monks Rd Area General	If proposals go ahead there will be calls for this area to have residents parking in the future, due to the displaced parking. Feels the residents parking should be implemented now.	1 1	This is something that was considered as part of earlier consultations, however the majority of local residents were not in favour of residents parking so the roads were not considered as part of the final proposals.
Bonnington Grv Hanover Road	Large and commercial vehicles, sometimes from outside the area, park up here and cause obstructions.	1 1	The police have powers to deal with vehicles that cause an obstruction.  The introduction of restrictions may reduce the number of works vehicles that park in the area.
North Street	Parking problems due to patients at nearby doctors surgery.	1	Noted. The introduction of restrictions will better control this parking.
Roseland Ave St. Marks Ave	Cost of scheme outweighs benefit of scheme.	1 1	Restrictions are being proposed where it is considered beneficial to residents.  The cost of permits cover the actual cost of implementing, enforcing and maintaining the residents parking schemes.
Wyndham Avenue	What happens for visitors parking?	1	Residents may issue visitors with a visitors permit to allow them to park in a residents area/bay during the times of operation. Alternatively visitors may park in limited waiting/pay & display in the area.
Jubilee Road	Suggestion for allocated individual spaces or for funding to put in driveways.	1	DCC does not provide allocated spaces on the public highway, nor does it provide funding to create off-street parking.

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## Comments Submitted – Zone S2 – Regents Park Area Extension

Location	Comment	No. of Responses	Response
Alpha Street Anthony Road First Avenue Goldsmith Street Jubilee Road Ladysmith Road Manston Road Newcombe St Newcombe Ter Pinhoe Road Roseland Ave Saxon Road St. Annes Road	No guarantee for residents to park outside or near their home.	1 1 1 1 1 3 1 3 1 1 3 1 1	Agreed. However demand will be reduced to assist in residents parking in the vicinity of their homes.
Commins Road	Wants to confirm that the number of permits will be restricted to 2 for any new residents.	1	Each household will be entitled to 2 residents permits. However, when a scheme is first introduced existing residents will be able to buy as many permits as there are eligible vehicles.
Goldsmith Street	Drivers do not observe current road markings in this road/ drive unsafely through it e.g. driving straight over roundabouts.	1	Such driving is outside the jurisdiction of DCC and should be reported to the police.
Commins Road St. Marks Ave	How will vehicles be stopped from parking in front of garages or access?	1 2	It is an offence for vehicles to cause an obstruction. The police have powers to deal with offending vehicles. The Civil Enforcement Officers also have powers to issue penalty charge notices to vehicles parked across dropped kerbs.
First Avenue Ladysmith Road Newcombe St Roseland Ave Saxon Road	The hospital should provide parking for their staff.	1 1 1 1 2	It is understood that the hospital continues to investigate options to improve the parking situation on campus. DCC support workplace travel plans and comment on development proposals as the highway authority.
South Lawn Ter	Restrictions will affect staff and patients going to the Dental Practice.	2	Noted. It is recommended that the proposals for the South Lawn Terrace area are not progressed.
Park Road St. Annes Road	Vehicles parking at the weekend to go to the shops cause a problem parking at the weekends.	1 1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation and therefore unlikely to impact weekend parking.
Anthony Road Ladysmith Road Roseland Ave Roseland Drive Saxon Road	Current parking issues are not dealt with, this would create more for the Enforcement Officers to deal with.	1 1 1 1 1	The CEOs enforce parking offences to the best of their abilities within the resources available. If the respondent has particular concerns then these should be reported to the appropriate enforcement authority to make them aware of the issue so they may take action as necessary.  If new restrictions are introduced then there will be more CEOs in the area to enforce the existing restrictions.

## Comments Submitted – Zone S2 – Regents Park Area Extension

Location	Comment	No. of Responses	Response
General Anthony Road First Avenue Goldsmith Street Roseland Ave Roseland Drive Saxon Road St. Annes Road Third Avenue	Feel that residents are being penalised for non-residents parking in their road.	1 1 1 1 1 2 1 2 1	View noted.
North Street Stuart Road	Resident does not feel the scheme impacts them.	1 1	View noted. This is not shared by all residents in the area.
Jubilee Road Manston Road	First permit free and the second being prohibitively expensive or not allowed at all.	1 1	Such a proposal would not allow the residents parking scheme to be self-funding and become a burden to the public purse.
Jubilee Road Manston Road Roseland Ave	Residents/students are the cause of parking issues, not the commuters or shoppers.	1 1 1	View noted.
Fore Street Stuart Road	Business permits are very expensive for the 2nd and 3rd vehicles.	1 1	The cost of the business permits is to encourage businesses to reduce the number of vehicles they use.
Stuart Road	Residents parking schemes in other areas has caused displacement parking into their road.	1	Noted. This is the reason behind the proposals.
Anthony Road Oakfield Street	Residents parking area is too large.	1 1	The proposals have covered a large area to consider the potential displacement if residents parking were introduced in areas that currently experience problems. However, it is recommended that the proposals be relaxed to remove some areas where residents oppose the introduction of residents parking.
Alpha Street Bonnington Grv Roseland Ave Roseland Drive St. Annes Road	Obstructive parking preventing/making it difficult for emergency/large vehicle access.	2 1 3 1 1	The police have powers to deal with vehicles that cause an obstruction.
Homefield Road Oakfield Street Roseland Ave	Has a driveway/off-street parking	1 1 1	Noted.
South Lawn Ter	Who will be eligible for permits? Could non-residents buy permits?	1	No. Only those residents living at specified properties will be eligible for permits.
Bonnington Grv Ladysmith Road Roseland Ave Wyndham Ave	Does not drive/does not have a car.	1 2 1 1	Noted.
Fore Street	Not enough parking allocated to local businesses for patrons/staff.	3	Vehicles that are essential for the day to day operation of the business will be eligible for permits. All day parking is available in Butts Road.
Roseland Ave	Introduce no waiting along the length of this road.	1	It is not appropriate to introduce No Waiting At Any Time along a residential road where residents should understand where it is and is not appropriate to park.

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## Comments Submitted – Zone S2 – Regents Park Area Extension

Location	Comment	No. of Responses	Response
Anthony Road	Concerns that new developments will mean more cars and less space for parking.	1	The amount of parking for new developments is considered as part of the planning approval process. Until recently there were controls set by government on the amount of parking required which may have impacted older developments. These controls have now been removed which allows greater powers when considering future developments.
Ladysmith Road Manston Road	These new restrictions will have to be enforced.	1 1	The scheme will be enforced.
Hamlin Lane Hanover Close Third Avenue	Request for double yellow lines at the junction.	1 1 1	No Waiting At Any Time is proposed at junctions along the road.  It is too late to extend the existing restrictions at this stage. However if there is a still a problem once restrictions have been introduced then it would be possible to consider additional restrictions at a later stage when resources allow.
Bonnington Grv Goldsmith Street Roseland Ave	Supports the proposal as they believe it will increase safety.	1 1 1	Support noted.
General First Avenue Stuart Road	Parents park here and walk their children to school, this does not cause a problem to residents in the street.	1 2 1	Noted.
Monks Rd Area General Commins Road Homefield Road Jubilee Road Ladysmith Road Manston Road Normandy Road North Street Park Road Pinhoe Road St. Annes Road St. Johns Road Wyndham Ave	Students cause parking problems on this street.	1 1 1 1 1 3 2 1 1 6 2 3 4 1	View noted.
Monks Rd Area Jubilee Road Park Road St. Johns Road	Problem with football supporters parking in the road - the restrictions would not prevent them parking here.	1 1 2 2	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
Anthony Road Commins Road Ladysmith Road Park Place	Restrictions should be for Saturday and Sunday too.	1 2 1 1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
General Goldsmith Street Roseland Ave	Public transport for hospital works should be improved to the park and ride.	1 1 2	Noted. The RD&E park and ride is operated by the hospital.

## Comments Submitted – Zone S2 – Regents Park Area Extension

Location	Comment	No. of Responses	Response
St. Johns Road	Request for individual bays to be marked to encourage considerate parking.	1	Due to the different size of vehicles this would result in fewer parking spaces being available and is therefore not something that DCC will do.
First Avenue North Street Roseland Ave Roseland Cres St. Johns Road	Not enough room for the residents to park here as it stands.	1 1 1 1 1	Noted. This is why a residents parking scheme will consider larger areas as it is understood that some residents will need to park in other roads.
First Avenue Newcombe St Pinhoe Road Second Avenue St. Johns Road	Residents currently manage parking on their road, if restrictions are introduced it would upset this.	1 3 1 2 1	The introduction of restrictions would limit the parking to residents and visitors and therefore parking can be managed as normal.
Anthony Road Regent Square	Shoppers and delivery vehicles cause parking problems here.	1 2	Noted. The introduction of residents parking would prevent this.
Goldsmith Street Homefield Road Ladysmith Road Roseland Cres	Current restrictions are not enforced.	1 1 1 1	The CEOs enforce parking offences to the best of their abilities within the resources available. If the respondent has particular concerns then these should be reported to the appropriate enforcement authority to make them aware of the issue so they may take action as necessary.
Wyndham Ave	Would like parking that was free for up to two hours.	1	View noted. In areas where there is high demand for short stay parking it is appropriate for pay and display as this has increased compliance and turnover of spaces.
Park Road	Suggestion to make the road one way.	1	This is outside the remit of these proposals. However the introduction of a one way restriction is not appropriate for residential areas as it can lead to increase in the speed of traffic.
North Street	Would lodgers be eligible for a permit?	1	Residents at a property would be eligible to apply for a permit if they have a vehicle.
Anthony Road	We currently have more than two cars registered to our address, would we all be eligible for permits?	1	Yes. When a scheme is first introduced existing residents will be able to buy as many permits as there are eligible vehicles.
Anthony Road	Are the service roads included in the proposal?	1	The service roads would fall within the zonal residents parking and would be covered by the restriction.
Hanover Road	Concerned tradesmen will be reluctant to visit.	1	Tradesmen will be eligible for dispensation permits which exempt them from residents parking restrictions. This scheme applies across Devon so many Tradesmen will already be aware and involved in the scheme.
Hanover Road	Concerned if selling property, buyers will not want to pay for permits.	1	View noted. Potential residents may appreciate the option to purchase permits so they may have greater chance of parking near their home.

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Location	Comment	No. of Responses	Response
Fore Street	Use of car park is a maximum 3 hours, not long enough for staff to park.	1	Noted. All day parking is available in Butts Road.
Anthony Road Ladysmith Road St. Johns Road	Parents drop off children and then leave vehicles all day, until it is time to pick them up.	2 1 1	Noted. The introduction of residents parking would prevent this.
General Hanover Road Newcombe St Park Road Pinhoe Road St. Annes Road	Parking would affect businesses in the area.	2 1 1 2 1 1	This has been considered and suitable restrictions have been proposed around businesses in the area.
Newcombe St	Would like revenue generated to be put towards filling potholes.	1	No. This is not possible due to legislation on how such money is spent.
Commins Road Ladysmith Road Park Road Roseland Cres	Limit to 2 permits per household from the out set.	1 2 1 1	It would be unreasonable to expect existing residents with more than 2 cars to suddenly be in a position where they can no longer park them near their home.
Ladysmith Road	Permits for first car free, second car at £30 and third car or a van £75.	1	Such a proposal would not allow the residents parking scheme to be self-funding and become a burden to the public purse.
Anthony Road Ladysmith Road Newcombe St North Street Park Road Roseland Ave Stuart Road	Concerned that it will be more difficult for family/workers who visit regularly to help care for them.	2 1 1 1 1 2 2	Care workers etc. have an exemption which allows them to park in residents parking areas and display a permit. Residents, in need of care in the home, may apply for an Essential Visitors Permit which may be provided to friends/family who are visiting to provide care.
Homefield Road	Majority of residents have off road parking.	1	Noted.
Bonnington Grv	Possible implications for car insurance if you are not able to park in your own street.	2	The introduction of restrictions is likely to increase the possibility of parking closer to home. However, it is not possible to guarantee a parking space outside a property or even in the same street.
Ladysmith Road	Feels the council is trying to surreptitiously meet objectives such as fill the Park and Rides or Council Car Parks.	1	View noted. This is not the objective of the scheme.
St. Marks Ave	Supports the pay and display with residents exemption.	1	Support noted.
Ladysmith Road	Believes they will have to pay £200 plus a year as they have a number of visitors coming to them throughout the year, one in particular at weekends.	1	A maximum of 2 books of 30 daily visitor permits will be issued to any address for £60. The times of operation allow visitors to park during the evenings and weekends reducing the need for a permit.

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Location	Comment	No. of Responses	Response
Ladysmith Road	Believes every resident should be able to have a permit registered to the address regardless of whether they have a vehicle or not, at the same cost.	1	Residents may apply for a residents permit for their own vehicles or up to 2 books of visitors permits. A residents permit and a book of visitor permits cost £30.
North Street	Proposals only provide small sections for residents to park.	1	Permit holders may park in the proposed pay and display and in the adjacent streets.
Normandy Road North Street Park Place Stuart Road	Available parking has been reduced further by proposals.	1 1 1 1	It is proposed to prohibit parking only where it is causing problems for moving traffic.
North Street	Residents parking introduced in Fulham, London in the 1980s, people ended up parking further and further away so people ended up giving up their cars. Council was besieged by complaints and councillors had to resign. In the 1990s the Borough of Kensington was sued for selling more permits than there were spaces for parking. It was considered unfair practice and brought the council into disrepute. Believes the same will happen here.	1	The proposed schemes are in line with the existing schemes across Devon that have been introduced over the last 30 years.
North Street Second Avenue	Believes people will end up parking further away than they thought they would have to, and will regret requesting the scheme.	1 1	View noted. A residents parking scheme can never guarantee a parking space outside a specific property or even in the same street. However, the introduction of restrictions would remove parking that is not associated with residents and free up spaces closer to the property.
St. Annes Road	Supports the proposals covering a number of roads otherwise displaced commuter parking would become a problem in other areas.	1	Support noted.
General	Are there any contingency plans to expand the residents parking if the situation on those excluded streets deteriorates?	1	There are no plans to revisit areas that have been considered and not progressed. Future implementation of residents parking schemes will be the decision of the Exeter Highways and Traffic Orders Committee.
Stuart Road	Request for Access Protection Markings to be marked in front of driveways/accesses.	1	An APM will only be marked if it complies with DCC policy. Residents wishing to apply for an APM should contact DCC's Customer Service Centre on 0345 155 1004.

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Location	Comment	No. of Responses	Response
Saxon Road	Resident would support the proposals if the restriction times were longer.	2	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
General Roseland Ave	Inadequate provision of a park and ride on the Crediton side of the city.	1 1	DCC has a desire to provide a park and ride site at this location and is exploring options for commuters coming in to Exeter from this side of the city.
Roseland Ave	Resident runs a support group that will struggle to park if proposals are introduced.	1	It is no longer proposed to introduce restrictions in this road and therefore this will not be an issue.
Anthony Road Hanover Close Ladysmith Road Newcombe St	There are no provisions for visitors.	1 1 1 1	Residents may issue visitors with a visitors permit to allow them to park in a residents area/bay during the times of operation. Alternatively visitors may park in limited waiting/pay & display in the area.
Park Road	Request for a disabled bay.	1	Anyone wishing to apply for an on-street disabled parking bay should contact our Customer Service Centre on 0345 155 1004.
St. Annes Road	Wants one permit free for each household.	1	Such a proposal would not allow the residents parking scheme to be self-funding and become a burden to the public purse.
Lower Avenue	Request to remove double yellow lines from outside old post office/bike shop.	1	It is proposed to relax the No Waiting At Any Time at this location.
Roseland Ave St. Annes Road	Proposals do not add any quality of life and are of no benefit.	1 1	View noted. It is felt that these proposals are beneficial in reducing and managing the demand for parking in these residential areas.
North Street Roseland Ave St. Annes Road Stuart Road Third Avenue	Believes the scheme will isolate people from their friends and family.	1 1 1 1 1	View noted.
First Avenue	Where will the money go that is generated by the permits?	1	The £30 cost covers the actual cost of implementing, enforcing and maintaining the residents parking schemes.
First Avenue	Believes that if they accept these proposals the next step would be parking meters being imposed.	1	It is not envisaged that pay & display would ever be required in this street.
First Avenue	Believes the proposals will stop social interaction between neighbours and children being able to play safely in the streets.	1	It is unclear why this would happen, parking for residents would continue.

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Location	Comment	No. of Responses	Response
First Avenue Roseland Ave	New developments are causing issues, more properties with inadequate parking.	1 1	The amount of parking for new developments is considered as part of the planning approval process. Until recently there were controls set by government on the amount of parking required which may have impacted older developments. These controls have now been removed which allows greater powers when considering future developments.
First Avenue	Proposals will mean residents will create off street parking reducing the amount of flora and fauna which will have a long term impact on wildlife.	1	View noted. It is not within DCC's remit to comment on whether residents should create off-street parking.
First Avenue Roseland Cres	Cycle routes around the city should be improved and made safer to encourage people to use alternative modes of transport.	1 1	Noted. DCC is always working to develop the cycle network and encourage alternative modes of transport.
Ladysmith Road	Are all students in a household eligible for permits?	1	If they have a vehicle then they would be eligible to apply for a permit.
Ladysmith Road Pinhoe Road	Concerns about costs of scheme. Signing, printing, administration and policing the scheme.	1 1	Concern noted. However, it is appropriate that residents parking schemes are self-financing so the cost of the permits is set at a level to pay for all of these elements.
Jubilee Road	Does not think a vet space is required as there is limited waiting opposite.	1	The Vets space is proposed to provide priority parking for the Vets that require access to parking and their vehicles.
Ladysmith Road	Those visiting the mother and baby clinic will find it difficult to park.	2	Limited waiting is proposed near the school to provide short term parking for visitors. This parking would be available to those visiting the clinic.
Park Road	Suggesting that cost of permits is used to subsidise the P&R for workers at RD&E.	1	It would not be appropriate to use such funding to subsidise employee travel for a specific business.
Newcombe St	Requesting a No through sign on their road	1	This is outside the remit of these proposals and will be passed to the relevant officer for consideration.
Manston Road	Believes it is fair that it is first come first serve when trying to park.	1	View noted. However, it is appropriate that residents should have priority to park in the vicinity of their homes.
Roseland Ave	Narrow road so people to park on footways and make it difficult to access off street parking.	2	It is not appropriate to introduce No Waiting At Any Time along a residential road where residents should understand where it is and is not appropriate to park.

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Location	Comment	No. of Responses	Response
Ladysmith Road Roseland Ave	Resident concerned that their parents who child mind for them won't be able to do this anymore as they won't be eligible for a permit.	1 1	There are solutions available for those that have regular visitors to look after children at home whilst parents are out at work. If restrictions are introduced then those residents affected should contact DCC to discuss this.
Ladysmith Road	Events in the evening at the school can cause a problem.	2	Noted.
Ladysmith Road Normandy Road	Houses limited to one permit and support/encourage car sharing.	1 1	It would be unreasonable to expect residents to be restricted to 1 vehicle.
Alpha Street Homefield Road Park Road Roseland Cres	Request for proper enforcement if scheme goes ahead.	1 1 1 1	The scheme will be enforced.
Saxon Road	There is not a high level of congestion in the area.	1	View noted.
Ladysmith Lane Manston Road Normandy Road Roseland Ave Saxon Road	Believes the restrictions, if imposed, are an inconvenience for visitors.	1 1 2 2 1	Noted. However, by preventing parking of vehicles not associated with residents it will make it easier for visitors to find a parking space near to the property visiting.
Anthony Road	Would there be enough permits to cover family who care for the resident and at what cost?	1	Those in need of care in the home are eligible to apply for an Essential Visitors Permit which may be issued to those family members that provide care.
Stuart Road	Believes friends will not be able to visit as spaces will be taken up by residents with more than one car.	1	View noted.
Ladysmith Road Saxon Road Stuart Road	Would not stop the problems caused at school times.	1 1 1	View noted.
South Lawn Ter	Living in a shared house they believe not everyone will be entitled to a permit.	1	In the first issue DCC all residents may apply for a permit. However once residents move out and new ones move in, the entitlement will reduce to a maximum of 2. Those with existing permits may renew them before they expire giving them priority over new residents.
Lower Avenue Newcombe Ter Oakfield Street Roseland Ave Roseland Cres	Believes there will be a problem parking if the proposals go ahead as people from other roads will be parking in their road.	1 1 1 1 1	The design of a residents parking scheme will always allow parking in adjacent streets. This ensures there is sufficient parking to meet the demand. However there is no reason why such parking does not currently take place in this road.
Bonnington Grv	Residents resort to saving spaces by placing obstructions in the road where they wish to park.	1	Noted.
Alpha Street South Lawn Ter	Would like to see enforcement of the double yellow lines parked on by parents.	1 1	View noted. This will be passed to the Civil Parking Enforcement service.

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Location	Comment	No. of Responses	Response
General	Council has stated that they will identify alternatives for commuter parking, does not believe this has been addressed.	1	Provision of commuter parking is not the core aim of the proposals. However, long stay parking is available Butts Road.
Roseland Ave Third Avenue	Feels that the cost discriminates against lower income residents.	1 1	The cost of the permits is set at a level so that it covers the cost associated with the scheme to ensure the scheme is sustainable. These charges are agreed by DCC's Cabinet and remain low compared to neighbouring authorities.
Normandy Road Third Avenue	Resident would like to see evidence of the complaints that has meant this scheme has been proposed.	1 1	It is accepted that there may not currently be an issue with parking in the road and DCC have never denied this. However, DCC is aware that there are parking problems in other roads that are supportive of restrictions and that the introduction of restrictions may displace parking to other roads which may cause a problem.
Third Avenue	Resident would like to know why we did not listen to the previous results for Heavitree and Polsloe, when the majority said no to issues of commuter parking or parking in their road or support for the pay and display?	1	The results of the last consultation indicated that residents were supportive in parts of these areas and it was considered appropriate not to exclude some roads at this stage so that they may have another opportunity to consider their position and the potential displacement of parking.
Ladysmith Lane	Resident feels there should be double yellow lines at the junction of Ladysmith Road and Ladysmith Lane. The lane has been blocked previously as drivers not aware the lane is there.	1	It is not possible to introduce new restrictions at this stage beyond those advertised. However if there is a still a problem once restrictions have been introduced then it would be possible to consider them as part of DCCs annual review of waiting restrictions.
Anthony Road Commings Road Park Road St. Johns Road	Residents parking should be all day and all week.	1 1 1 1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
Anthony Road Commings Road Hanover Road Jubilee Road Ladysmith Road Lower Avenue Oakfield Street Regent Square Roseland Ave Stuart Road Wyndham Ave	Does not want to pay for visitors permits.	1 1 1 1 2 1 1 2 2 1 1	Noted.
Bonnington Grv Newcombe St North Street	Resident feels there is not enough resident spaces.	1 1 1	Residents will be able to park in all parking bays/areas in the road.

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Location	Comment	No. of Responses	Response
Hanover Road	Resident suggestion that disabled bays should be removed as there are too many and none are used by disabled people.	1	We have investigated all disabled bays in the proposed areas and where they are not required steps are being taken to remove them.
Ladysmith Road	Where can visitors permits be used?	1	Visitor permits can be used where restrictions display an exemption for residents permit holders bearing the same zone letters.
Lower Avenue	Not enough parking allocated to local businesses for patrons/staff. Business has said they will have to relocate if proposals are introduced, taking away their considerable financial input into the Exeter economy.	1	Noted. The business has off-street parking that would be available for staff that drive in and limited waiting is proposed for visitors.
Normandy Road Roseland Avenue	Resident believes there would be too many ugly road markings/signs.	1 1	This is why large areas are proposed to be zonal residents parking which does not require road markings and fewer signs.
Normandy Road	Not happy about the potential for PCNs if you partly park in a restricted bay.	1	View noted. The bays determine the legal extent of each restriction and it is fair that anyone parking in a bay (even in part) should be issued a PCN.
Normandy Road	Resident would like to know the net income of residents parking from elsewhere in the city.	1	Net income figures are not available.  The £30 cost covers the actual cost of implementing, enforcing and maintaining the residents parking schemes.
Park Place	Vehicles are parking in this road to avoid fees at the airport car parks, and being left for weeks at a time.	1	Noted. The introduction of restrictions would prevent this.
Roseland Ave Saxon Road	Cars often park on the footway here which causes obstructions when exiting driveways and problems for pedestrians.	1 1	Noted. DCC is continuing to explore options to resolve pavement parking.
General Park Road	Residents and visitors permits should be free.	1 1	Such a proposal would not allow the residents parking scheme to be self-funding and become a burden to the public purse.
Ladysmith Road	DCC should provide parking for staff or subsidised public transport.	1	Parking on the hospital campus is outside the jurisdiction of DCC nor is it the responsibility of DCC to provide subsidised public transport for hospital staff.
Alpha Street Ladysmith Road	Resident concerned as currently having to park in other roads due to the road being full, this causes a knock on effect to other residents in those road. Believes residents parking will help the situation.	1 1	Noted. The introduction of restrictions will remove vehicles that are not associated with residents reduce demand for parking.

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Location	Comment	No. of Responses	Response
Stuart Road	Restriction times will not affect those who are at work during the day.	1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
Ladysmith Road	Enforcement during school times will resolve the parking issues.	1	Noted. Parking issues are not limited to school traffic. However, the police and CEOs have carried out enforcement and education exercises at schools across Exeter but it is not possible to be at every school all of the time.
Anthony Road	Believes there should be better enforcement of commercial vehicles parking in residential areas.	1	The Traffic Commissioner has power to control the parking of large commercial vehicles as part of the operators licence. However, DCC has no way of controlling the parking of commercial vehicles that do not fall within the Traffic Commissioners remit.
Homefield Road Ladysmith Road	At school pick up times it is very dangerous due to parents queuing, waiting to pick up their children, on a narrow road.	1 1	Noted. DCC works with schools to improve road safety however parents must take responsibility to improve safety around their child's school.
Bonnington Grv	Feels that people use their road as an industrial car park, with works vehicles and cars parked up.	1	Noted.
Oakfield Street	Requesting double yellow lines between 1 Shelton Place and 10 Homefield Road, so they don't get blocked in their garage.	1	Yellow lines are proposed on the north side of this road to prevent such parking causing an obstruction.
Oakfield Street	Ask doctors surgery to allow the dentist patients to park in their car park and residents park there at night.	1	This is outside the jurisdiction of DCC and would be a decision for the dentist/health centre.
Oakfield Street	Ask Co-op to not have any restrictions in their car park.	2	The car park is outside the jurisdiction of DCC.
North Street	Would like more double yellow lines between 1 Shelton Place and 10 Homefield Road so residents park in their garages.	1	It is too late to introduce additional restrictions at this stage. However if there is a still a problem once restrictions have been introduced then it would be possible to consider additional restrictions at a later stage when resources allow.
Goldsmith Street	Supports being able to park outside their home and not having commuters there.	1	Support noted.
Normandy Road Regent Square Roseland Ave	Feels the restriction times are wrong as road is empty during the day.	1 2 1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
Alpha Street Bonnington Grv Homefield Road	Increase in traffic circling to find a space.	1 1 1	The introduction of restrictions would reduce traffic looking for a space.
Park Road	No restriction on increasing the cost of the permit as high as DCC like.	1	Any charges must be agreed by DCCs Cabinet.

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Location	Comment	No. of Responses	Response
Park Road	Once established believes it could be sold to private company with no social responsibility.	1	On-street parking is the responsibility of Devon County Council as the highway authority. There are no plans to privatise it.
Homefield Road	Supports the double yellow lines proposed for this road.	1	Support noted.
General	Feels cycle routes are insufficient and need to be wider.	1	Noted. DCC is always working to develop the cycle network.
Hanover Road	Feels the double yellow lines need to be extended further into this road from the junction with Hamlin Lane.	2	It is not possible to extend the proposed restriction at this stage. It is recommended that the yellow lines are introduced as proposed and if necessary they could be extended at a later date when resources allow.
Roseland Ave	Opposes revocation proposal in Roseland Avenue.	2	Noted. There has been some confusion over this proposal as many believed this was revoking the divide in the middle of Roseland Avenue. DCC are proposing the revocation of the Prohibition of Motor Vehicles except for Access that applies on the southern end of the road. This restriction is difficult to enforce and would no longer be appropriate if residents parking were introduced.
Roseland Ave	How would the road be marked if the proposal went ahead?	1	There would be no road markings within the zonal residents parking.
Roseland Avenue	Would there be double yellow lines down one side of the road and those who park on the footway liable to be fined?	1	This is not part of the restrictions proposed.
Hanover Road Ladysmith Road Stuart Road	How much will a permit cost?	1 1 1	A residents permit currently costs £30 and a book of 30 visitors permits costs £30.
Ladysmith Road	How long will it take to introduce the proposals?	1	Once a decision has been made on which restrictions are to be implemented then work will begin. It is anticipated that the schemes will be live by the end of the financial year.
Bonnington Grv	Resident feels they are being penalised due to others expecting to park outside their own home.	1	View noted.
Bonnington Grv Ladysmith Road	Residents should be encouraged to give up their cars or find central places to park so residents can enjoy the street.	1 1	Devon County Council is always working to reduce car ownership using various methods e.g. improved cycle networks, sustainable travel plans.
Ladysmith Road	Resident would like a guarantee that they will not be charged for a resident permit.	1	DCC has made it clear that residents permits will cost £30.

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Location	Comment	No. of Responses	Response
Park Road	Vets are prepared to support the proposals if they can be guaranteed 4 staff parking spaces and an area for clients to park during consulting hours 08.30-19.00 Mon-Sat.	1	Limited waiting is proposed for the area around the veterinary practice however it would not be possible to provide parking for staff.
Bonnington Grv	Cars for sale are being parked on the street by dealers, taking up spaces.	1	Noted. If restrictions are introduced then this may solve this problem. However, Exeter City Council do have powers to control the selling of vehicles on the highway.
Saxon Road	Believes it will be impossible to enforce.	1	View noted. The restrictions proposed can be enforced by the Civil Enforcement Officers.
Hamlin Lane Oakfield Street Roseland Cres	Concerned that if they are left out of the proposals and other areas go ahead that they will then be subject to the displaced parking from those streets.	1 1 1	View noted however this is not shared by other residents of the street.
South Lawn Ter	Parking is not at a level where residents parking is required, feels that other alternatives can be explored, such as "dead spots" on the edge of the park.	1	Noted. This is not the view of all residents.  Providing parking within Heavitree Park would be a matter for Exeter City Council.
Oakfield Street	Requesting clear signing to parking for Heavitree Shops, concerned that they shouldn't lose any business.	1	The Gordons Place public car park and private Co-op car park are clearly signed.
First Avenue	Asking us to justify why we are bringing in residents parking in their street.	1	It is accepted that there may not currently be an issue with parking in the road and DCC have never denied this. However, DCC is aware that there are parking problems in other roads that are supportive of restrictions and that the introduction of restrictions may displace parking to other roads which may cause a problem.
Ladysmith Road Roseland Ave	Resident concerned where and how essential visitors will park during the restriction times.	1 1	Those vehicles displaying an Essential Visitors Permit will be able to park wherever permits holders are allowed to park.
Hanover Road Ladysmith Road	Restrictions in this road will increase demand in the southern end of Ladysmith Road.	1 1	No Waiting At Any Time is proposed at location where parking should not be taking place.
Commings Road	Resident does not believe DCC are serious about reducing congestion into Exeter.	1	Devon County Council is always working to reduce car ownership using various methods e.g. improved cycle networks, sustainable travel plans
Ladysmith Road	School drop off is not covered by the restrictions and the school pick up situation will be made worse by the restrictions.	1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.

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Location	Comment	No. of Responses	Response
First Avenue Roseland Ave	City car parks are too expensive.	1 1	This is a matter for Exeter City Council and is outside of the jurisdiction of Devon County Council.
First Avenue	Suggesting that 2hr limited waiting in all resident parking areas/zones to allow free visitor parking, but preventing commuter parking.	1	The introduction of limited waiting in all areas would have a greater detriment on the residential area as it would require significant amount of marked bays and signs. It would also be difficult to enforce which would impact the aims of the proposals.
Ladysmith Road	Feels the double yellow lines should run across the access lane between 21 and 23 Ladysmith Road.	1	They will be marked across the access lane.
Homefield Road Roseland Cres	A number of residents have off road parking, but do not use them.	1 1	The introduction of restrictions may encourage the use of off-street parking, assuming that off-street parking is physically achievable.
General	Concerned that displaced parking will cause issues in their road as they are not part of the proposals.	1	The displacement of parking is something that has been raised throughout the consultation and it is possible that some roads outside of the proposals may see an increase in demand for parking. However, it is not sufficient justification not to proceed with the introduction of new restrictions to benefit those residents currently experiencing problems.
General	Public transport is unreliable.	1	View noted.
General	Cannot afford to pay the daily charge at hospital sites.	1	Noted. There may be cheaper alternative methods of travel. Suggest respondent contact the hospitals sustainable travel coordinator.
General	As a worker at the hospital, they would be taking up valuable spaces for patients or visitors if parking at the RD&E.	1	Noted. However, it is the responsibility of the hospital to manage the parking on campus for staff, patients and visitors.
General	Believes people will be put off working in Exeter if there is nowhere to park.	1	View noted. There are alternatives to driving to work.
General Manston Road	Commuters parking in this area means that they get exercise walking to work.	1 1	Noted.
General	Public transport is not a viable option for them.	1	There are alternatives to public transport to reduce car usage. E.g. car share.
General	There is conflicting information for Victor Street from the previous consultations.	1	The results of the last consultation were published in April 2016 and accurately reflected the responses to the 2 previous consultations. Due to its central location, Victor Street was considered as part of both phases of consultation with slightly different results.

## Comments Submitted – Zone S2 – Regents Park Area Extension

Location	Comment	No. of Responses	Response
General	Could one side of the road be made residents parking and the other side free for anyone to use?	1	This does not meet the aims of the proposals to remove options for all day commuter parking.
General	Feels the scheme is too complicated.	1	View noted. The restrictions have been proposed to meet the different parking demands in the area.
General	The online form is not geared to those not within the proposal area, as it asks if the respondent is in favour of residents parking in their street.	1	Noted. This question was optional and was put in to match the mail drop that was sent to all residents within the scheme.  Those outside of the scheme were able to express their thoughts on the proposals within the text.
General	Suggest the scheme should be simplified to limited waiting or pay & display up to 1.5 hours along the majority of the scheme with residents being able to park in all these areas with no limits. But the double yellow lines and zig zags remaining in place.	1	Permit holders would be able to park in all pay & display and some limited waiting bays without time limit.
General	If it was to go ahead then it should be a blanket scheme that runs from Pinhoe Road to Heavitree not missing any areas that could then be left open to abuse.	1	These areas were considered but removed due to the views of local residents.
Stuart Road	Believes DCC are allocating and taking money for non-existent spaces.	1	DCC do not allocate spaces.
Stuart Road	How will the increase in parking permit costs be decided/agreed?	1	Any increase in the cost of permits must be agreed by the elected members.
Homefield Road	Concerned they will have to pay for visitors, family and support workers when they visit.	1	A special permit allows social care staff, independent living advisors, care workers, personal assistants in social care, Devon Carers and health staff to park, while carrying out duties in the community. Visitors wishing to park when the scheme applies will need to be issued with a visitors permit or would need to park in limited waiting or pay and display.
Homefield Road	Resident when trying to find a space to park ends up parking in 30 minute limited waiting bays and then go out when time is up to try again to find a space to park.	1	The introduction of residents parking will provide alternative spaces that will be restricted to residents only.
Jubilee Road	Visitors taking up too many spaces when they could car share if visiting the same property.	1	Noted. This should be encouraged as good practice but is out of the control of DCC.

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## Comments Submitted – Zone S2 – Regents Park Area Extension

Location	Comment	No. of Responses	Response
Jubilee Road	Pay and display machines could be introduced and charges relative to city centre car parks. Will encourage use of these car parks or public transport.	1	It is DCC's policy that on-street pay and display should be more expensive than off-street car parks in order to encourage the use of off-street car parks and reduce traffic driving around the network looking for a space.
General	Concerns over safety of children and their anxiety if they were only able to pause to drop off a child to school, and the child had to walk themselves to school.	1	Limited waiting is proposed to allow parking for a short period to allow the child to be escorted to the school.
Hamlin Lane Ladysmith Road	Believes the restrictions will give less flexibility to residents and their visitors.	1 1	The introduction of restrictions will free up parking which will increase available spaces for residents and their visitors.
Hanover Road	This is a bus route and due to parked vehicles, it is very tight for the bus to negotiate the junction with visibility impaired.	1	Noted. This is why we are proposing to introduce double yellow lines at the junction.
Roseland Ave	Services to the park and ride sites should be improved.	2	This is a matter for the hospital that manages the hospital park and ride service.
Hamlin Lane	Concerns that the disabled bay outside 170 Hamlin Lane has been missed off the plans.	1	After an investigation it has been identified that this bay is no longer required and its removal is being arranged.
Stuart Road	Believes that if the police and CEOs were to enforce regulations and reduce inconsiderate parking it would improve road safety.	1	The police and CEOs enforce parking and driving offences to the best of their abilities within the resources available. If the respondent has particular concerns then these should be reported to the appropriate enforcement authority to make them aware of the issue so they may take action as necessary.
Hanover Road Park Road	Suggests that limited waiting or pay and display should be provided for businesses to facilitate both staff and customers, otherwise it will be detrimental to the businesses.	1 1	Limited waiting is proposed to facilitate businesses in the area.
Ladysmith Road	Feels university have gone back on their pledge to accommodate all students on campus.	1	View noted.
Bonnington Grv	As a shift worker resident often cannot find anywhere to park during the day.	1	Noted. The introduction of residents parking would improve this.
Anthony Road	Resident requesting visitor or carer permit.	1	Permits are available for visitors, essential visitors and carers.
Lower Avenue	How will the school run be enforced?	1	Civil Enforcement Officers will attend and enforce the restrictions as resources allow during this peak period.

## Comments Submitted – Zone S2 – Regents Park Area Extension

Location	Comment	No. of Responses	Response
Alpha Street	Hopes the proposals will reduce the volume of traffic travelling around this road.	1	The introduction of restrictions can have this benefit as it reduces the number of vehicles looking for a parking space.
Park Road	Have investigations been carried out regarding air pollution, what was considered before putting forward this proposal?	1	No.
Pinhoe Road	If double yellow lines are marked on this road it will add to the evening parking on other roads.	1	There is very little parking after 11pm on Pinhoe Road and therefore the introduction of No Waiting At Any Time will have minimal impact on parking on the adjacent streets.
Pinhoe Road	Feels the university should do more to prevent students bringing their cars to Exeter.	1	The university has no control over vehicles parking on the public highway.
Roseland Ave	Unfair if you live in terraced housing and/or do not have a driveway that you have to pay for visitors permits and should not be limited to 2 books as it's not enough.	1	Noted. The limit & cost of visitor permits applies across Devon. The times of operation allow visitors to park during the evenings and weekends reducing the need for a permit.
Roseland Ave	Once visitors permits are used up where will visitors park?	1	Visitor permits will only be required when restrictions apply. Visitors that won't be displaying a permit will need to find parking in pay & display/limited waiting in the area.
Roseland Ave	Believes this is affecting people's fundamental right of freedom to go about their lives and business. It will cause vulnerable people unnecessary anxiety and depression caused by worry of being isolated. Shows no sense of community, is uncaring and not public spirited.	1	View noted. However, the proposals have been drafted because of the community as residents have requested that we introduce restrictions. DCC has considered those requests and the wider community impact on such restrictions. These proposals have been subject to two public consultations before the final decision will be made.
Roseland Ave	Restrictions are being enforced at a time when the roads are empty as people have gone to work, so why is DCC issuing permits that need to be used in that time and therefore limiting the amount of visitors?	1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.

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## Comments Submitted – Zone S2 – Regents Park Area Extension

Location	Comment	No. of Responses	Response
Roseland Ave	Why should DCC dictate and rule how people live their lives and go about their private business? Who are DCC to impose the number of visitors permits? Feels it is not a democracy but a dictatorship. Everything works fine at the moment. DCC want to continue its mission to control Exeter and gain more money. DCC have been trying to push into these areas and won't respect what people in Exeter want. DCC must have spent lots of money on consultations and trying to implement this over the years.	1	<p>The consultations have taken place at the request of local residents who have requested restrictions. As a responsible authority we have considered adjacent streets to allow for the potential displaced parking. These proposals have been the subject of public consultations and they have been modified after considering the responses received.</p> <p>The number of visitor permits is limited to balance demand of the system and is consistent with existing schemes across Devon. The times of operation of a scheme allow parking in the evening or weekends without the need for a permit.</p>
Roseland Ave	If proposals for Mount Pleasant were removed, which is closer to the city, why were other areas, further away, then continued with as they are less likely to suffer from commuter parking? Mount Pleasant residents were made more aware and given information by a member of the public who also generated a petition and gave out an email address.	1	The proposals for the Mount Pleasant were removed due to the response from the public at the last consultation.
Roseland Ave	If DCC state that most commuter problems are hospital staff, believes this is exaggerated, why aren't DCC addressing this issue with the hospital? Instead the hospital are making it harder for their staff to park. Time and money spent on residents parking should have been spent ensuring the hospital had to be more responsible for staff and visitors.	1	It is understood that the hospital continues to investigate options to improve the parking situation on campus. DCC support workplace travel plans and comment on development proposals as the highway authority.
Roseland Ave	Why wasn't the land either side of Barrack Road utilised for hospital parking instead of building more housing? DCC and the hospital did nothing about this.	1	This is a question for the hospital as DCC has no control over how land is developed. DCC, as the highway authority, only advises Exeter City Council on highway planning issues.

## Comments Submitted – Zone S2 – Regents Park Area Extension

Location	Comment	No. of Responses	Response
Roseland Ave	Why aren't other sites being found for hospital parking? Suggests DCC grounds in the evening and weekends or the grounds of Wonford House. States that the hospital got rid of the Princess Elizabeth Orthopaedic Hospital in order to generate money, without any consideration for staff, day patients and visitors were going to park. No concern from the hospital about the prices they charge. Why was the hospital built the way it was, taking up so much land and therefore being less space to park?	1	These decisions did not involve DCC. There is reduced demand for hospital parking at evenings and weekends which is why the proposed schemes do not apply during these times.
Roseland Ave	DCC should pass the issue of hospital parking back to the hospital to resolve instead of penalising residents. DCC should have resolved this years ago, but the situation is now worse. Believes it is DCC's responsibility to sort this out with the hospital.	1	It is understood that the hospital continues to investigate options to improve the parking situation on campus. DCC support workplace travel plans and comment on development proposals as the highway authority.
Roseland Ave	States residents parking is not necessary and DCC should find another solution which is closer to home.	1	View noted.
Roseland Ave	Believes that people from Roseland Avenue who went to the consultation in 2015 were told they weren't included so didn't think they had to do anything.	1	The proposals have always included Roseland Avenue so it is unclear where this information originated. However, the mail drop to all residents would have informed them that they were included and that we were seeking their views on the latest proposals.
Goldsmith Street Roseland Ave	Plans were very small and made no sense to most people, so did not help people to understand. Plans lacked symbols.	1 1	All of the plans displayed a clear legend to indicate what was meant by each line. They were printed at a scale commonly used when considering parking restrictions.  If the respondent experiences difficulties then they had the option to contact DCC to discuss the proposed restrictions. The respondent did contact DCC to discuss the proposals.

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## Comments Submitted – Zone S2 – Regents Park Area Extension

Location	Comment	No. of Responses	Response
Roseland Ave	If the date to respond by didn't matter, why didn't we say so and why was the final date written 3 times on the letter?	1	The deadline of the 21 day statutory consultation was 17 June 2016, however we can usually accept late submissions that may have been delayed in the post. The date was reiterated to ensure that the public were clear when they needed to respond by.
Roseland Ave	Many people struggled to find the online form so had to resort to writing in.	1	View noted however a large number of responses were received using the online form.
Roseland Ave	Believes residents have misunderstood proposals and not realised that visitors will be affected and costs involved for visitors. People in support changed their mind after they realised this. Others changed their mind when they weren't guaranteed a place to park in their own road. DCC should have explained this in the letter that was sent out.	1	These points were discussed and explained to residents at the previous consultations. It would not have been possible to answer questions like this as part of the recent mail drop.
Roseland Ave	Complained that the letter that was sent out did not state what the proposals were. Believes it would have been straight forward to send the exact and most important aspects of the proposals that applied to every Exeter resident affected and that it applied to any resident in the same parking zone area they were in, meaning that anyone from within the same parking zone as them could park in their road, that they would not be able to park in a different parking zone area in Exeter even if it happened to be right next to their road or that they would have to buy permits and visitors permits and their cost.	1	It would not have been cost effective to send detailed and specific proposals to each address as everyone will have an interest in different areas. The mail drop was sent out to highlight the statutory consultation following the proposals that were displayed at the previous consultation.

## Comments Submitted – Zone S2 – Regents Park Area Extension

Location	Comment	No. of Responses	Response
Roseland Ave	DCC have also not bothered to take into account people that do not have computer access, which will affect the elderly significantly far more, they have just assumed that everyone has computer access and is computer literate and can find this webpage. They have also not taken into account that other people will be sick and ill and that it is all too difficult and too much for them to do or that other people have such busy lives that they just do not have the time to search for this basic information.	1	DCC is well aware that some members of the public do not have internet access which is why paper copies of everything were made available at County Hall, Exeter Civic Centre & Wonford Community and Learning Centre.
Roseland Ave	Believes an email address should have been provided, and said they were told there was not one.	1	Residents have been encouraged to submit their comments in writing by post or via the online form to ensure they are aware of the conditions when submitting their comments. An email address is available on request and was provided to the respondent.
Roseland Ave	Information should have been provided why responses to the consultation may be published, believes it would have put some people off responding.	1	Noted. This statement is made so that those responding understand how their responses may be used and is based on previous requests for information on traffic regulation orders.
Normandy Road	Makes a suggestion for a variation of the permit scheme which would include giving residents parking credits.	1	Such a system would be complicated and expensive to manage and not something DCC can consider.
Oakfield Street	Unhappy about having to pay to send postcards back, believes we did this to stop people sending them back.	1	This was not the intention. An online solution was provided for those with internet access.
Roseland Cres	Suggests the restriction times should be longer, at least 8am - 6pm.	1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
Alpha Street	Would like a cheap first permit and then the second permit if required being a bit more expensive. Possibly higher still for vans.	1	Such a proposal would not allow the residents parking scheme to be self-funding and become a burden to the public purse.
Alpha Street	Visitors permits are too expensive.	1	The £30 cost covers the actual cost of implementing, enforcing and maintaining the residents parking schemes.

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## Comments Submitted – Zone S2 – Regents Park Area Extension

Location	Comment	No. of Responses	Response
Manston Road	Unfair to non-drivers who hire a vehicle occasionally as they would need to use visitor permits for the vehicle. They would have to buy tickets which would only give 30 days parking for the same cost as car owners who get 365 days parking.	1	Visitor permits is one solution. Another option may be to use a car club vehicle.
First Avenue	Resident often has different works vehicles how will they be able to park if they cannot get a permit for it?	2	Permits solutions are available to cater for situations like this.
First Avenue	If this is going to be used to fund an enforcement officer why not just introduce 2 hour spaces instead?	2	A zonal residents parking restriction has a lesser impact on the residential area as there is no requirement for lines and fewer signs. Limited waiting requires marked bays and signs.
St. Marks Ave	Restrictions will cause great inconvenience to visitors, especially when a funeral takes place it will cause additional stress.	1	Limited waiting is proposed to ensure that parking is available for the church and cemetery.
General	States they were told that it would be an all or nothing when the scheme was proposed. DCC have now moved the goal posts and believes that they are trying to complete it bit by bit instead of in one large scheme.	1	DCC has never stated this. We have always stated that nothing had been agreed and that the proposals could be modified in light of the responses submitted by members of the public.
General	Believes it to be undemocratic and why should certain people have more rights to park on the road than anyone else?	1	View noted. It is considered that residents should have priority to park in the vicinity of their homes.
General	Cleaning company believes the restrictions will make it impossible for them to work in the area. Believes that they or their customers will have to buy and use the visitors permits, leaving very few for any other visitors or trades people they have.	1	Tradesman such as cleaners, are entitled to apply for a dispensation permit which would allow them to park in a residents parking zone without needing to use a permit issued by their customer.
Manston Road Pinhoe Road	Resident feels there will always be a parking problem and people should just deal with it as the benefit of living there outweighs the problems.	1 1	Noted. However this is not the view shared by other residents of the area.
Ladysmith Road Roseland Crescent	Hospital night shift workers will be undeterred/unaffected by the scheme.	1 1	This is correct however the times of operation match those requested by local residents and match the existing residents parking scheme in the Bovemoors Lane area.
Normandy Road	Signed a petition.	1	Noted.

## Comments Submitted – Zone S2 – Regents Park Area Extension

Location	Comment	No. of Responses	Response
Ladysmith Road	Believes DCC should provide more parking for the hospital and courts etc., and should have been considered when the buildings were planned and any future planning.	1	The amount of parking for new developments is considered as part of the planning approval process. Until recently there were controls set by government on the amount of parking required which may have impacted older developments. These controls have now been removed which allows greater powers when considering future developments.
Park Road	Concerned about the proportion of limited waiting bays in this area and at the junction with St Johns Road.	1	The limited waiting is provided for the vets, shops and visitors to the area.
North Street	Is there any provision of parking for businesses in Heavitree?	1	Vehicles that are essential for the day to day operation of the business will be eligible for permits. Alternatively, all day parking is available in Butts Road.
Park Road	Will resident be able to park in front of their garage with if they have a permit?	1	It is proposed to introduce No Waiting At Any Time across this garage to support the private keep clear signs.
Park Road	Resident wants to know if they will still have to pay rates for their garage if people are allowed to park freely?	1	The changes to on-street parking do not affect council tax rates.
Park Road	How many permits will be issued for St Johns Road?	1	As many permits as the residents of St Johns Road require.
Newcombe St	Paying for £75 for a second permit when there is no guarantee to park is unacceptable.	1	A second residents permit costs £30.
Roseland Ave	Believes the information was made difficult to find, was unclear and the link incorrect.	2	Details on how to find the information was posted to all addresses within the proposed areas. It is understood that some references to old information were circulated by members of the public which may have caused some confusion.
Park Road	Believes the vets spaces do not need to be expanded, often the current vet spaces are empty and rarely more than 1 car in them. Suggests making one space exempt for residents after a certain time.	2	Noted. An extra space has been requested by the Vets. It would be confusing to have different bays at different times which would lead to complications with enforcement.
Roseland Ave	Information on the website appeared to be inaccurate or out of date.	1	It is understood that some references to old information were circulated by members of the public which may have caused some confusion.
Ladysmith Road	Suggest highly visible and ideally sheltered bike parking in residential streets.	1	It would not be cost effective to provide cycle parking in residential streets.

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## Comments Submitted – Zone S2 – Regents Park Area Extension

Location	Comment	No. of Responses	Response
Ladysmith Road	Would like a review of the pedestrian crossings, particularly Gladstone Road/Polsloe Road.	1	This is outside the remit of these proposals.
Normandy Road	Hospital parking is too expensive.	1	Noted. There may be cheaper alternative methods of travel. Suggest respondent contact the hospitals sustainable travel coordinator.
Goldsmith Street	Objects to it being called to it being called an extension as the area is much larger than the original. There is also no information about lettered zones within the extension.	1	An extension to a zone will be the same letter as the existing zone. This means that anyone with an S2 permit will be able to park within the existing area or the new extended area.

## Comments Submitted – Zone N – Bovemoors Area Extension

Location	Comment	No. of Responses	Response
General	Would like this street included in the residents parking scheme.	1	Sweetbrier Lane has not been included in the proposals as the majority of the residents in the area have indicated they did not want the restrictions.
Attwyll Avenue Avondale Road Fore Street Glenmore Road Lonsdale Road Mayfield Road Stanwey Victor Street Whipton Lane Woodstock Rd	Observed current bad parking practice e.g. parking on yellow lines, tactile paving, driveways and junctions. Hopes that new restrictions will allow enforcement of these offences.	2 1 1 1 4 1 3 2 1 1	The new restrictions will be enforced.
Attwyll Avenue Avondale Road Brookleigh Ave Fore Street Lonsdale Road Mayfield Road Roseland Ave St. Loyes Road Stanwey Victor Street Whipton Lane Woodstock Rd	Concerned that they will not be issued with enough visitors permits/visitors will have to pay and or cost of permits.	3 2 1 3 6 2 1 1 3 1 2 1	Noted. The limit and cost of visitor permits applies across Devon. The times of operation allow visitors to park during the evenings and weekends reducing the need for a permit.
General Attwyll Avenue Avondale Road Cranbrook Road E Wonford Hill Fore Street Glenmore Road Lisa Close Lonsdale Road Mayfield Road Roseland Ave St. Loyes Road Stanwey Victor Street Whipton Lane Woodstock Rd	Does not want to pay for a permit.	6 6 2 6 2 2 1 1 1 1 1 3 2 1 4 2 1	Noted.
General Attwyll Avenue Fore Street Mayfield Road St. Loyes Road Whipton Lane Woodstock Rd	There are commuters that use this street but it is still possible to find a parking space.	1 4 2 1 1 1 1	Noted. This is not the view of all residents.

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## Comments Submitted – Zone N – Bovemoors Area Extension

Location	Comment	No. of Responses	Response
General Attwyll Avenue Cranbrook Road E Wonford Hill Fore Street Lisa Close Lonsdale Road St. Loyes Road Stanwey Victor Street Whipton Lane Woodstock Rd	Problem with commuters/hospital workers parking in their street.	3 6 1 1 3 1 7 4 3 3 10 4	Noted. The proposed restrictions would prevent such parking.
Avondale Road Cranbrook Road Mayfield Road Woodstock Rd	Road is too narrow for on street parking, residents use their driveways.	1 1 1 2	Noted.
General Attwyll Avenue Avondale Road Cranbrook Road E Wonford Hill Fore Street Glenmore Road Gordon's Place Lonsdale Road Roseland Ave St. Loyes Road Stanwey Victor Street Whipton Lane Woodstock Rd	No current parking problem on this road.	16 4 2 9 2 5 4 1 4 1 5 3 1 7 6	It is anticipated that many roads do not currently have parking problems. Restrictions have been proposed to consider the displacement of vehicles should restrictions be introduced in surrounding streets. These roads were included in the proposals following the previous consultations and discussions with County Councillors.
General Brookleigh Ave Fore Street Roseland Ave Stanwey Victor Street Whipton Lane	Restrictions here will affect those using the park and make it difficult to get near to.	22 1 3 3 2 1 16	The proposed pay and display will encourage turnover of spaces which will provide a greater chance of a free space.
Roseland Ave	Allowing traffic through would lead to an increased risk of danger to pedestrians.	1	There is no proposal to allow traffic through Roseland Avenue.
Roseland Ave	No problem with traffic flow currently - no change required.	1	Noted.
E Wonford Hill	Parking for local businesses takes up parking spaces.	2	Noted. The introduction of restrictions will help manage this parking.
Avondale Road Brookleigh Ave Cranbrook Road E Wonford Hill Glenmore Road Roseland Ave St. Loyes Road Stanwey Victor Street Whipton Lane	Residents from this road and nearby cause the parking shortage in the evenings - not commuters.	1 1 2 2 1 4 2 1 5 1	Noted. The aim of a residents parking scheme is to remove those vehicles that are not associated with those residents. The removal of these vehicles will reduce demand for parking and may prevent the parking issues currently being experienced.

## Comments Submitted – Zone N – Bovemoors Area Extension

Location	Comment	No. of Responses	Response
General Stanwey Victor Street	Restriction times should be for longer than the proposed times.	1 1 1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
Whipton Lane	Residents cause parking problems, due to multi vehicle ownership.	1	Noted. The core focus of residents parking is to remove vehicles that are not associated with residents and reduce demand for parking.  The introduction of a maximum of 2 residents permits will reduce car ownership as new residents move in and out of the area.
General Attwyll Avenue Cranbrook Road Fore Street Lonsdale Road St. Loyes Road Stanwey Whipton Lane Woodstock Rd	Feels it will cause displaced parking in roads not in the proposals.	64 3 4 1 2 2 2 28 1	The displacement of parking is something that has been raised throughout the consultation and it is possible that some roads outside of the proposals may see an increase in demand for parking. However, it is not sufficient justification not to proceed with the introduction of new restrictions to benefit those residents currently experiencing problems. These proposals have been shaped by previous consultations.
General Attwyll Avenue E Wonford Hill Fore Street Roseland Ave St. Loyes Road Stanwey Victor Street Whipton Lane Woodstock Rd	Does not believe the proposals will resolve the parking issues.	7 1 1 2 3 1 1 2 8 2	View noted. The introduction of restrictions will remove vehicles that are not associated with residents and reduce demand for parking.
Cranbrook Road Fore Street Whipton Lane	Does not want double yellow lines/Access Protection Marking (APM) in front of their access.	1 2 4	Noted. It is recommended that double yellow lines are not marked in front of the driveways of these residents unless parking would cause an obstruction to other traffic.  It is not proposed to introduce yellow lines or an APM in front of this access in Cranbrook Road.  We will not mark an APM unless it meets DCC policy.
General	Restrictions will make it difficult for parents to drop off and pick up children from school.	1	Parking for the school has been considered when drafting the proposals including spaces for non-residents.
General Whipton Lane	Restrictions will force people to park dangerously and it will become a safety issue.	2 1	It is the responsibility of drivers to park responsibly.

## Comments Submitted – Zone N – Bovemoors Area Extension

Location	Comment	No. of Responses	Response
General Stanwey	Resident opposes proposals as they have concerns displaced parking will become more of a problem as they are no longer within the residents.	1 1	The displacement of parking is something that has been raised throughout the consultation and it is possible that some roads outside of the proposals may see an increase in demand for parking. However, it is not sufficient justification not to proceed with the introduction of new restrictions to benefit those residents currently experiencing problems.
Whipton Lane	Concerned that proposals mean that accessing the property will be made more difficult.	2	The introduction of residents parking will restrict parking to local residents who will understand where it is appropriate to park.
East Wonford Hill	Concerned over the amount of disabled parking bays.	1	Disabled parking bays are provided in accordance with DCC policy to allow blue badge holders to park close to their home.
General	Works at the hospital and uses this area to park in.	4	Noted.
General Fore Street Whipton Lane	Concerns over speed of vehicles travelling through the road.	3 1 2	These comments will be passed to the relevant department to make them aware of the concerns.
General Attwyll Avenue Cranbrook Road Glenmore Road Whipton Lane	Improved public transport linking the city, residential areas and business parks required.	3 1 1 1 2	Noted. There are regular bus services across the city and DCC is continually works with bus companies to improve reliability.
Fore Street Whipton Lane	Public transport is too expensive.	1 1	View noted.
Whipton Lane	Unfair to have to pay in their road. Think everyone should get 1 free permit and then to pay for any further permits required.	1	Such a proposal would not allow the residents parking scheme to be self-funding and become a burden to the public purse.
Brookleigh Ave Sivell Place	Resident has misunderstood or looked at incorrect plans/proposals.	1 1	It is felt the information provided by DCC was clear and accurate.
General	Support for the proposed double yellow lines.	1	Support noted.
General Avondale Road Glenmore Road Stanwey Whipton Lane Woodstock Rd	Although hospital staff/commuters park in this road, resident feels they should be allowed to do so.	2 1 1 1 1	Noted. This is not the view of all residents.
General Avondale Road Whipton Lane	If proposals go ahead there will be calls for this area to have residents parking in the future, due to the displaced parking. Feels the residents parking should be implemented now.	2 1 1	This is something that was considered as part of earlier consultations, however the majority of local residents were not in favour of residents parking so the roads were not considered as part of the final proposals.

## Comments Submitted – Zone N – Bovemoors Area Extension

Location	Comment	No. of Responses	Response
Whipton Lane	Large and commercial vehicles, sometimes from outside the area, park up here and cause obstructions.	1	The police have powers to deal with vehicles that cause an obstruction.  The introduction of restrictions may reduce the number of works vehicles that park in the area.
Lonsdale Road	Concerns that residents would not be able to bring home works vehicles with different registrations.	1	If residents choose to bring home works vehicles then that is their choice and DCC has been able to provide permits in some cases. However, if residents bring such vehicles home overnight and at weekends then they would not require a permit.
Attwyll Avenue Lonsdale Road Stanway Woodstock Rd	Cost of scheme outweighs benefit of scheme.	1 1 1 1	Restrictions are being proposed where it is considered beneficial to residents.  The cost of permits cover the actual cost of implementing, enforcing and maintaining the residents parking schemes.
Whipton Lane	What happens for visitors parking?	1	Residents may issue visitors with a visitors permit to allow them to park in a residents area/bay during the times of operation. Alternatively visitors may park in limited waiting/pay & display in the area.
General Stanway Whipton Lane	No guarantee for residents to park outside or near their home.	1 1 1	Agreed. However demand will be reduced to assist in residents parking in the vicinity of their homes
Victor Street	How will vehicles be stopped from parking in front of garages or access?	1	It is an offence for vehicles to cause an obstruction. The police have powers to deal with offending vehicles. The Civil Enforcement Officers also have powers to issue penalty charge notices to vehicles parked across dropped kerbs.
General Attwyll Avenue Avondale Road Cranbrook Road Fore Street Lonsdale Road Roseland Ave Stanway Whipton Lane Woodstock Rd	The hospital should provide parking for their staff.	5 2 1 5 3 2 1 1 9 1	It is understood that the hospital continues to investigate options to improve the parking situation on campus. DCC support workplace travel plans and comment on development proposals as the highway authority.
Sivell Place Stanway Victor Street	Would like to have had more information in order to make an informed decision.	1 1 1	Noted. Detailed proposals and information on how the scheme would work were made available as part of the informal and statutory consultations.

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## Comments Submitted – Zone N – Bovemoors Area Extension

Location	Comment	No. of Responses	Response
General Avondale Road Cranbrook Road Lonsdale Road Roseland Ave St. Loyes Road Whipton Lane	Feel that residents are being penalised for non-residents parking in their road.	2 1 1 1 1 1 2	View noted.
Attwyll Avenue Avondale Road E Wonford Hill Stanwey Victor Street	Resident does not feel the scheme impacts them.	1 1 1 1 1	View noted. This is not shared by all residents in the area.
Mayfield Road	Residents/ students are the cause of parking issues, not the commuters or shoppers.	1	View noted.
Whipton Lane	Will these new restrictions be regularly enforced?	1	Yes.
Victor Street	Residents parking area is too large.	1	The proposals have covered a large area to consider the potential displacement if residents parking were introduced in areas that currently experience problems. However, it is recommended that the proposals be relaxed to remove some areas where residents oppose the introduction of residents parking.
Attwyll Avenue Gordon's Place Mayfield Road Stanwey Woodstock Rd	Obstructive parking preventing/making it difficult for emergency/large vehicle access.	1 1 1 1 1	The police have powers to deal with vehicles that cause an obstruction.
Attwyll Avenue Avondale Road Cranbrook Road Lisa Close Mayfield Road Sivell Place Stanwey Victor Street Woodstock Rd	Has a driveway off street parking.	5 2 3 1 1 1 1 1 1	Noted.
Attwyll Avenue E Wonford Hill Lisa Close Stanwey Whipton Lane	Does not drive/does not have a car.	1 2 1 1 1	Noted.
Roseland Ave	Not enough parking allocated to local businesses for patrons/staff.	1	Vehicles that are essential for the day to day operation of the business will be eligible for permits.  All day parking is available in Butts Road.
Woodstock Rd	Introduce no waiting along the length of this road.	1	It is not appropriate to introduce No Waiting At Any Time along a residential road where residents should understand where it is and is not appropriate to park.

## Comments Submitted – Zone N – Bovemoors Area Extension

Location	Comment	No. of Responses	Response
Sivell Place	Concerns that new developments will mean more cars and less space for parking.	2	The amount of parking for new developments is considered as part of the planning approval process. Until recently there were controls set by government on the amount of parking required which may have impacted older developments. These controls have now been removed which allows greater powers when considering future developments.
Roseland Ave Whipton Lane	Why are the restrictions proposed for only half of this road? What will the residents in the other half of the street do?	1 4	Restrictions are proposed for both ends of Roseland Avenue however due to the geography they feature in different zones.  The section of Whipton Lane proposed is where residents are in favour of restrictions following the last consultation.
Lonsdale Road	These new restrictions will have to be enforced.	1	The scheme will be enforced.
Attwyll Avenue Lonsdale Road Stanwey	Request for double yellow lines at the junction.	1 4 1	The junction of Attwyll Avenue/St Loyes Road & Stanwey/Whipton Lane are already protected with No Waiting At Any Time.  It is already proposed to introduce No Waiting At Any Time at the junction of Lonsdale Road with Whipton Lane.
Mayfield Road	Supports the proposal as they believe it will increase safety.	1	Support noted.
Lonsdale Road Roseland Ave	Are permits required for carers? Would we have to use our visitor permits?	1 1	A special permit is available that allows social care staff, independent living advisors, care workers, personal assistants in social care, Devon Carers and health staff to park, while carrying out duties in the community.
Stanwey	Restrictions should be for Saturday and Sunday too.	1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
General Whipton Lane Woodstock Rd	Public transport for hospital works should be improved to the park and ride.	3 1 1	Noted. The RD&E park and ride is operated by the hospital.
General Sivell Place	Not enough room for the residents to park here as it stands.	1 1	Noted. This is why a residents parking scheme will consider larger areas as it is understood that some residents will need to park in other roads.
Woodstock Rd	Would parking be restricted in my entire street?	1	The proposals would restrict on-street parking to permit holders only between 10am and 5pm Monday to Friday.

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## Comments Submitted – Zone N – Bovemoors Area Extension

Location	Comment	No. of Responses	Response
General Glenmore Road Stanwey	Residents currently manage parking on their road, if restrictions are introduced it would upset this.	1 1 4	The introduction of restrictions would limit the parking to residents and visitors and therefore parking can be managed as normal.
Fore Street	Current restrictions are not enforced.	1	The CEOs enforce parking offences to the best of their abilities within the resources available. If the respondent has particular concerns then these should be reported to the appropriate enforcement authority to make them aware of the issue so they may take action as necessary.
St. Loyes Road Whipton Lane	Would like parking that was free for up to two hours.	1 2	View noted. In areas where there is high demand for short stay parking it is appropriate for pay and display as this has increased compliance and turnover of spaces.
Attwyll Avenue	Would lodgers be eligible for a permit?	1	Residents at a property would be eligible to apply for a permit if they have a vehicle.
Mayfield Road Roseland Ave Stanwey	Concerned tradesmen will be reluctant to visit.	1 1 1	Tradesmen will be eligible for dispensation permits which exempt them from residents parking restrictions. This scheme applies across Devon so many Tradesmen will already be aware and involved in the scheme.
Fore Street	Concerned if selling property, buyers will not want to pay for permits.	1	View noted. Potential residents may appreciate the option to purchase permits so they may have greater chance of parking near their home.
Attwyll Avenue Stanwey Victor Street	Concerned that it will be more difficult for family/workers who visit regularly to help care for them.	1 1 1	Care workers etc have an exemption which allows them to park in residents parking areas and display a permit. Residents, in need of care in the home, may apply for an Essential Visitors Permit which may be provided to friends/family who are visiting to provide care.
Avondale Road Glenmore Road Woodstock Rd	Majority of residents have off road parking.	1 2 2	Noted.
Fore Street	Supports the pay and display with residents exemption.	1	Support noted.
General	Suggestion to convert verges into parking spaces.	1	This is outside the remit of these proposals.
St. Loyes Road	Request for Access Protection Markings to be marked in front of driveways/ accesses.	1	An APM will only be marked if it complies with DCC policy. Residents wishing to apply for an APM should contact DCC's Customer Service Centre on 0345 155 1004.
Mayfield Road	Suggestion of restrictions being Monday- Friday 9am-6pm.	1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.

## Comments Submitted – Zone N – Bovemoors Area Extension

Location	Comment	No. of Responses	Response
Attwyll Avenue	Do visitors permits have an expiry date?	1	Each permit is valid on the day of issue until 10am the following morning. Otherwise there is no expiry date on when the permits must be used.
Attwyll Avenue	Suggestion that first 30 minutes parking be free in the residents parking zones to allow for tradesmen/deliveries.	1	There are exemptions/allowances for deliveries and removal vehicles so these may park within the restricted areas.
General Whipton Lane	Inadequate provision of a park and ride on the Crediton side of the city.	2 1	DCC has a desire to provide a park and ride site at this location and is exploring options for commuters coming in to Exeter from this side of the city.
Whipton Lane	Would like residents parking throughout the whole street, not part of it as proposed.	5	Noted. The extent of the proposals was based on the responses from the previous consultation.
Roseland Ave	Would support the proposals if the majority of other residents in the area are in support.	1	Support noted.
General	DCC should be encouraging residents to have off street parking.	1	The aim of the scheme is to manage the existing on-street parking. It is not within DCC's remit to comment on whether residents should create off-street parking.
General	Wants one permit free for each household.	1	Such a proposal would not allow the residents parking scheme to be self-funding and become a burden to the public purse.
General	Proposals do not add any quality of life and are of no benefit.	2	View noted. It is felt that these proposals are beneficial in reducing and managing the demand for parking in these residential areas.
Attwyll Avenue	Where will the money go that is generated by the permits?	1	The £30 cost covers the actual cost of implementing, enforcing and maintaining the residents parking schemes.
General	Believes the proposals will stop social interaction between neighbours and children being able to play safely in the streets.	1	It is unclear why this would happen, parking for residents would continue.
Attwyll Avenue	Are all students in a household eligible for permits?	1	If they have a vehicle then they would be eligible to apply for a permit.
Sivell Place	Would residents in Sivell Place be eligible for both residents permits and permits for the Fore Street Car Park?	1	This would be a decision for Exeter City Council.
Attwyll Avenue Stanwey	Concerns about costs of scheme. Signing, printing, administration and policing the scheme.	1 1	Concern noted. However, it is appropriate that residents parking schemes are self-financing so the cost of the permits is set at a level to pay for all of these elements.

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## Comments Submitted – Zone N – Bovemoors Area Extension

Location	Comment	No. of Responses	Response
Stanwey	Believes it is fair that it is first come first serve when trying to park.	1	View noted. However, it is appropriate that residents should have priority to park in the vicinity of their homes.
General Attwyll Avenue Fore Street Stanwey Whipton Lane Woodstock Rd	Believes the restrictions, if imposed, are an inconvenience for visitors.	2 1 1 1 3 1	Noted. However, by preventing parking of vehicles not associated with residents it will make it easier for visitors to find a parking space near to the property visiting.
General Stanwey Whipton Lane	Believes there will be a problem parking if the proposals go ahead as people from other roads will be parking in their road.	4 1 2	<p>The design of a residents parking scheme will always allow parking in adjacent streets. This ensures there is sufficient parking to meet the demand. However there is no reason why such parking does not currently take place in this road.</p> <p>The displacement of parking to roads outside of a scheme is something that has been considered and discussed throughout these proposals. However, due to the response from residents, restrictions for some roads have been dropped as residents in those streets oppose them.</p>
General	Feels that the cost discriminates against lower income residents.	1	The cost of the permits is set at a level so that it covers the cost associated with the scheme to ensure the scheme is sustainable. These charges are agreed by DCC's Cabinet and remain low compared to neighbouring authorities.
General Stanwey Whipton Lane	Resident would like to know why we did not listen to the previous results for Heavitree and Polsloe, when the majority said no to issues of commuter parking or parking in their road or support for the pay and display?	3 2 1	The results of the last consultation indicated that residents were supportive in parts of these areas and it was considered appropriate not to exclude some roads at this stage so that they may have another opportunity to consider their position and the potential displacement of parking.
Victor Street	Residents parking should be all day and all week.	1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
General E Wonford Hill Stanwey Whipton Lane	Does not want to pay for visitors permits.	1 1 1 1	Noted.
General	Vehicles are parking in this road to avoid fees at the airport car parks, and being left for weeks at a time.	1	Noted. The introduction of restrictions would prevent this.

## Comments Submitted – Zone N – Bovemoors Area Extension

Location	Comment	No. of Responses	Response
General Glenmore Road	Cars often park on the footway here which causes obstructions when exiting driveways and problems for pedestrians.	2 1	Noted. DCC is continuing to explore options to resolve pavement parking.
General Fore Street	Residents and visitors permits should be free.	1 1	Such a proposal would not allow the residents parking scheme to be self-funding and become a burden to the public purse.
General Roseland Ave Whipton Lane	Increase in traffic circling to find a space.	4 1 1	The introduction of restrictions will reduce traffic looking for a space.  The displacement of parking to roads outside of the proposals is something that has been raised throughout the consultation and it is possible that some roads outside of the proposals may see an increase in demand for parking. However, it is not sufficient justification not to proceed with the introduction of new restrictions to benefit those residents currently experiencing problems.
Roseland Ave	No restriction on increasing the cost of the permit as high as DCC like.	1	Any charges must be agreed by DCCs Cabinet.
Whipton Lane	Hospital workers should receive permits, not residents.	1	This suggestion does not meet the aim of the proposals which is to provide priority parking for residents.
Avondale Road Whipton Lane	Does not believe results of the last consultation have been recorded properly and many residents were unable to attend the consultation events.	1 1	The results of the last consultation were published in April 2016 and accurately reflected the responses to the 2 previous consultations.  It is appreciated that not all residents are able to attend a consultation however we do publish alternative ways to view the proposals.
Lonsdale Road	Supports the double yellow lines proposed for this road.	1	Support noted.
Stanwey	If lines are to be put outside driveways have we considered the angle that cars have to exit the driveway?	1	It is not proposed to introduce lines across driveways in the road.
Attwyll Avenue Fore Street Stanwey Whipton Lane	Permits are too expensive.	1 2 1 1	The £30 cost covers the actual cost of implementing, enforcing and maintaining the residents parking schemes.

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## Comments Submitted – Zone N – Bovemoors Area Extension

Location	Comment	No. of Responses	Response
Roseland Ave	Opposes revocation proposal in Roseland Avenue.	1	Noted. There has been some confusion over this proposal as many believed this was revoking the divide in the middle of Roseland Avenue. DCC are proposing the revocation of the Prohibition of Motor Vehicles except for Access that applies on the southern end of the road. This restriction is difficult to enforce and would no longer be appropriate if residents parking were introduced.
General Attwyl Avenue Roseland Ave Whipton Lane	Would have liked better access to information about the proposal, they are concerned that some residents may be unaware of this part of the proposal.	3 1 2 2	All residents within the proposed area received notification of the statutory consultation.  On-street notices were erected across the area, a public notice was placed in the Express & Echo and a press release was issued to inform other members of the public.
Fore Street	Suggestion to reduce the width of the footway to make room for more parking spaces on Fore Street (between Butts Road and Victor Street).	1	It would not be appropriate to narrow the footway and create parking on such a strategic route.
Cranbrook Road Roseland Ave	Does not agree with where the zones are split.	1 5	It is recommended that the restrictions are not progressed for Cranbrook Road  Due to the split in Roseland Avenue it is appropriate that the southern section is linked to the proposals in Whipton Lane whilst the northern section is linked to the proposals for South Lawn Terrace. Consideration was given to where residents in these areas may currently be parking before the zone boundaries were drawn.
Whipton Lane	Residents should be able to buy extra visitors books if they only have one residents permit.	2	The provision of visitor permits is not based on the number of vehicles at the property.
Whipton Lane	Can a permit be transferred to a courtesy car if the permanent car is being repaired/ off the road?	2	Options are available to allow for courtesy cars.
Lonsdale Road Whipton Lane	Where would delivery drivers/ removal men park?	1 1	There are exemptions/allowances for deliveries and removal vehicles so these may park within the restricted areas.
Roseland Ave	Thinks this proposal will make the road unsafe due to an increase in cars using the road.	1	It is not anticipated that the restrictions would change the amount of traffic currently using the road.

## Comments Submitted – Zone N – Bovemoors Area Extension

Location	Comment	No. of Responses	Response
Whipton Lane	The first hour or two in the pay and display bays outside the park should be free.	1	The proposed tariff is in line with other parking tariffs in the area to maximise turnover adjacent to the park.
General	Parks on Whipton Lane to access allotments - there is no parking in the allotments.	1	Noted. There will still be an area of unrestricted parking on Whipton Lane available for long term parking for the allotments.
General Whipton Lane	Restrictions in pay and display bay are not long enough for the bowling club to play a game.	1 3	It is recommended that the pay and display is modified to allow a 4 hour maximum stay to allow a bowls game but still allow turnover of spaces for park users. Anyone wishing to park for more than 4 hours may do so in Butts Road.
General Whipton Lane	City car parks are too expensive.	1 1	This is a matter for Exeter City Council and is outside of the jurisdiction of Devon County Council.
General Whipton Lane	Residents parking area should be larger.	2 3	The extent of the zone was based on the results of the original consultation as residents further along Whipton Lane and surrounding roads indicated that they did not want to be included in a scheme. Therefore they were removed from the revised proposals.
General	There should be more public parking areas created.	1	The aim of these proposals is to manage the current on-street parking. The creation of additional public car parks is not within the remit of DCC.
General Attwyll Avenue	How much money is expected to be generated by the scheme?	1 1	No projections have been made. However, pricing of permits is at a level which sustains the ongoing maintenance, administration and enforcement.
General Whipton Lane	Concerned that displaced parking will cause issues in their road as they are not part of the proposals.	15 2	The displacement of parking is something that has been raised throughout the consultation and it is possible that some roads outside of the proposals may see an increase in demand for parking. However, it is not sufficient justification not to proceed with the introduction of new restrictions to benefit those residents currently experiencing problems.
Stanwey Whipton Lane	Those using the park at the weekend are likely to park on their street outside the residents restriction times.	2 1	The proposed restrictions only apply during the day on weekdays. Parking at the weekend will take place as it currently does.
General Stanwey Whipton Lane	Opposes pay and display bay outside/opposite their property.	1 1 1	Noted.

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## Comments Submitted – Zone N – Bovemoors Area Extension

Location	Comment	No. of Responses	Response
Whipton Lane	Has a driveway but does not use it due to uneven surface/steepness.	1	Noted.
General	Concerned that if the proposals go ahead more parking will occur on their street which will cause obstructions when exiting driveways and for large vehicles driving through the road.	3	Noted. It is an offence for a vehicle to cause an obstruction.  Displaced parking is something that was considered and highlighted as part of the original consultation. However local residents indicated that they did not support the introduction of residents parking which is why restrictions were scaled back.
General	Would like driving speeds along their road to be monitored.	1	These comments will be passed to the relevant department to make them aware of the concerns.
General	This is a bus route and due to parked vehicles, it is very tight for the bus to negotiate the junction with visibility impaired.	1	Noted. This is why we are proposing to introduce double yellow lines at the junction.
General	Services to the park and ride sites should be improved.	2	This is a matter for the hospital that manages the hospital park and ride service.
Glenmore Road	Does not think permits should be limited to two per household.	1	In the first issue there will be no limit and DCC will issue as many permits as there are vehicles based at the property. Once the scheme is live, new residents moving in to the area will be limited to a maximum of 2 permits.
Whipton Lane	Suggestion to operate a telephone/online service where residents could register vehicles which CEO's could have a list of. Anyone should be able to park free for up to an hour and then may receive a ticket if they overstay this time. There should be a facility for visitors staying longer than one hour to register their vehicles too.	1	Such a system would be complicated and expensive to manage and not something DCC can consider.
Whipton Lane	Would prefer limited waiting instead of pay and display.	2	The introduction of pay and display will encourage better compliance and turnover of parking adjacent to the park to ensure that spaces remain available for those wishing to visit.
Whipton Lane	Why are there proposed double yellow lines bordering the bowling green in Heavitree Park?	1	No Waiting At Any Time is proposed to protect the crossing points and provide a passing place.

## Comments Submitted – Zone N – Bovemoors Area Extension

Location	Comment	No. of Responses	Response
Lonsdale Road	Would like the double yellow lines on the northern junction of Lonsdale Road with Whipton Lane to be extended further north over the RB1 restriction to the border of 52 Whipton Lane.	1	It is too late to change the extent of these restrictions at this stage. However if there is a still a problem once restrictions have been introduced then it would be possible to consider additional restrictions at a later stage when resources allow.
Whipton Lane	Are higher Whipton Lane, Lonsdale Road and Stanwey included in the residents parking zone?	1	Whipton Lane (adjacent to the park), Stanwey and Lonsdale Road are included in the proposals.
Attwyll Avenue	How was the impact on environmental impact assessed?	1	This has been covered in the report.
Attwyll Avenue	Has there been an equality impact and needs assessment carried out? If not, is it planned to be carried out?	1	An impact assessment will be completed prior to implementation.
Attwyll Avenue	Why is there a charge for essential visitor permits? Is this not a violation of the Equality Act?	1	A charge has been agreed in principal by DCCs Cabinet and will be subject to an impact assessment prior to implementation.
Attwyll Avenue	The questions in the previous consultation were leading and not neutral.	1	The questions asked were closed questions to allow easier analysis. However respondents were able to add any other comments in writing. All of these comments were considered before progressing to the next stage.
Attwyll Avenue	How much money is expected to be generated by visitors permits?	1	No projections have been made. However, pricing of permits is at a level which sustains the ongoing maintenance, administration and enforcement.
Attwyll Avenue	Have investigations been carried out regarding air pollution, what was considered before putting forward this proposal?	1	No.
Victor Street	Concerned that pay and display will not be utilised, as they have witnessed in other areas of the city.	1	Pay and display is easier to enforce and has greater compliance. It will also allow additional parking for local residents who will be exempt.
General	Restrictions are being enforced at a time when the roads are empty as people have gone to work, so why is DCC issuing permits that need to be used in that time and therefore limiting the amount of visitors?	1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.

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## Comments Submitted – Zone N – Bovemoors Area Extension

Location	Comment	No. of Responses	Response
General	Why should DCC dictate and rule how people live their lives and go about their private business? Who are DCC to impose the number of visitors permits? Feels it is not a democracy but a dictatorship. Everything works fine at the moment. DCC want to continue its mission to control Exeter and gain more money. DCC have been trying to push into these areas and won't respect what people in Exeter want. DCC must have spent lots of money on consultations and trying to implement this over the years.	1	<p>The consultations have taken place at the request of local residents who have requested restrictions. As a responsible authority we have considered adjacent streets to allow for the potential displaced parking. These proposals have been the subject of public consultations and they have been modified after considering the responses received.</p> <p>The number of visitor permits is limited to balance demand of the system and is consistent with existing schemes across Devon. The times of operation of a scheme allow parking in the evening or weekends without the need for a permit.</p>
General	If proposals for Mount Pleasant were removed, which is closer to the city, why were other areas, further away, then continued with as they are less likely to suffer from commuter parking? Mount Pleasant residents were made more aware and given information by a member of the public who also generated a petition and gave out an email address.	1	The proposals for the Mount Pleasant were removed due to the response from the public at the last consultation.
General	If DCC state that most commuter problems are hospital staff, believes this is exaggerated, why aren't DCC addressing this issue with the hospital? Instead the hospital are making it harder for their staff to park. Time and money spent on residents parking should have been spent ensuring the hospital had to be more responsible for staff and visitors.	1	It is understood that the hospital continues to investigate options to improve the parking situation on campus. DCC support workplace travel plans and comment on development proposals as the highway authority.
General	Why wasn't the land either side of Barrack Road utilised for hospital parking instead of building more housing? DCC and the hospital did nothing about this.	1	This is a question for the hospital as DCC has no control over how land is developed. DCC, as the highway authority, only advises Exeter City Council on highway planning issues.

## Comments Submitted – Zone N – Bovemoors Area Extension

Location	Comment	No. of Responses	Response
General	Why aren't other sites being found for hospital parking? Suggests DCC grounds in the evening and weekends or the grounds of Wonford House. States that the hospital got rid of the Princess Elizabeth Orthopaedic Hospital in order to generate money, without any consideration for staff, day patients and visitors were going to park. No concern from the hospital about the prices they charge. Why was the hospital built the way it was, taking up so much land and therefore being less space to park?	1	These decisions did not involve DCC. There is reduced demand for hospital parking at evenings and weekends which is why the proposed schemes do not apply during these times.
General	DCC should pass the issue of hospital parking back to the hospital to resolve instead of penalising residents. DCC should have resolved this years ago, but the situation is now worse. Believes it is DCC's responsibility to sort this out with the hospital.	1	It is understood that the hospital continues to investigate options to improve the parking situation on campus. DCC support workplace travel plans and comment on development proposals as the highway authority.
General	States residents parking is not necessary and DCC should find another solution which is closer to home	1	View noted.
General	Believes that people from Roseland Avenue who went to the consultation in 2015 were told they weren't included so didn't think they had to do anything.	1	The proposals have always included Roseland Avenue so it is unclear where this information originated. However, the mail drop to all residents would have informed them that they were included and that we were seeking their views on the latest proposals.
General	Plans were very small and made no sense to most people, so did not help people to understand. Plans lacked symbols.	1	All of the plans displayed a clear legend to indicate what was meant by each line. They were printed at a scale commonly used when considering parking restrictions.  If the respondent experiences difficulties then they had the option to contact DCC to discuss the proposed restrictions. The respondent did contact DCC to discuss the proposals.

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## Comments Submitted – Zone N – Bovemoors Area Extension

Location	Comment	No. of Responses	Response
General	If the date to respond by didn't matter, why didn't we say so and why was the final date written 3 times on the letter?	1	The deadline of the 21 day statutory consultation was 17 June 2016, however we can usually accept late submissions that may have been delayed in the post. The date was reiterated to ensure that the public were clear when they needed to respond by.
General	Many people struggled to find the online form so had to resort to writing in.	1	View noted however a large number of responses were received using the online form.
General	Believes residents have misunderstood proposals and not realised that visitors will be affected and costs involved for visitors. People in support changed their mind after they realised this. Others changed their mind when they weren't guaranteed a place to park in their own road. DCC should have explained this in the letter that was sent out.	1	These points were discussed and explained to residents at the previous consultations. It would not have been possible to answer questions like this as part of the recent mail drop.
General	Complained that the letter that was sent out did not state what the proposals were. Believes it would have been straight forward to send the exact and most important aspects of the proposals that applied to every Exeter resident affected and that it applied to any resident in the same parking zone area they were in, meaning that anyone from within the same parking zone as them could park in their road, that they would not be able to park in a different parking zone area in Exeter even if it happened to be right next to their road or that they would have to buy permits and visitors permits and their cost.	1	It would not have been cost effective to send detailed and specific proposals to each address as everyone will have an interest in different areas. The mail drop was sent out to highlight the statutory consultation following the proposals that were displayed at the previous consultation.

## Comments Submitted – Zone N – Bovemoors Area Extension

Location	Comment	No. of Responses	Response
General	DCC have also not bothered to take into account people that do not have computer access, which will affect the elderly significantly far more, they have just assumed that everyone has computer access and is computer literate and can find this webpage. They have also not taken into account that other people will be sick and ill and that it is all too difficult and too much for them to do or that other people have such busy lives that they just do not have the time to search for this basic information.	1	DCC is well aware that some members of the public do not have internet access which is why paper copies of everything were made available at County Hall, Exeter Civic Centre & Wonford Community and Learning Centre.
General	Believes an email address should have been provided, and said they were told there was not one.	1	Residents have been encouraged to submit their comments in writing by post or via the online form to ensure they are aware of the conditions when submitting their comments. An email address is available on request and was provided to the respondent.
General	Information should have been provided why responses to the consultation may be published, believes it would have put some people off responding.	1	Noted. This statement is made so that those responding understand how their responses may be used and is based on previous requests for information on traffic regulation orders.
Whipton Lane	Does not believe the residents want the play and display beside the park.	1	The residents adjacent to Heavitree Park have indicated they support the proposals.

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Appendix III

## Comments Submitted – Zone S7 – Rifford Road Area

Location	Comment	No. of Responses	Response
General	Would like this street included in the residents parking scheme.	1	It is not possible to extend the proposals to include Quarry Park Road at this stage.
Heath Road Hurst Avenue Ludwell Lane Peryam Cre Salters Road Wilford Road	Observed current bad parking practice e.g. parking on yellow lines, tactile paving, driveways and junctions. Hopes that new restrictions will allow enforcement of these offences.	2 2 3 1 3 1	The new restrictions will be enforced.
Heath Road Hurst Avenue Lethbridge Road Quarry Lane Rifford Road Salters Road	Concerned that they will not be issued with enough visitors permits/visitors will have to pay and or cost of permits.	1 1 2 1 2 3	Noted. The limit & cost of visitor permits applies across Devon. The times of operation allow visitors to park during the evenings and weekends reducing the need for a permit.
General Broom Close Hurst Avenue Ivy Close Peryam Cre Quarry Lane Rifford Road Salters Road Tuckfield Close Wilford Road Woodwater Ln	Does not want to pay for a permit.	1 1 1 1 1 1 8 4 3 1 8	Noted.
General Broom Close Tuckfield Close	There are commuters that use this street but it is still possible to find a parking space.	1 1 1	Noted. This is not the view of all residents.
General E Wonford Hill Heath Road Hurst Avenue Lethbridge Road Ludwell Lane Peryam Cre Rifford Road Salters Road Tuckfield Close Wilford Road Woodwater Ln	Problem with commuters/hospital workers parking in their street.	1 1 3 2 4 2 5 3 1 1 2	Noted. The proposed restrictions would prevent such parking.
General Broom Close Heath Road Hurst Avenue Lethbridge Road Ludwell Lane Rifford Road Salters Road Tuckfield Close Wilford Road Woodwater Ln	No current parking problem on this road.	1 2 1 3 2 1 5 5 1 1 8	It is anticipated that many roads do not currently have parking problems. Restrictions have been proposed to consider the displacement of vehicles should restrictions be introduced in surrounding streets. These roads were included in the proposals following the previous consultations and discussions with County Councillors.

## Comments Submitted – Zone S7 – Rifford Road Area

Location	Comment	No. of Responses	Response
Lethbridge Road	Residents from this road and nearby cause the parking shortage in the evenings - not commuters.	1	Noted. The aim of a residents parking scheme is to remove those vehicles that are not associated with those residents. The removal of these vehicles will reduce demand for parking and may prevent the parking issues currently being experienced.
Hurst Avenue	Restriction times should be for longer than the proposed times.	1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
Heath Road Hurst Avenue Ludwell Lane Rifford Road Tuckfield Close Wilford Road	Residents cause parking problems, due to multi vehicle ownership.	1 1 1 2 1 1	Noted. The core focus of residents parking is to remove vehicles that are not associated with residents and reduce demand for parking.  The introduction of a maximum of 2 residents permits will reduce car ownership as new residents move in and out of the area.
General Rifford Road Woodwater Ln	Feels it will cause displaced parking in roads not in the proposals.	2 1 2	The displacement of parking is something that has been raised throughout the consultation and it is possible that some roads outside of the proposals may see an increase in demand for parking. However, it is not sufficient justification not to proceed with the introduction of new restrictions to benefit those residents currently experiencing problems. These proposals have been shaped by previous consultations.
Rifford Road Woodwater Ln	Does not want double yellow lines/Access Protection Marking (APM) in front of their access.	1 1	Noted. It is recommended that double yellow lines are not marked in front of the driveways of these residents unless parking would cause an obstruction to other traffic. We will not mark an APM unless it meets DCC policy.
Ludwell Lane	Restrictions will make it difficult for parents to drop off and pick up children from school.	1	Parking for the school has been considered when drafting the proposals including spaces for non-residents.
Hurst Avenue	Concerned that proposals mean that accessing the property will be made more difficult.	1	The introduction of residents parking will restrict parking to local residents who will understand where it is appropriate to park.
Hurst Avenue Rifford Road	Concerned over the amount of disabled parking bays.	1 1	Disabled parking bays are provided in accordance with DCC policy to allow blue badge holders to park close to their home.
General Salters Road	Works at the hospital and uses this area to park in.	3 1	Noted.

# Agenda Item 7

Appendix III

## Comments Submitted – Zone S7 – Rifford Road Area

Location	Comment	No. of Responses	Response
Heath Road	Concerns over speed of vehicles travelling through the road.	2	These comments will be passed to the relevant department to make them aware of the concerns.
General	School drop off and pick up times cause problems.	1	Noted.
Rifford Road	Does not object to this proposal.	1	Noted.
Salters Road	Improved public transport linking the city, residential areas and business parks required.	1	Noted. There are regular bus services across the city and DCC is continually works with bus companies to improve reliability.
Rifford Road	Resident has misunderstood or looked at incorrect plans/proposals.	1	It is felt the information provided by DCC was clear and accurate.
Rifford Road Tuckfield Close Wilford Road	Large and commercial vehicles, sometimes from outside the area, park up here and cause obstructions.	1 1 1	The police have powers to deal with vehicles that cause an obstruction.  The introduction of restrictions may reduce the number of works vehicles that park in the area.
Heath Road	Concerns that residents would not be able to bring home works vehicles with different registrations.	1	If residents choose to bring home works vehicles then that is their choice and DCC has been able to provide permits in some cases. However, if residents bring such vehicles home overnight and at weekends then they would not require a permit.
Rifford Road	Cost of scheme outweighs benefit of scheme.	1	Restrictions are being proposed where it is considered beneficial to residents.  The cost of permits cover the actual cost of implementing, enforcing and maintaining the residents parking schemes.
Hurst Avenue	What happens for visitors parking?	1	Residents may issue visitors with a visitors permit to allow them to park in a residents area/bay during the times of operation. Alternatively visitors may park in limited waiting/pay & display in the area.
Heath Road Hurst Avenue Ludwell Lane Rifford Road Woodwater Ln	No guarantee for residents to park outside or near their home.	1 1 1 1 1	Agreed. However demand will be reduced to assist in residents parking in the vicinity of their homes.
General Hurst Avenue Ivy Close Ludwell Lane Rifford Road Salters Road Tuckfield Close Woodwater Ln	The hospital should provide parking for their staff.	1 1 1 1 1 1 1 1	It is understood that the hospital continues to investigate options to improve the parking situation on campus. DCC support workplace travel plans and comment on development proposals as the highway authority.

## Comments Submitted – Zone S7 – Rifford Road Area

Location	Comment	No. of Responses	Response
Ludwell Lane Rifford Road	Would I be able to use my residents permit in adjacent streets?	1 1	Yes. Permits are not street specific and may be used where ever there is an exemption for the same zone.
General Hurst Avenue Rifford Road	Feel that residents are being penalised for non-residents parking in their road.	1 1 1	View noted.
Rifford Road	Will these new restrictions be regularly enforced?	1	Yes.
Rifford Road	Residents parking area is too large.	1	The proposals have covered a large area to consider the potential displacement if residents parking were introduced in areas that currently experience problems. However, it is recommended that the proposals be relaxed to remove some areas where residents oppose the introduction of residents parking.
Heath Road Hurst Avenue Rifford Road Salters Road Woodwater Ln	Has a driveway/off-street parking.	1 1 5 3 2	Noted.
Heath Road Rifford Road	Does not drive/does not have a car.	1 1	Noted.
Heath Road	These new restrictions will have to be enforced.	1	The scheme will be enforced.
Hurst Avenue	Will new restrictions affect my disabled parking bay?	1	No. All existing disabled bays that are required will be upgraded to restrict parking to blue badge holders only.
Woodwater Ln	Parents park here and walk their children to school, this does not cause a problem to residents in the street.	1	Noted.
Ivy Close	How much will blue badge holders pay for a permit?	1	There is no discount on parking permits for blue badge holders. However, blue badge holders are exempt from the residents parking restriction and therefore do not need to display a permit if they are displaying their blue badge.
Ludwell Lane	Will the private car park on this road have restrictions around the access? Concerns that the access will be blocked	1	It is proposed to introduce No Waiting At Any Time on the public highway leading to the parking area.
General Salters Road Woodwater Ln	Public transport for hospital works should be improved to the park and ride.	2 1 3	Noted. The RD&E park and ride is operated by the hospital.
General Ivy Close	Not enough room for the residents to park here as it stands.	1 1	Noted. This is why a residents parking scheme will consider larger areas as it is understood that some residents will need to park in other roads.

## Comments Submitted – Zone S7 – Rifford Road Area

Location	Comment	No. of Responses	Response
Heath Road	Suggestion to make the road one way.	1	This is outside the remit of these proposals. However the introduction of a one way restriction is not always appropriate for residential areas as it can lead to increase in the speed of traffic.
Heath Road	Concerned that it will be more difficult for family/workers who visit regularly to help care for them.	1	Care workers etc have an exemption which allows them to park in residents parking areas and display a permit. Residents, in need of care in the home, may apply for an Essential Visitors Permit which may be provided to friends/family who are visiting to provide care.
Broom Close	Would support the proposals if the majority of other residents in the area are in support.	1	Support noted.
General	Proposals do not add any quality of life and are of no benefit.	1	View noted. It is felt that these proposals are beneficial in reducing and managing the demand for parking in these residential areas
Heath Road	Concerned that permit scheme may be abused.	1	The current permit system has been in operation across Devon for some years and permits provided by post and only delivered to eligible addresses. Attempts at abuse are uncommon but when identified, investigated and resolved.
Ludwell Lane	Request for proper enforcement if scheme goes ahead.	2	The scheme will be enforced.
General	Feels that the cost discriminates against lower income residents.	1	The cost of the permits is set at a level so that it covers the cost associated with the scheme to ensure the scheme is sustainable. These charges are agreed by DCC's Cabinet and remain low compared to neighbouring authorities.
General	Does not want to pay for visitors permits.	1	Noted.
Rifford Road	Resident feels there is not enough resident spaces.	1	Residents will be able to park in all parking bays/areas in the road.
Wilford Road	Residents and visitors permits should be free.	1	Such a proposal would not allow the residents parking scheme to be self-funding and become a burden to the public purse.
Wilford Road	No restriction on increasing the cost of the permit as high as DCC like.	1	Any charges must be agreed by DCCs Cabinet.
Peryam Cre	Permits are too expensive.	1	The £30 cost covers the actual cost of implementing, enforcing and maintaining the residents parking schemes.

## Comments Submitted – Zone S7 – Rifford Road Area

Location	Comment	No. of Responses	Response
Rifford Road	Would have liked better access to information about the proposal, they are concerned that some residents may be unaware of this part of the proposal.	1	All residents within the proposed area received notification of the statutory consultation.  On-street notices were erected across the area, a public notice was placed in the Express & Echo and a press release was issued to inform other members of the public.
Heath Road	How long will it take to introduce the proposals?	1	Once a decision has been made on which restrictions are to be implemented then work will begin. It is anticipated that the schemes will be live by the end of the financial year.
Lethbridge Road	A number of residents have off road parking, but do not use them.	1	The introduction of restrictions may encourage the use of off-street parking, assuming that off-street parking is physically achievable.
Salters Road	How much money is expected to be generated by the scheme?	1	No projections have been made. However, pricing of permits is at a level which sustains the ongoing maintenance, administration and enforcement.
Woodwater Ln	Concerned that if they bought home a works vehicle they would not be able to park near to their home to unload it.	1	Loading and unloading is allowed within a residents parking restriction.
Rifford Road	Opposes pay and display bay outside/opposite their property.	1	Noted.
Hurst Avenue	Has a driveway but does not use it due to uneven surface/ steepness	1	Noted.
Ludwell Lane	Will the area be enforced outside the hours of the residents parking restrictions?	1	The residents parking will pay & display will not apply so there is no restriction to enforce. The No Waiting At Any Time will be enforced as required and resources allow.
Ludwell Lane	Will private car parks have additional markings as well as double yellow lines such as 'Private - residents only'?	1	This is not part of the proposals as the land falls outside the jurisdiction of DCC.
Rifford Road	If parking bays are put in opposite number 96 - 98 it will make it difficult for large vehicles to exit and enter their driveways.	1	It is recommended that the proposals are modified outside 96-98 Rifford Road by allowing parking on the north side but not on the south side.
Wilford Road	If you are not the registered keeper of the car can you still get a permit for it (it is registered to the address)?	1	Yes it is possible to obtain a permit.

## Comments Submitted – Zone S7 – Rifford Road Area

Location	Comment	No. of Responses	Response
Rifford Road	Concerned that a parking meter will be place outside their property which may affect their application for a vehicle crossing, if they decide they would like one in the future.	1	The location of machines has not yet been decided. If a machine is located that subsequently needs moving then this will need to be considered at that time.
General	Restrictions are being enforced at a time when the roads are empty as people have gone to work, so why is DCC issuing permits that need to be used in that time and therefore limiting the amount of visitors?	1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
General	Why should DCC dictate and rule how people live their lives and go about their private business? Who are DCC to impose the number of visitors permits? Feels it is not a democracy but a dictatorship. Everything works fine at the moment. DCC want to continue its mission to control Exeter and gain more money. DCC have been trying to push into these areas and won't respect what people in Exeter want. DCC must have spent lots of money on consultations and trying to implement this over the years.	1	<p>The consultations have taken place at the request of local residents who have requested restrictions. As a responsible authority we have considered adjacent streets to allow for the potential displaced parking. These proposals have been the subject of public consultations and they have been modified after considering the responses received.</p> <p>The number of visitor permits is limited to balance demand of the system and is consistent with existing schemes across Devon. The times of operation of a scheme allow parking in the evening or weekends without the need for a permit.</p>
General	If proposals for Mount Pleasant were removed, which is closer to the city, why were other areas, further away, then continued with as they are less likely to suffer from commuter parking? Mount Pleasant residents were made more aware and given information by a member of the public who also generated a petition and gave out an email address.	1	The proposals for the Mount Pleasant were removed due to the response from the public at the last consultation.

## Comments Submitted – Zone S7 – Rifford Road Area

Location	Comment	No. of Responses	Response
General	If DCC state that most commuter problems are hospital staff, believes this is exaggerated, why aren't DCC addressing this issue with the hospital? Instead the hospital are making it harder for their staff to park. Time and money spent on residents parking should have been spent ensuring the hospital had to be more responsible for staff and visitors.	1	It is understood that the hospital continues to investigate options to improve the parking situation on campus. DCC support workplace travel plans and comment on development proposals as the highway authority.
General	Why wasn't the land either side of Barrack Road utilised for hospital parking instead of building more housing? DCC and the hospital did nothing about this.	1	This is a question for the hospital as DCC has no control over how land is developed. DCC, as the highway authority, only advises Exeter City Council on highway planning issues.
General	Why aren't other sites being found for hospital parking? Suggests DCC grounds in the evening and weekends or the grounds of Wonford House. States that the hospital got rid of the Princess Elizabeth Orthopaedic Hospital in order to generate money, without any consideration for staff, day patients and visitors were going to park. No concern from the hospital about the prices they charge. Why was the hospital built the way it was, taking up so much land and therefore being less space to park?	1	These decisions did not involve DCC. There is reduced demand for hospital parking at evenings and weekends which is why the proposed schemes do not apply during these times.
General	DCC should pass the issue of hospital parking back to the hospital to resolve instead of penalising residents. DCC should have resolved this years ago, but the situation is now worse. Believes it is DCC's responsibility to sort this out with the hospital.	1	It is understood that the hospital continues to investigate options to improve the parking situation on campus. DCC support workplace travel plans and comment on development proposals as the highway authority.
General	States residents parking is not necessary and DCC should find another solution which is closer to home.	1	View noted.

## Comments Submitted – Zone S7 – Rifford Road Area

Location	Comment	No. of Responses	Response
General	Believes that people from Roseland Avenue who went to the consultation in 2015 were told they weren't included so didn't think they had to do anything.	1	The proposals have always included Roseland Avenue so it is unclear where this information originated. However, the mail drop to all residents would have informed them that they were included and that we were seeking their views on the latest proposals.
General	Plans were very small and made no sense to most people, so did not help people to understand. Plans lacked symbols.	1	All of the plans displayed a clear legend to indicate what was meant by each line. They were printed at a scale commonly used when considering parking restrictions.  If the respondent experiences difficulties then they had the option to contact DCC to discuss the proposed restrictions. The respondent did contact DCC to discuss the proposals.
General	If the date to respond by didn't matter, why didn't we say so and why was the final date written 3 times on the letter?	1	The deadline of the 21 day statutory consultation was 17 June 2016, however we can usually accept late submissions that may have been delayed in the post. The date was reiterated to ensure that the public were clear when they needed to respond by.
General	Many people struggled to find the online form so had to resort to writing in.	1	View noted however a large number of responses were received using the online form.
General	Believes residents have misunderstood proposals and not realised that visitors will be affected and costs involved for visitors. People in support changed their mind after they realised this. Others changed their mind when they weren't guaranteed a place to park in their own road. DCC should have explained this in the letter that was sent out.	1	These points were discussed and explained to residents at the previous consultations. It would not have been possible to answer questions like this as part of the recent mail drop.

## Comments Submitted – Zone S7 – Rifford Road Area

Location	Comment	No. of Responses	Response
General	Complained that the letter that was sent out did not state what the proposals were. Believes it would have been straight forward to send the exact and most important aspects of the proposals that applied to every Exeter resident affected and that it applied to any resident in the same parking zone area they were in, meaning that anyone from within the same parking zone as them could park in their road, that they would not be able to park in a different parking zone area in Exeter even if it happened to be right next to their road or that they would have to buy permits and visitors permits and their cost.	1	It would not have been cost effective to send detailed and specific proposals to each address as everyone will have an interest in different areas. The mail drop was sent out to highlight the statutory consultation following the proposals that were displayed at the previous consultation.
General	DCC have also not bothered to take into account people that do not have computer access, which will affect the elderly significantly far more, they have just assumed that everyone has computer access and is computer literate and can find this webpage. They have also not taken into account that other people will be sick and ill and that it is all too difficult and too much for them to do or that other people have such busy lives that they just do not have the time to search for this basic information.	1	DCC is well aware that some members of the public do not have internet access which is why paper copies of everything were made available at County Hall, Exeter Civic Centre and Wonford Community and Learning Centre.
General	Believes an email address should have been provided, and said they were told there was not one.	1	Residents have been encouraged to submit their comments in writing by post or via the online form to ensure they are aware of the conditions when submitting their comments. An email address is available on request and was provided to the respondent.
General	Information should have been provided why responses to the consultation may be published, believes it would have put some people off responding.	1	Noted. This statement is made so that those responding understand how their responses may be used and is based on previous requests for information on traffic regulation orders.

# Agenda Item 7

Appendix III

## Comments Submitted – Zone S8 – Burnthouse Lane Area

Location	Comment	No. of Responses	Response
Briar Crescent Brooke Avenue Browning Close Burnthouse Ln Chestnut Ave Hamilton Ave Hawthorn Road Laburnum Road Laurel Road Magnolia Ave Milton Road Ronchetti Way Scott Avenue Shakespeare Rd Tennyson Ave	Observed current bad parking practice e.g. parking on yellow lines, tactile paving, driveways and junctions. Hopes that new restrictions will allow enforcement of these offences.	2 1 2 6 1 1 1 3 1 1 2 1 1 1 1	The new restrictions will be enforced.
Briar Crescent Burns Avenue Burnthouse Ln Chaucer Avenue Chestnut Ave Hamilton Ave Hawthorn Road Hazel Road Laburnum Road Milton Road Shakespeare Rd	Concerned that they will not be issued with enough visitors permits/visitors will have to pay and or cost of permits.	3 1 1 1 7 1 1 1 1 1 1	Noted. The limit & cost of visitor permits applies across Devon. The times of operation allow visitors to park during the evenings and weekends reducing the need for a permit.
General Briar Crescent Burns Avenue Burnthouse Ln Chaucer Avenue Chestnut Ave Hamilton Ave Hawthorn Road Hazel Road Laburnum Road Shakespeare Rd Tennyson Ave Walnut Road	Does not want to pay for a permit.	1 5 1 2 3 7 3 3 4 7 2 1 1	Noted.
General Briar Crescent Chestnut Ave	There are commuters that use this street but it is still possible to find a parking space.	1 1 1	Noted. This is not the view of all residents.

## Comments Submitted – Zone S8 – Burnthouse Lane Area

Location	Comment	No. of Responses	Response
Briar Crescent Browning Close Burns Avenue Burnthouse Ln Chestnut Ave Hamilton Ave Hawthorn Road Hazel Road Laburnum Road Laurel Road Lilac Road Magnolia Ave Milton Road Ronchetti Way Shakespeare Rd Topsham Road	Problem with commuters/hospital workers parking in their street.	6 5 1 11 6 5 3 3 3 1 1 1 2 1 3 1	Noted. The proposed restrictions would prevent such parking.
General Briar Crescent Burnthouse Ln Chaucer Avenue Chestnut Ave Hamilton Ave Hazel Road Holly Road Laburnum Road Scott Avenue Shakespeare Rd Spenser Avenue Tennyson Ave	No current parking problem on this road.	1 9 1 2 3 2 2 1 5 1 3 2 1	It is anticipated that many roads do not currently have parking problems. Restrictions have been proposed to consider the displacement of vehicles should restrictions be introduced in surrounding streets. These roads were included in the proposals following the previous consultations and discussions with County Councillors.
Briar Crescent Burnthouse Ln	Residents from this road and nearby cause the parking shortage in the evenings - not commuters.	1 1	Noted. The aim of a residents parking scheme is to remove those vehicles that are not associated with those residents. The removal of these vehicles will reduce demand for parking and may prevent the parking issues currently being experienced.
Briar Crescent Hazel Road	Restriction times should be for longer than the proposed times.	3 1	Noted. The proposed times of operation are based on those requested by residents at the previous consultation.
Briar Crescent Brooke Avenue Chestnut Ave Hawthorn Road Shakespeare Rd	Residents cause parking problems, due to multi vehicle ownership.	2 1 3 2 1	Noted. The core focus of residents parking is to remove vehicles that are not associated with residents and reduce demand for parking.  The introduction of a maximum of 2 residents permits will reduce car ownership as new residents move in and out of the area.

# Agenda Item 7

Appendix III

## Comments Submitted – Zone S8 – Burnthouse Lane Area

Location	Comment	No. of Responses	Response
Briar Crescent Hazel Road	Feels it will cause displaced parking in roads not in the proposals.	1 1	The displacement of parking is something that has been raised throughout the consultation and it is possible that some roads outside of the proposals may see an increase in demand for parking. However, it is not sufficient justification not to proceed with the introduction of new restrictions to benefit those residents currently experiencing problems. These proposals have been shaped by previous consultations.
Briar Crescent Chestnut Ave Hazel Road	Does not believe the proposals will resolve the parking issues.	1 4 1	View noted. The introduction of restrictions will remove vehicles that are not associated with residents and reduce demand for parking.
Burnthouse Ln	Parking only a problem at school drop off and pick up times, otherwise does not feel there is a problem parking.	1	Noted.
Hamilton Ave	Concerned that proposals mean that accessing the property will be made more difficult.	1	The introduction of residents parking will restrict parking to local residents who will understand where it is appropriate to park.
Briar Crescent Chestnut Ave	Concerned over the amount of disabled parking bays.	1 2	Disabled parking bays are provided in accordance with DCC policy to allow blue badge holders to park close to their home.
General	Works at the hospital and uses this area to park in.	2	Noted.

HCW/16/56

Exeter Highways and Traffic Orders Committee  
12 July 2016

## High Street and Footway Maintenance

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 following report.

### 1. Background/Introduction

At the April meeting this committee was updated on the programme of footway maintenance work.

Footway defect repair work is carried out in accordance with County Council Highway Inspection Policy to ensure a safe network is available.

In addition, schemes for footway reconstruction to improve footways by providing a more resilient repair in areas with a history of frequent defect formation are prioritised using asset condition data (frequency of pothole formation) and footfall data. This enables a footway reconstruction programme to be agreed to make best use of the available capital budget.

Cabinet approved a county-wide budget of £1.7 million for footway maintenance in April, targeting £250,000 of footway budget to reconstruct slab footways in urban areas.

Members highlighted maintenance issues relating to areas of slabs/flagstones in Exeter High Street and other locations in the City. The Head of Service confirmed that safety defects identified in line with policy would be repaired. Also, that where an analysis of data showed a history of recurring problems, permanent reconstruction pairs would be considered in consultation with local members and community representatives. Where a cost-effective solution could be found, this would be prioritised for funding from the approved footway reconstruction programme budget.

The Head of Service agreed to report on High Street footway maintenance at the next HATOC meeting.

### 2. Report on High Street

Three areas of footway in Exeter High Street have been identified using highway data and have subsequently been investigated.

The option to replace the slabs with imprint concrete paving, which is colour matched and imprinted to mimic paving slabs, has been considered but was not acceptable in a conservation area.

The foundation structure in each location is being reviewed at each site and will, if necessary, be strengthened. The slabs will then be re-bedded using an innovative high performance paving mortar.

The works have been programmed to minimise the impact on local businesses, shoppers and visitors. Two sites were re programmed to start in late June. The third is programmed to start in September. The sites are as follows:

# Agenda Item 8

- Approximately 90m<sup>2</sup> of slabbed footway will be repaired at the junction of the High Street with Bedford Street. Annex 1.
- An area of footway near to Goldsmith Street will benefit from approximately 15m<sup>2</sup> of slabs being relayed. Annex 2.
- An area of approximately 104m<sup>2</sup> of footway slabs will be relayed fronting the Guildhall to Trickhay Street. Annex 3.

An application has been received for the Installation of ducting and fibre for CCTV networking outside the Guildhall on the High Street, with a proposed start date of 20 June and a finish date no later than 1 July. Due to the risk of the works overrunning and impacting on the delivery of the proposed footway construction works, the phase of the scheme fronting the Guildhall will be undertaken in September to minimise the impact on local businesses and visitors.

### **3. Financial Considerations**

The cost of this work, estimated to be £108,859, will be met from County Road Highway Maintenance Capital Budget.

### **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.

### **5. Carbon Impact Considerations**

This proposal will have a carbon neutral impact.

### **6. Equality Considerations**

The Equality of the recommendation has 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 Division: St David's & St James**

Local Government Act 1972: List of Background Papers

Contact for enquiries: Tom Vaughan

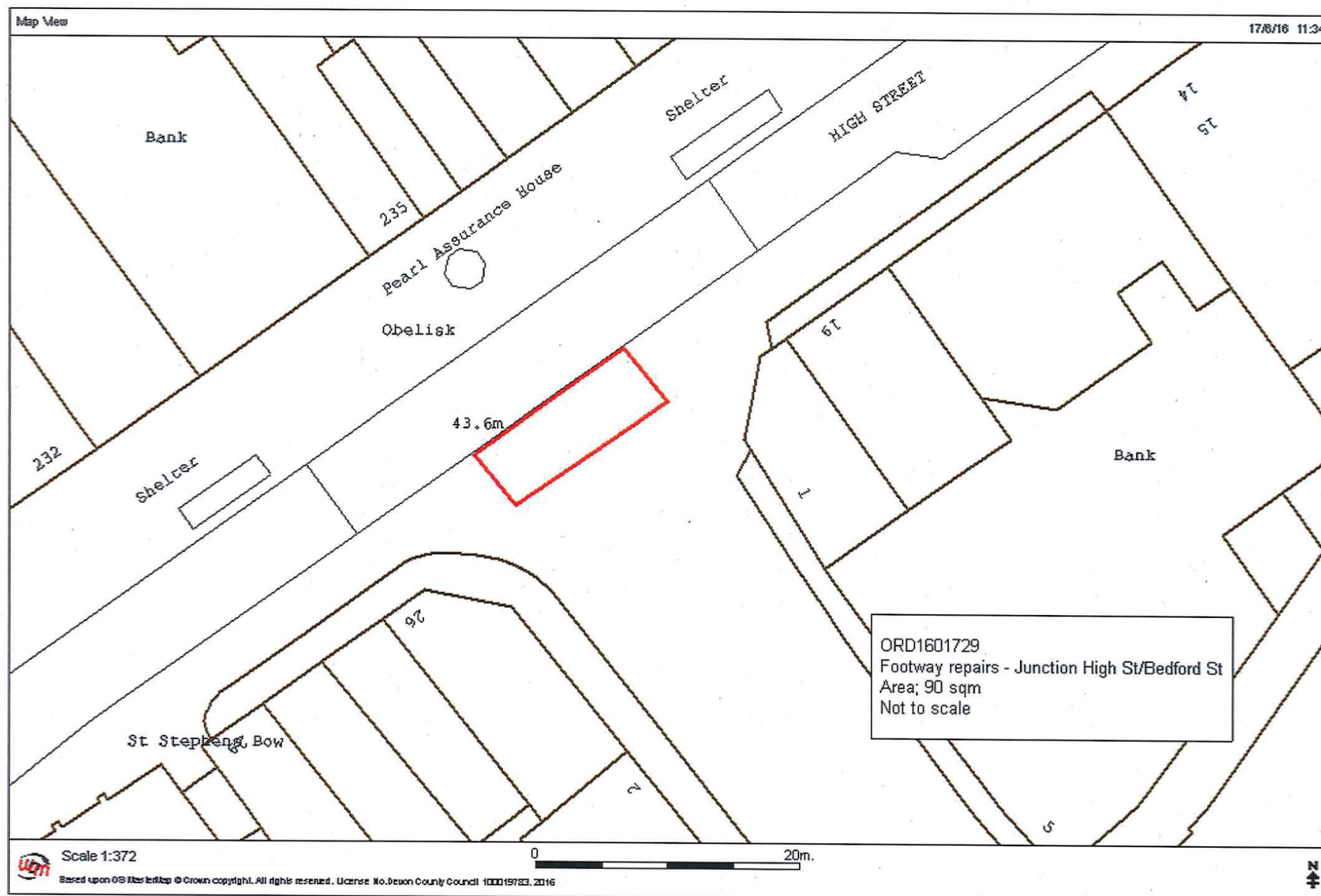
Room No: Devon County Council, Rockbeare Hill, Exeter. EX5 2HB

Tel No: 01404 821542

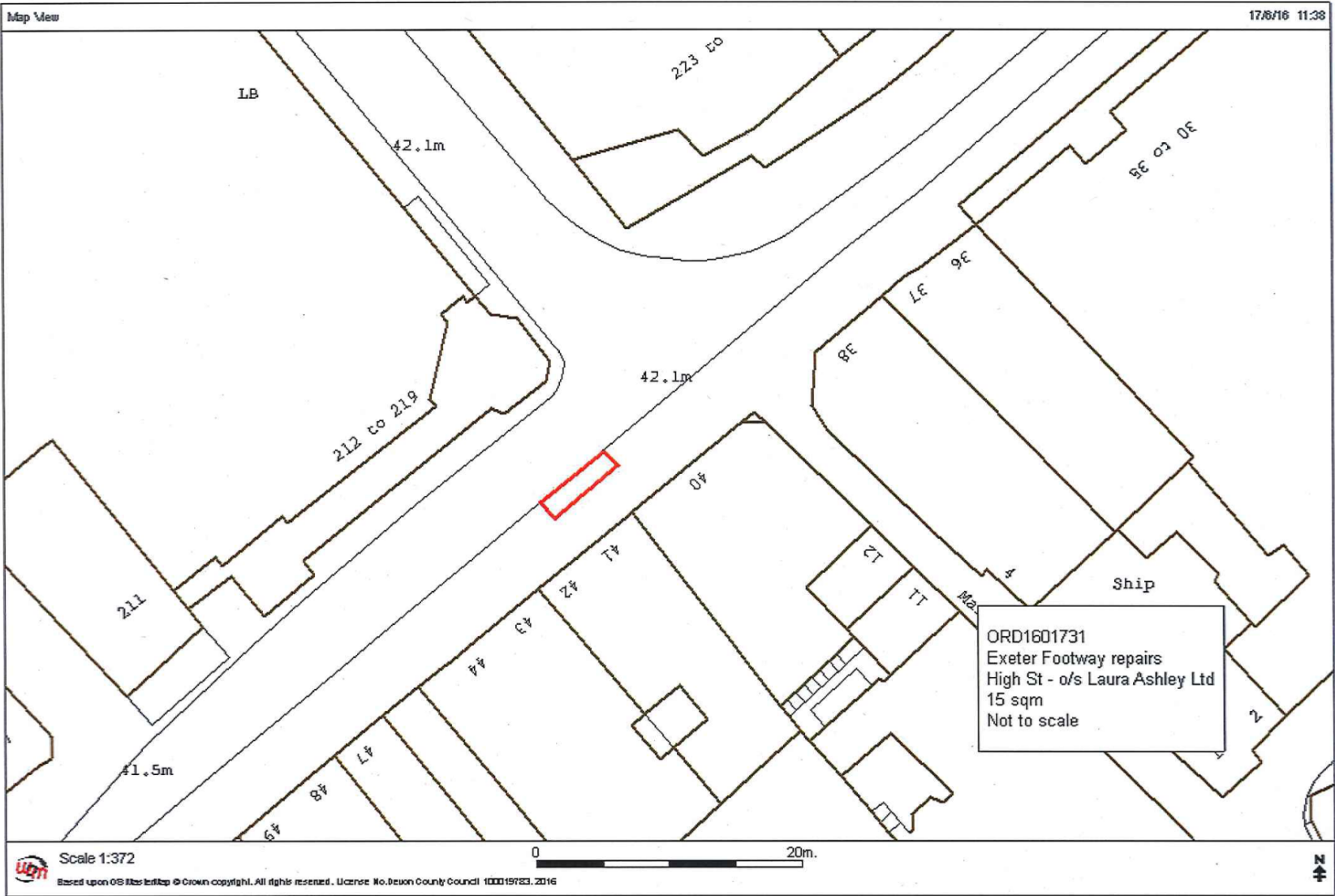
Background Paper	Date	File Ref.
Nil		

tv170616exh  
sc/cr/high street and footway maintenance  
04 010716

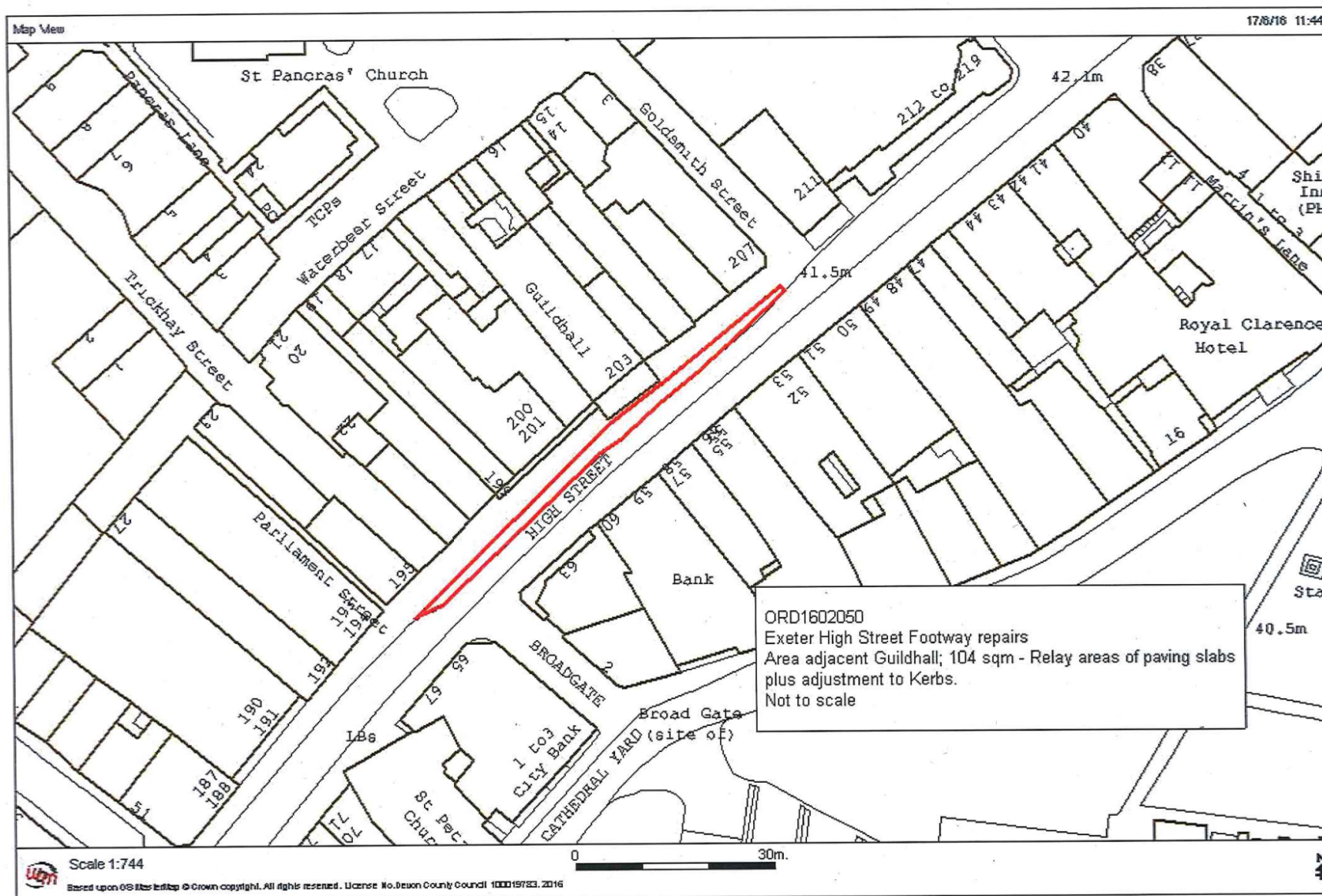
## High Street/Bedford Square Site Location



High Street/Goldsmith Street Site Location



### High Street/Guildhall Site Location



HCW/16/57

Exeter Highways and Traffic Orders Committee  
12 July 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.

<b>Location</b>	<b>Proposal</b>	<b>Action</b>
Athelstan Road Cleveland Street Clifton Road Dryden Road Fords Road Isca Road Merrivale Road Park Road Radford Road South Gate	Introduction & removal of mandatory disabled parking bays	Traffic regulation order advertised, modified, objections resolved and order sealed after consultation with Local Member and HATOC Chair/Vice Chair.

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

Tel No: 0345 155 1004

Background Paper	Date	File Ref.
None		

jb010716exh  
sc/cr/action taken under delegated powers  
04 040716