

Phil Norrey
Chief Executive

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

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

(See below)

Your ref :
Our ref :

Date : 20 July 2018
Please ask for : Gerry Rufolo, 01392 382299

Email: gerry.rufolo@devon.gov.uk

EXETER HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Monday, 30th July, 2018

A meeting of the Exeter Highways and Traffic Orders Committee is to be held on the above date at 2.15 pm at Committee Suite - County Hall 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 Chair and Vice-Chair
(N.B. In accordance with the County Council's Constitution, the Chair and Vice-Chair must be County Councillors)
- 3 Minutes (Pages 1 - 6)
Minutes of the meeting held on 18 May 2018, attached.
- 4 Items Requiring Urgent Attention
Items which in the opinion of the Chairman should be considered at the meeting as matters of urgency.
- 5 Bus Services in Exeter
Bus and Coach Operators to answer Members' questions.

Electoral Divisions(s): All in Exeter

MATTERS FOR DECISION

- 6 Annual Local Waiting Restriction Programme (Pages 7 - 62)
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/18/58), attached.
- Electoral Divisions(s): All in Exeter*
- 7 Residents' Parking
Chief Officer for Highways, Infrastructure Development and Waste to report.
- Electoral Divisions(s): All in Exeter*
- 8 Rosebarn Lane Area - Residents' Parking (Pages 63 - 88)
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/18/59), attached.
- Electoral Divisions(s): Duryard & Pennsylvania*
- 9 Travel Plan for the IKEA Store in Exeter
Presentation by the Head of Planning, Transportation and Environment.
- Electoral Divisions(s): All in Exeter*
- 10 Bus Shelters in Exeter - Clear Channel Contract (Pages 89 - 106)
(a) Reference from Corporate Infrastructure and Regulatory Services Scrutiny Committee (12 June 2018/Minute*76) - Clear Channel Contract

Report of the Task Group (CSO/18/22) attached. The Corporate Infrastructure and Regulatory Services Committee resolved as follows:

that the recommendations contained in the Task Group Report (CSO/18/22) be endorsed and referred to Exeter Highways and Traffic Orders Committee for consideration.
- (b) Bus Shelters in Exeter

Report of the Head of Planning, Transportation and Environment (PTE/18/39), attached.
- 11 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 INFORMATION

- 12 Actions taken under Delegated Powers (Pages 107 - 108)
Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/18/60), attached.
- Electoral Divisions(s): All in Exeter*
- 13 Date of Next meetings
6 November 2018, 14 January 2019, 9 April 2019.
The County Council Calendar of meetings is available on the website:
<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

Nil

Part II Reports

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

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

Agenda Items and Attendance of District & Town/Parish Councillors

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

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

For further information please contact Gerry Rufolo on 01392 382299.

Membership

County Councillors

Councillors H Ackland, M Asvachin, Y Atkinson, S Aves, E Brennan, R Hannaford, A Leadbetter, P Prowse and C Whitton

Exeter City Council

Councillors R Denham, R Newby, Pearson 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 and can also be accessed via the Modern.Gov app, available from the usual stores.

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 Chair. 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 Chair 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 fourth working day before the relevant meeting. The name of the person making the presentation will be recorded in the minutes.

For further information please contact Gerry Rufolo on 01392 382299.

Emergencies

In the event of the fire alarm sounding leave the building immediately by the nearest available exit, following the fire exit signs. If doors fail to unlock press the Green break glass next to the door. Do not stop to collect personal belongings, do not use the lifts, do not re-enter the building until told to do so.

Mobile Phones

Please switch off all mobile phones before entering the Committee Room or Council Chamber

If you need a copy of this Agenda and/or a Report in another format (e.g. large print, audio tape, Braille or other languages), please contact the Information Centre on 01392 380101 or email to: centre@devon.gov.uk or write to the Democratic and Scrutiny Secretariat at County Hall, Exeter, EX2 4QD.



Induction loop system available

NOTES FOR VISITORS

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SatNav – Postcode EX2 4QD

Walking and Cycling Facilities

County Hall is a pleasant twenty minute walk from Exeter City Centre. Exeter is also one of six National Cycle demonstration towns and has an excellent network of dedicated cycle routes – a map can be found at: <https://new.devon.gov.uk/travel/cycle/>. Cycle stands are outside County Hall Main Reception and Lucombe House

Access to County Hall and Public Transport Links

Bus Services K, J, T and S operate from the High Street to County Hall (Topsham Road). To return to the High Street use Services K, J, T and R. Local Services to and from Dawlish, Teignmouth, Newton Abbot, Exmouth, Plymouth and Torbay all stop in Barrack Road which is a 5 minute walk from County Hall. Park and Ride Services operate from Sowton, Marsh Barton and Honiton Road with bus services direct to the High Street.

The nearest mainline railway stations are Exeter Central (5 minutes from the High Street) and St David's and St Thomas's both of which have regular bus services to the High Street. Bus Service H (which runs from St David's Station to the High Street) continues and stops in Wonford Road (at the top of Matford Lane shown on the map) a 2/3 minute walk from County Hall, en route to the RD&E Hospital (approximately a 10 minutes walk from County Hall, through Gras Lawn on Barrack Road).

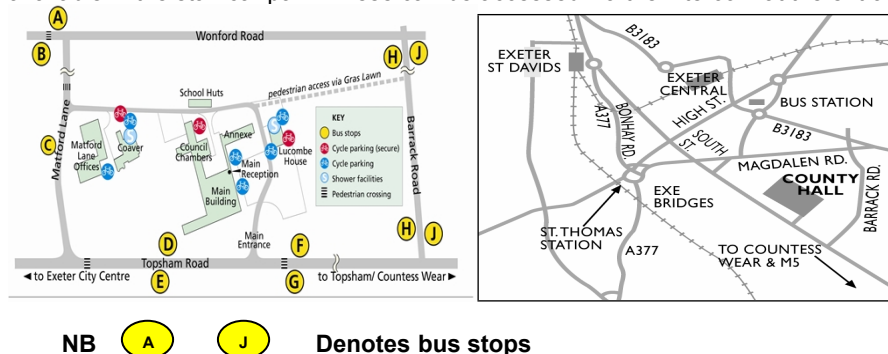
Car Sharing

Carsharing allows people to benefit from the convenience of the car, whilst alleviating the associated problems of congestion and pollution. For more information see: <https://liftshare.com/uk/community/devon>.

Car Parking and Security

There is a pay and display car park, exclusively for the use of visitors, entered via Topsham Road. Current charges are: Up to 30 minutes – free; 1 hour - £1.10; 2 hours - £2.20; 4 hours - £4.40; 8 hours - £7. Please note that County Hall reception staff are not able to provide change for the parking meters.

As indicated above, parking cannot be guaranteed and visitors should allow themselves enough time to find alternative parking if necessary. Public car parking can be found at the Cathedral Quay or Magdalen Road Car Parks (approx. 20 minutes walk). There are two disabled parking bays within the visitor car park. Additional disabled parking bays are available in the staff car park. These can be accessed via the intercom at the entrance barrier to the staff car park.



Fire/Emergency Instructions

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First Aid

Contact Main Reception (extension 2504) for a trained first aider.

EXETER HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

18 May 2018

Present:-

Devon County Council:-

Councillors R Hannaford (Chairman), H Ackland, M Asvachin, Y Atkinson, S Aves, E Brennan, R Hannaford (Chairman), A Leadbetter, P Prowse and C Whitton

Exeter City Council

Councillors R Denham and T Wardle

Apologies: -

Councillor R Newby

* 40

Minutes

RESOLVED that the Minutes of the meeting held on 16 January 2018 be signed as a correct record.

* 41

Items Requiring Urgent Attention

There was no item raised as a matter of urgency.

* 42

Bus Services in Exeter

Mr Williams and Mr Dennison, Commercial Director, and Managing Director of Stagecoach South West respectively, attended and spoke at the invitation of the Committee on developments affecting bus services and the network in and around Exeter since the last meeting, as follows:

- a new fleet was starting to enter service on the orbital routes R/S which were to Euro 6 emissions standards with fewer particulates than a single modern car of the same age;
- plans to serve some of the new housing developments in the East of Exeter were progressing with the creation of a second, larger orbital route to serve Rougemont Park by linking up the two ends of the J service from Whipton Barton through to Digby; this would give a combined 10-minute frequency between IKEA and the City Centre, either via Whipton or Countess Wear and Stagecoach was waiting on a start date from the County Council;
- in the meantime, route J had been extended into IKEA the previous week, following on from the frequency increase to every 20 minutes last September;
- the partial Bus Station closure was anticipated from 17 June 2018;
- despite the media reports about the Company's annual fares review, with rising running costs (the majority of which were labour related) and reducing local authority funding, several key fares had been held at the same price, and even the Exeter Dayrider which represented around 25% of sales, went up by 10p to £4, which was the same price as it had been in 2006 – 12 years ago;
- the Company had added a Park & Rider fare to the range of tickets available on its mobile app, which continued to provide customers on all services real time departure information;

Agenda Item 3

- as another part of Stagecoach's technology developments, the Company was introducing Contactless payments in July, including bank cards, Apple Pay, Google Pay and wearable devices;
- Stagecoach was working with Exeter City Council to provide an evening and Sunday service to the Quay from the July school holidays, subject to completion of the flood alleviation works and confirmation before a start could be made; and
- Stagecoach continued to contribute to the various committees and working groups around the Greater Exeter Strategic Plan and the Exeter Mobility Plan.

In response to Members' questions the representatives reported that:

- noting the concern of some members about the location of the bus stops/shelters at the IKEA Store which entailed a lengthy walk for customers, they had not been informed of any issues and they expected that the shelters would be located at the layby, and that it was primarily a matter for the Store's management;
- noting the concerns of Members about the increase of the child add-on fare from £1 to £3 (when compared against the group fare for 5 adults and free travel for dogs, for example), the probable disproportionate impact on women and lack of consultation, Stagecoach had introduced this as a promotion some 7 years ago and it was now considered no longer sustainable, and their other fares for children represented good value, and the Company believed that, despite the limited number of contracted services with the County Council, the Public Sector Equality Duty did not apply nor as a consequence the requirement for the Company to undertake any equality impact assessment;
- the level of data analysis used in making commercial judgement and decision;
- in view of the concerns expressed, the representatives would review the decision but felt that their fare structure was advantageous for most passengers and the increases were necessary in view of the significant investment made by the Company in their fleet and rising running costs;
- their common objectives with local authorities was to reduce congestion and acknowledged a Member's comments about the good services provided by the Stagecoach in the City; and
- the Company would respond to any written queries relating to the B service frequency and alleged 'idling' at a stop creating noise and air pollution relating to the A service.

The Chair thanked the representatives for their attendance, updates and responses to Members' questions.

Councillor Brennan presented the representatives with a petition of 1818 signatures calling upon Stagecoach South West to '*consider their social and environmental responsibilities, to reverse this decision, and to retain the £1 child add-on tickets in Exeter*'.

The representatives would respond to Councillor Brennan (as the organiser of the petition) directly.

It was **MOVED** by Councillor Atkinson, **SECONDED** by Councillor Brennan and

RESOLVED that the Travel Plan for the IKEA Store in Exeter be reviewed (to include reference to the location of the bus stops/shelters) for report to this Committee.

* 43

Exeter Interim Bus Station Traffic Management

(Councillor Prowse by virtue of his written objections and therefore pre-determination of the proposal spoke and then withdrew from the meeting during the debate and consideration of this matter)

(COUNCILLOR BRENNAN IN THE CHAIR)

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/18/33) on plans for the temporary transfer of bus services from the existing bus station to on-street locations in the City Centre. This would enable the redevelopment site to be cleared for the construction of a new bus station and leisure centre. The interim bus station arrangements were expected to be in place for approximately 2 years, while the bus station site was redeveloped and the Report sought approval to implement restrictions for the first phase of the works and approval to advertise further restrictions for the next phase.

The Chief Officer undertook to circulate to Members the Safety Audit in relation to these proposals and identify if possible a single point of contact (within the City Council) for on-going queries.

It was **MOVED** by Councillor Aves, **SECONDED** by Councillor Whitton and

RESOLVED

- (a) that implementation of the restrictions for Phase 1 as amended in this Report be approved;
- (b) that the proposals for Phase 2 as detailed in this report, be approved, subject to variations to facilitate national coach services accessing the Bus Stands in Sidwell Street;
- (c) that officers be authorised to vary the temporary traffic restrictions as required in consultation with the Local Member(s) and Chair and in line with the statutory process; and
- (d) that a report be brought to this Committee on the restrictions required for future phases of the Bus Station redevelopment.

(N.B. In accordance with Standing Order 32(4) Councillor Leadbetter asked that his vote against the decision taken be recorded)

* 44

Expansion of the Electric Bike Hire Scheme

The Committee considered the Report of the Head of Planning, Transportation and Environment (PTE/18/19) on the expansion of the Electric Bike Hire Scheme from twenty bikes that could be hired and returned to any of the six docks in the city. The Report proposed ten new sites across the city (a combination of electric charging docks and non-charging parking hoops) and included expansion of existing locations to cater for increasing demands. The improvements were funded by a combination of external grant funding and developer contributions.

It was **MOVED** by Councillor Brennan, **SECONDED** by Councillor Atkinson and

RESOLVED

- (a) that the sites proposed for electric bike infrastructure be approved, as detailed in this Report and Appendix A, at an estimated cost of £240,000;
- (b) that the Head of Planning, Transportation & Environment be given delegated authority to agree the exact location for the installation of the electric bike site in consultation with the Local County Councillor.

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* 45 **Review of the cycle path signage around the city and also to add new signage from Newport Park to the junction of Higher Wear Road to prevent potential accidents (Minute *27, 20 November 2017)**

The Neighbourhood Highways Group Manager reported on the Site Visit with Councillors Leadbetter and Newby (as the local Members) held on 5 December 2017 and agreement to the painting of additional Pedestrian markings on the footway.

* 46 **Residents' Parking Permits: Abuse of the Application Process(Minute *15, 4 July 2017)**

The Chief Officer for Highways, Infrastructure Development and Waste reported on the Residents' Parking Permits Working Group's findings (comprising Councillors Aves and Prowse).

Audit checks had allowed an improved understanding of customer interaction with the service and potential abuse. Independent auditors had also found no significant concerns over current processes. Compliance was of at least 84% with confirmed cases of abuse being below 4%. This was a significant improvement over the last review which had been conducted between March and May 2017.

There had been a commitment from the Working Group to undertake further reviews across the City which had resulted in the cancellation of a number of permits.

Audit checks had been carried out in Newton Abbot with a compliance rate of 94%.

Barnstaple and Totnes were the next largest zones in the County and would be audited in due course.

The residents parking permit service had also been subject to a review by Devon Audit Partnership which had found no significant concerns with processes with appropriate checks in place.

The Working Group's recommendations had been (i) Review abuse outside of Exeter; and (ii) Review Terms and Conditions.

As an outcome of the Working Group meetings and review of findings the following actions had been undertaken:

(a) a review of the legal issues around permit abuse has been undertaken, with reference to the Road Traffic Regulation Act 1984 "Mishandling of Parking Documents and Related Offences" added to the application pages; and the web page and the printed terms and conditions supplied to permit holders now stated;

"Any person making a false statement for the purpose of obtaining a residential zone parking permit shall be guilty of an offence (Section 115 (2) Road Traffic Regulation Act 1984)".

(b) As part of a wider review of technology utilised by Civil Parking Enforcement Officers there had been a roll-out of sim-enabled handheld units. The inclusion of a mobile phone sim card to the units meant that live data could be communicated, including information relating to 'live' or 'cancelled' parking permits, meaning that abuse was easier to detect and action could be taken against any person displaying a cancelled permit. For permit holders awaiting permits to arrive by post, the use of 'live' data would avoid the unnecessary issue of a parking ticket for not displaying a valid permit, and subsequent need to challenge that ticket.

(c) The responding to local intelligence from residents on drivers / vehicles they believed were abusing the system was vital to maintaining the integrity of the scheme.

Intelligence from members of the public and enforcement officers about vehicles displaying multiple permits or concerns about allocation abuse were always investigated and acted upon where appropriate.

A single web portal would be set up to report abuse to manage workload for officers and Members and this could be accessed online by residents or completed on their behalf by the customer service centre.

(N.B intelligence was welcomed, but due to data governance issues, the outcome of any report relating to an individual or their vehicle, could not be reported back to the complainant)

(d) A review of parking demand across Exeter would be conducted to understand current capacity.

(e) Patterns of complaint around business permits were discussed. The County had maintained the 'status quo' regarding business eligible addresses. Any property that had been identified by the City Council as eligible for permits, remained eligible on the Council's current database.

With concerns about business permits being used for commuting and not service needs it was appropriate to undertake a health check of the business address database and permit holders by undertaking a full audit of eligibility. At this stage it had been agreed to monitor applications and gather updated information on the nature of each business applying and reliance on support vehicles close by to deliver their service.

It was **MOVED** by Councillor Aves, **SECONDED** by Councillor Brennan

RESOLVED

(a) that the recommendations and actions arising from the Residents' Parking Permits Working Group be endorsed;

(b) that a Residents Parking Policy Working Group be established comprising the Chair, Councillors Asvachin, Aves and Whitton to review current policy and make recommendations to this Committee and subsequently to the Cabinet.

* 47 **Lack of enforcement of residents parking, particularly in Priory Ward in Exeter**

In accordance with Standing Order 23(2) Councillor Wardle had requested that the Committee consider, in accordance with Standing Order 23(2), the levels of enforcement in Priory Ward and in particular the Burnthouse Lane area.

The Traffic Management Team Manager reported that the Civil Enforcement Officers would react to the level of local concerns and intelligence. Currently the Exeter Team was almost at full complement with only one vacancy and that the position would be reviewed with the proposed extension of Residents Parking schemes in the City. Regarding 'displacement' parking the Team would not patrol areas which were not subject to restrictions.

There was data available on the Council's website at

<https://new.devon.gov.uk/roadsandtransport/parking/parking-tickets/>

* 48 **Petitions/Parking Policy Reviews**

No petition for a parking review from a member of the public relating to Exeter had been received.

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* **49 Actions Taken Under Delegated Powers**

The Committee received the Report of the Chief Officer for Highways, Infrastructure and Waste (HIW/18/26) on action taken by her in consultation with the Chair and Local Members.

* **50 Dates of Meetings**

30 July and 6 November 2018 and 14 January and 9 April 2019

The County Council Calendar of meetings was available on the website:

<http://democracy.devon.gov.uk/mgCalendarMonthView.aspx?GL=1&bcr=1>

***DENOTES DELEGATED MATTER WITH POWER TO ACT**

The Meeting started at 10.00 am and finished at 12.50 pm

HIW/18/58

Exeter Highways and Traffic Orders Committee
30 July 2018

Annual Local Waiting Restriction Programme

Report of the Chief Officer for Highways, Infrastructure Development and Waste

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

Recommendation: It is recommended that:

- (a) work on the annual waiting restrictions programme process for 2018/2019 is noted;***
- (b) the recommendations contained in Appendix I & II to this report are agreed and the proposals are advertised.***

1. Background

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

Recognising this difficulty, a managed process has been developed to deliver an Annual Local Waiting Restriction Programme for each HATOC area for the funding and delivery of waiting restriction schemes.

The 2017/18 programme dealt with nearly 400 proposals across Devon. These were mainly amendments to Yellow Lines and Limited Waiting, thought to be non-controversial, which had been requested by communities or by local Highway Officers.

Building on the success of this process, officers propose that a further programme is developed for 2018/19 to include minor aids to movement improvements such as drop crossing, footway improvements and bollards.

2. Proposal

Cabinet has allocated an amount of £100,000 countywide from the On-Street Parking Account to this process in 2018/19 which equates to an amount of £12,500 to each HATOC area.

Approval is sought for the 2018/19 programme for this Committee's area. It is proposed that the schemes identified in Appendices I & II form the programme.

Following confirmation of the detail with the locally effected County Members and Chair of HATOC the proposals will then be advertised.

Agenda Item 6

3. Consultations

Following advertisement:

- Proposals which do not attract objections can be implemented without the need to report back to Committee.
- Proposals which attract minor objections should be determined under delegated powers by the acting Chief Officer in consultation with the Local Member and the Chair of HATOC.
- Proposals attracting significant objections will be reported to the next available HATOC.

4. Specific Proposals

41 specific Waiting Restriction Proposals are listed in Appendix I with plans of the proposals shown in Appendix II.

There are no aids to movement improvements identified for consideration in this year's programme. Minor schemes of below £25,000 in value can be delivered under delegated authority and do not need to be reported back to Committee.

5. Financial Considerations

The total costs of the scheme are contained within a countywide budget of £100,000 which has been allocated from the On-Street Parking Account.

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

6. Environmental Impact Considerations

The proposals are intended to rationalise on street parking and improve mobility and access within the district and are designed to:

- Encourage turnover of on street parking to benefit residents and businesses.
- Enable enforcement to be undertaken efficiently.
- Encourage longer term visitors to use off street car parks.
- Encourage commuters to make more sustainable travel choices eg Car Share, Public Transport, Walking and Cycling.
- Assist pedestrians and other vulnerable road users in crossing the highway.

The Environmental effects of the scheme are therefore positive.

7. Equality Considerations

There are not considered to be any equality issues associated with the proposals. The impact will therefore be neutral.

8. Legal Considerations

The lawful implications and consequences of the proposal have been considered and taken into account in the preparation of this report.

When making a Traffic Regulation Order it is the County Council's 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. It is considered that the proposals comply with Section 122 of the Act as they practically secure the safe and expeditious movement of traffic in Exeter.

9. Risk Management Considerations

There are thought to be no major safety issues arising from the proposals.

10. Public Health Impact

There is not considered to be any public health impact.

11. Reasons for Recommendations

The proposals rationalise existing parking arrangements within the Exeter by:

- Encouraging turnover of on street parking to benefit residents and businesses.
- Enabling enforcement to be undertaken efficiently.
- Encouraging longer term visitors to use off street car parks.
- Encouraging those working in the town make more sustainable travel choices eg Car Share, Public Transport, Walking and Cycling.

The proposals contribute to the safe and expeditious movement of traffic in Exeter and therefore comply with S 122 of the Road Traffic Regulation Act 1984.

Meg Booth
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: All in Exeter

Local Government Act 1972: List of Background Papers

Contact for enquiries: James Bench

Room No: ABG Lucombe House

Tel No: 0345 155 1004

Background Paper	Date	File Ref.
None		

jb190718exh
sc/cr/Annual Local Waiting Restriction Programme
02 200718

Appendix I
To HIW/18/58

Proposed Waiting Restriction Changes

Plan Reference	Location	Electoral Division	County Councillor	Proposals	Statement of Reasons
ENV5667-01(A)	Alphin Brook Road	Alphington & Cowick	Yvonne Atkinson	Extend the existing No Waiting and No Loading restrictions on both sides west of Trusham Road (outside Calor Gas and Brandon Tool Hire).	To prevent inappropriate and obstructive parking
ENV5667-02(A)	Bowhay Lane	Alphington & Cowick	Yvonne Atkinson	Introduce No Waiting At Any Time around the junction of Dunsford Road	To prevent inappropriate and obstructive parking
ENV5667-03(A)	Cofton Road	Alphington & Cowick	Yvonne Atkinson	Extend No Waiting At Any Time to protect access to Crown Records and 1-6 Cofton Road	To prevent inappropriate and obstructive parking
ENV5667-04(A)	Cordery Road	Alphington & Cowick	Yvonne Atkinson	No Waiting At Any Time to replace APM outside 45-103.	To prevent inappropriate and obstructive parking
ENV5667-05(A)	Mandrake Close & Mill Lane	Alphington & Cowick	Yvonne Atkinson	Introduce No Waiting At Any Time around the junction with Mill Lane	To prevent inappropriate and obstructive parking
ENV5667-06(A)	Marsh Green Road North	Alphington & Cowick	Yvonne Atkinson	Introduce No Waiting At Any Time around the corner of the entrance to units 6-7.	To prevent inappropriate and obstructive parking
ENV5667-07(A)	Queens Road	Alphington & Cowick	Yvonne Atkinson	Introduce No Waiting At Any Time around the entrance to Adelaide Court from Queens Road.	To prevent inappropriate and obstructive parking
ENV5667-08(A)	Barton Road	Exwick & St Thomas	Rob Hannaford	Introduce No Waiting At Any Time across the Barton Road side of the emergency access gate.	To prevent inappropriate and obstructive parking
ENV5667-09(A)	Cheltenham Close	Exwick & St Thomas	Rob Hannaford	Introduce No Waiting At Any Time at the junction with Peterborough Road.	To prevent inappropriate and obstructive parking
ENV5667-10(A)	Isleworth Road	Exwick & St Thomas	Rob Hannaford	Introduce No Waiting At Any Time at the junction with Charnley Avenue.	To prevent inappropriate and obstructive parking

Plan Reference	Location	Electoral Division	County Councillor	Proposals	Statement of Reasons
ENV5667-11(A)	Old Bakery Close	Exwick & St Thomas	Rob Hannaford	Introduce No Waiting At Any Time approaching and along the narrowing.	To prevent inappropriate and obstructive parking
ENV5667-12(A)	Bishop Westall Road	Wearside & Topsham	Andrew Leadbetter	Introduce No Waiting At Any Time around the access to Mortimer Court	To prevent inappropriate and obstructive parking
ENV5667-13(A)	Glasshouse Lane	Wearside & Topsham	Andrew Leadbetter	Introduce No Waiting At Any Time to protect access to the off-road cycleway (NCN)	To prevent inappropriate and obstructive parking
ENV5667-14(A)	Millbrook Lane	Wearside & Topsham	Andrew Leadbetter	Introduce No Waiting At Any Time around the island.	To prevent inappropriate and obstructive parking on the island
ENV5667-15(A)	Tollards Road & Southbrook Road	Wearside & Topsham	Andrew Leadbetter	Introduce No Waiting At Any Time around the corners	To prevent inappropriate and obstructive parking
ENV5667-16(A-F)	Newcourt Area	Wearside & Topsham	Andrew Leadbetter	Introducing No Waiting At Any Time along Newcourt Way & Riverplate Road and junctions	To prevent inappropriate and obstructive parking
ENV5667-17(A-D)	Broadfields Road	Wonford & St Loyes	Marina Asvachin	Introduce No Waiting At Any Time around the junctions along Broadfields Road.	To prevent inappropriate and obstructive parking
ENV5667-19(A)	Culm Grove & Heraldry Way	Wonford & St Loyes	Marina Asvachin	Extend the existing DYLS outside 23 Heraldry Way Introduce No Waiting At Any Time at junction of Culm Grove and Culm Close	To prevent inappropriate and obstructive parking
ENV5667-20(A)	Digby Drive & Clyst Heath	Wonford & St Loyes	Marina Asvachin	Extend No Waiting At Any Time to remove parking between Russell Way and Royal Crescent	To prevent inappropriate and obstructive parking that causes traffic to queue
ENV5667-21(A)	Ivy Close	Wonford & St Loyes	Marina Asvachin	Shorten No Waiting At Any Time outside no. 1	To prevent vehicles overhanging the driveway

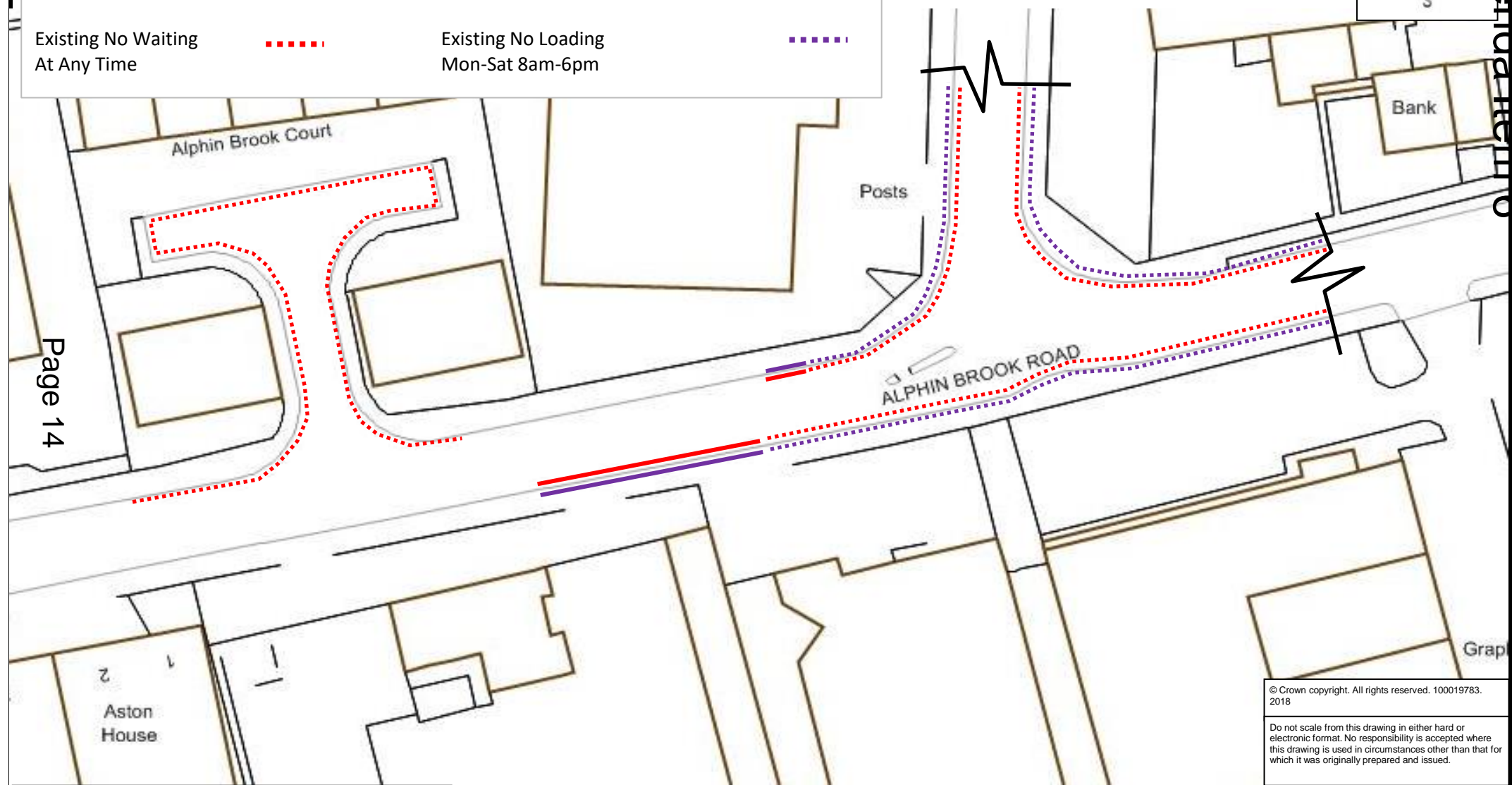
Plan Reference	Location	Electoral Division	County Councillor	Proposals	Statement of Reasons
ENV5667-22(A)	Wilford Road	Wonford & St Loyes	Marina Asvachin	Introduce No Waiting At Any Time opposite the junction with the north-western spur	To ensure access is maintained for larger vehicles
ENV5667-23(A)	Woodwater Lane	Wonford & St Loyes	Marina Asvachin	Introduce No Waiting At Any Time around the island and the slip road.	Request for DYLS to prevent obstructive parking.
ENV5667-24(A)	Haven Road	St David's and Haven Banks	Carol Whitton	Upgrade and extend the No Waiting to No Waiting At Any Time until the end of the highway	To prevent inappropriate and obstructive parking
ENV5667-25(A)	Lyndhurst Road	St David's and Haven Banks	Carol Whitton	Introduce a new pay & display parking bay outside Marlborough Court.	To provide additional on-street parking for local residents
ENV5667-26(A)	Victoria Park Road	St David's and Haven Banks	Carol Whitton	Remove a parking bay outside no. 7	To prevent vehicles overhanging the driveway
ENV5667-27(A)	Water Lane	St David's and Haven Banks	Carol Whitton	Relax sections of No Waiting At Any Time	To allow parking along the road
ENV5667-28(A)	Water Lane	St David's and Haven Banks	Carol Whitton	Shorten residents parking bay outside 17-19	To prevent inappropriate and obstructive parking
ENV5667-29(A)	West Street	St David's and Haven Banks	Carol Whitton	Shorten Pay & Display bay across Stepcote Hill	To improve the view of Stepcote Hill.
ENV5667-30(A)	Clifton Road & Albert Street	St Sidwell's & St James'	Su Aves	Convert two existing Limited Waiting bays to Residents Parking only.	To increase the parking for residents
ENV5667-31(A)	Greyfriars Road	St Sidwell's & St James'	Su Aves	Introduce No Waiting At Any Time along the eastern side of the road.	To prevent inappropriate and obstructive parking
ENV5667-32(A)	Jubilee Road	St Sidwell's & St James'	Su Aves	Remove Permit Holders (S2) exemption from two limited waiting bays.	To ensure spaces are available for visitors to the area (including customers)

Plan Reference	Location	Electoral Division	County Councillor	Proposals	Statement of Reasons
ENV5667-33(A)	Ladysmith Road	St Sidwell's & St James'	Su Aves	Extend No Waiting At Any Time to protect access to Ladysmith Junior School and relocate disabled bay	To prevent inappropriate and obstructive parking
ENV5667-34(A)	Powderham Crescent	St Sidwell's & St James'	Su Aves	Convert a limited waiting bay and a length of No Waiting At Any Time to Residents Parking	To increase the parking for residents
ENV5667-35(A)	Bonville Close	Heavitree & Whipton Barton	Emma Brennan	Introduce No Waiting At Any Time around the circular traffic island.	To prevent inappropriate and obstructive parking
ENV5667-36(A)	Chard Road	Heavitree & Whipton Barton	Emma Brennan	Extend the No Waiting At Any Time at the junction with Hamlin Lane.	To prevent inappropriate and obstructive parking
ENV5667-37(A)	Madison Avenue	Heavitree & Whipton Barton	Emma Brennan	Introduce No Waiting At Any Time around the turning head.	To prevent inappropriate and obstructive parking
ENV5667-38(A)	Thornpark Rise	Heavitree & Whipton Barton	Emma Brennan	Introduce two sections of No Waiting At Any Time outside 9 to 15 and 27 to 29	To prevent inappropriate and obstructive parking
ENV5667-39(A)	Wrefords Close	Duryard & Pennsylvania	Percy Prowse	Introduce No Waiting At Any Time adjacent to 49	To prevent inappropriate and obstructive parking
ENV5667-41(A)	Langaton Lane	Pinhoe & Mincinglake	Hilary Ackland	Introduce No Waiting At Any Time for the length of the new link road.	To prevent inappropriate and obstructive parking
ENV5667-42(A)	Summerway	Pinhoe & Mincinglake	Hilary Ackland	Introduce No Waiting At Any Time at its junction with Summer Lane	To prevent inappropriate and obstructive parking
ENV5667-43(A)	Thackeray Road	Pinhoe & Mincinglake	Hilary Ackland	Extend the existing No Waiting At Any Time at its junction with Pinhoe Road	To prevent inappropriate and obstructive parking




Key:

Proposed No Waiting At Any Time		Proposed No Loading Mon-Sat 8am-6pm	
Existing No Waiting At Any Time		Existing No Loading Mon-Sat 8am-6pm	



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				date	O.S.Ref
				18-Jun-2018	292150, 90405
				drawing number	ENV5667-01 (A)

Key:

Proposed No Waiting
At Any Time



Bowhay Lane

Dunsford Road

19.5m

LB

Bowhill

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SCHEME

BOWHAY LANE & DUNSFORD ROAD, EXETER

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NO WAITING AT ANY TIME

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290684, 91610

drawing number

ENV5667-02 (A)

Agenda Item 6

Agenda Item 6

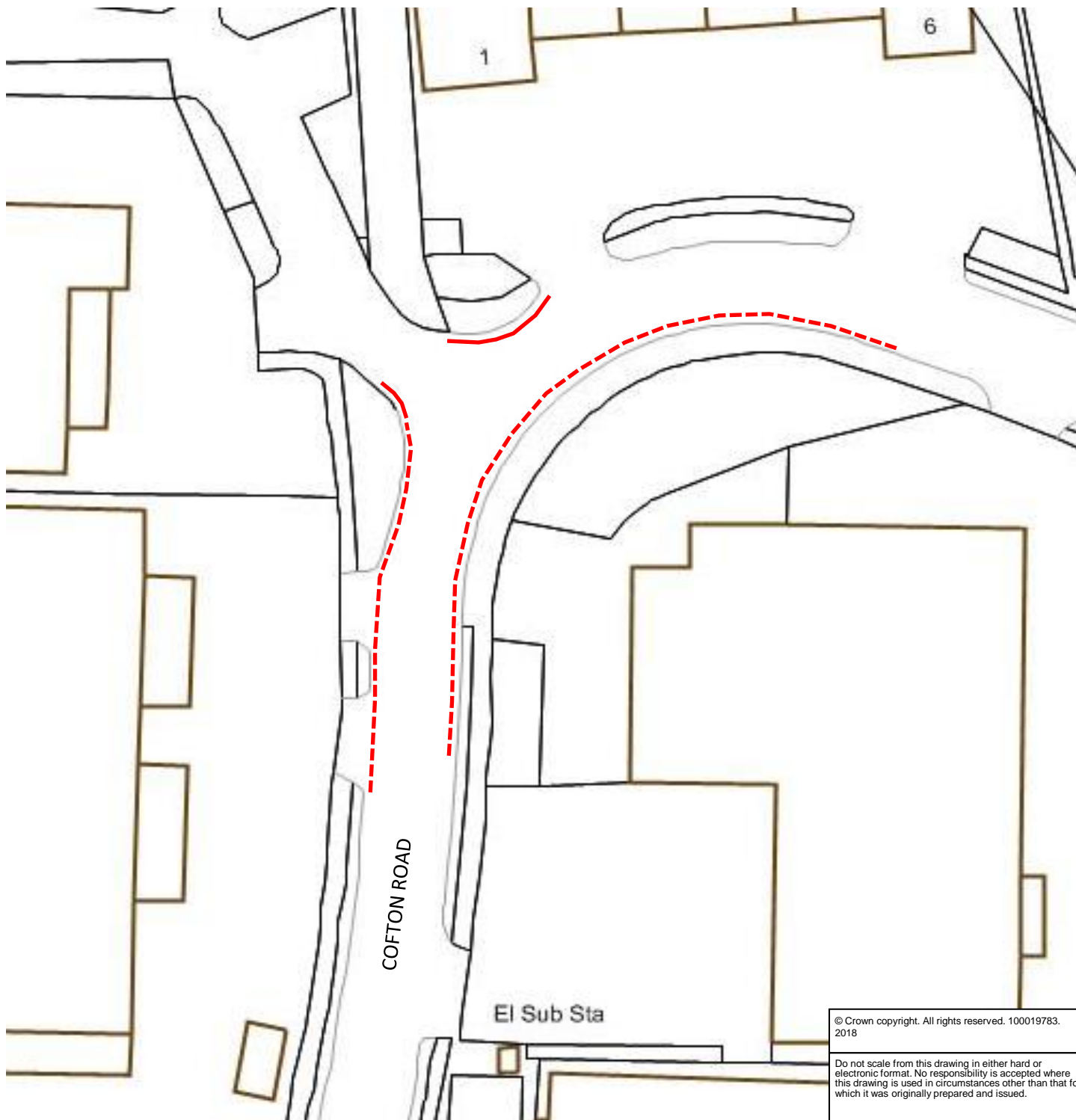


Key:

Proposed No Waiting
At Any Time



Existing No Waiting
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SCHEME

COFTON ROAD, EXETER

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18-Jun-2018

O.S.Ref

292664, 90173

drawing number

ENV5667-03 (A)

Key:

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SCHEME

CORDERY ROAD, EXETER

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ENV5667-04(A)

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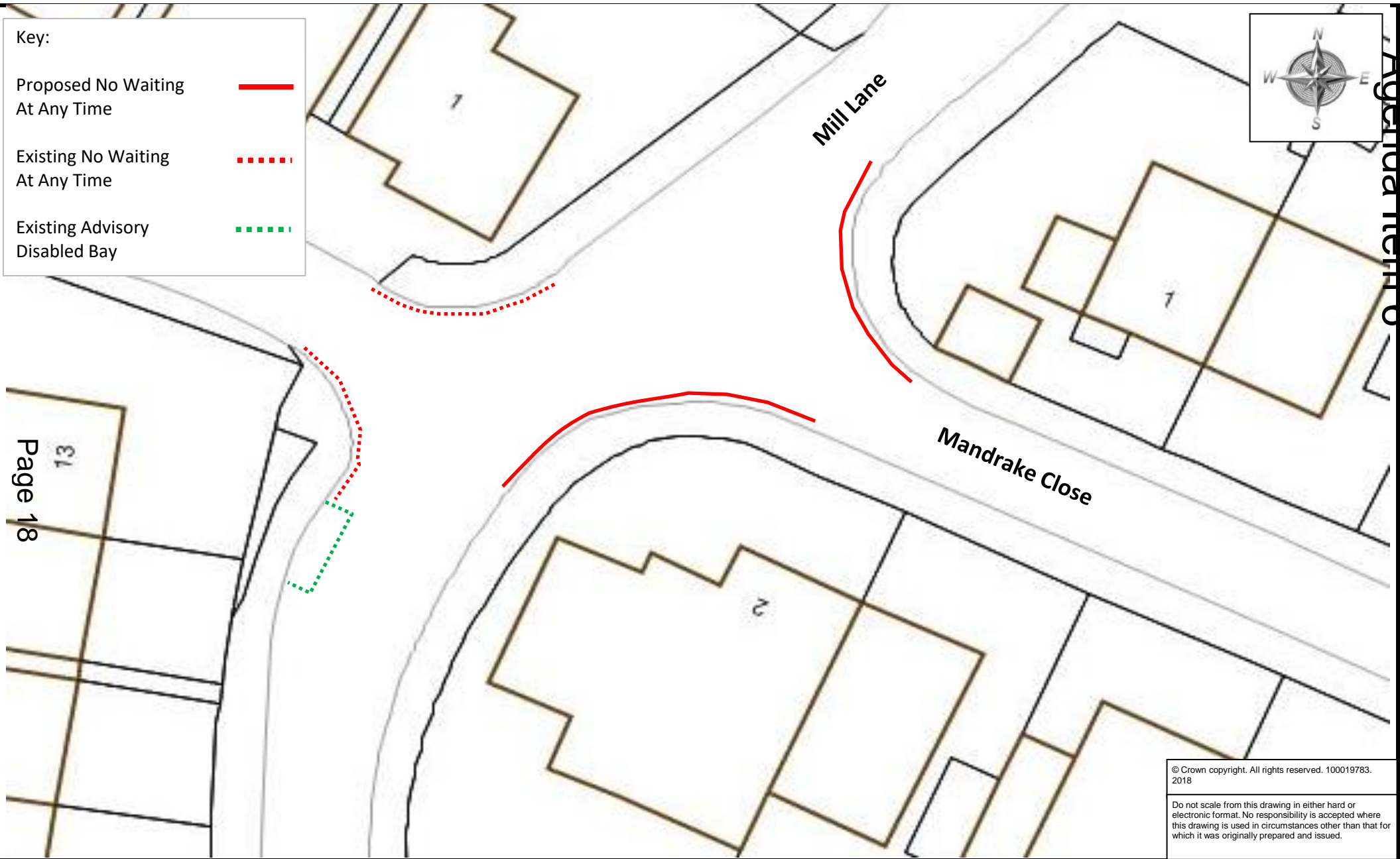
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- Key:
- Proposed No Waiting At Any Time
 - Existing No Waiting At Any Time
 - Existing Advisory Disabled Bay



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SCHEME	MANDRAKE CLOSE & MILL LANE, EXETER	
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Existing No Waiting
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MARSH GREEN ROAD NORTH

6.1m

Gas Governor

Tank (cov)

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SCHEME

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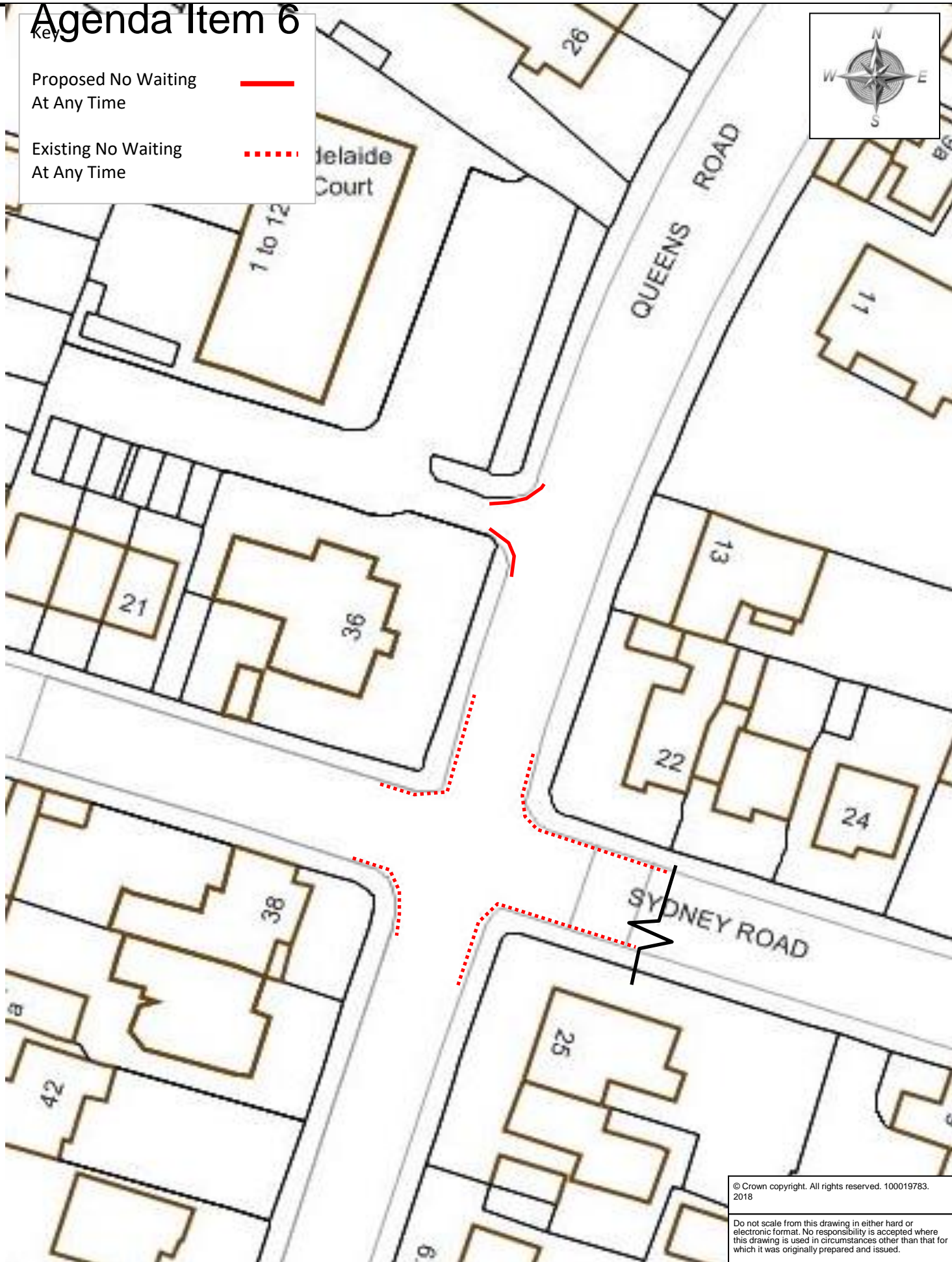
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Key

Proposed No Waiting
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Existing No Waiting
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SCHEME

QUEENS ROAD, EXETER

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ENV5667-07 (A)



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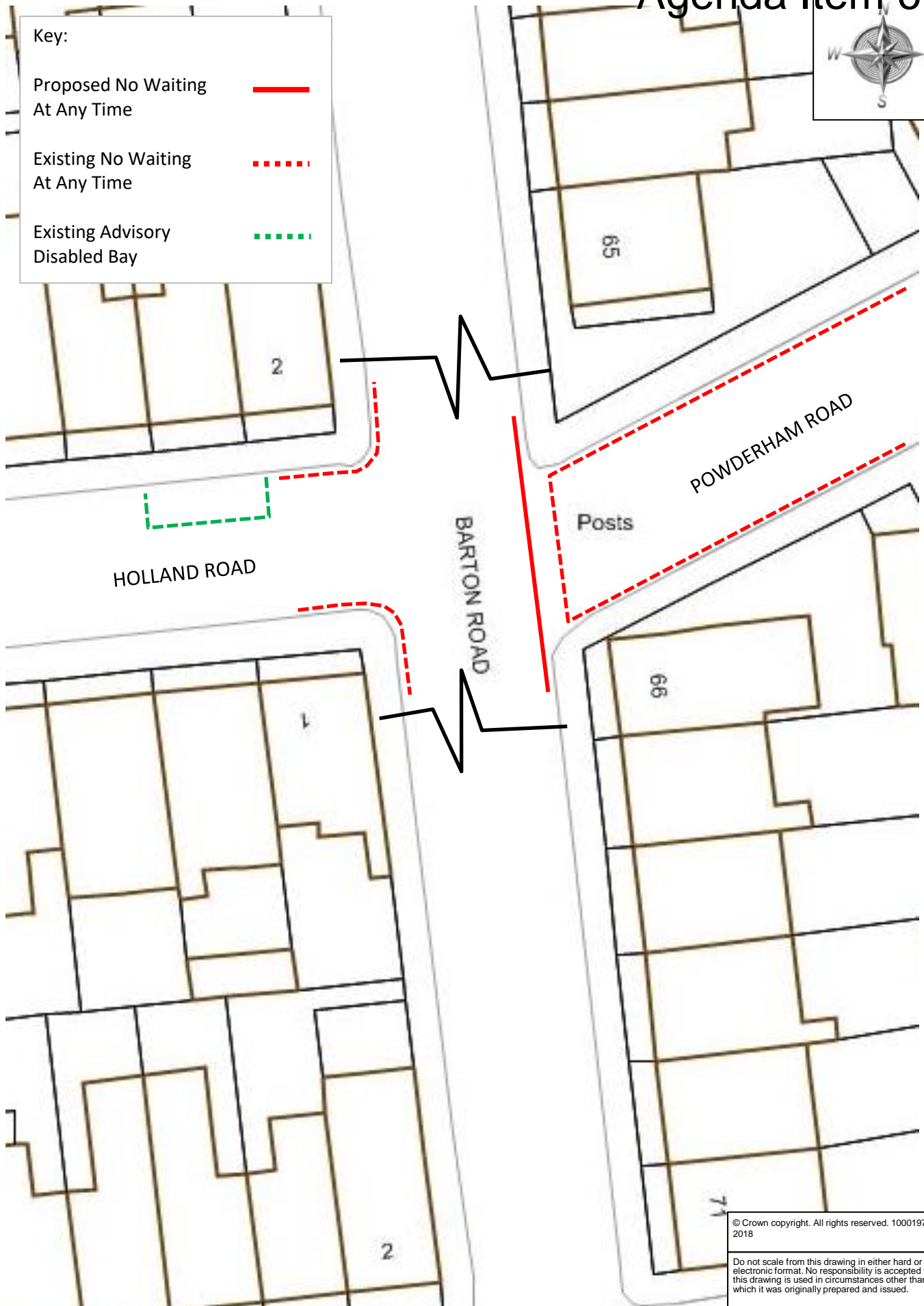
Proposed No Waiting
At Any Time



Existing No Waiting
At Any Time



Existing Advisory
Disabled Bay



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SCHEME

BARTON ROAD, EXETER

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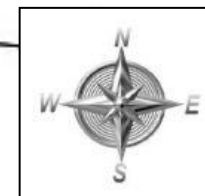
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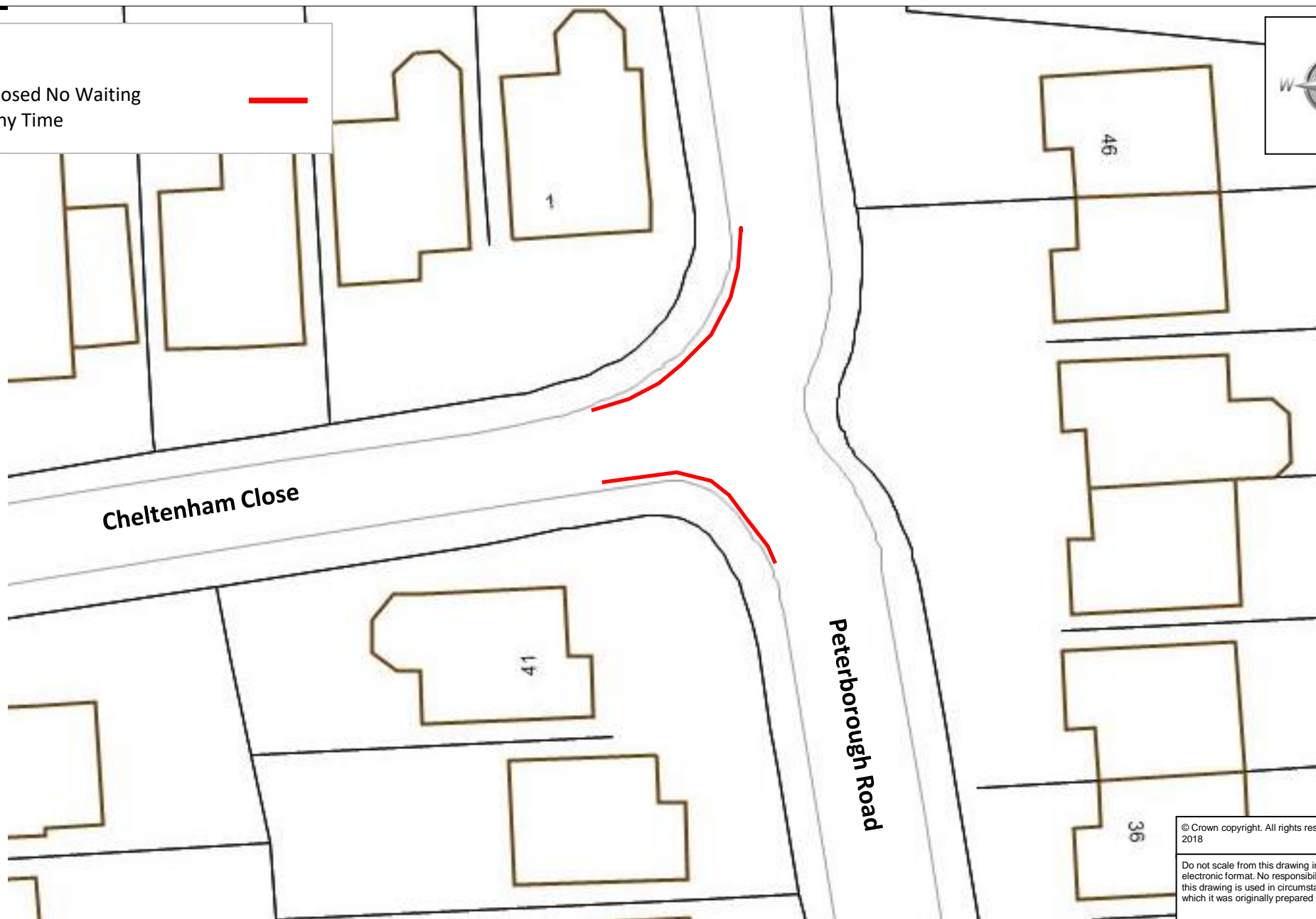
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CHEL TENHAM CLOSE & PETERBOROUGH ROAD, EXETER

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290098, 93145

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ISLEWORTH ROAD

48.2m

CHARNLEY AVENUE

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ISLEWORTH ROAD, EXETER

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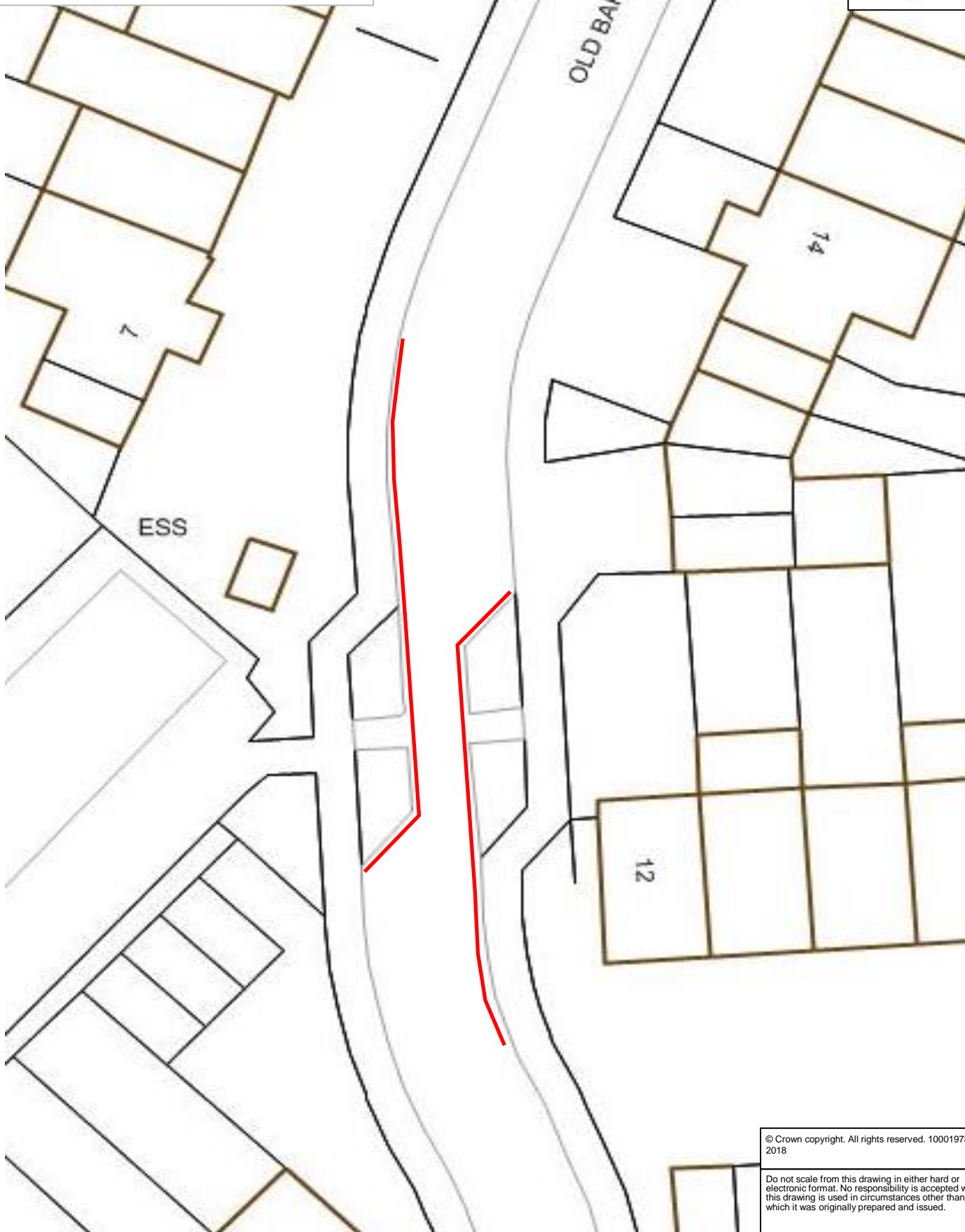
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OLD BAKERY CLOSE, EXETER

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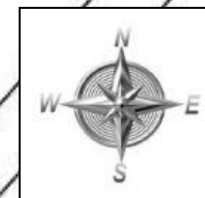
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ENV5667-11 (A)

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Mortimer
Court

Page 25

Bishop Westall Road

Hedgerows

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BISHOP WESTALL ROAD, EXETER

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ENV5667-12 (A)

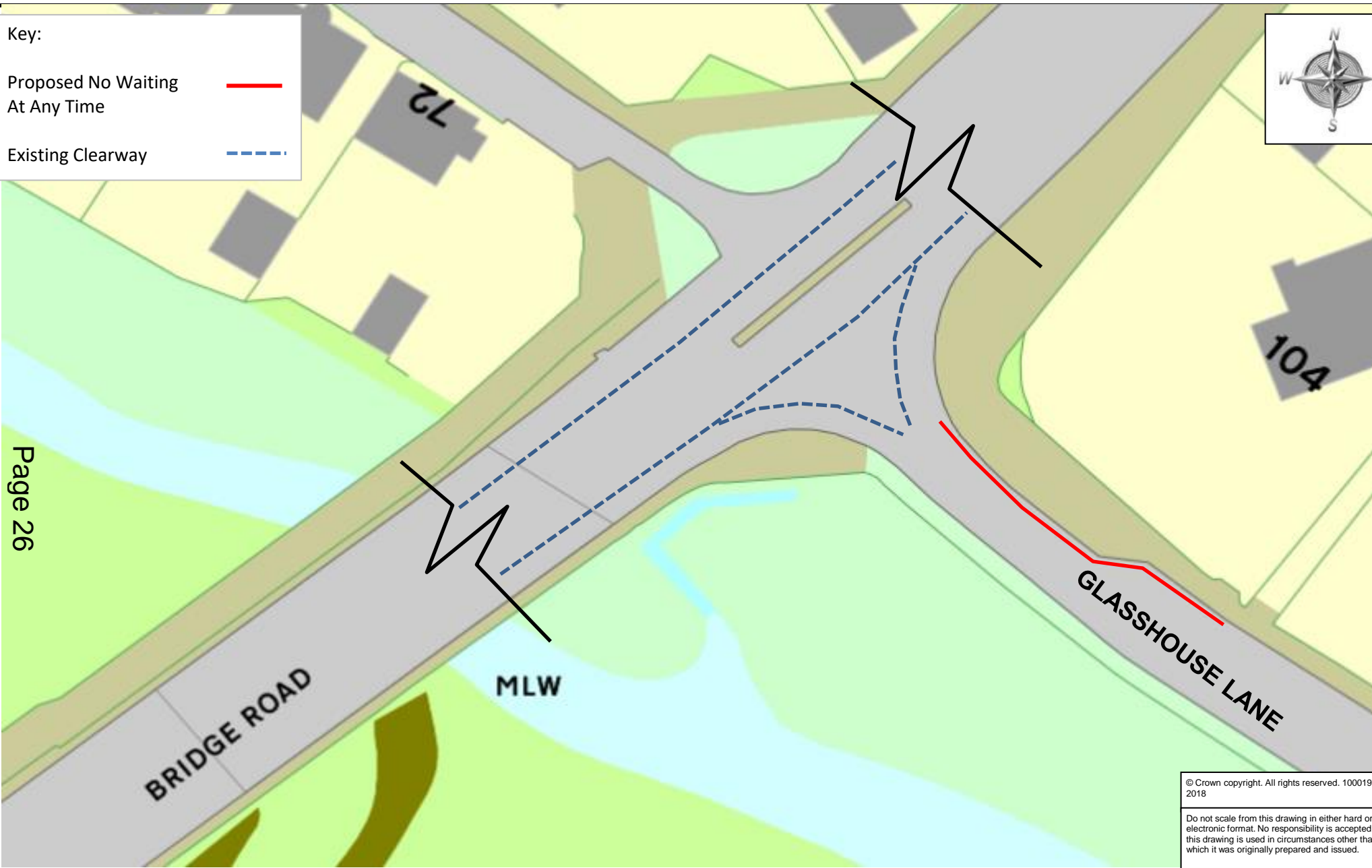
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294285, 90606

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Page 26

Key:

Proposed No Waiting At Any Time —

Existing Clearway - - -

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SCHEME	GLASSHOUSE LANE, EXETER	
DRAWING	NO WAITING AT ANY TIME	

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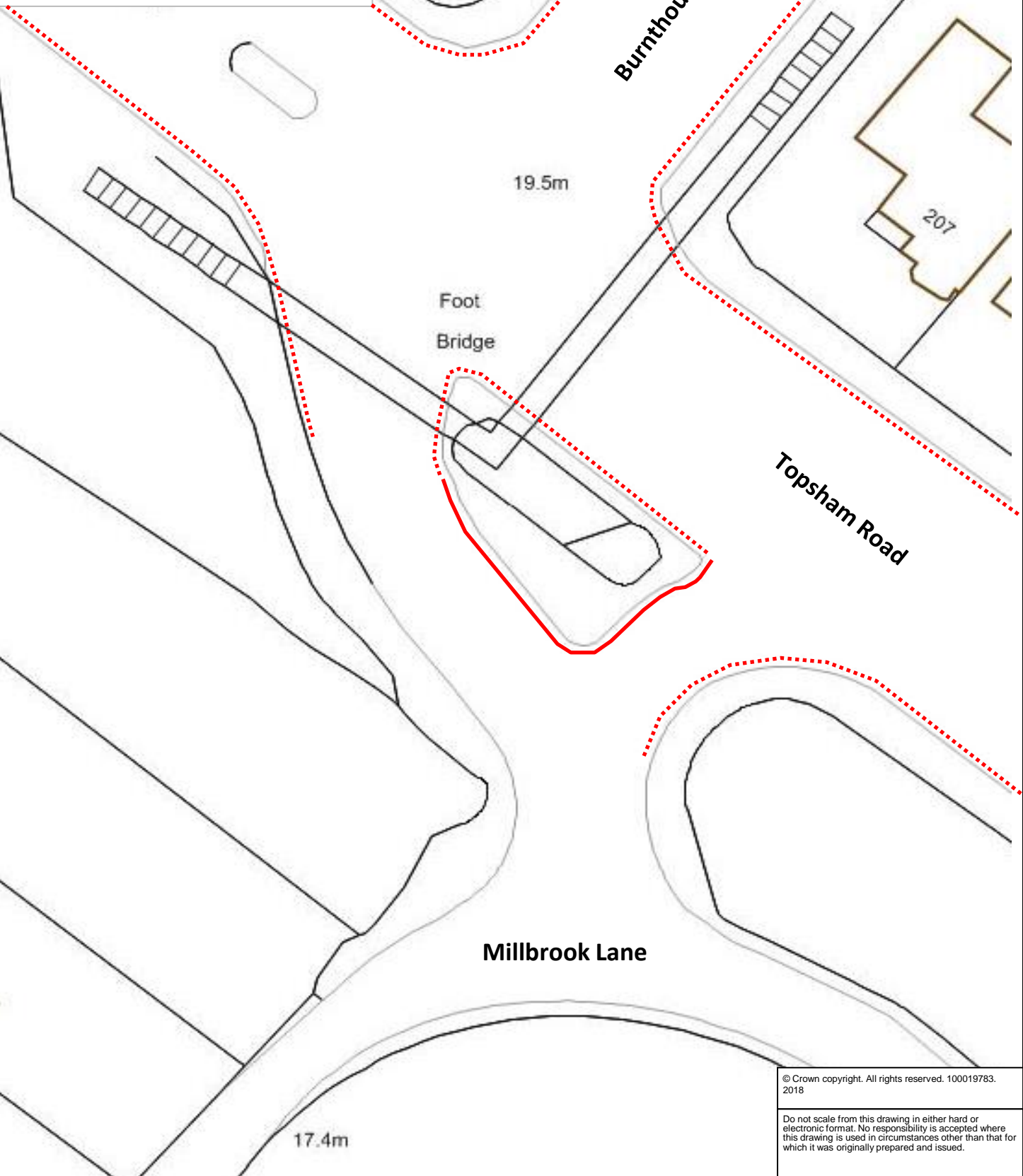


Key:

Proposed No Waiting
At Any Time



Existing No Waiting
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SCHEME

MILLBROOK LANE, EXETER

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19-Jun-2018

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293624, 90920

drawing number

ENV5667-14 (A)



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Existing No Waiting At Any Time



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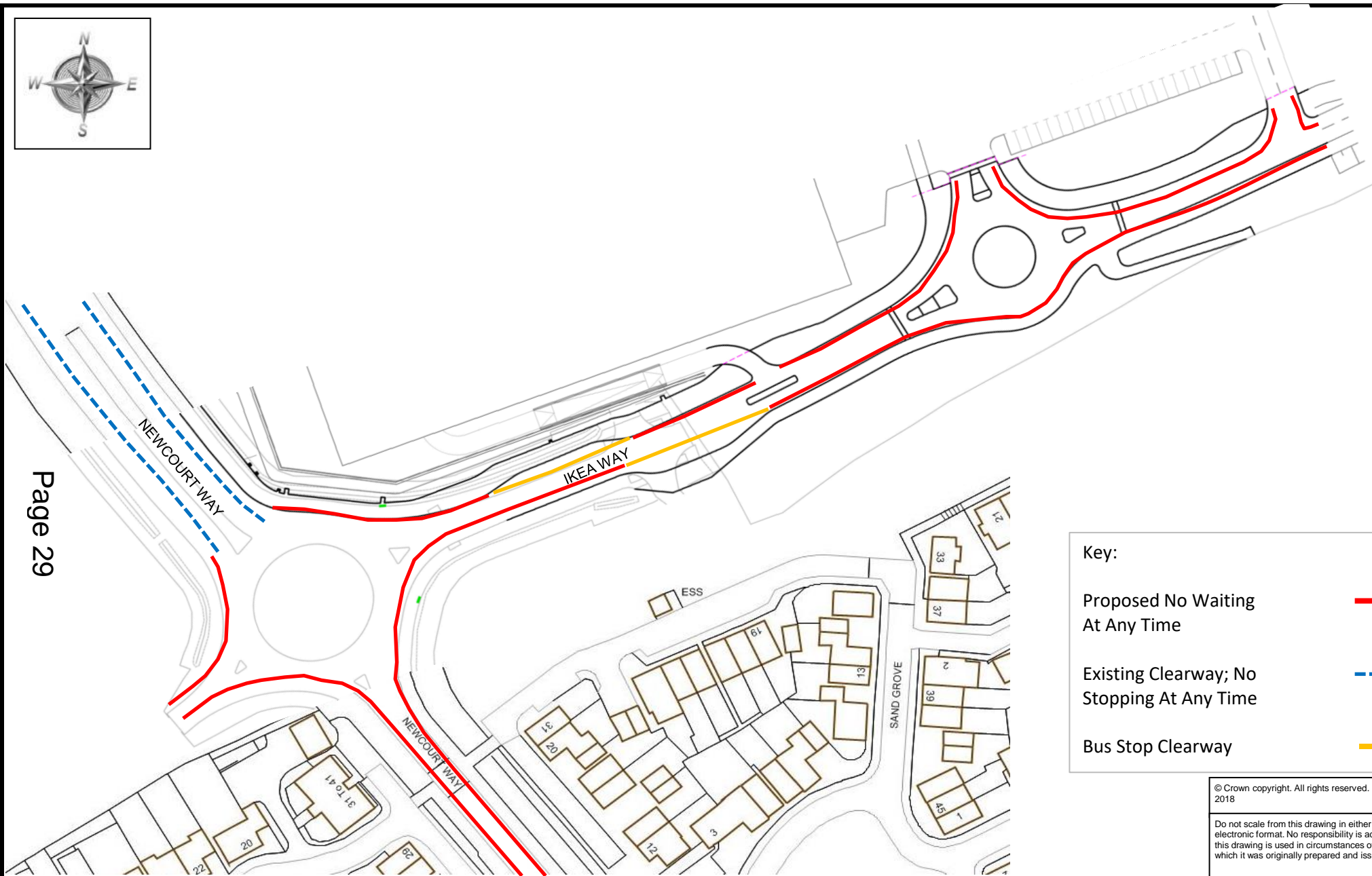
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TOLLARDS ROAD & SOUTHBROOK, EXETER

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18-Jun-2018	294340, 90455
drawing number	
ENV5667-15 (A)	



Key:

Proposed No Waiting At Any Time —

Existing Clearway; No Stopping At Any Time - - -

Bus Stop Clearway —

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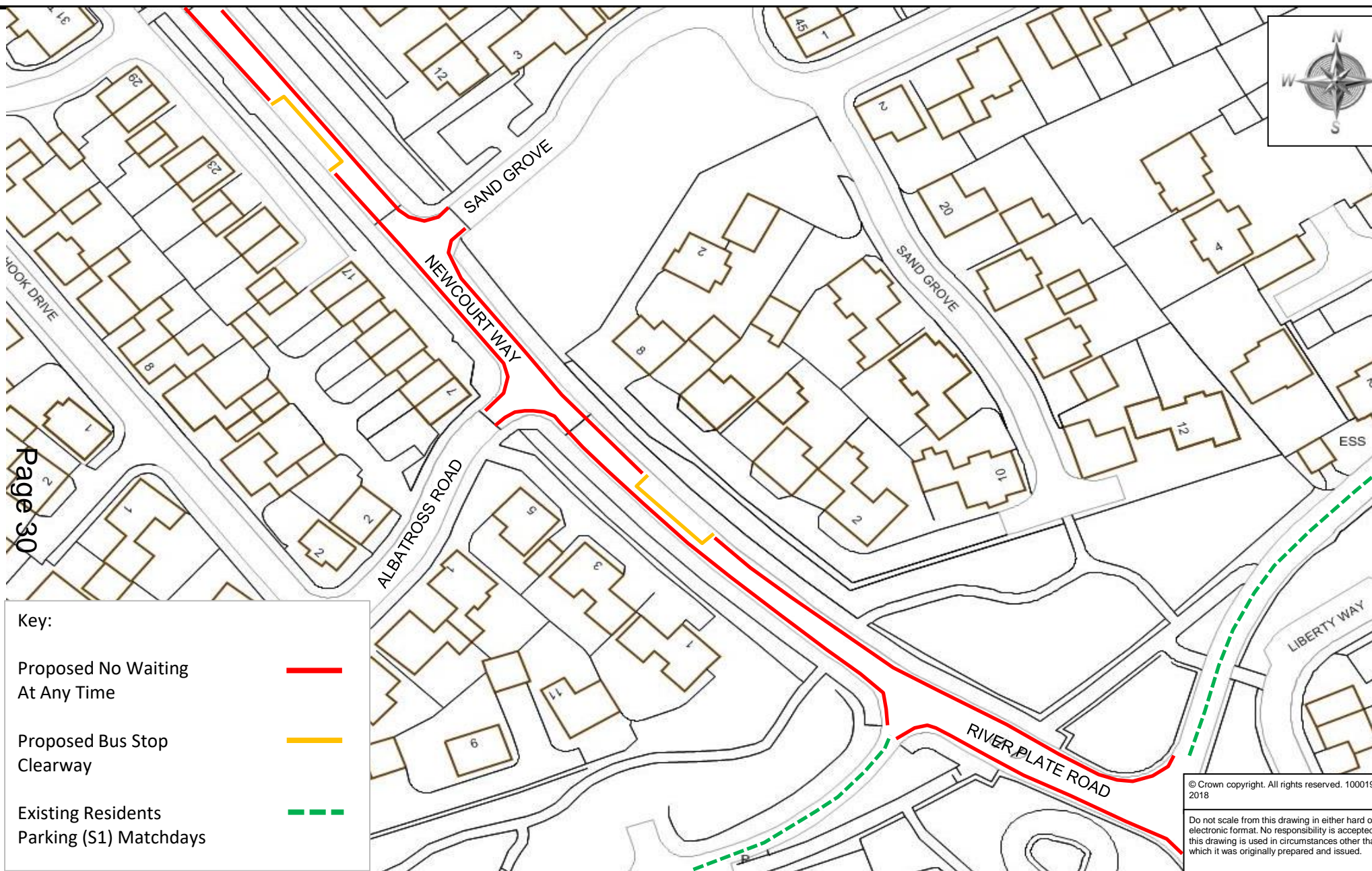
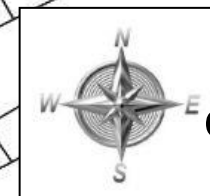
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SCHEME	NEWCOURT WAY & IKEA WAY, EXETER	
DRAWING	NO WAITING AT ANY TIME	

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date	O.S.Ref
12-Jul-2018	295675, 90606
drawing number	
ENV5667-16 (A)	



Key:

- Proposed No Waiting At Any Time —
- Proposed Bus Stop Clearway —
- Existing Residents Parking (S1) Matchdays ---

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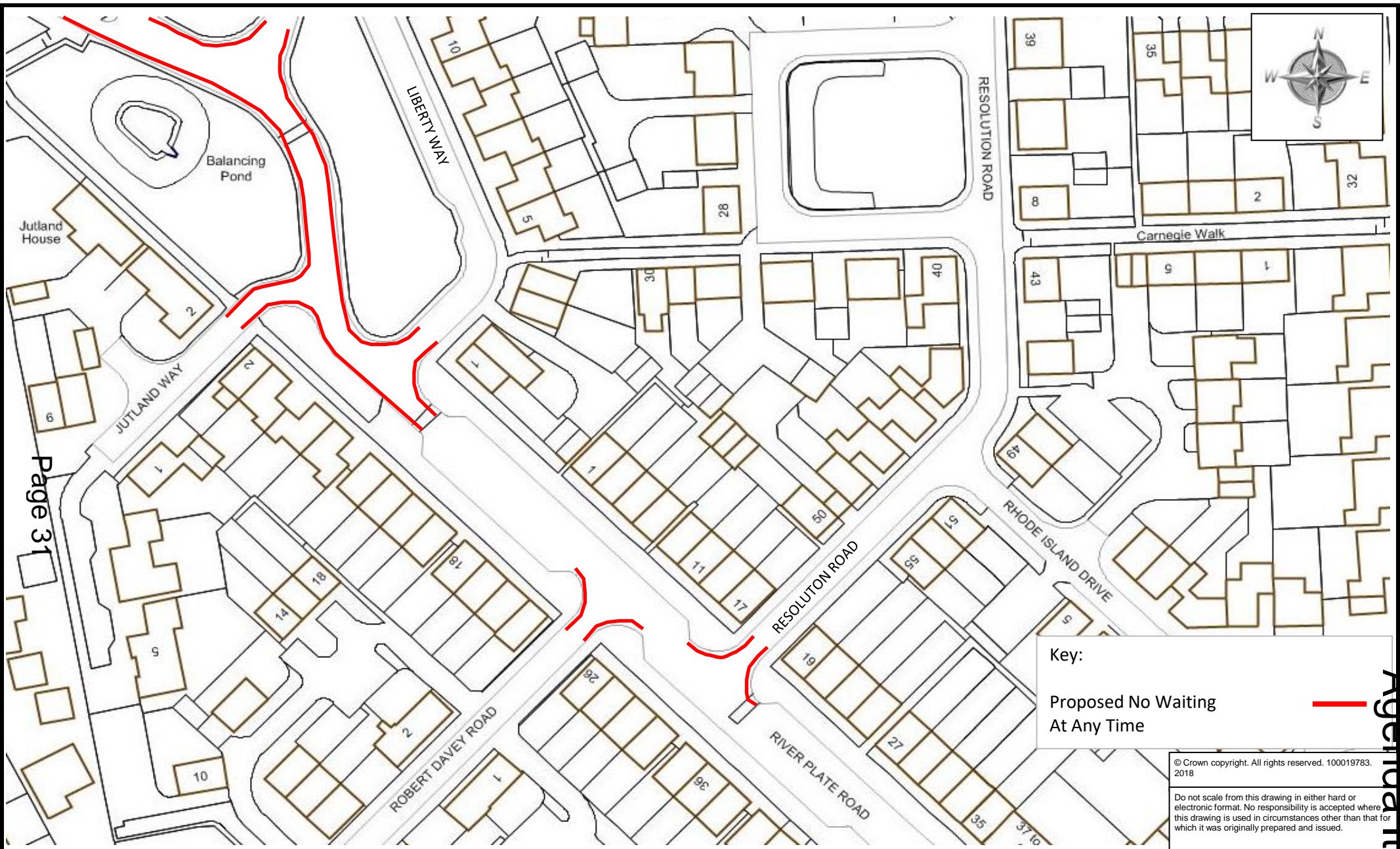


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SCHEME	NEWCOURT WAY, RIVER PLATE ROAD, SAND GROVE, ALBATROSS ROAD & LIBERTY WAY, EXETER			
	DRAWING			
	NO WAITING AT ANY TIME			
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CMHP		NOT TO SCALE		
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12-Jul-2018		295771, 90489		
drawing number				
		ENV5667-16 (B)		



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SCHEME	RIVER PLATE ROAD, JUTLAND WAY, ROBERT DAVY ROAD & RESOLUTION ROAD, EXETER	
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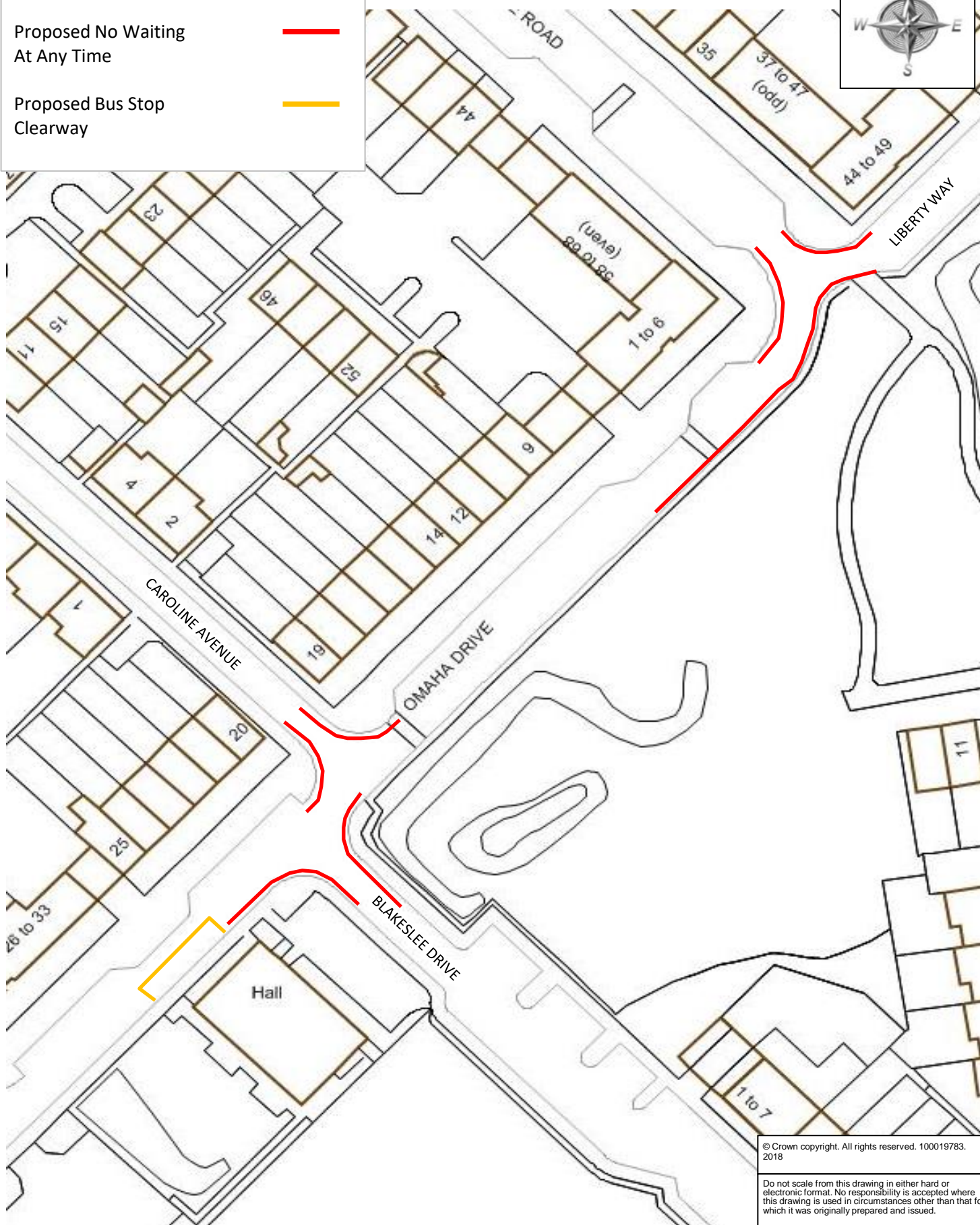
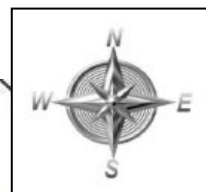
Agenda Item 6

Key:

Proposed No Waiting
At Any Time



Proposed Bus Stop
Clearway



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EXETER, EX2 4QD
Telephone 0345 155 1004

SCHEME

RIVER PLATE ROAD, LIBERTY WAY,
OMAHA DRIVE & BLAKESLEE DRIVE

DRAWING

NO WAITING AT ANY TIME

drawn by

CMHP

scale

NOT TO SCALE

date

12-Jul-2018

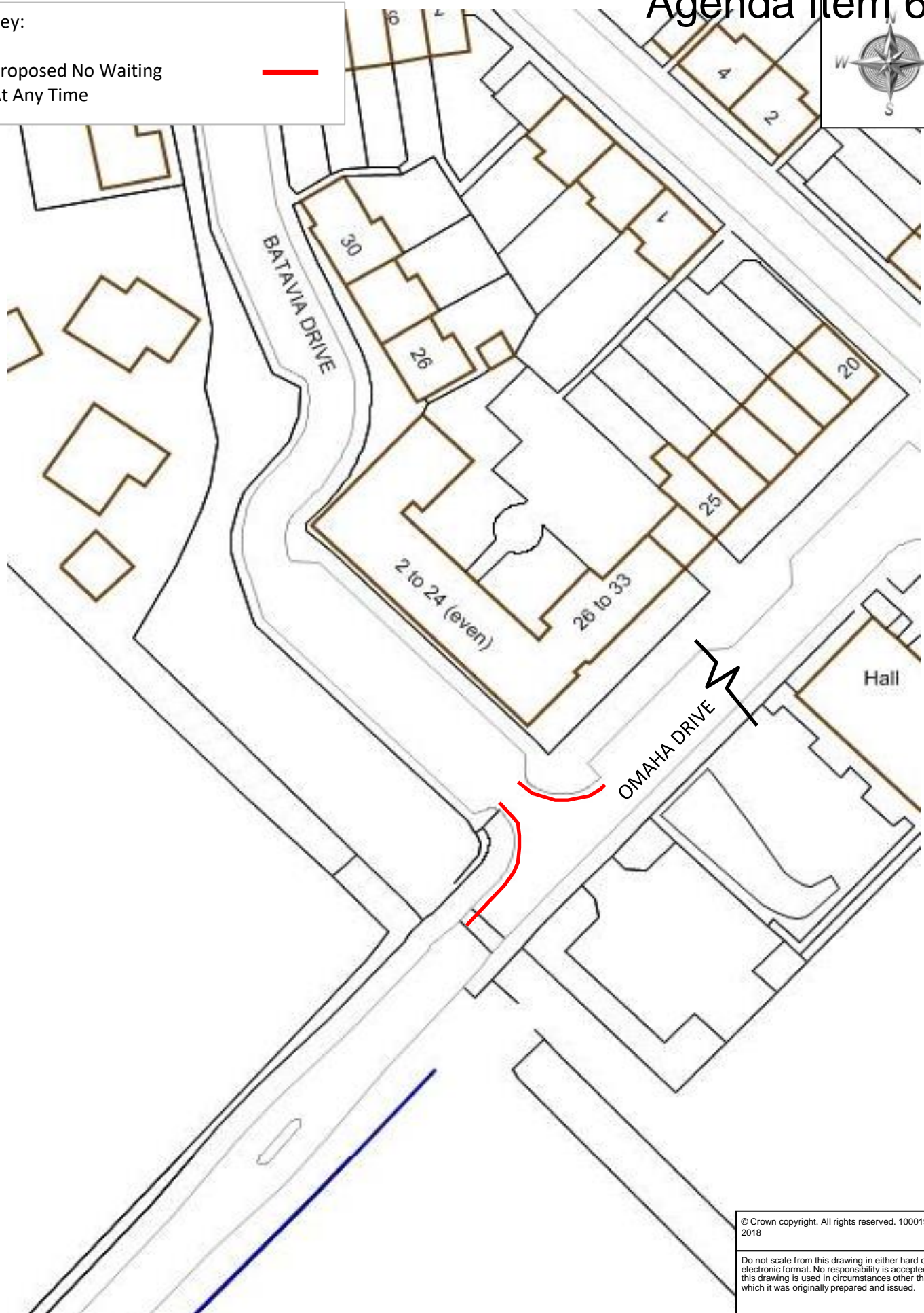
O.S.Ref

296010, 90249

drawing number

ENV5667-16 (D)

Proposed No Waiting
At Any Time

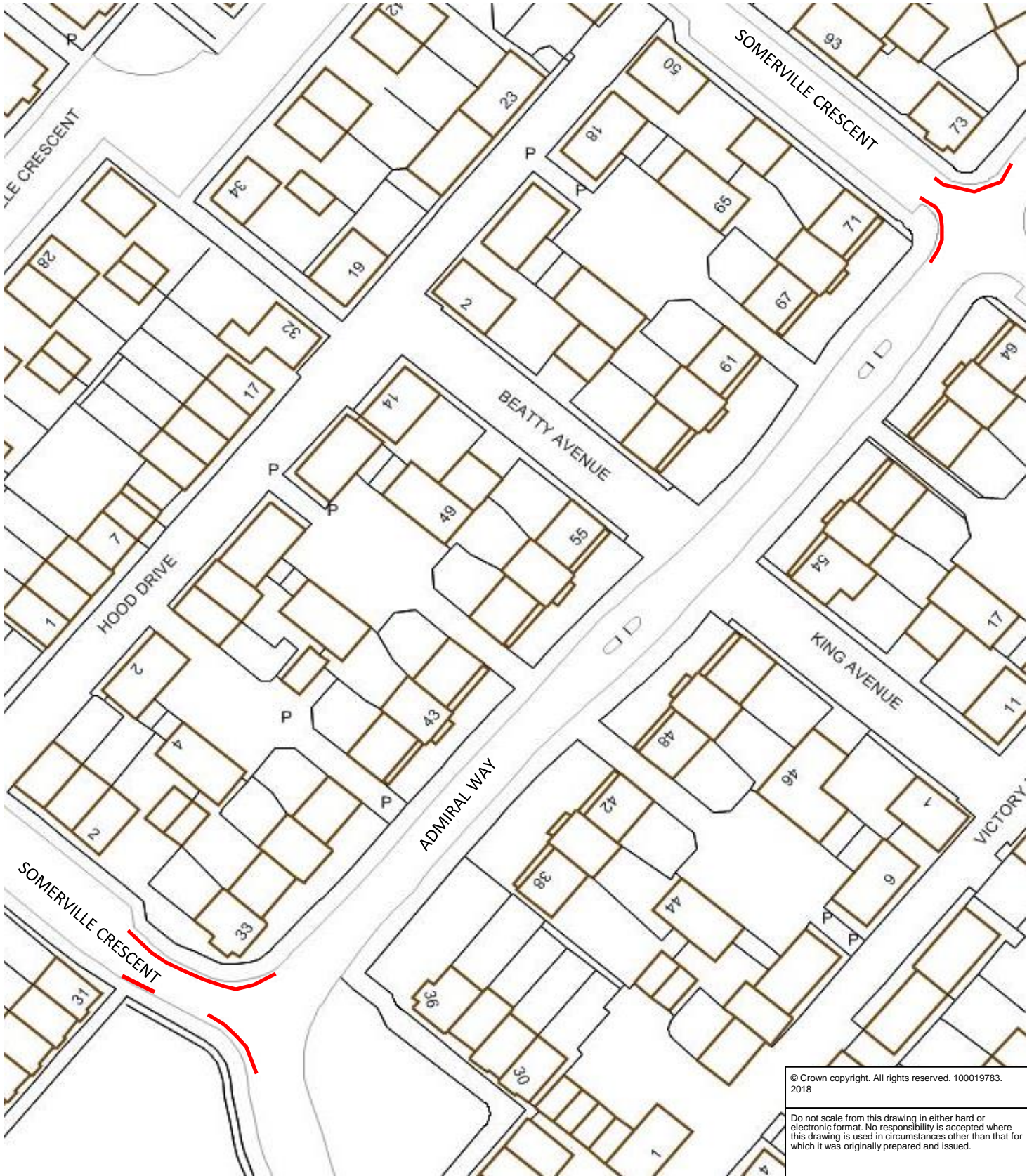


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SCHEME

ADMIRAL WAY & SOMERVILLE CRESCENT
EXETER

DRAWING

Page 34

NO WAITING AT ANY TIME

drawn by

CMHP

scale

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date

12-Jul-2018

O.S.Ref

295328, 89757

drawing number

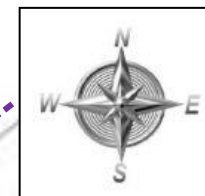
ENV5667-16 (F)

Key:

Proposed No Waiting
At Any Time



Existing Bus Stop
Clearway



COATES ROAD

BROADFIELDS ROAD

66

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SCHEME

COATES ROAD & BROADFIELDS, EXETER

DRAWING

NO WAITING AT ANY TIME

drawn by

CMHP

date

29-Jun-2018

drawing number

ENV5667-17 (A)

scale

NOT TO SCALE

O.S.Ref

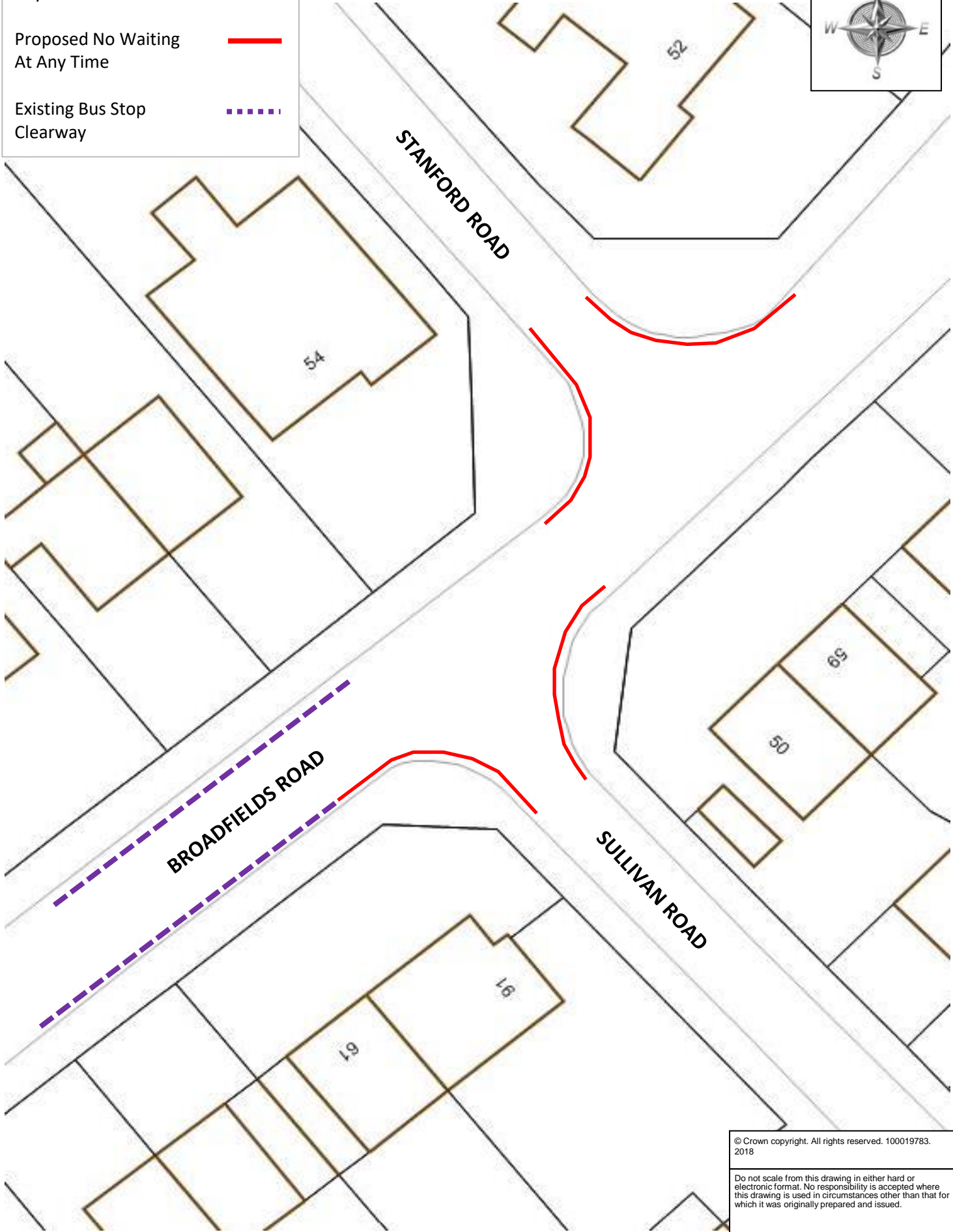
295060, 92124

Agenda Item 6

Key:

Proposed No Waiting
At Any Time

Existing Bus Stop
Clearway



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SCHEME

BROADFIELDS ROAD, SULLIVAN ROAD
& STANFORD ROAD, EXETER

DRAWING

Page 36

NO WAITING AT ANY TIME

drawn by

scale

CMHP

NOT TO SCALE

date

O.S.Ref

02-Jul-2018

295119, 92162

drawing number

ENV5667-17 (B)

Key:

Proposed No Waiting
At Any Time



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SCHEME

BROADFIELDS ROAD, DELIUS CRESCENT & SULLIVAN ROAD, EXETER

DRAWING

NO WAITING AT ANY TIME

drawn by

CMHP

date

02-Jul-2018

scale

NOT TO SCALE

O.S.Ref

295213, 92263

drawing number

ENV5667-17 (C)

Agenda Item 6

Agenda Item 6

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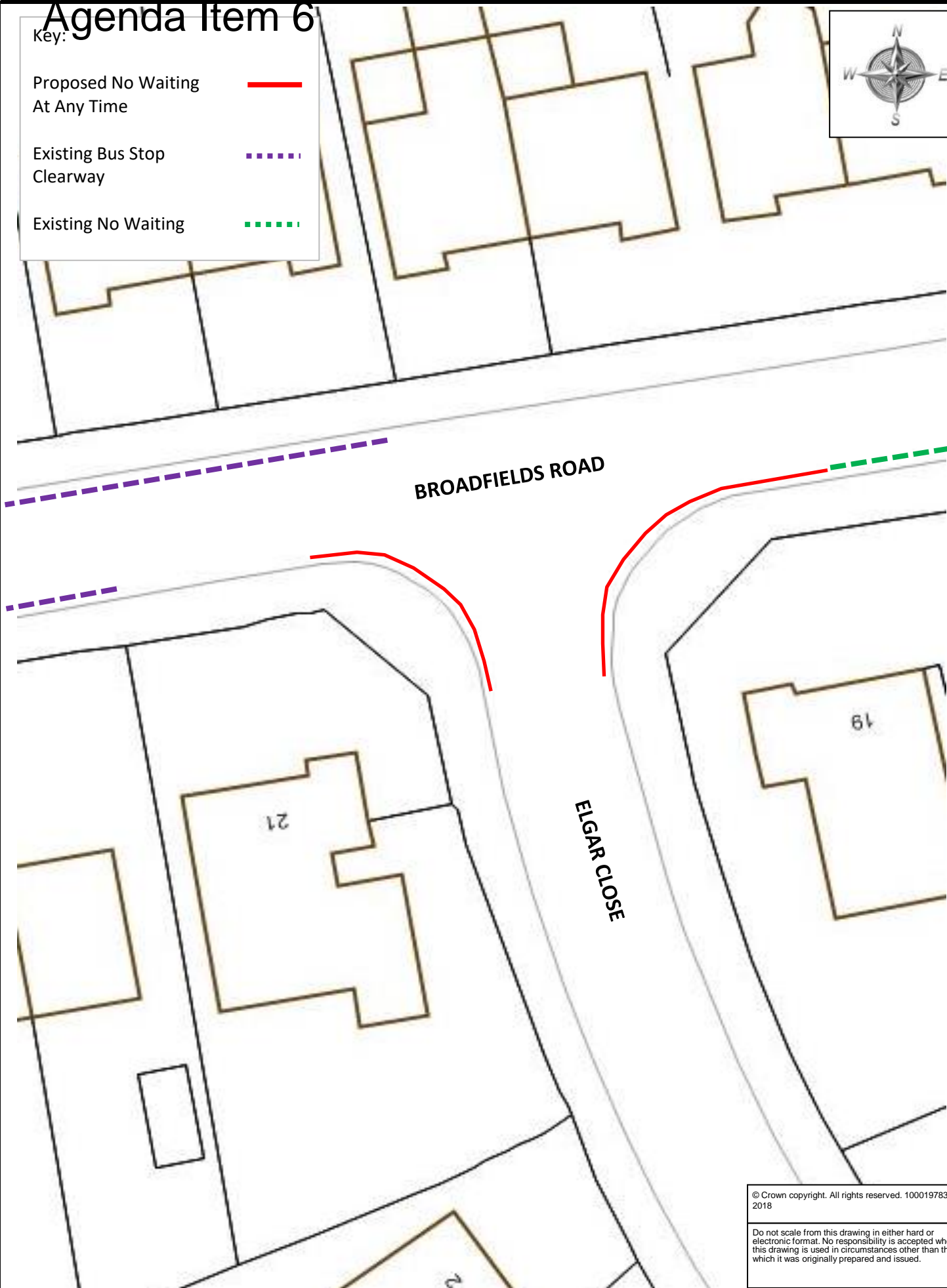
Proposed No Waiting
At Any Time



Existing Bus Stop
Clearway



Existing No Waiting



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SCHEME

BROADFIELDS ROAD & ELGAR CLOSE,
EXETER

DRAWING

Page 38
NO WAITING AT ANY TIME

drawn by	scale
CMHP	NOT TO SCALE
date	O.S.Ref
02-Jul-2018	295306, 92287
drawing number	
ENV5667-17 (D)	



Key:

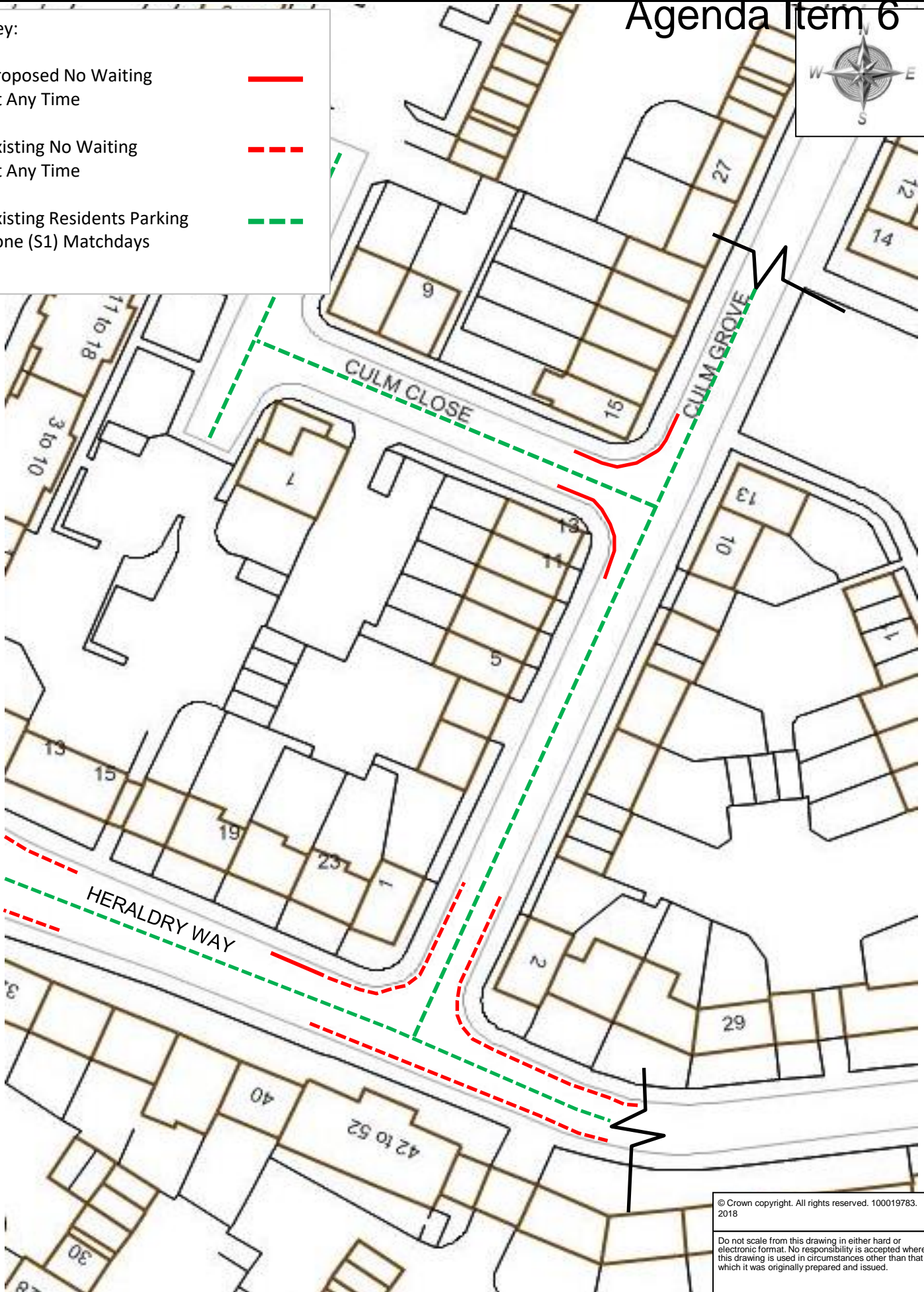
Proposed No Waiting
At Any Time



Existing No Waiting
At Any Time



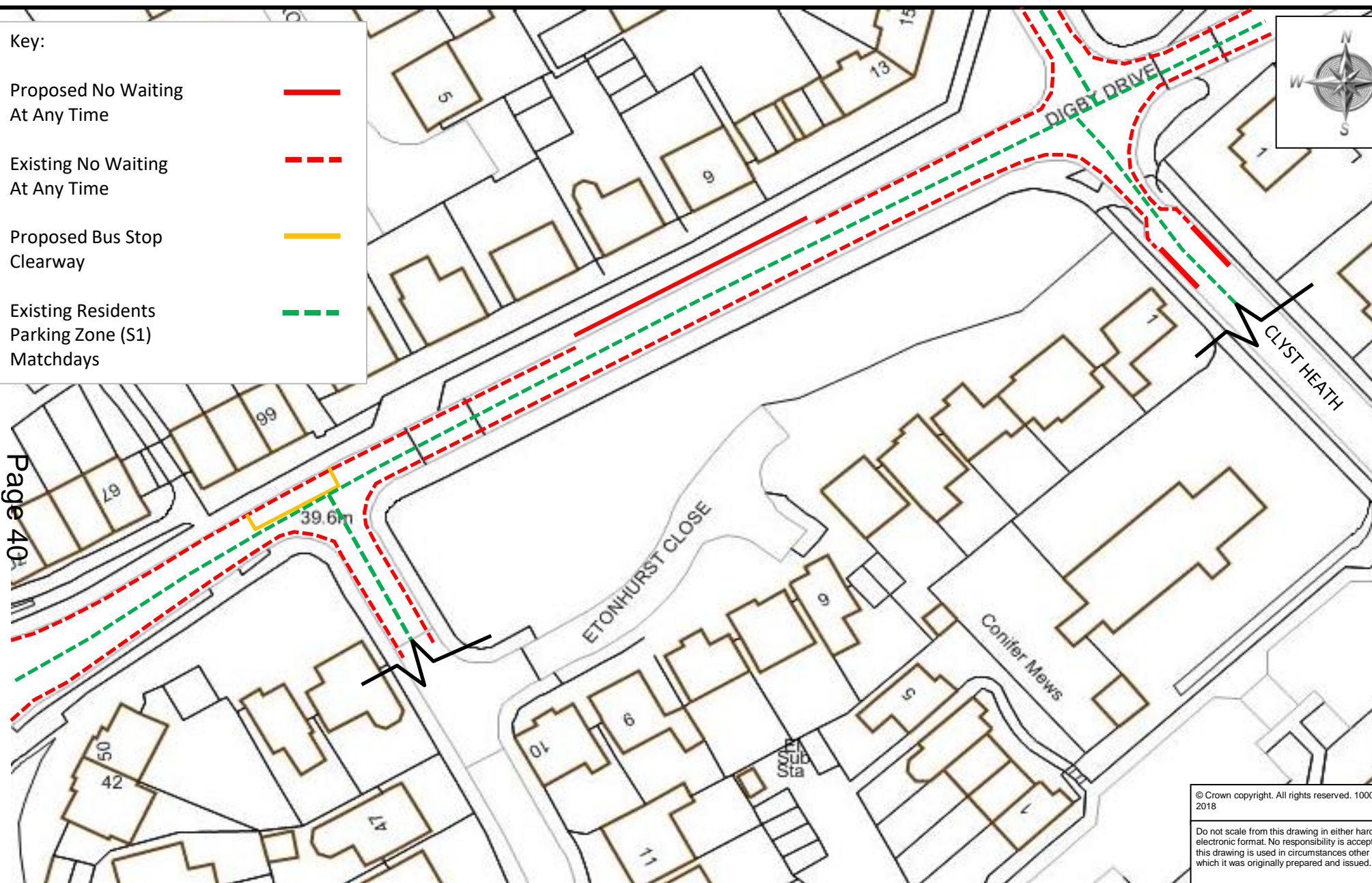
Existing Residents Parking
Zone (S1) Matchdays



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Existing Residents
Parking Zone (S1)
Matchdays



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Key:

Proposed No Waiting
At Any Time



Existing No Waiting
At Any Time



Existing Residents
Parking Zone S7 Mon-
Fri 10am-5pm



Pay & Display Tariff
R1 (Zone S7 Exemption)
Mon-Fri 10am-5pm



IVY CLOSE

14.3m

LUDWELL LANE

12

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CMHP	NOT TO SCALE
date	O.S.Ref
29-Jun-2018	294414, 91549
drawing number	
ENV5667-21 (A)	

SCHEME

IVY CLOSE, EXETER

DRAWING

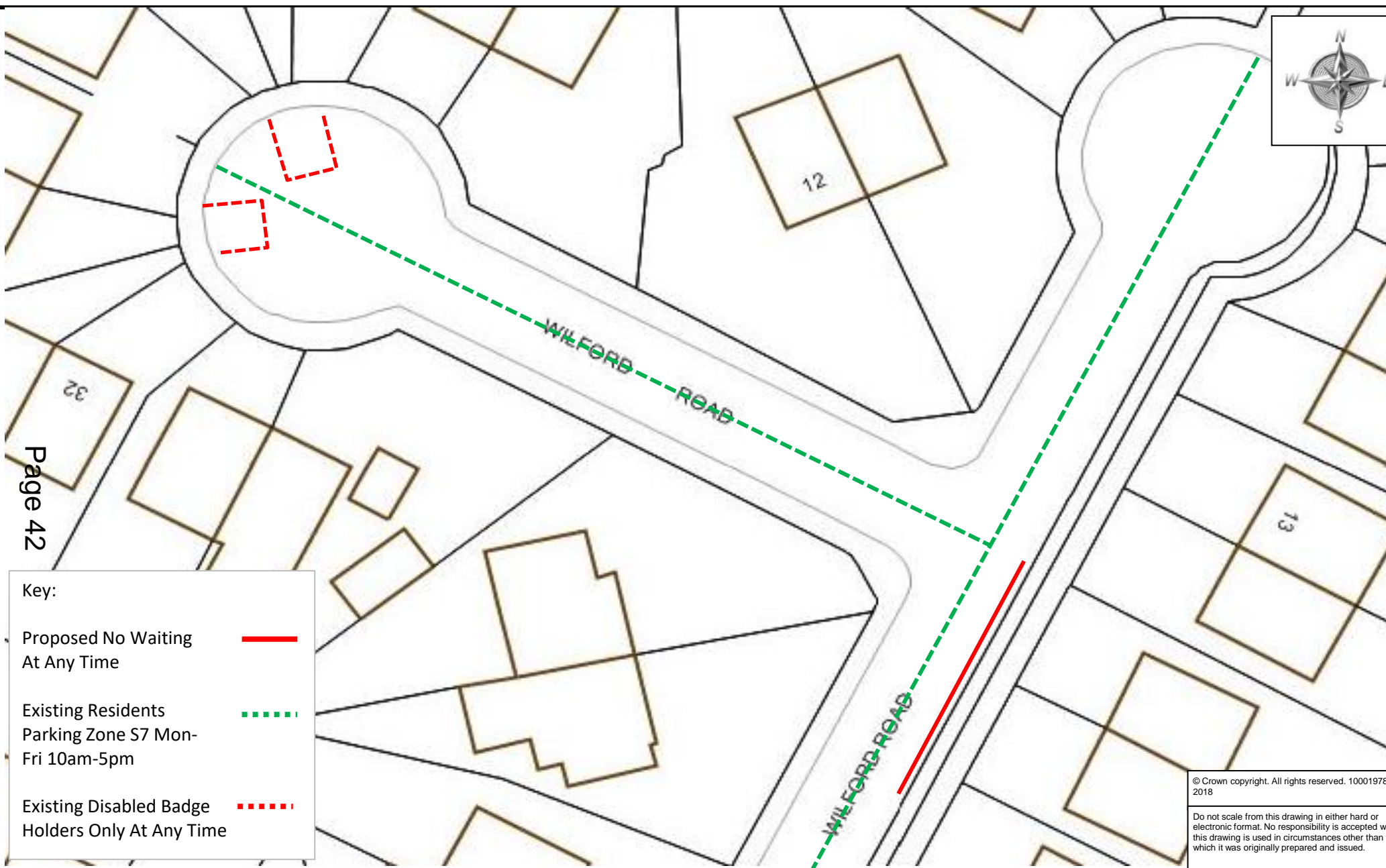
NO WAITING AT ANY TIME



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Page 42

Key:

Proposed No Waiting At Any Time ———

Existing Residents Parking Zone S7 Mon-Fri 10am-5pm - - - - -

Existing Disabled Badge Holders Only At Any Time



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SCHEME

WILFORD ROAD, EXETER

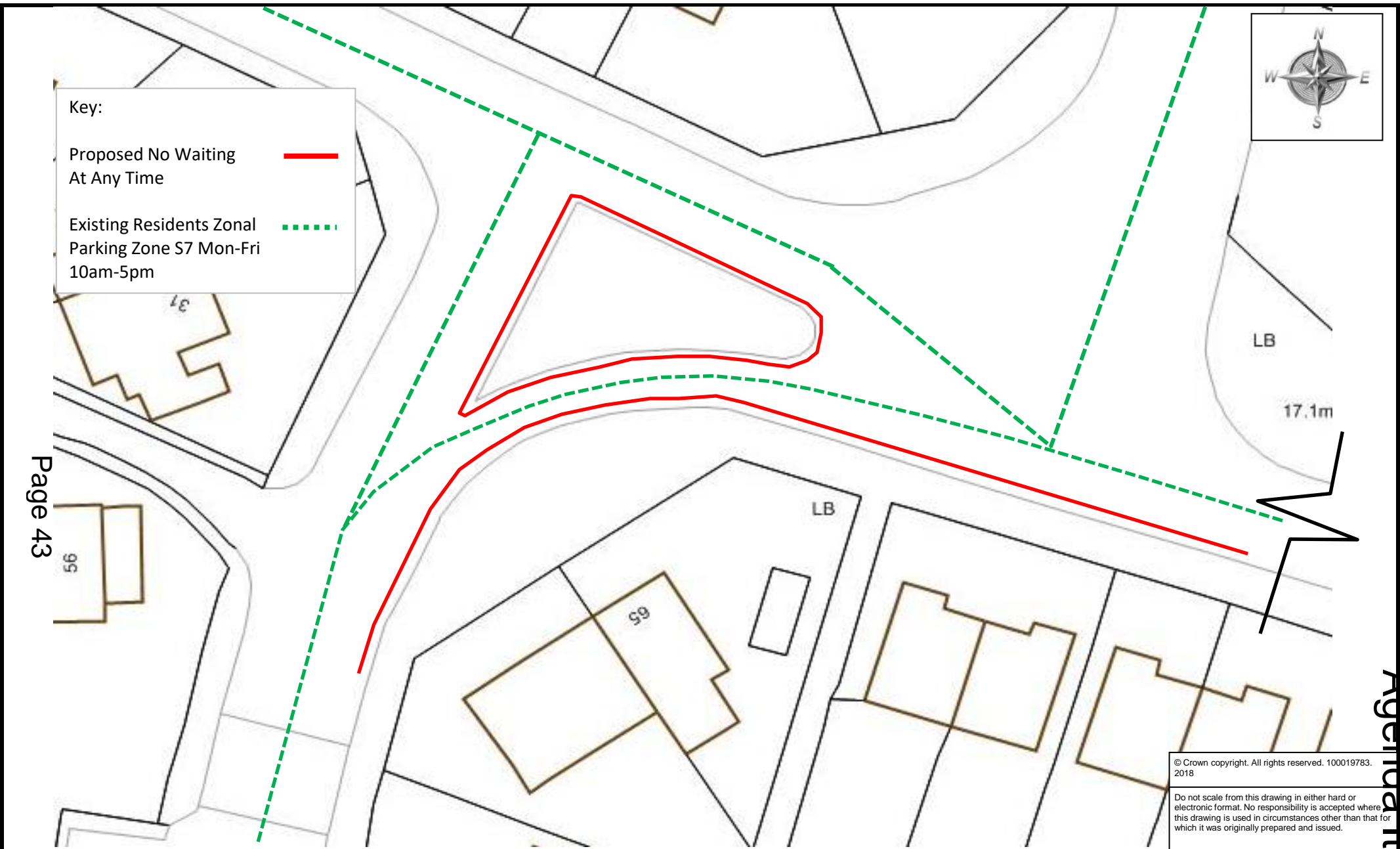
DRAWING

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CMHP	NOT TO SCALE
date	O.S.Ref
29-Jun-2018	294615, 92060
drawing number	
ENV5667-22 (A)	



Key:

Proposed No Waiting At Any Time —

Existing Residents Zonal Parking Zone S7 Mon-Fri 10am-5pm - - -



LB

17.1m

LB

99

96

37

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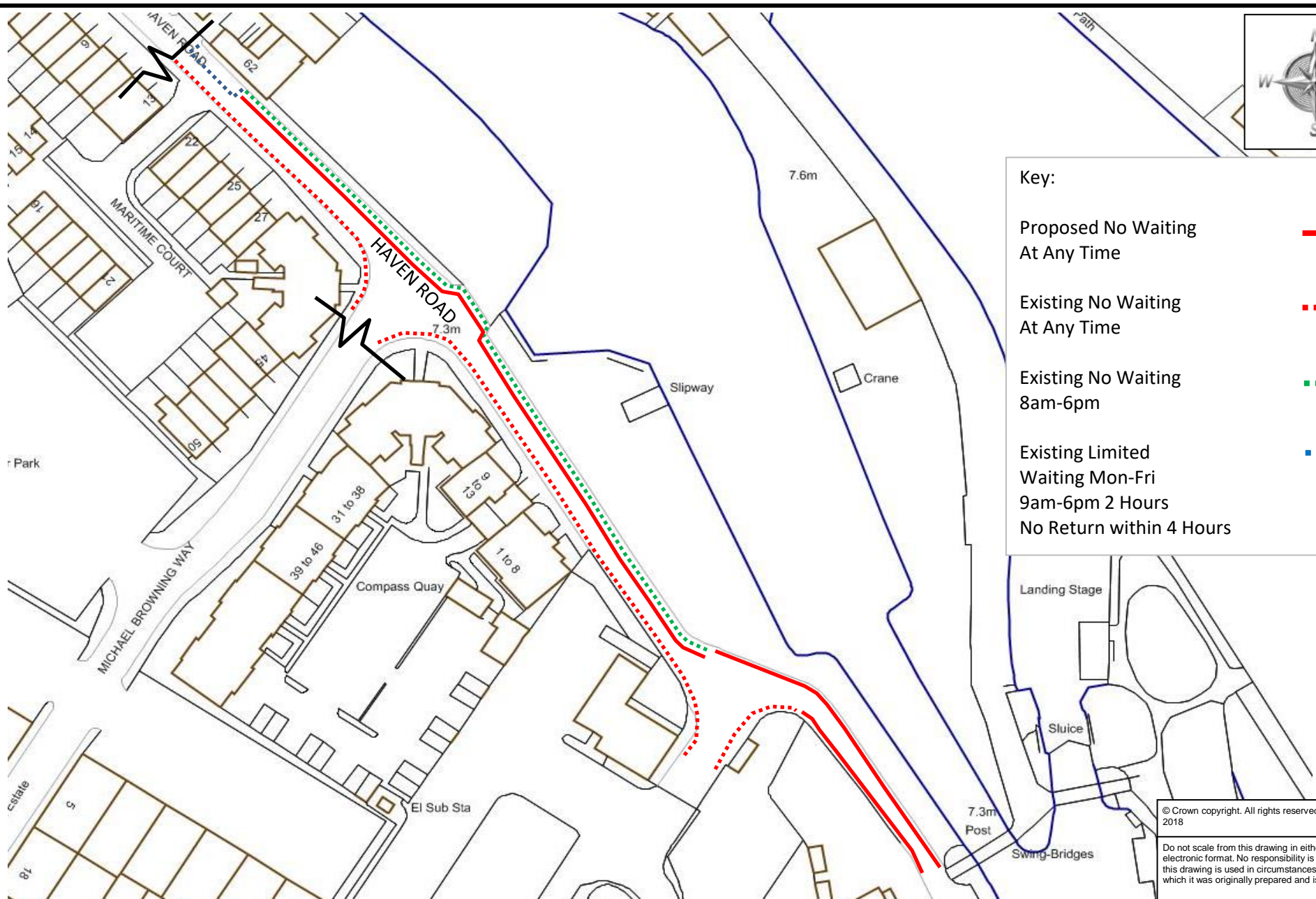
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DRAWING	NO WAITING AT ANY TIME	

drawn by	scale
CMHP	NOT TO SCALE
date	O.S.Ref
29-Jun-2018	294731, 91930
drawing number	
ENV5667-23 (A)	



Key:

- Proposed No Waiting At Any Time ———
- Existing No Waiting At Any Time
- Existing No Waiting 8am-6pm
- Existing Limited Waiting Mon-Fri 9am-6pm 2 Hours No Return within 4 Hours



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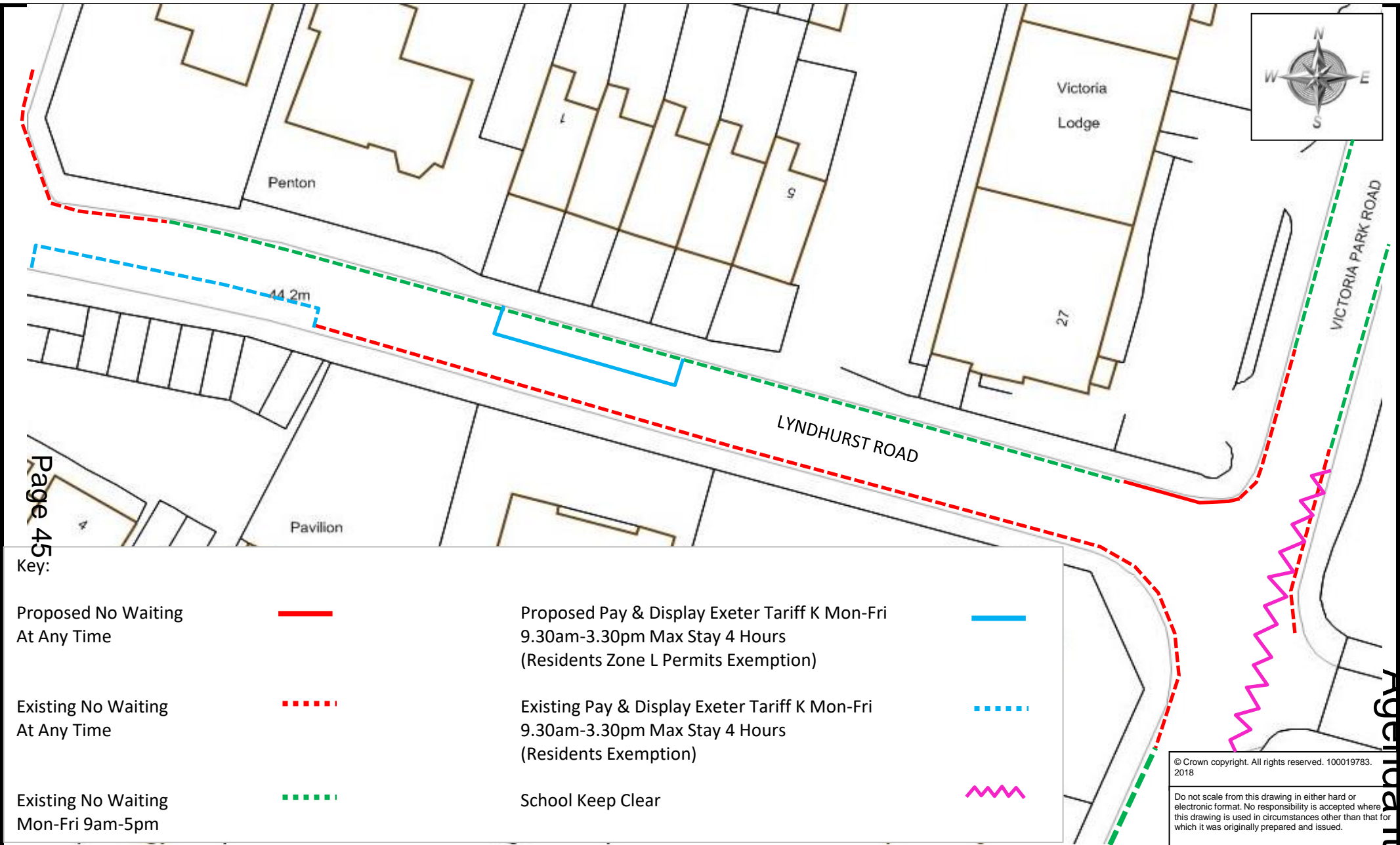
SCHEME

HAVEN ROAD, EXETER

DRAWING

NO WAITING AT ANY TIME

drawn by	scale
CMHP	NOT TO SCALE
date	O.S.Ref
22-Jun-2018	292163, 91774
drawing number	
ENV5667-24 (A)	



Page 45
Key:

Proposed No Waiting
At Any Time



Proposed Pay & Display Exeter Tariff K Mon-Fri
9.30am-3.30pm Max Stay 4 Hours
(Residents Zone L Permits Exemption)



Existing No Waiting
At Any Time



Existing Pay & Display Exeter Tariff K Mon-Fri
9.30am-3.30pm Max Stay 4 Hours
(Residents Exemption)



Existing No Waiting
Mon-Fri 9am-5pm



School Keep Clear



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SCHEME	LYNDHURST ROAD, EXETER	
DRAWING	PROPOSED WAITING RESTRICTIONS	

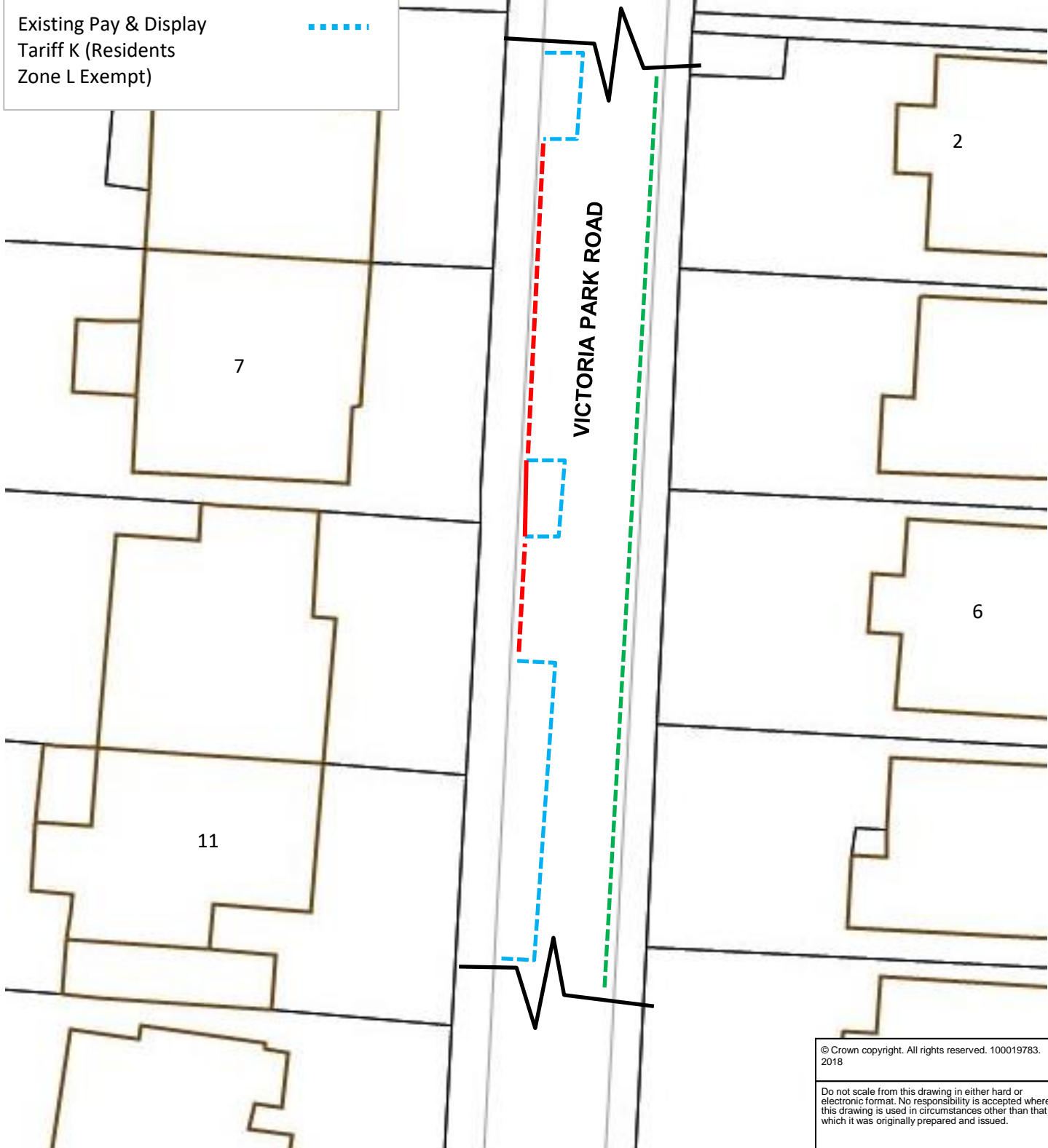
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date	O.S.Ref
22-Jun-2018	293204, 92200
drawing number	
ENV5667-25 (A)	

Agenda Item 6

Agenda Item 6

Key:

- Proposed No Waiting At Any Time
- Existing No Waiting At Any Time
- Existing No Waiting
- Existing Pay & Display Tariff K (Residents Zone L Exempt)



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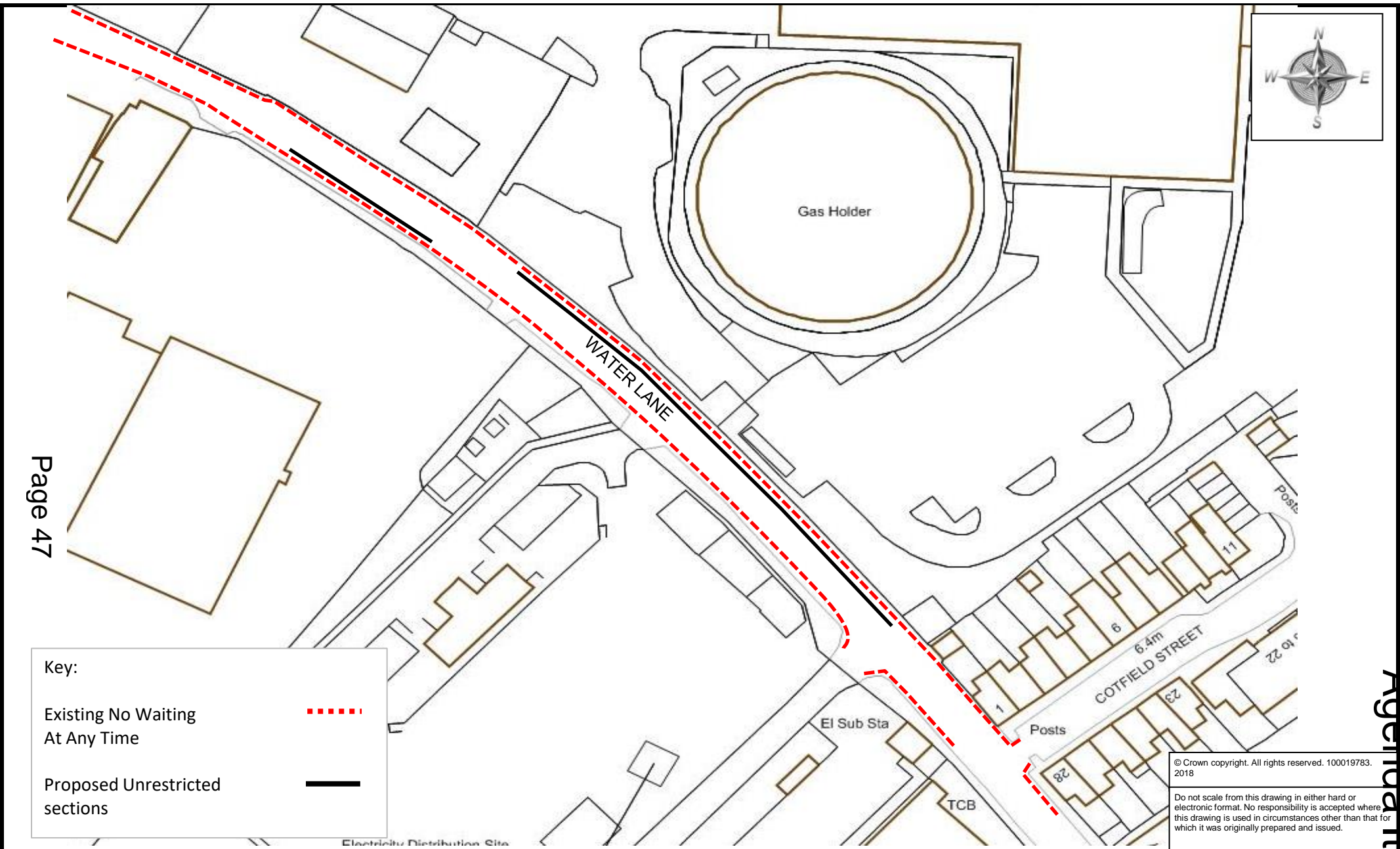
SCHEME

VICTORIA PARK ROAD, EXETER

DRAWING

Page 46
NO WAITING AT ANY TIME

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CMHP	NOT TO SCALE
date	O.S.Ref
21-Jun-2018	293274, 92348
drawing number	
ENV5667-26 (A)	





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SCHEME	WATER LANE, EXETER	
DRAWING	UNLIMITED WAITING	

drawn by	scale
CMHP	NOT TO SCALE
date	O.S.Ref
22-Jun-2018	292207, 91448
drawing number	
ENV5667-27 (A)	



Key:

Proposed No Waiting
At Any Time



Existing No Waiting
At Any Time



Proposed Residents Permit
Parking (Zone M) At Any Time

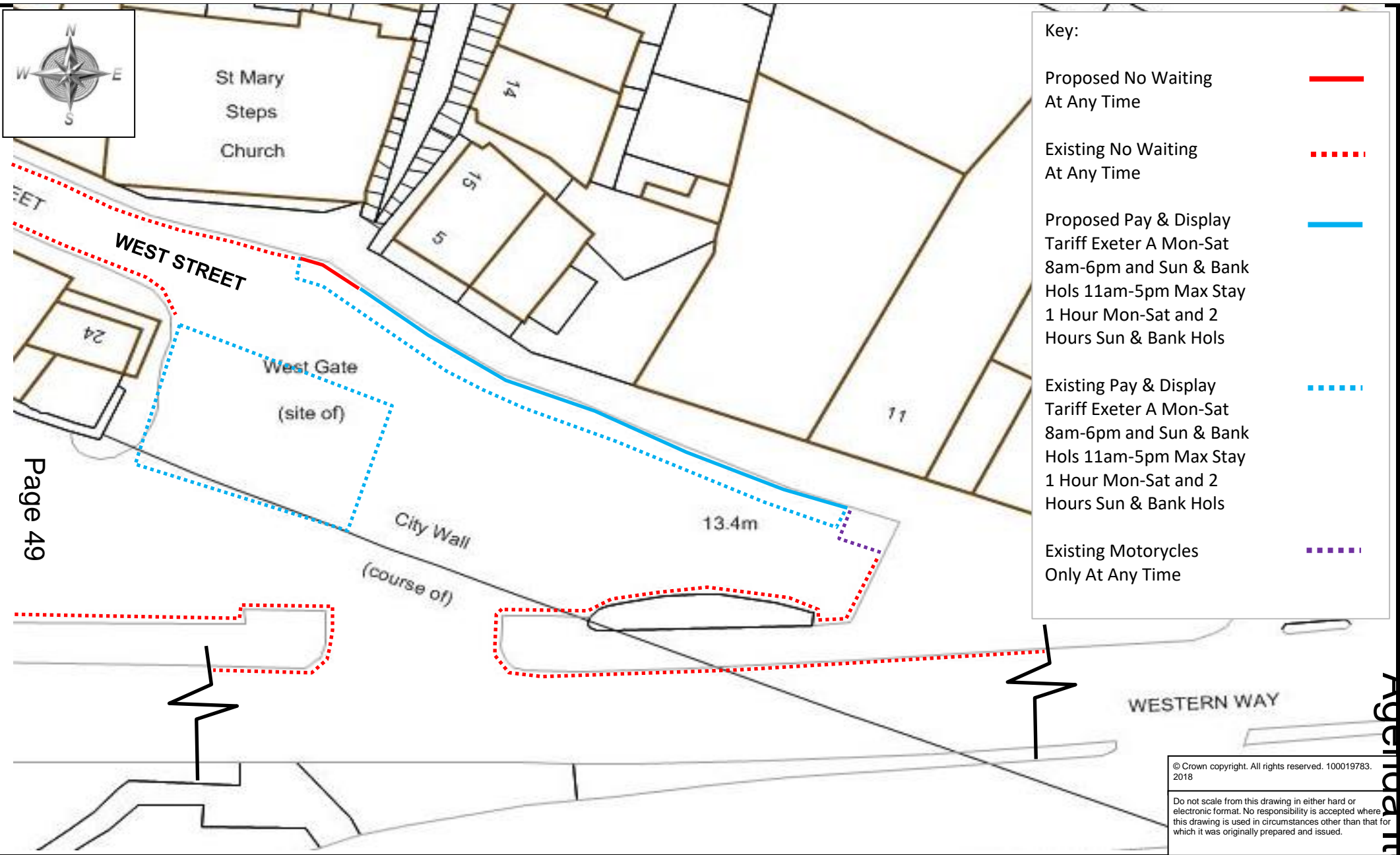


Existing Residents Permit
Parking (Zone M) At Any Time



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date	O.S.Ref
19-Jun-2018	291763, 92255
drawing number	
ENV5667-29 (A)	

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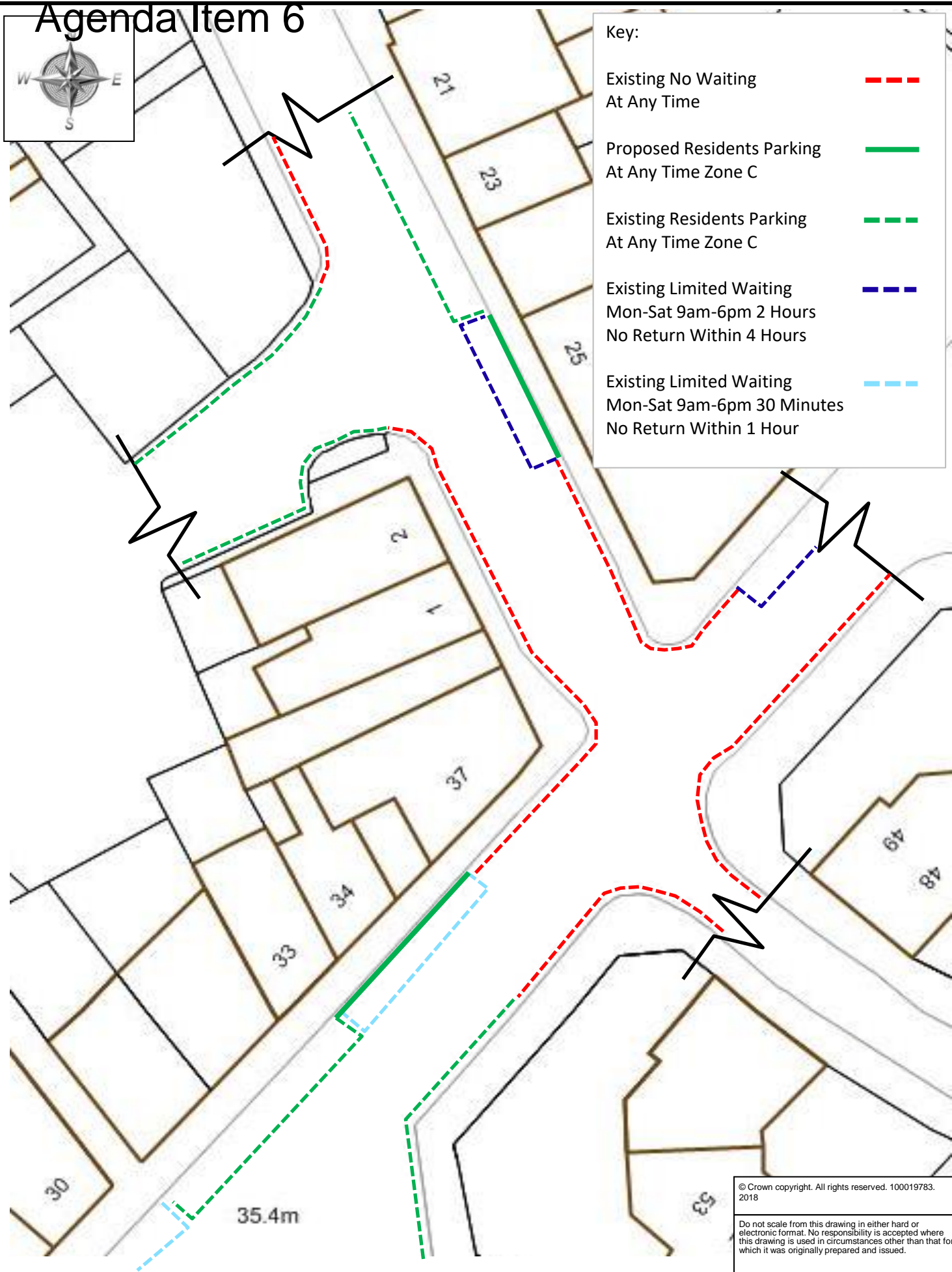
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SCHEME	WEST STREET, EXETER
DRAWING	NO WAITING AT ANY TIME

Agenda Item 6

Agenda Item 6



Key:

- Existing No Waiting At Any Time ---
- Proposed Residents Parking At Any Time Zone C —
- Existing Residents Parking At Any Time Zone C ---
- Existing Limited Waiting Mon-Sat 9am-6pm 2 Hours No Return Within 4 Hours ---
- Existing Limited Waiting Mon-Sat 9am-6pm 30 Minutes No Return Within 1 Hour ---

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SCHEME

CLIFTON ROAD & ALBERT STREET, EXETER

DRAWING

Page 50
LIMITED WAITING TO RESIDENTS PARKING

drawn by	scale
CMHP	NOT TO SCALE
date	O.S.Ref
02-Jul-2018	292932, 93014
drawing number	
ENV5667-30 (A)	



GREYFRIARS ROAD

Key:

Proposed No Waiting
At Any Time



Existing No Waiting
At Any Time



GREYFRIARS ROAD

MONKS ROAD

83

87

El
Sub Sta

3

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158

162

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SCHEME

GREYFRIARS ROAD, EXETER

DRAWING

Page 51
NO WAITING AT ANY TIME

drawn by

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scale

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date

02-Jul-2018

O.S.Ref

293768, 93520

drawing number

ENV5667-31 (A)

Agenda Item 6



Key:

Existing No Waiting
At Any Time



Existing Residents Parking
Zone (S2) Mon-Fri 10am-4pm



Proposed Limited Waiting
Mon-Fri 10am-4pm 2 Hours
No Return Within 4 Hours



Existing Limited Waiting
Mon-Fri 10am-4pm 2 Hours
No Return Within 4 Hours
(Zone S2 Permits Exemption)



Existing Disabled Badge
Holders Only At Any Time



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Key:

Proposed No Waiting
At Any Time



Existing No Waiting
At Any Time



Existing Residents Parking
Zone S2 Mon-Fri 10am-4pm



Proposed Disabled Badge
Holders Only At Any Time



Existing Disabled Badge
Holders Only At Any Time



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EXETER, EX2 4QD
Telephone: 0345 155 1004

SCHEME

LADYSMITH ROAD SERVICE ROAD &
LADYSMITH ROAD, EXETER

DRAWING

NO WAITING AT ANY TIME

drawn by

CMHP

scale

1:1250

date

02-Jul-2018

O.S.Ref

293592, 93197

drawing number

ENV5667-33 (A)

Key:

Existing No Waiting
At Any Time



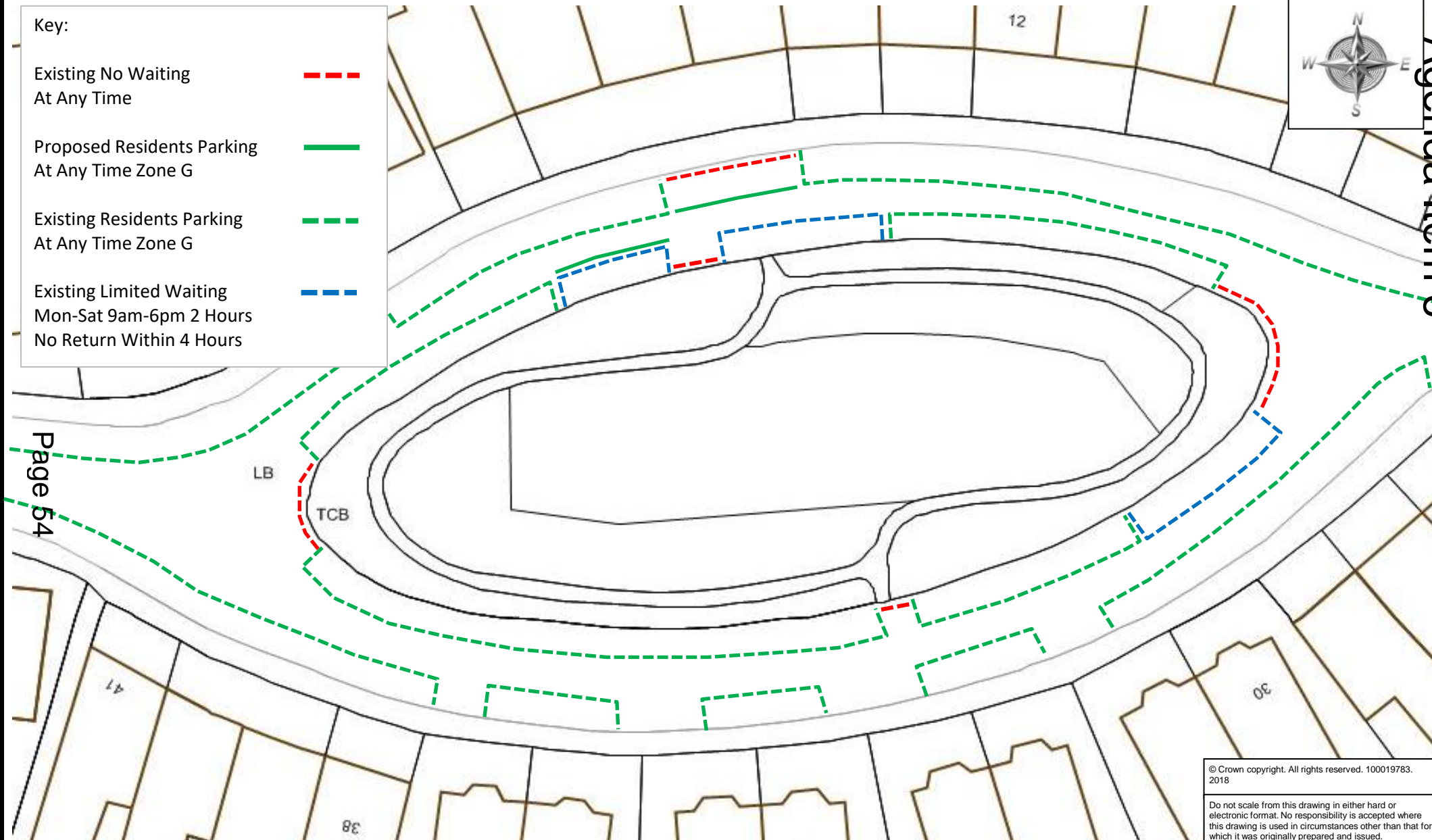
Proposed Residents Parking
At Any Time Zone G



Existing Residents Parking
At Any Time Zone G



Existing Limited Waiting
Mon-Sat 9am-6pm 2 Hours
No Return Within 4 Hours



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SCHEME

POWDERHAM CRESCENT, EXETER

DRAWING

RESIDENTS PARKING EXTENSION

drawn by

CMHP

date

02-Jul-2018

drawing number

ENV5667-34 (A)

scale

1:1250

O.S.Ref

292536, 93527

Key:

Proposed No Waiting
At Any Time



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BONVILLE CLOSE

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SCHEME

BONVILLE CLOSE, EXETER

DRAWING

NO WAITING AT ANY TIME

drawn by

CMHP

date

25-Jun-2018

scale

NOT TO SCALE

O.S.Ref

294735, 93260

drawing number

ENV5667-35 (A)

Agenda Item 6

- Key:
- Proposed No Waiting At Any Time —
 - Existing No Waiting At Any Time - - - - -



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HAMLIN LANE

CHARD ROAD

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SCHEME

CHARD ROAD, EXETER

DRAWING

NO WAITING AT ANY TIME

drawn by

CMHP

date

25-Jun-2018

drawing number

ENV5667-36 (A)

scale

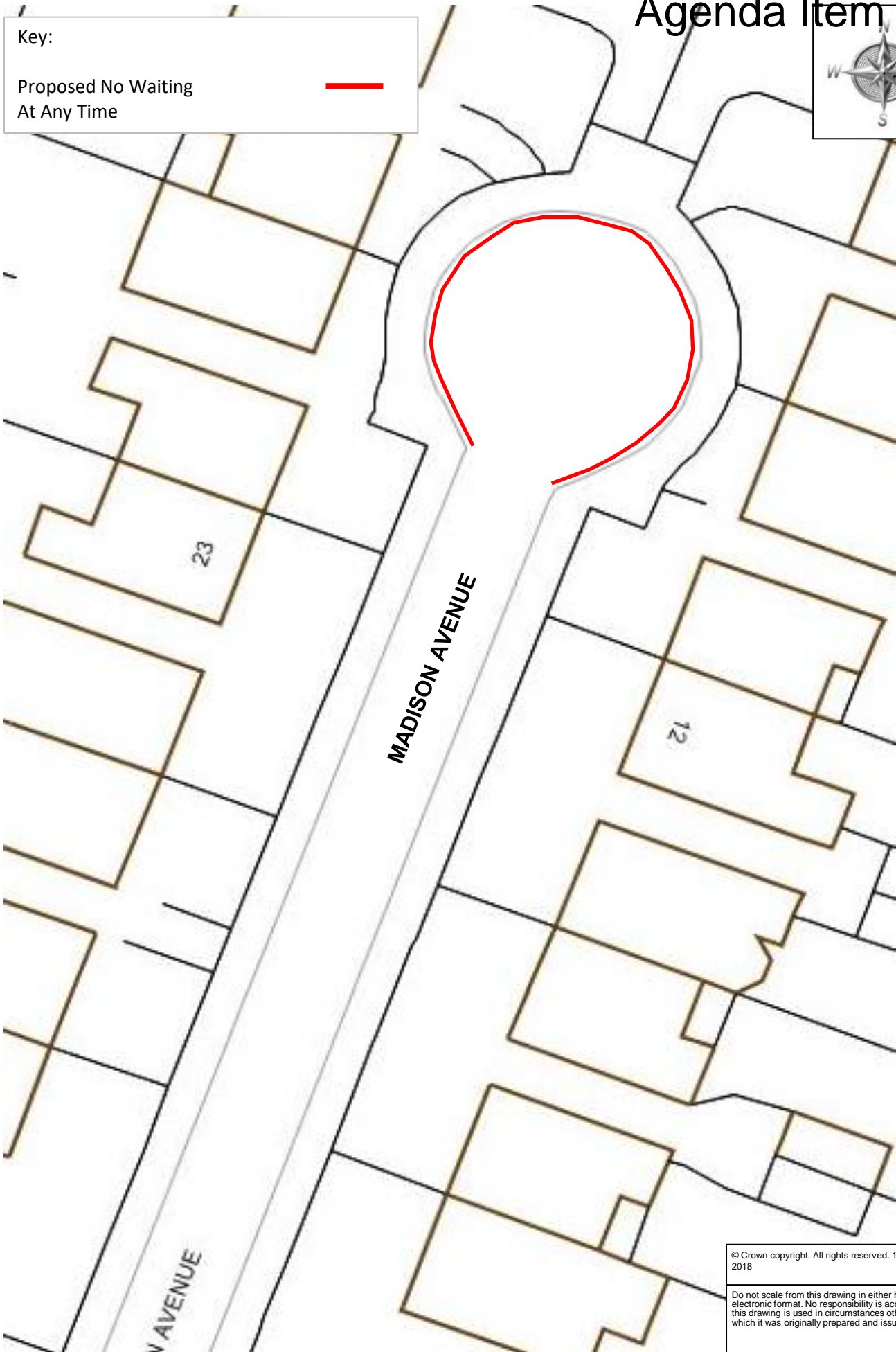
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294059, 92892

Key:

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SCHEME

MADISON AVENUE, EXETER

DRAWING

Page 57
NO WAITING AT ANY TIME

drawn by

CMHP

scale

NOT TO SCALE

date

25-Jun-2018

O.S.Ref

294461, 92963

drawing number

ENV5667-37 (A)

Agenda Item 6



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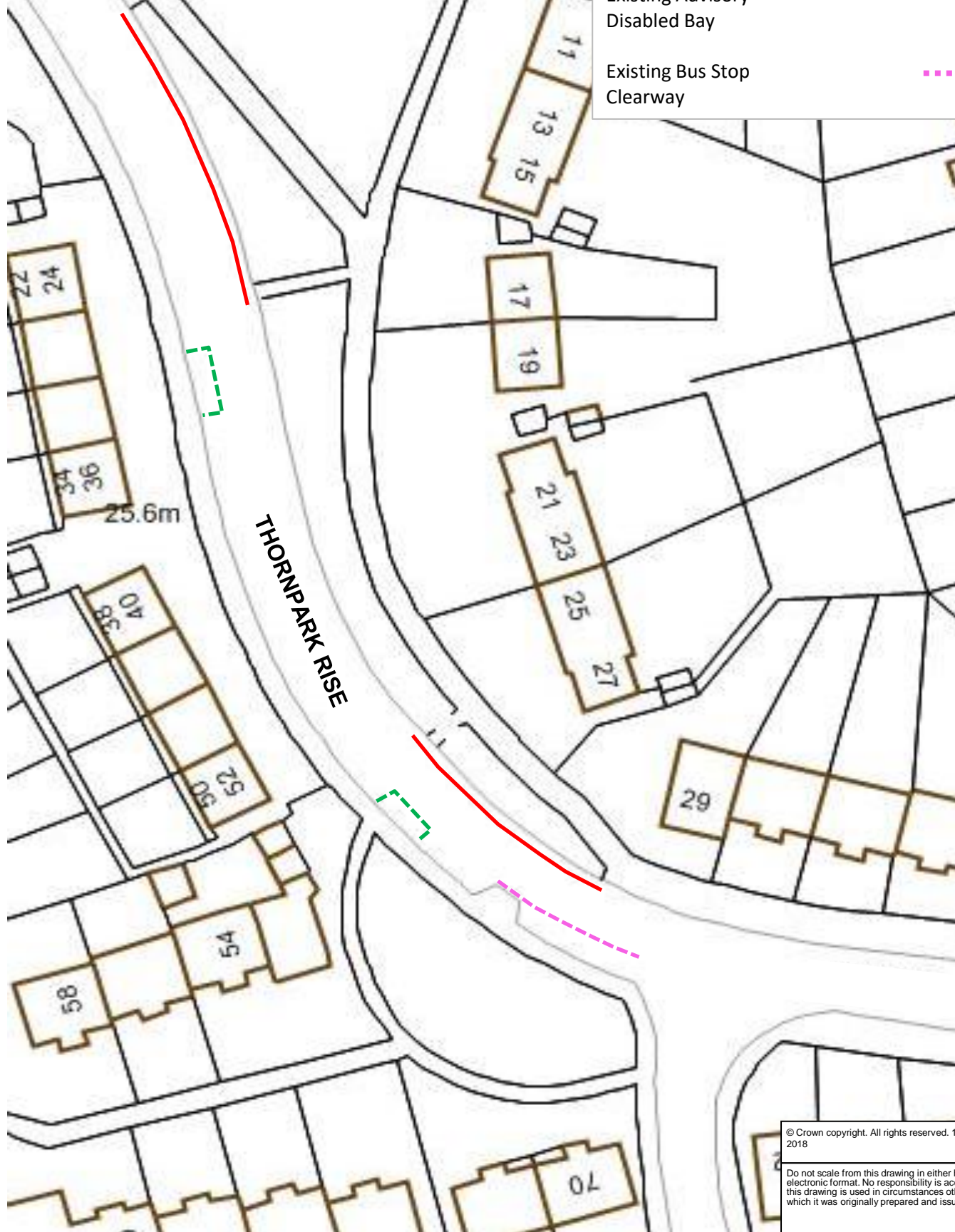
Proposed No Waiting
At Any Time

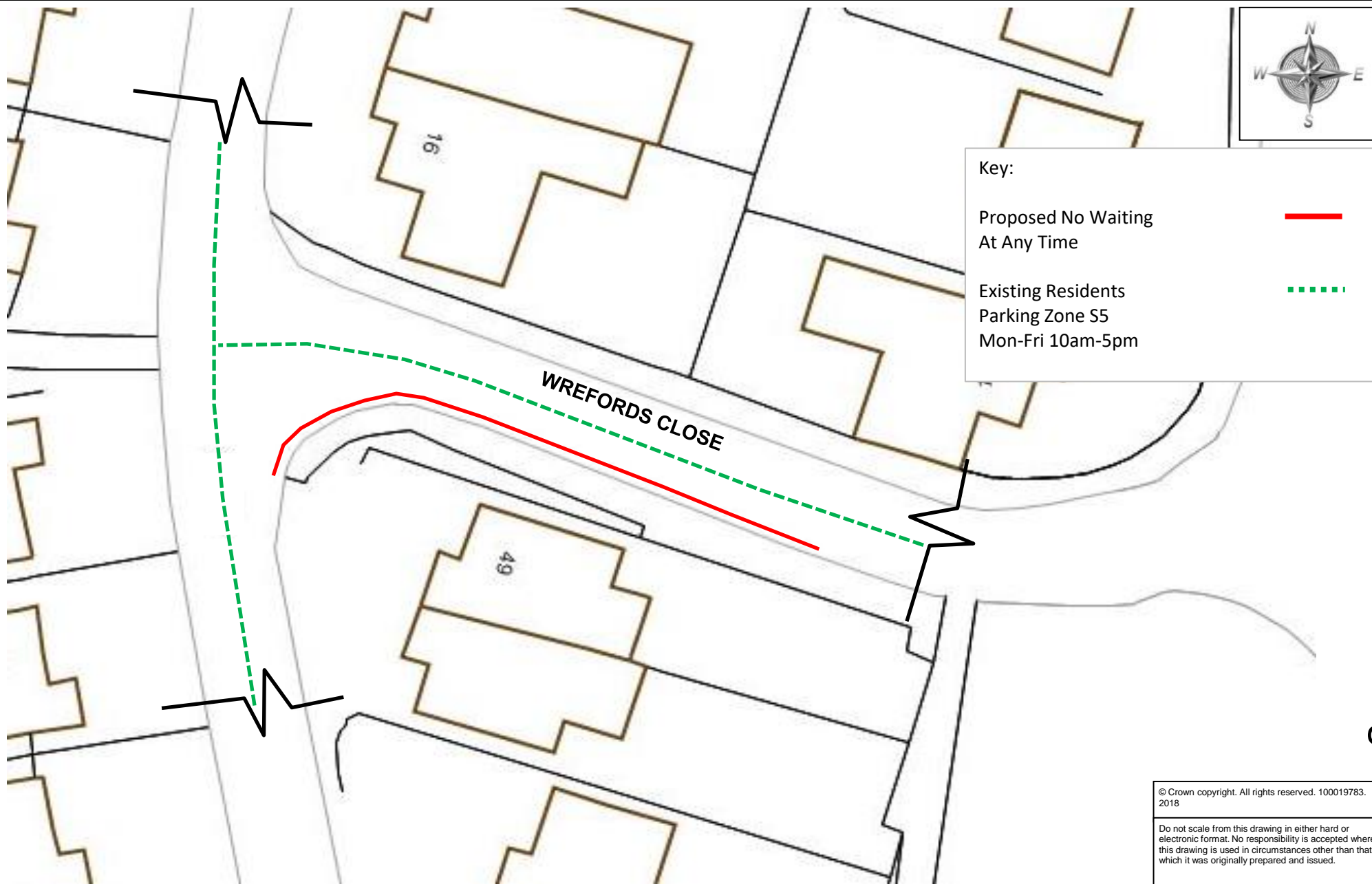


Existing Advisory
Disabled Bay



Existing Bus Stop
Clearway





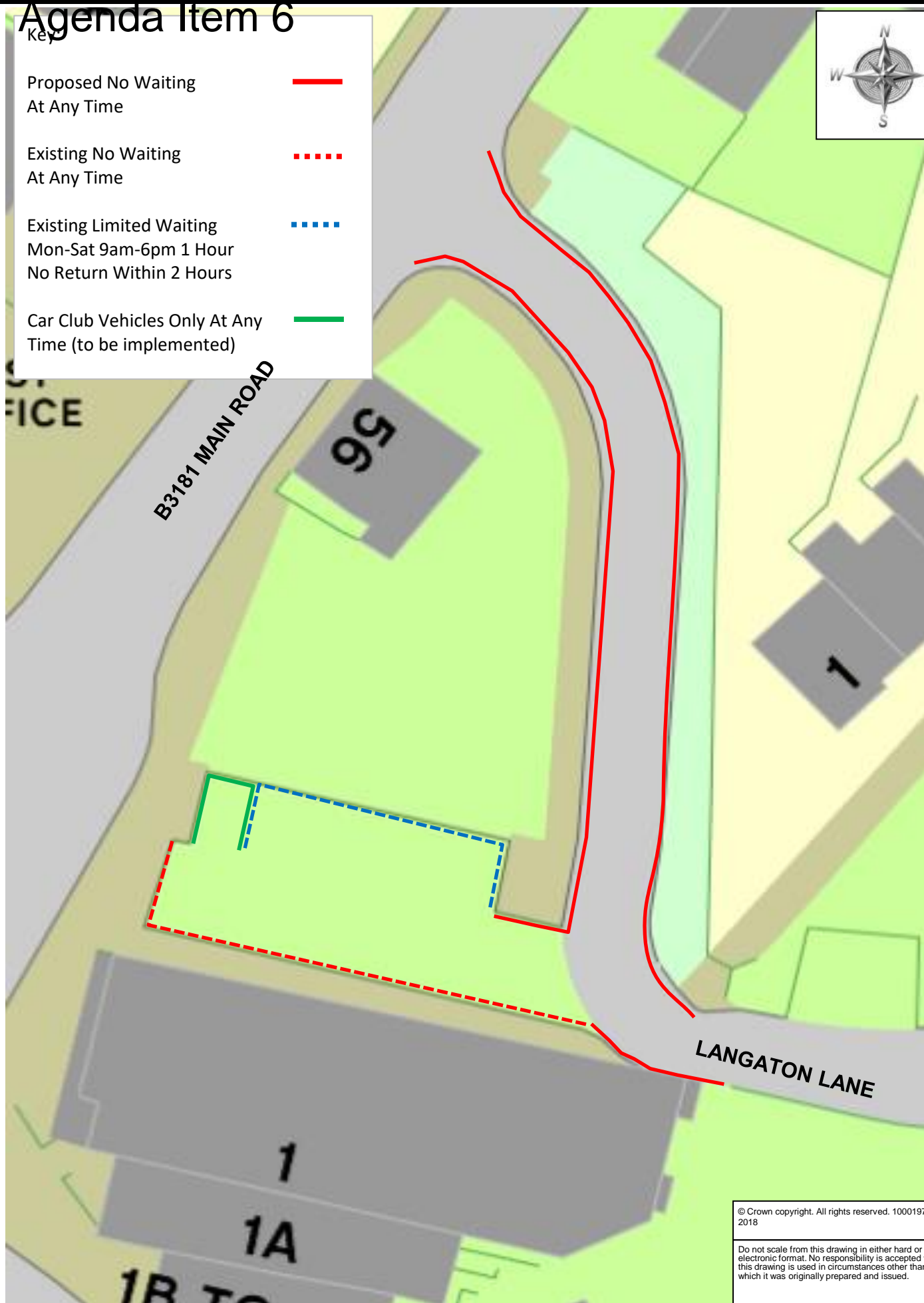
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Agenda Item 6

Key

- Proposed No Waiting At Any Time —
- Existing No Waiting At Any Time ---
- Existing Limited Waiting Mon-Sat 9am-6pm 1 Hour No Return Within 2 Hours ----
- Car Club Vehicles Only At Any Time (to be implemented) —



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Meg Booth - Chief Officer for Highways, Infrastructure Development & Waste

TRAFFIC ORDERS & POLICY TEAM
DEVON COUNTY COUNCIL
HIGHWAY MANAGEMENT, LUCOMBE HOUSE, COUNTY HALL, TOPSHAM ROAD, EXETER, EX2 4QD
Telephone 0345 155 1004

SCHEME

LANGATON LANE, PINHOE

DRAWING

Page 60

NO WAITING AT ANY TIME

drawn by

CMHP

scale

NOT TO SCALE

date

25-Jun-2018

O.S.Ref

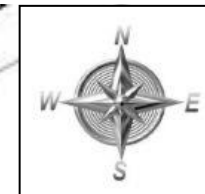
296446, 94444

drawing number

ENV5667-41 (A)

Key:

Proposed No Waiting
At Any Time



SUMMER LANE

SUMMERWAY

35.4m

28

26

2

Page 61

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SCHEME

SUMMERWAY, EXETER

DRAWING

NO WAITING AT ANY TIME

drawn by

CMHP

date

25-Jun-2018

drawing number

ENV5667-42 (A)

scale

NOT TO SCALE

O.S.Ref

294812, 93810

Agenda Item 6

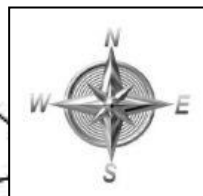
Agenda Item 6

Key:

Proposed No Waiting
At Any Time



Existing No Waiting
At Any Time



THACKERAY ROAD

2

PINHOE ROAD

31.7m

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SCHEME

THACKERAY ROAD, EXETER

DRAWING

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NO WAITING AT ANY TIME

drawn by

CMHP

scale

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date

25-Jun-2018

O.S.Ref

295167, 93663

drawing number

ENV5667-43 (A)

HIW/18/59

Exeter Highways and Traffic Orders Committee
30 July 2018

Rosebarn Lane Area - Residents Parking

Report of the Chief Officer for Highways, Infrastructure 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 consultation be noted; and**
- (b) the committee approve the advertising of a traffic regulation order to introduce a residents parking scheme in the Rosebarn Lane area as described in this report, subject to the detailed design being agreed with the local member.**

1. Background

Residents parking was extended to the Pennsylvania Area in early 2012. Since that time there have been several reports to this committee about parking in Rosebarn Lane.

No Waiting At Any Time was introduced to sections of Rosebarn Lane in April 2014, to protect the junctions and provide a passing space.

In November 2016 the committee was presented with a petition from residents asking the council to provide Residents Parking for Higher Rosebarn Lane from Pennsylvania Road to Rosebarn Avenue and from Rosebarn Avenue to Argyle Road and to Stoke Hill.

In May 2017 a consultation was held with residents of the Rosebarn Lane area and results were presented to the committee in July 2017. The committee resolved to develop more detailed proposals and carry out a further consultation. This report details the results of this further consultation.

2. Consultations

Following the consultation in 2017, the committee agreed to extend the area being considered to include all of Stoke Valley Road, Shepherd Road and Collins Road (between Rosebarn Lane and Stoke Valley Road). In February 2018, residents were invited to attend an exhibition at Stoke Hill Junior School and had until 11 March 2018 to comment on the proposals.

Over the consultation period 377 submissions were received.

The consultation asked a number of questions. A summary of these responses can be found in Appendices I and III. The results of whether residents support or oppose the introduction of residents parking is indicated on the map in Appendix II.

A summary of the comments submitted, and the County Council's response can be found in Appendix IV.

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3. Proposal

Of the 377 responses to the consultation, 363 were from properties within the consultation area with the majority of these addresses (65%) in favour of the introduction of residents parking restrictions.

14 responses were received from outside of the area, 28 from the area immediately around the consulted area. Many of these were requesting that the proposed area be extended. However, many of the parking problems are not related to the parking in the Rosebarn Lane Area and therefore cannot be considered for this scheme. Parking outside of the area proposed would mean a walk of over 20 minutes to the university campus and it is considered that this will be undesirable to commuters to the campus due to the geography of the road as they must walk up a significant slope (climbing 40m in height).

Times of Operation

The results of the consultation indicate that the majority of residents prefer the restrictions to apply on 8am to 6pm on weekdays and it is recommended that the proposed scheme is advertised for these timings.

Pay & Display

There are a number of comments about the proposed pay & display including:

- Concern that it is too cheap and will still allow all day parking.
- Concern that it means residents will be unable to park.
- Request that the pay & display be replaced with residents parking or yellow lines.

It is recognised that parking on Rosebarn Lane and Pennsylvania Road plays a key role in managing traffic along these roads. Whilst it is acknowledged that the current level of parking on Rosebarn Lane can cause issues for residents and public transport, there is also concern that removal of all of the parking will lead to an increase in traffic speeds.

A road safety audit has been undertaken and has raised concern about an increase in the speed of traffic if on-street parking is removed/not used on Pennsylvania Road and Rosebarn Lane.

With the amount of off-street parking available to residents it is considered that there would be very few residents or short-term visitors parking on-street managing traffic speeds.

Therefore, it is proposed that all day parking should be allowed to ensure that there are sufficient vehicles parked to slow the speed of vehicles. To ensure that the demand for this parking is managed, it is recommended that this parking is pay & display with an exemption for permit holders. The pricing would be set at a level similar to other areas away from the city centre, to ensure that the parking is not cost-prohibitive. However, as safety discussions are still ongoing, it is recommended that the detailed design is discussed with the local member prior to advertising of the traffic regulation order.

Residents Parking

It is noted that the 3 responses from residents of Lebanon Close, Monterey Gardens and Yew Tree Close are not in favour of restrictions and it is recommended that these roads are dropped from the scheme as they will not fall within a zonal restriction. It is recommended that the proposals should still include extending the existing S4 zone to include properties along the southern section of Rosebarn Lane (south of Rosebank Crescent) to allow them the option of parking in the Rosebank Crescent area.

There have been mixed responses from the cul-de-sacs off Stoke Valley Road but as these fall within the zonal restriction it would not be possible to exclude these roads. However, considering the total responses, a larger proportion of residents (53%) in these roads are in favour and therefore it is recommended that they are included in the proposed scheme.

The response for Sheppard Road indicates that residents from 62% of properties are not in favour of residents parking. However, the adjacent roads have indicated they would support the introduction of residents parking. It would be inappropriate to omit this road from the scheme as it would be the only unrestricted parking in the area. Therefore, it is recommended that Sheppard Road is included in the proposed scheme.

It is recommended that the remaining roads that indicated support for a residents parking scheme are included in the proposals.

4. Options/Alternatives

The options of doing nothing or proceeding with the area originally proposed have been considered but would not be in keeping with the results of the local consultations undertaken to date.

The alternative of limited waiting, residents parking or no waiting instead of the pay & display has been considered and ruled out due to the safety concerns detailed within this report.

However, this scheme is still subject to a statutory consultation before a final decision is made.

5. Financial Considerations

A budget of £20,000 will be available as part of a section 106 agreement for the adjacent university development.

6. Environmental Impact Considerations

The introduction of restrictions will remove commuter parking from residential areas, encourage sustainable travel, reduce traffic looking for parking opportunities and improve air quality.

7. Equality Considerations

No new policies are being recommended in this report, but an Equality Impact and Needs Assessment has been completed for new residents parking schemes.

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.

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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.

11. Reasons for Recommendations

The level of response from the public indicates support for the introduction of restrictions and funding for the scheme has been secured. It is recommended that proposals are developed to enable a statutory consultation to be undertaken so that a final decision can be made on the implementation of restrictions for the area.

Meg Booth
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Division: Duryard & Pennsylvania

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.
None		

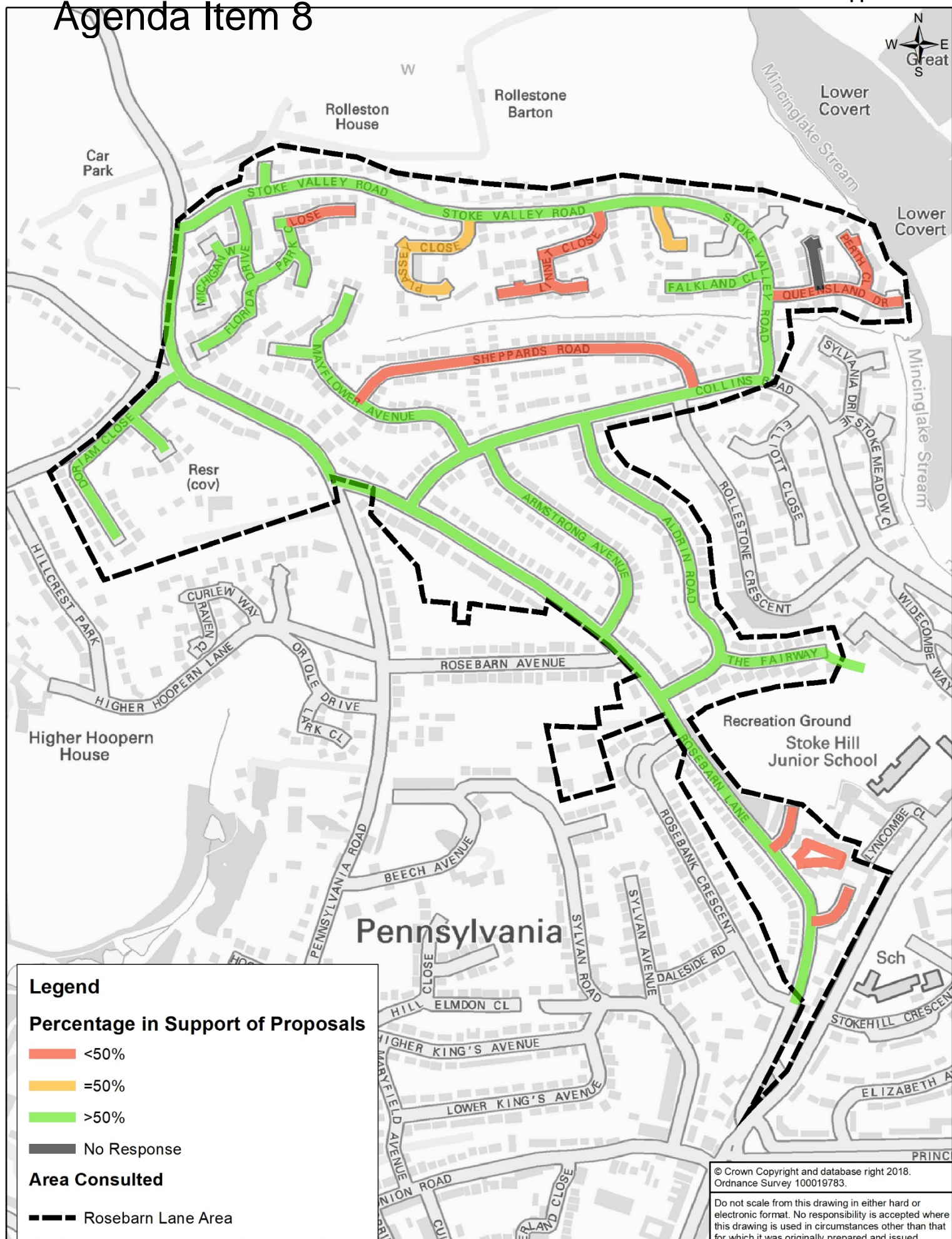
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sc/cr/Rosebarn Lane Area Residents Parking
02 200718

Question 6 – Do you support the introduction of residents parking in your area?

Breakdown of responses by Road

	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Count	% return
UNKNOWN OR OUT OF AREA	10	83.3%	2	16.7%	12	9	81.8%	2	18.2%	11	0	0.0%
ALDRIN ROAD	11	78.6%	3	21.4%	14	9	81.8%	2	18.2%	11	48	22.9%
ARMSTRONG AVENUE	8	66.7%	4	33.3%	12	7	63.6%	4	36.4%	11	36	30.6%
CALIFORNIA CLOSE	3	100.0%			3	2	100.0%			2	3	66.7%
CANBERRA CLOSE					0					0	20	0.0%
COLLINS ROAD	27	87.5%	4	12.5%	31	16	84.2%	3	15.8%	19	103	18.4%
DORIAM CLOSE	6	75.0%	2	25.0%	8	6	75.0%	2	25.0%	8	23	34.8%
FALKLAND CLOSE	5	45.5%	6	54.5%	11	4	57.1%	3	42.9%	7	33	21.2%
FLORIDA DRIVE	13	92.9%	1	7.1%	14	6	85.7%	1	14.3%	7	43	16.3%
LEBANON CLOSE			1	100.0%	1			1	100.0%	1	25	4.0%
LINNET CLOSE	2	28.6%	5	71.4%	7	2	40.0%	3	60.0%	5	58	8.6%
MAYFLOWER AVENUE	9	69.2%	4	30.8%	13	7	63.6%	4	36.4%	11	51	21.6%
MICHIGAN WAY	7	77.8%	2	22.2%	9	5	83.3%	1	16.7%	6	17	35.3%
MONTEREY GARDENS			1	100.0%	1			1	100.0%	1	35	2.9%
NEWFOUNDLAND CLOSE	1	50.0%	1	50.0%	2	1	50.0%	1	50.0%	2	14	14.3%
PATRICIA CLOSE	3	100.0%			3	2	100.0%			2	6	33.3%
PENNSYLVANIA ROAD	10	55.6%	8	44.4%	18	7	70.0%	3	30.0%	10	26	38.5%
PERTH CLOSE			8	100.0%	8			5	100.0%	5	26	19.2%
PLASSEY CLOSE	6	60.0%	4	40.0%	10	4	50.0%	4	50.0%	8	45	17.8%
QUEENSLAND DRIVE	2	20.0%	8	80.0%	10	2	28.6%	5	71.4%	7	27	25.9%
ROSEBARN LANE (NORTH)	59	96.7%	2	3.3%	61	28	93.3%	2	6.7%	30	50	60.0%
ROSEBARN LANE (SOUTH)	19	66.7%	10	33.3%	29	15	65.2%	8	34.8%	23	40	57.5%
SHEPPARD ROAD	11	33.3%	22	66.7%	33	10	38.5%	16	61.5%	26	54	48.1%
STOKE VALLEY ROAD	21	58.3%	15	41.7%	36	17	58.6%	12	41.4%	29	92	31.5%
THE FAIRWAY	12	75.0%	4	25.0%	16	9	75.0%	3	25.0%	12	19	63.2%
VALLEY PARK CLOSE			1	100.0%	1			1	100.0%	1	11	9.1%
YEW TREE CLOSE			2	100.0%	2			2	100.0%	2	8	25.0%
Total	245	67.1%	120	32.9%	365	168	65.4%	89	34.6%	257	913	26.9%

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Question 1 – Are you a resident or representing a business?

Resident	368
Business	4
Other	3
Total	375

Question 2 – Do you think you have a parking problem in your area?

Yes	254
No	116
Total	370

Question 3 – If yes do you think the parking problem is caused by commuters?

Yes	192
No	44
Don't Know	34
Total	270

Question 4 – Do you currently park on-street within the Rosebarn Lane area?

Yes	115
No	248
Sometimes	5
Total	368

Question 5 – If yes, will you continue to park on-street if the parking restrictions are implemented as proposed?

Yes	87
No	33
Don't Know	34
Total	154

Question 7 – Do you support the introduction of pay and display and limited waiting parking with the exception for residents permit holders?

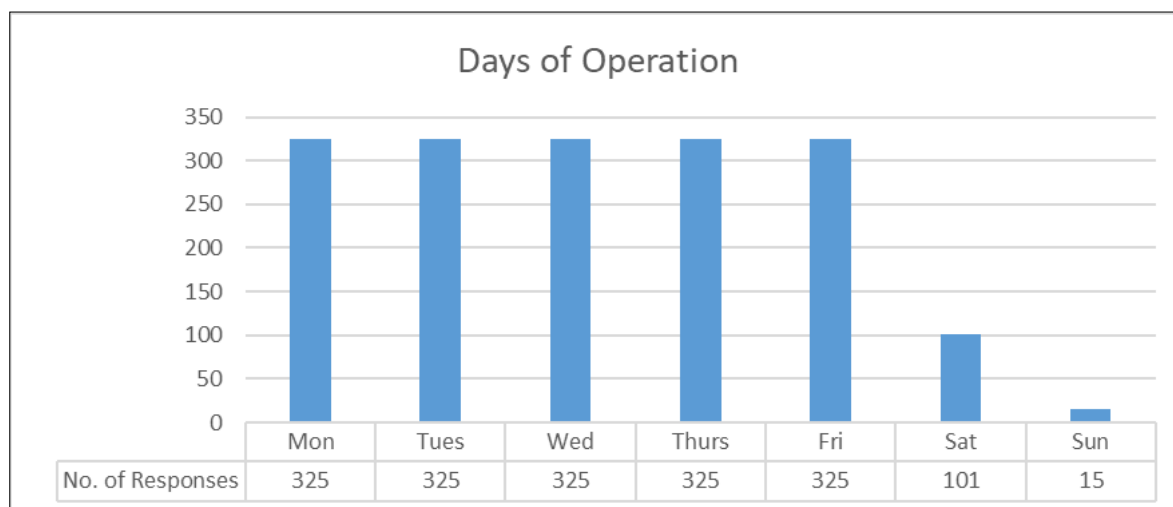
Yes	128
Supports Limited Waiting Only	13
No	235
Total	376

Agenda Item 8

Question 8 – If restrictions were introduced in this area what days of operation would you support?

All week	15
Evenings	1
Monday to Friday	224

Monday to Saturday	86
University term time*	4



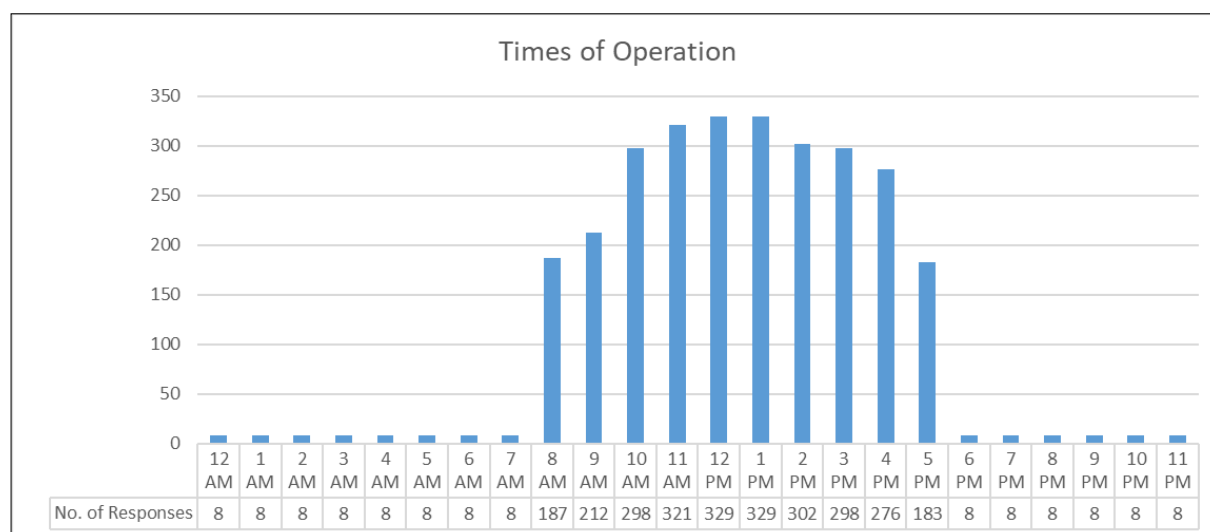
*It would not be possible to introduce a scheme that would apply term times only due to the changing dates every year.

Question 9 – If restrictions were introduced in this area what times of operation would you support?

8am to 6pm	174
8:30 am to 9am & 2pm to 3:30pm	4
9am to 4pm	19
9am to 5pm	4
10am to 11am	1
10am to 11am & 2.30pm to 3pm	1
10am to 11am & 2pm to 3pm	1

10am to 12.30pm	1
10am to 12pm	1
10am to 3pm	2
10am to 4pm	12
10am to 5pm	86
11am to 12pm	2
11am to 1pm	1
11am to 2pm	22
11am to 3pm	3

12pm to 1pm	2
12pm to 2pm	6
2pm to 3pm	1
24 hours	6
2 hour waiting restriction instead of current options or shortest time possible	10
4-8 hours	4



Comments Submitted

Location	Comment	No. of Responses	DCC Response
General Armstrong Avenue Collins Road Florida Drive Pennsylvania Road Rosebarn Lane (N) Rosebarn Lane (S) Sheppard Road Stoke Valley Road	2-hour waiting restriction would enable visitors to park without the need for a permit.	5 5 6 5 3 7 2 4 4	A 2-hour restriction would require bays to be marked in all roads which is likely to result in a reduction of on-street parking spaces and be very difficult to enforce.
General Armstrong Avenue Pennsylvania Road Plassey Close Sheppard Road	University should pay for residents permits or the scheme in its entirety.	1 2 1 1 2	It would not be appropriate for the university to pay for permits as they are contributing to the introduction of the scheme.
Falkland Close Florida Drive Rosebarn Lane (S) Sheppard Road Stoke Valley Road	ECC should stop approving planning applications until parking problems are resolved to satisfy residents needs.	1 1 1 1 1	Parking matters are considered as part of the planning process which is why the University is contributing towards the introduction of a scheme.
General Aldrin Road Falkland Close Florida Drive Michigan Way Plassey Close Rosebarn Lane (N) Rosebarn Lane (S) Sheppard Road Stoke Valley Road	The university is causing the problem by expanding with current expansions only making the situation worse in future.	2 1 1 2 4 1 1 4 1 2	View noted. The planning process provides the opportunity for comments to be made and considered before a decision is made by Exeter City Council (the planning authority).
Collins Road Florida Drive Rosebarn Lane (N)	The suggested restrictions would allow unsafe parking near junctions.	4 2 1	The proposed restrictions have been through a safety audit and it is considered that the proposed parking bays are acceptable. Removal of parking near junctions is likely to increase the speed of traffic making manoeuvres at these junctions, which increases the risk of a collision.

Agenda Item 8

Location	Comment	No. of Responses	DCC Response
Rosebarn Lane (N)	The proposed parking will create chicanes along the road which will be unsafe as traffic will speed along the road to get past the chicanes.	2	It is proposed to reduce the amount of parking available on Rosebarn Lane but it is proposed to create parking chicanes to ensure traffic speeds are kept down. If some drivers choose to drive inappropriately and in an unsafe manner then this is for the police.
Rosebarn Lane (N)	The situation has got worse since the changes around John Lewis and will get worse with the university changes.	1	View noted. The proposed restrictions aim to lessen the impact of these changes/developments.
General Collins Road Linnet Close Perth Close Rosebarn Lane (S) Sheppard Road	If restrictions were put in place it would move the parking problems further down the street as people look for spaces.	1 2 1 1 5 2	Noted. This is why we have considered restrictions for the wider area. In the case of Rosebarn Lane South it is considered that as this length is mainly dropped kerbs that parking would not displace to this length.
General Collins Road Florida Drive Linnet Close Mayflower Avenue Michigan Way Pennsylvania Road Rosebarn Lane (N) Rosebarn Lane (S) Sheppard Road Yew Tree Close	Proposed parking at the top of the lane/road needs to be reduced/removed to increase safety at the junction.	1 8 1 1 1 1 5 4 1 2 1	The proposed restrictions have been through a safety audit and it is considered that the proposed parking bays are acceptable. Removal of parking near junctions is likely to increase the speed of traffic making manoeuvres at these junctions, which increases the risk of a collision.
Armstrong Avenue Newfoundland Close Stoke Valley Road	There is an increase in work vans in the area and concern they could take up parking spaces.	1 1 1	Noted. These vans belong to residents of the area. The aim of the scheme is to manage parking that is not associated with local addresses and therefore these vehicles would continue to be allowed to park on-street.
Rosebarn Lane (S) Stoke Valley Road	Parking restrictions should apply to the entire zone including over the weekend.	1 1	Noted.

Agenda Item 8

Location	Comment	No. of Responses	DCC Response
General	University should provide parking for student lodgings and on campus on all current and future sites.	4	This is something that has been considered by Exeter City Council as the planning authority before consent was given. Student developments are generally introduced without parking to reduce congestion in the city. However, to re-inforce this message, the university has agreed to contribute to the introduction of restrictions in the vicinity.
Armstrong Avenue		1	
Falkland Close		2	
Florida Drive		3	
Mayflower Avenue		3	
Michigan Way		3	
Pennsylvania Road		2	
Plassey Close		3	
Rosebarn Lane (N)		1	
Rosebarn Lane (S)		3	
Sheppard Road		1	
Stoke Valley Road		6	
The Fairway		1	
Yew Tree Close		1	
General	Concerned that displacement parking will occur on roads without parking restrictions.	10	This is why we have considered restrictions for the wider area.
Aldrin Road		1	
Armstrong Avenue		1	
Collins Road		2	
Linnet Close		1	
Mayflower Avenue		3	
Michigan Way		2	
Pennsylvania Road		1	
Queensland Drive		1	
Rosebarn Lane (N)		3	
Rosebarn Lane (S)		5	
Sheppard Road		4	
Stoke Valley Road		4	
The Fairway		1	
Aldrin Road	Seen commuters park and catch the bus into town.	1	Noted. This is something that happens all over Exeter.
Rosebarn Lane (N)		1	
Rosebarn Lane (S)		1	
Armstrong Avenue	Happy to pay the fee for the parking permit.	1	Noted.
Collins Road		1	
Rosebarn Lane (N)		1	
General	Concerned that people from other streets within the zone/ commuters can park on their street.	5	Noted. However it is not envisaged that the introduction of a residents parking scheme will affect current parking habits.
Collins Road		2	
Linnet Close		1	
Michigan Way		1	
Pennsylvania Road		1	
Rosebarn Lane (N)		4	
Rosebarn Lane (S)		1	
Stoke Valley Road		1	
General	Does not want other people parking outside their property.	1	There can be no restriction on what vehicles park on the public highway outside a specific property
Falkland Close		1	
Pennsylvania Road		2	
Rosebarn Lane (N)		2	
Rosebarn Lane (S)		2	
General	Proposed zone is too large or small and should include the whole area or just Rosebarn Lane.	1	The area proposed is considered appropriate following previous consultations to control the parking on Rosebarn Lane and potential displacement.

Agenda Item 8

Location	Comment	No. of Responses	DCC Response
General	Proposed zone should be extended to include the whole area.	1	The area proposed is considered appropriate following previous consultations to control the parking on Rosebarn Lane and potential displacement.
Collins Road Michigan Way Perth Close Sheppard Road Stoke Valley Road	Visitors to resident currently park on street.	1 1 1 4 1	Noted. Options for visitors have been considered as part of the scheme <ul style="list-style-type: none"> Limited waiting/pay & display Visitor Permits Times of operation
Michigan Way Rosebarn Lane (S) Stoke Valley Road	Pay and display should be limited to 2 hours to prevent all day parking by non-residents.	1 2 1	The pay & display is proposed to provide on-street parking to manage traffic speeds along the roads involved. It is considered that there is insufficient demand for 2-hour parking which is why an all-day option is proposed.
General Collins Road Falkland Close Mayflower Avenue Plassey Close Queensland Drive Rosebarn Lane (S) Sheppard Road	Does not want to pay or is concerned about current pricing for residents permit for any parking scheme.	1 1 1 2 1 1 1 3	The cost of permits covers the actual cost of implementing, enforcing and maintaining the residents parking schemes.
General	Concerned about permit prices rising in the future.	1	The cost of permits covers the actual cost of implementing, enforcing and maintaining the residents parking schemes and are reviewed by DCC's Cabinet every year.
General Falkland Close Florida Drive Rosebarn Lane (S)	Concerned that the restrictions will not be properly enforced.	2 1 1 1	The scheme would be enforced at an appropriate level within the resources available.
Patricia Close	Request for double yellow lines along the restricted width as parking causes access issues.	1	Parking is restricted to residents only who should understand where it is and is not appropriate to park.
Rosebarn Lane (S)	Request for double yellow lines on west side to prevent parking.	2	It is considered that as this length is mainly dropped kerbs that parking would not displace to this length.
Newfoundland Close	Request for double yellow lines at the junction with Stoke Valley Road.	1	Parking is restricted to residents only who should understand where it is and is not appropriate to park.

Agenda Item 8

Location	Comment	No. of Responses	DCC Response
Rosebarn Lane (N) Rosebarn Lane (S)	Requests double yellow lines on both sides of Rosebarn Lane.	1 1	This would lead to increased speeds along the road and is not something we would consider.
Rosebarn Lane (N)	Does not want pay & display outside their house and requests residents only or double yellow lines.	3	It would not be appropriate to remove all parking on Rosebarn Lane as this would increase the speed of traffic. It is considered that residents parking would not be used on Rosebarn Lane and therefore the speed of traffic would increase. It is therefore considered appropriate to provide parking for others to use at suitable places along the road.
Rosebarn Lane (S)	Requests additional double yellow lines outside property.	1	It is considered that as this length is mainly dropped kerbs that parking would not displace to this length.
Stoke Valley Road	Requests additional double yellow lines at the junction with Pennsylvania Road.	10	The proposals for this junction will be reviewed.
Plassey Close Stoke Valley Road	Commuters will not be displaced into smaller roads and cul-de-sacs if restrictions are imposed elsewhere.	1 1	View noted. However, experience suggests that drivers will park in cul-de-sacs with no restrictions which is why they have been considered as part of these proposals.
Linnet Close Mayflower Avenue Pennsylvania Road Perth Close Queensland Drive Sheppard Road Stoke Valley Road	Does not want restrictions on their road as there should not be an impact from restrictions elsewhere.	1 1 1 2 2 5 1	View noted. The proposals include parking options to reduce the displacement however there is still potential it will occur and therefore it is appropriate to consider adjacent roads.
Michigan Way Rosebarn Lane (N) Rosebarn Lane (S) Sheppard Road	Parking has increased on the street but there is still room to park and drive through.	1 1 1 1	Noted. This is not the view of a number of residents on Rosebarn Lane which has led to these proposals.

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Location	Comment	No. of Responses	DCC Response
General Armstrong Avenue Collins Road Doriam Close Florida Drive Michigan Way Pennsylvania Road Rosebarn Lane (N) Rosebarn Lane (S) Stoke Valley Road	There is a problem with parking here causing problems for residents.	2 1 2 1 1 1 1 7 3 1	Noted.
General Collins Road Mayflower Avenue Pennsylvania Road Rosebarn Lane (N) Rosebarn Lane (S) Sheppard Road Stoke Valley Road	Current parking is causing traffic problems due to volume of traffic/parked vehicles.	3 3 1 1 7 5 1 1	Noted. The proposals will not resolve parking problems with residents vehicles however the introduction of a scheme may encourage residents to review where and how they park and may encourage the use of off-street parking.
General Collins Road Mayflower Avenue Michigan Way Pennsylvania Road Rosebarn Lane (N) Rosebarn Lane (S) Sheppard Road Stoke Valley Road	Pay and Display will not solve any problems and could have an adverse effect.	2 11 2 2 9 29 3 2 3	The pay & display is proposed to provide on-street parking to manage traffic speeds along the roads involved. It is considered that to ensure vehicles are parked on the road, that an all-day option is required. The amount of parking on these roads has been reviewed and reduced.
General Collins Road Doriam Close Florida Drive Mayflower Avenue Michigan Way Pennsylvania Road Rosebarn Lane (N) Rosebarn Lane (S) Sheppard Road Stoke Valley Road Yew Tree Close	Commuters leave their cars on this road.	3 9 1 4 1 1 5 16 3 1 1 1	Noted. This is the parking that the proposals look to manage.
General Pennsylvania Road Plassey Close Rosebarn Lane (N) Sheppard Road Stoke Valley Road The Fairway	Not in favour due to costs on residents.	2 2 1 1 11 4 1	Noted. It is appropriate for the costs to be passed to those residents that would benefit from the scheme.

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Location	Comment	No. of Responses	DCC Response
Aldrin Road Canberra Close Collins Road Falkland Close Linnet Close Mayflower Avenue Pennsylvania Road Perth Close Plassey Close Queensland Drive Rosebarn Lane (N) Rosebarn Lane (S) Sheppard Road Stoke Valley Road The Fairway	Parking is not a problem on this street.	2 2 1 1 1 2 3 4 1 6 1 1 4 6 2	Noted. However, should restrictions be introduced in other streets there is a risk of displacement.
General Linnet Close Perth Close Rosebarn Lane (S) Sheppard Road The Fairway	Visitors will not be able to park if restrictions go ahead.	2 1 1 1 3 1	Noted. Options for visitors have been considered as part of the scheme <ul style="list-style-type: none"> Limited waiting/pay & display Visitor Permits Times of operation
Collins Road Pennsylvania Road Rosebarn Lane (S) Sheppard Road Stoke Valley Road	There is a problem with speeding vehicles here.	1 1 2 1 1	The speed of vehicles is something that has been considered as part of the design of the proposals.
Plassey Close Sheppard Road	There needs to be provision for parking outside schools in the area around drop off and pick up times.	1 1	There are no schools within the proposed area. However, parents picking up and dropping off school children may do so within a residents parking area and a more lenient approach is offered during these times with an extended allowance made for boarding and alighting which is an exemptible activity.
General Collins Road Michigan Way Rosebarn Lane (N) Sheppard Road	Request for 2 hour parking with no return.	1 1 1 1 2	A 2 hour restriction would require bays to be marked in all roads which is likely to result in a reduction of on-street parking spaces and be very difficult to enforce.
General Armstrong Avenue Falkland Close Pennsylvania Road Sheppard Road Stoke Valley Road	Parking permits should be cheaper.	3 1 1 3 1 3	The cost of permits covers the actual cost of implementing, enforcing and maintaining the residents parking schemes.

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Location	Comment	No. of Responses	DCC Response
Collins Road Pennsylvania Road Plassey Close Rosebarn Lane (N) Stoke Valley Road	Restrictions should be added to junctions where buses/HGVs turn in/out.	1 1 1 1 1	HGVs may require access to all roads in the area (e.g. refuse lorries) so this is not appropriate. However, restrictions are proposed along the bus route.
Aldrin Road Falkland Close Linnet Close Michigan Way	Parking problems are being caused by residents with more than 1 car.	1 1 2 1	A residents parking scheme will not resolve this issue. However, residents should understand where it is and is not appropriate to park.
General Armstrong Avenue Collins Road Mayflower Avenue Perth Close Rosebarn Lane (S) Sheppard Road Stoke Valley Road	Concern over number of visitor permits available per person.	2 2 1 1 1 1 6 1	Noted. This is outside the scope of this proposal. However the comment will be considered as part of DCCs Parking Strategy.
General	A new school entrance is causing problems with volume of cars during pick up and drop off times.	1	Parents picking up and dropping off school children may do so within a residents parking area and a more lenient approach is offered during these times with an extended allowance made for boarding and alighting which is an exemptible activity.
Mayflower Avenue	If other roads are included then so should Mayflower Avenue.	1	Noted.
General	Galmpton Rise should be included in the scheme as it suffers from commuter and school parking.	1	The area proposed is considered appropriate following previous consultations to control the parking on Rosebarn Lane and potential displacement. The proposals are not designed to resolve existing issues in nearby streets.
General	The whole of Pennsylvania should be included.	1	The area proposed is considered appropriate following previous consultations to control the parking on Rosebarn Lane and potential displacement.

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Location	Comment	No. of Responses	DCC Response
General	Widcombe Way should be included in the scheme as it suffers from commuter and school parking.	2	The area proposed is considered appropriate following previous consultations to control the parking on Rosebarn Lane and potential displacement. The proposals are not designed to resolve existing issues in nearby streets.
General Florida Drive Stoke Valley Road The Fairway	Glad to learn Uni are contributing to the funding of the scheme or want Uni to pay for the scheme.	1 1 1 1	Noted.
General Armstrong Avenue Collins Road Florida Drive Pennsylvania Road Rosebarn Lane (N) Rosebarn Lane (S) Sheppard Road Stoke Valley Road	Residents parking requested.	3 1 7 1 5 23 2 1 1	Support noted.
Armstrong Avenue Rosebarn Lane (N)	If the current restrictions go ahead there will be too many signs on the street.	1 1	This is correct. Signage will be kept to a minimum and placed at appropriate locations to minimise the impact on the area whilst ensuring the restrictions are signed correctly to allow enforcement.
General Collins Road Doriam Close Pennsylvania Road Rosebarn Lane (N) Stoke Valley Road	Pay and display charges are currently too low and need to be raised.	1 4 1 1 9 1	The pay & display is proposed to provide on-street parking to manage traffic speeds along the roads involved. It is considered that to ensure vehicles are parked on the road, that a reasonably priced all day option is required.
General Pennsylvania Road Rosebarn Lane (N)	Speed can be reduced without relying on parked cars on road. DCC should be able to produce a scheme.	1 1 1	The purpose of this scheme is to better manage the parking on Rosebarn Lane and surrounding roads. The impact on the speed of traffic is a safety concern that must also be addressed and there is no funding available to design and implement traffic calming measures.

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Location	Comment	No. of Responses	DCC Response
Armstrong Avenue	Concerned about lack of street lighting from early hours.	1	A consultation was carried out about part night lighting. If there are particular concerns then suggest resident discusses with the local county councillor.
Pennsylvania Road Rosebarn Lane (N) Rosebarn Lane (S)	The parking scheme should be limited to this road.	1 1 1	Noted. However, should restrictions be introduced in other streets there is a risk of displacement. This has previously been raised by neighbouring streets when restrictions for Rosebarn Lane have been proposed before.
General Florida Drive Michigan Way Rosebarn Lane (S) Sheppard Road	Parking schemes are not the answer, better public transport and an approach to tackling the number of cars is needed to improve air quality, health and wellbeing.	3 1 1 1 2	Steps are being taken to encourage alternative methods of travel, car free student accommodation etc. Parking restrictions are just one tool used.
General Michigan Way Patricia Close Rosebarn Lane (N) Sheppard Road	University should penalise students who bring cars into Exeter to enforce a no student cars policy.	1 1 1 1 1	The university has no control over parking on the public highway.
Collins Road Rosebarn Lane (N)	Concerned that parking bays will be in front of driveways.	1 1	Parking bays will not be marked across driveways.
Aldrin Road Collins Road Falkland Close Pennsylvania Road Rosebarn Lane (N) Rosebarn Lane (S)	Concern that driveway access or/and visibility will be blocked on the road.	1 1 1 2 9 2	Within a zonal residents are parking is not allowed across a dropped kerb unless it is authorised by the resident and the vehicle displays a permit during the operational times. Where bays are marked, access and visibility from driveways will be considered.
Plassey Close	There needs to be 24hr commercial restrictions regulated by permit that remove commercial activity.	1	The proposed restrictions will manage parking which may prevent some commercial activities in the road. However, more details would be required to understand whether such activities can be prohibited by traffic regulations or some other legislation.

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Location	Comment	No. of Responses	DCC Response
Plassey Close	Add double yellow lines to all junctions.	1	It is not appropriate to introduce yellow lines at all junctions as the highway code states that parking should not take place within 10m of a junction. Restrictions would only be considered at the busier junctions where parking would cause a significant hazard.
Queensland Drive	Money from the university should be used on a low-cost solution not parking restrictions.	1	It is unclear what is requested. The university has agreed to contribute towards new parking restrictions to support the car free policy of the new development.
Queensland Drive	Concerned people will start to park on private land to avoid using permits.	1	Noted. Devon County Council has no jurisdiction over private land.
Stoke Valley Road	Can the scheme be phased in to operation part by part.	1	Due to the legal timescales and resources available this would not be possible.
Rosebarn Lane (S)	Concerned that permit restrictions will not limit number of cars on road from student housing.	1	When the scheme is first introduced existing residents will be able to buy as many permits as there are eligible vehicles for their address and may continue to renew these additional permits (before they expire) for so long as they remain living there. When residents move out, the property will revert to a maximum of two permits.
Collins Road Mayflower Avenue Pennsylvania Road	Concerned there won't be enough space for residents if scheme goes ahead.	1 2 4	It is considered that there will be sufficient spaces for residents to park in the area of their home.

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Location	Comment	No. of Responses	DCC Response
General Plassey Close Rosebarn Lane (N)	Concerned that large vehicles are having difficulty accessing road due to current parking situation.	2 1 1	<p>The proposals aim to remove parking on Rosebarn Lane that would affect larger vehicles.</p> <p>The parking on Plassey Close is residents who should be aware where it is and is not appropriate to park.</p> <p>The parking on Widecombe Way is outside the scope of this scheme as it relates to parking for the nearby school and not the Rosebarn Lane area.</p>
Florida Drive Mayflower Avenue Pennsylvania Road Plassey Close Sheppard Road	Restrictions need to be adjusted to Uni/school term time.	2 1 1 1 1	The restrictions cannot apply during term times only due to the different dates of each term and it is not possible to sign such a restriction to provide a clear message to anyone wishing to park on the road.
Pennsylvania Road Rosebarn Lane (N) Rosebarn Lane (S)	Police speed cameras or other restrictions are needed to reduce speed.	1 3 1	Noted. The speed of traffic has been considered on these roads.
Stoke Valley Road	It should be possible to purchase smaller number of permits.	1	Noted. This is outside the scope of this proposal. However, the comment will be considered as part of DCCs Parking Strategy.
Rosebarn Lane (N) Rosebarn Lane (S)	Parking should be restricted to one side of the street.	3 1	This would encourage an increase in speed as drivers in one direction would not be required to give way to oncoming traffic.
Falkland Close Pennsylvania Road Rosebarn Lane (N) Rosebarn Lane (S) Sheppard Road	All properties have driveways with space for a car/two cars.	1 1 1 1 1	Noted.
Sheppard Road Stoke Valley Road	Pay and display should be changed to limited parking bays.	1 1	<p>The pay & display is proposed to provide on-street parking to manage traffic speeds along the roads involved.</p> <p>It is considered that there is insufficient demand for 2 hour limited parking which is why an all day pay & display option is proposed.</p>

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Location	Comment	No. of Responses	DCC Response
Collins Road Sheppard Road	Residents parking should replace proposed parking at the top of the road.	1 1	The properties on Collins Road have off-street parking and it is not considered that there is sufficient demand for the bays to be reserved for residents only. Permit holders may still park in these bays if they wish.
Stoke Valley Road	Split the residents zone into smaller ones to stop commercial vehicles parking in neighbouring streets.	1	When a scheme is introduced it is appropriate to consider a large enough area to allow for parking demand required by local residents, including works vehicles. However it is not envisaged that the introduction of a residents parking scheme will affect current parking habits.
Rosebarn Lane (N)	Parking on road allows for better disabled access to cars and gives room to load and unload as cannot do this on the drive.	1	Noted. Parking will still be possible outside of the property as permit holders and blue badge holders are exempt from the pay & display
Mayflower Avenue Sheppard Road	Against proposed double yellow lines as this will displace parking.	1 1	No Waiting At Any Time is proposed where parking causes/would cause a problem for moving traffic.
Pennsylvania Road	Against double yellow lines.	5	No Waiting At Any Time is proposed where parking causes/would cause a problem for moving traffic.
Pennsylvania Road	There is no problem with speed on this road.	3	View noted. However due to collisions on the road concerns are being investigated.
Florida Drive Pennsylvania Road Perth Close Sheppard Road Stoke Valley Road	Current parking scheme restrictions would penalise respondent	1 2 1 2 1	Noted. It is not possible to provide a scheme that will meet everyone's requirements. However, we try to accommodate and facilitate as much as possible to lessen the impact of a scheme on residents.
Collins Road Stoke Valley Road	Too much limited waiting on this road	4 3	View noted. Due to the geography of the area it the location and quantity of the bays has been considered appropriate. They may also be used by permit holders.

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Location	Comment	No. of Responses	DCC Response
Collins Road Pennsylvania Road	The proposed restrictions will restrict large vehicle movement.	1 1	The proposals have considered movement of large vehicles and whilst they may be required to slow down, they can still use the roads.
Pennsylvania Road	Seems inconsistent to have limited waiting on Pennsylvania Road but pay & display around the corner.	1	Noted. This will be reviewed so the restrictions are consistent.
Pennsylvania Road Rosebarn Lane (N)	DCC should support the Universities sustainable travel plan for students to reduce number of student vehicles.	1 1	The County Council will support the university travel plan as council resources allow.
California Close Linnet Close Newfoundland Close	Plans to move/remove the bus stop are unnecessary.	2 1 1	The only proposed change to the bus stops is to move the stop adjacent to California Close to provide a smoother kerbline for the bus to pull up to.
Stoke Valley Road	Move the bus stop outside 90 & 92 back to its original position to improve access for the adjacent properties.	1	The bus stop was extended to ensure that the bus can pull up flush to the raised kerb to allow disabled access.
Pennsylvania Road Rosebarn Lane (N) Stoke Valley Road	A 20mph zone would reduce speed more effectively.	1 1 1	The purpose of this scheme is to better manage the parking on Rosebarn Lane and surrounding roads. A 20mph zone is outside the scope of this scheme and would require significantly more resource and funding than is currently available.
General Aldrin Road Collins Road Mayflower Avenue Rosebarn Lane (S) Sheppard Road	Short e.g 1 hour parking restrictions would stop commuters leaving cars on road for long periods of time.	1 1 1 1 1 1	Such restrictions would also affect those residents that wish to park their cars on-street. We are proposing to retain some options for all day parking to manage traffic speeds on some roads.

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Location	Comment	No. of Responses	DCC Response
General	Visitor permits need to be purchasable in larger numbers and a tier system of payment per booklet would be better price wise.	1	Noted. This is outside the scope of this proposal. However the comment will be considered as part of DCCs Parking Strategy.
General	4 hour limited waiting would stop commuters parking on road.	1	A 4 hour restriction would require bays to be marked in all roads which is likely to result in a reduction of on-street parking spaces and be very difficult to enforce.
General Pennsylvania Road Rosebarn Lane (N) Stoke Valley Road	Prices for pay and display need to be in line with parking in the centre of town.	2 1 3 1	Prices are in line with parking areas outside of the city centre.
Stoke Valley Road	In favour of 3 hour limited waiting, as it works in Totnes.	1	The pay & display is proposed to provide on-street parking to manage traffic speeds along the roads involved. It is considered that there is insufficient demand for 3 hour limited parking which is why an all-day pay & display option is proposed.
Linnet Close	Concerned that signing will be confusing.	1	Signing will be in line with regulations specified by the Department for Transport and will be consistent with those used around Exeter and Devon.
Florida Drive	An increase in Exeter City parking fees will cause an increase in commuter parking.	1	Noted. The increase is outside of the county councils control but these proposals would manage that parking and restrict it to certain areas.
Florida Drive	Are commercial vehicles allowed to park in the pay and display?	1	Yes.
Florida Drive	An increase in HMOs will create more parking problems.	1	This is something that Exeter City Council will consider as part of the planning consent for each application.
Rosebarn Lane (S)	Signing along this road is obstructed by vegetation.	1	Noted. This has been passed to the relevant officer for investigation.

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Location	Comment	No. of Responses	DCC Response
Rosebarn Lane (S) Yew Tree Close	If parking increase here it will become more hazardous for school children.	4 1	It is considered that as this length is mainly dropped kerbs that parking would not displace to this length. However, the rear gate is already protected by No Waiting At Any Time.
Pennsylvania Road Stoke Valley Road	Parked cars narrow the road and this has caused an accident in the past.	1 2	The reason for this collision was medical and not because of the parked cars.
Collins Road	Buses stop along this road due to narrowed width.	1	Whilst efforts are made to give buses priority it is accepted that they cannot always have a free run as this would affect the flow of other traffic and increase the risk of collisions.
General Florida Drive Sheppard Road	Residents should not have to pay to park outside their own homes.	1 1 1	Noted. It is appropriate for the costs to be passed to those residents that would benefit from the scheme.
Queensland Drive	Restrictions are only needed in the roads nearer the university are needed.	1	The area proposed is considered appropriate following previous consultations to control the parking on Rosebarn Lane and potential displacement.
General	This scheme unfairly penalises people who work or study at the University while showcasing local opinion towards the university.	1	The majority of parking in the area is linked to the university and these proposals aim to manage it. However, parking options have been considered to allow parking for some drivers to park and walk to the university.
Rosebarn Lane (N) The Fairway	The parking problem here only exists around University term time.	1 1	Noted.
Perth Close Sheppard Road	Designated private spaces already exist here, will these be enforced in the plan.	1 1	Devon County Council has no jurisdiction over private land.
Michigan Way	Permit holders should not be allowed to occupy limited waiting areas.	1	The amount of limited waiting should ensure that some is available for visitors as many residents in the vicinity have off-street parking.
General	A Park and ride site to the north of the city would help reduce commuter traffic.	2	Noted. This is a desire for DCC if a suitable location can be found.

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Location	Comment	No. of Responses	DCC Response
Pennsylvania Road	People are parking on the pavement here.	3	The proposed scheme would look to prevent this.
California Close	Extend no waiting at the junction	1	It is considered that the proposed restrictions are sufficient for the junction
General Linnet Close	Provide more off street car parking for commuters.	1 1	This is outside the jurisdiction of the highway authority.
General Linnet Close	Improve public transport to reduce strain of commuters parking in residential areas.	2 1	Steps are being taken to encourage commuters to use alternative methods of travel including public transport.
General Rosebarn Lane (S)	Council needs to consult people who commute into the city and businesses.	1 1	The consultation was open to the public to comment on the proposals, including commuters that may currently be parking in the area.
Pennsylvania Road	Extend pay and display along road to junction to help decrease speed of traffic.	1	The location of the parking areas has had to consider the driveways and traffic islands along the route and the proposals show the safest location for the bays.
General	How does the University plan to handle increased vehicle usage, given the current parking situation and new developments?	1	Vehicle usage is considered as part of the planning approval for any new development at the university campus. Details of this is available from Exeter City Council (the planning authority).

Clear Channel Bus Shelters Report of the Member Investigation

A further meeting was held between Devon County Council (DCC) and Exeter City Council (ECC) and Clear Channel representatives on 10 January 2018.

The meeting discussed the following:

1. Clear Channel's progress on current shelter replacement programme and any difficulties preventing replacement.

Clear Channel explained that technical problems were mostly responsible for delaying the replacement of 73 shelters. These included the width of the pavement preventing replacement with standard shelters and delay in obtaining DCC Highways. consent. It was suggested that delays could be overcome if Clear Channel were able to become approved agents for works to the highways.

Subsequent investigation concluded that DCC has a statutory duty to coordinate street works on its network. While accepting Clear Channel is not a 'Statutory Undertaker', these organisations equally have a duty to cooperate in that endeavour.

There are concerns that DCC may not be able to adequately fulfil that statutory duty if Clear Channel were given the desired access to Electronic Transfer of Notifications (EToN). As the Highway Authority, DCC ensures a level of parity between promoters and independence when it performs the coordination task. There is apprehension that the delivery imperatives from one organisation may lead to unfavourable decisions over coordination which could lead to complaints or potential complications.

Although some administrative benefits are certainly acknowledged if it were progressed, it is felt these will be outweighed by the potential challenges which could be encountered as alluded to above. Since the programme has been established, there have been substantial changes made with the works necessitating interventions by DCC and consequential changes to programming. This created some uncertainty and reduced confidence levels, demanding increased scrutiny of the works programme by DCC.

It is challenging to accept a rationale which may give one works promoter a more favourable position than another. In addition, under DCC's existing contract, it has exhausted all the permitted licensed users and is unable to extend it further.

For the reasons stated, it has been decided not to move forward with Clear Channel's use of EToN under DCC's licence.

2. DCC / ECC - other matters of concern identified

- Delay in replacing shelters damaged in vehicle collisions.

It was reported that these are usually dealt with urgently (in less than a day) to ensure safety but it was acknowledged that a couple had slipped through the net. However, if the shelter needed replacing this could take longer to effect. It was

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suggested that a sticker could be put on damaged shelters to advise travellers that the damage had been reported. A procurement lead-in time of 8-15 weeks is required and a 26-week maximum replacement period

- City Centre arrangements in relation to the Bus Station closure was also discussed. It was reported that the programme of using shelters that were to be replaced from elsewhere for temporary shelter in Sidwell Street and Paris Street area had now come to an end. Many people complained that there had been a lengthy gap between the removal and the new shelter being fitted.

3. Reporting and Monitoring for the future

The meeting was also advised that 5% of net profit was due to be paid to DCC under the contract. It was reported that DCC had not regularly invoiced Clear channel and from 2015-2017 around £28,000 was due to be invoiced by DCC. Officers noted the need to make sure that in invoicing is to be brought up to date urgently. There was no information available of whether this budget could be ringfenced for further bus shelter replacements or provision after DCC net costs of agreeing highways permissions had been agreed.

It was agreed there was a need for regular reporting and monitoring including formal reporting of a budget. It was agreed that systems for agreeing and replacing bus shelters sending profit information to DCC needed to improve and this could be agreed in a formal memorandum of understanding and systems management action plan. Regular six-monthly reporting and meetings between DCC and Clear Channel is recommended.

4. Other issues discussed

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- The possibility of additional free shelters over and above replacement programme: This was seen to be dependent on whether ECC would permit digital advertising in the City Centre and whether money could be ringfenced as discussed above for this purpose. It was noted that the request to lift restriction on advertising in City Centre: is a matter for Exeter City Council Planners. It was also noted that any advertising must be family friendly and not sexist in nature. It was recommended that we liaise with ECC Planners to discuss.
- Progress on digital advertising displays was discussed It was noted that Freestanding digital displays were Clear Channel's preferred option but these needed ECC planning consent.
- We received an electronic copy of the Exeter bus shelters that have been replaced and the ones to be replaced. These are attached as appendices. Highlighted in yellow are the three shelters that will be installed later in January 2018 and the ones highlighted in red have been raised as a concern with narrow footpath widths. These narrow sites will need to be visited in the hope of finding a solution such as a special narrow roof or a relocation.
- The contract provides that two new shelters will be provided annually after 2017. A list of sites for potential new bus shelters to choose from still need to be assessed from a Highway Safety perspective once approved by members. A formal mechanism needs to be agreed to approve new sites. The best vehicle for this could be Exeter HATOC or Exeter Board. HATOC is the preferred option as most of the issues are Highways and Bus related which makes it firmly within the remit of HATOC. Three Exeter City Councillors are also members of HATOC and able to provide any ECC perspective

Any list is not fixed as it is based on requests and main route assessments. Some locations have already been assessed as unsuitable for a shelter. For 2017 the request was to install shelters at the new development at the Harrington's, McCarthy and Stone in Pinhoe and Mount Pleasant Surgery. To date, we have not had progress on these.

5. Conclusion

Members decided that moving forward we needed to provide a coherent management plan between DCC, ECC, Clear Channel and relevant Councillors.

6. Recommendations

- (a) Clear Channel is not able to use EToN under DCC's licence.
- (b) Clear Channel speed-up the replacement of the two Shelters damaged by road traffic accidents that had not yet been replaced.
- (c) Clear Channel put a sticker on damaged shelters to advise travellers that the damage had been reported.
- (d) Clear Channel report annually on profit sharing at a date and timing to be agreed.
- (e) A formal memorandum of understanding and management plan is agreed between DCC, ECC and Clear Channel to agree systems process reporting monitoring arrangements.
- (f) HATOC reviews the Bus shelter replacement programme annually and Clear Channel be invited to attend to give their report to that committee.
- (g) DCC prepare a formal budget statement and any budget surplus is available for investment in bus shelters.
- (h) The agreed management plan and memorandum of understanding is reported to HATOC.
- (i) Sites for additional shelters for 2017-2018 and 2018-2019 include the Harrington's, McCarthy and Stone in Pinhoe and Mount Pleasant Surgery and HATOC to agree the additional shelter before the end of 2018. Going forward the two annual additional shelters are agreed with Members through HATOC.

Members: Councillors Yvonne Atkinson and Marina Asvachin
Officers: John Richardson-Dawes, Tony Matthews and Damien Jones

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New Exeter Shelters as at 21.12.17					
District No.	Site No.	Address	Postcode	Shelter Type	Ad
2102	0017	Fore St J/O Mary Arches St J/O Mary Arches St, o/	EX43AX	Ogee MK1A	
2102	0183	Fore Street O/S 177 (Bhs) Exeter	EX1 1BZ	Ogee MK1A	Y
2102	0185	Fore Street o/s 79 Exeter	EX11BZ	Ogee MK1A	Y
2102	0015	Fore St o/s 83, J/O South St Exeter	EX11BZ	Ogee MK1A	Y
2102	0018	Fore St o/s 85 J/O Market o/s 85, J/O Market Stree	EX11BZ	Ogee MK1A	Y
2102	0187	South Street o/s 4 Exeter	EX11HF	Ogee MK1A	Y
2102	0070	Pinhoe Rd o/s 356 J/O Summer Lane Exeter	EX48EB	Universal MK1A	Y
2102	0047	Main Rd J/O Parkers Cross Lane Pinhoe, Exeter	EX13SX	Universal MK1	Y
2102	0027	Pinhoe Rd Opp Summer Lane Exeter	EX48AE	Universal MK1	Y
2102	0110	Pinhoe Rd Opp Widgery Rd Exeter	EX48AS	Universal MK1	Y
2102	0055	Heavitree Rd O/S 89-91 (Dorothy Thornton Hs) Exete	EX1 2ND	Universal MK1	Y
2102	0176	South Street o/s 14/15 Exeter	EX11DZ	FSU?	Y
2102	0036	Queen St Opp Central Rail Station Exeter	EX43SR	LMK Bay MK1	
2102	0037	Queen St O/S Central Rail Station	EX43SB	Lmk Bay Cant	Y
2102	0106	Queen Street Nr. High Street Exeter	EX43RH	Lmk Bay Ad Cant	N
2102	0081	High St Opp Bedford Street Exeter	EX43LN	Lmk Bay Cant	Y
2102	0082	High St Opp Bedford Street Exeter	EX43NE	Lmk Bay Cant	N
2102	0083	High St Opp Bedford Street Exeter	EX43NL	Lmk Bay Cant	Y
2102	0223	Osprey Road o/s Homebase Exeter	EX27WP	Universal MK1	Y
2102	0224	Kestrel Way o/s Enviroment Agency Exeter	EX27LF	Universal MK1	Y
2102	0225	Kestrel Way o/s Howmet Exeter	EX27PA	Universal MK1	Y
2102	0226	Kestrel Way o/s Jewsons Exeter	EX27NW	Universal MK1	Y
2102	0068	Sidmouth Rd Broadfield Rd Exeter	EX25QJ	Universal Cant	Y
2102	0121	Heavitree Rd o/s Swimming Baths Exeter	EX12BR	Universal Ad Cant	N
2102	0039	Blackboy Rd o/s Horse & Dray J/O Old Tiverton Rd,	EX46SP	Universal MK1A	Y
2102	0050	Pinhoe Rd J/O Widgery Lane Exeter	EX48AS	Universal Cant	Y
2102	0049	Pinhoe Rd o/s 433, J/O Barton Rd Exeter	EX48HL	Universal MK1	N
2102	0115	Pinhoe Rd Adj Hillyfield Rd Whipton. Exeter	EX13JX	Universal MK1A	Y
2102	0136	Whipton Barton Rd Opp Hill Rise Exeter	EX13PT	Universal Cant	Y
2102	0135	Whipton Barton Rd o/s No 12 Exeter	EX13LP	Universal Cant	N
2102	0138	Thornpark Rise J/O Blckthorn Crescent Exeter	EX13HN	Universal Cant	N
2102	0069	Vaughan Rd, o/s Vaughan Rise J/O Thornpark Rise E	EX13LB	Universal MK1A	N
2102	0046	Pinhoe Rd J/O Whipton Village Rd Exeter	EX48AW	Universal MK1	Y
2102	0004	Heavitree Rd o/s R.D.E. Hospital Exeter	EX12ED	Universal MK1	Y
2102	0222	Sweetbriar Lane Adj 8 Dawn Close Exter Ex1 3dv	EX13DU	Universal Cant	Y
2102	0134	South Lawn Terrace o/s Dental Practice Exeter	EX12SN	Universal Cant	N
2102	0153	Pendragon Rd Opp Glastonbury Close Exeter	EX49EQ	Universal Cant	N
2102	0151	Beacon Lane J/O Four Acre Close Exeter	EX48LS	Universal Cant	N
2102	0162	Calthorpe Rd Opp Uplands Drive Exeter	EX47JP	Universal Cant	N
2102	0149	Mincinglake Rd o/s 71 Exeter	EX47DX	Universal Cant	N
2102	0150	Mincinglake Rd o/s 137 Exeter	EX47DS	Universal Cant	N
2102	0072	Stoke Hill o/s Stoke Hill School Exeter	EX47DB	Universal MK1A	N
2102	0071	Prince Charles Rd Opp Margaret Rd Exeter	EX47DJ	Universal MK1A	Y
2102	0009	Prince Charles Rd Opp Elizabeth Ave o/s Church Exe	EX46EN	Universal MK1	Y
2102	0367	Union Road j/o Devonshire Place Exeter	EX4 6DQ	Universal Cant	Y
2102	0163	Stoke Valley Rd J/O Queensland Dr Exeter	EX45DA	Universal Cant	N
2102	0075	Cowley Bridge Rd J/O Wreford Drive Exeter	EX45AF	Universal MK1	N
2102	0011	Cowley Bridge Rd J/O West J/O West Garth Rd Exeter	EX45AF	Universal MK1	Y
2102	0215	New North Road Opp Exeter College Exeter	EX44JS	Universal MK1	Y
2102	0123	Sidwell Street O/S 19-23	EX4 6NN	Ogee MK1A	Y
2102	0122	Sidwell Street O/S 29	EX4 6NN	Ogee MK1A	Y
2102	0342	Sidwell Street o/s Subway Exeter	EX46NS	Universal MK1A	Y
2102	0182	Sidwell St o/s 102 Opp Odeon Exeter	EX46PH	Universal MK1A	Y
2102	0179	Sidwell St Opp John Lewis Exeter	EX46RH	Lmk Ogee MK1A	Y
2102	0005	Topsham Rd J/O Southbrook Rd Exeter	EX26NH	Universal MK1A	Y
2102	0059	Topsham Rd o/s 144 Nr o/s 144 , Nr.Rivermead Rd Ex	EX24RG	Universal MK1A	Y
2102	0108	Alphington Rd o/s St Andrews Church Exeter	EX28HP	Universal MK1A	Y
2102	0350	Paris Street o/s Princess Hay Exeter	EX11GB	Lmk Bay Cant	Y
2102	0351	Paris Street o/s Next Exeter	EX11GB	Lmk Bay Cant	N
2102	0353	High Street o/s Next Exeter	EX43QD	Lmk Bay Cant	N
2102	0334	High Street Opp Castle Street Exeter	EX11NU	Lmk Bay Cant	N
2102	0333	High Street Opp Castle Street Exeter	EX43LF	Lmk Bay Cant	N
2102	0362	Sidwell Street O/S 29	EX4 6NN	Lmk Ogee Cant	N
2102	0354	Sidwell Street o/s 149, Exeter Pet & Garden Exeter	EX46RT	Universal MK1A	N
2102	0091	Topsham Rd Opp Feltrim Ave Exeter	EX24NQ	Universal Cant	Y

New Exeter Shelters as at 21.12.17					
District No.	Site No.	Address	Postcode	Shelter Type	Ad
2102	0114	Topsham Rd o/s Buckerall Lodge Hotel St Leonards E	EX24RA	Universal Ad Cant	N
2102	0002	Rifford Rd o/s Old Church Exeter	EX25JU	Universal Cant	Y
2102	0104	Burnt House Lane o/s Supermarket Nr. Ludwell Lane,	EX25LZ	Universal Cant	N
2102	0111	Topsham Rd Opp Crematorium Exeter	EX26EN	Universal Ad Cant	N
2102	0174	Rydon Lane o/s Rydon Park (Mobile Home Park) Exete	EX27HW	Universal Cant	Y
2102	0113	Exeter Road, o/s Bloor Homes Development, Exeter	EX27DR	Universal Mk1	N
2102	0198	High St O/S Tea Rooms,Topsham,Exeter	EX30DU	Universal Cant	Y
2102	0128	Holman Way o/s Railway Station Exeter	EX30DR	Universal Cant	N
2102	0074	High St, o/s Lord Nelson Ph J/O Nelson Close Topsh	EX30DX	Universal MK1	N
2102	0348	o/s 74 High Street, Topsham Exeter	EX30DY	Universal Cant	Y
2102	0109	Exeter Rd o/s 63 Exeter	EX27DJ	Universal MK1	N
2102	0026	Topsham Rd o/s 530, Nr Higher Wear Rd Exeter	EX27DN	Universal MK1	Y
2102	0206	Exeter:Glasshouse Lane O/S 22	EX27BR	Universal MK1	Y
2102	0056	Topsham Rd o/s 406 Exeter	EX27AL	Universal Ad Cant	Y
2102	0057	Topsham Rd o/s 384 Exeter	EX26EZ	Universal MK1	Y
2102	0044	Topsham Rd Opp Southbrook Rd Exeter	EX26HG	Universal MK1	Y
2102	0058	Topsham Rd J/O Earl Richards Rd South Exeter	EX26BG	Universal MK1A	Y
2102	0363	Topsham Road J/O Salmon Pool Road Exeter	EX26AA	Universal Cant	Y
2102	0006	Topsham Rd o/s 96 J/O Feltrim Rd Exeter	EX24PS	Universal MK1	N
2102	0078	Holloway St J/O Friars Walk Exeter	EX2 4AY	Universal MK1	Y
2102	0079	Alphington St J/O Haven Rd Exeter	EX28AB	Universal MK1A	Y
2102	0062	Trusham Rd, o/s Topps Tiles, Exeter	EX2 8QH	Universal MK1	Y
2102	0001	Exeter Marsh Green Road East Opp 27	EX28PH	Universal Ad Cant	Y
2102	0031	Alphington Rd O/S 30 J/O O/S 30, J/O Princes St Ea	EX2 8HN	Universal MNK1	Y
2102	0060	Alphington St, Opp Haven Rd o/s Retail Park Exeter	EX28AB	Universal MK1A	Y
2102	0080	Cowick St O/S St. Thomas Station Exeter	EX4 1AH	Universal MK1A	Y
2102	0065	Cowick St o/s 114 J/O Prospect Place Exeter	EX41JD	Universal MK1A	Y
2102	0063	Cowick Lane Crabb Lane Exeter	EX29JF	Universal MK1	Y
2102	0028	Dunsford Rd Opp Orchard Gardens Exeter	EX41LQ	Universal MK1	Y
2102	0160	Cowick Lane J/O Broadway Exeter	EX29HJ	Universal Cant	Y
2102	0194	Barley Lane Opp Dunsford Gardens Exeter	EX29PN	Universal Cant	N
2102	0010	Redhills Rd o/s 4 J/O Exwick o/s 4, J/O Exwick Rd	EX41TP	Universal MK1A	N
2102	0159	Okehampton Rd o/s 66 Exeter	EX41ES	Universal Cant	Y
2102	0155	Okehampton Rd o/s Emmanuel Church Exeter	EX41EH	Universal Cant	N
2102	0019	Cowick St O/S Shopping Precinct Nr. Buller Rd, Exe	EX4 1AL	Universal MK1	N
2102	0357	Topsham Road o/s 533	EX2 7DL	Universal MK1	Y
2102	0209	Mincinglake Road o/s 191 Exeter	EX47DR	Universal 2B FOA	Y
2102	0355	West Garth Road Opp 80, J/O Wrefords Lane Exeter	EX45BS	Universal 2B FOA	N
2102	0212	Dawlish Road o/s 29 Raglans, Exeter	EX28XB	Universal 2B FOA	N
2102	0213	Smithfield Road Nr J/O Ide Lane Alphington, Exeter	EX28YN	Universal 2B FOA	N
2102	0347	Moorland Way R/O 1 Burrator Drive Exeter	EX42ET	Universal 2B FOA	N
2102	0096	Exwick Rd o/s 132 Exeter	EX42HY	Universal 2B FOA	N
2102	0152	Lancelot Rd Opp Tristan Close Exeter	EX49BX	Universal 2B FOA	N
2102	0360	Whipton Barton Road Adj. 104, J/O Hillbarton Rd Ex	EX13PN	Universal 2B FOA	N
2102	0141	Quarry Lane Adj 51 Exeter	EX25RJ	Universal 2B FOA	N
2102	0156	Higher Barley Mount o/s No 52 o/s No 52 (Flats) Ex	EX41SG	Universal 2B FOA	N
2102	0229	Chantry Meadow Opp 48, J/O Steeple Drive Exeter	EX28FR	Universal 2B FOA	N
2102	0359	Vaughan Road Adj. 141 Exeter	EX13JN	Universal 2B FOA	N

Agenda Item 10 Shelters Yet To Be Replaced as at 21.12.17

District No.	Site No.	Address	Postcode	Shelter Type	Ad	UKLA Ownership	Footpath width	Rqd Footpath Width inc HEPS	Exc HEPS
2102	0007	Beacon Lane Opp Lancelot Rd o/s Northcote School,	EX48LZ	Insignia MK1	Y		270	300	300
2102	0012	Pinhoe Rd J/O St. Marks Ave o/s St. Marks Church,	EX47HU	Insignia MK1A	Y		360	300	300
2102	0016	Fore St o/s 176, J/O Mary Arches St Exeter	EX11BZ			FSU	500		
2102	0038	Queen St o/s 47, Nr New North Rd Exeter	EX43SA	Insignia MK1A	Y		400	300	300
2102	0040	Heavitree Rd J/O Summerlands Rd	EX12LJ	Insignia MK1A	Y		350	300	300
2102	0042	Cowick St J/O Buddle Lane Exeter	EX41HB	Insignia Ad Cant	Y		250	230	205
2102	0043	Fore St, o/s Somerfield J/O North St, Heavitree, E	EX12RL	Insignia MK1A	Y		400	300	300
2102	0045	Fore St o/s 32, Heavitree Exeter	EX12QN	Insignia Ad Cant	Y		145	230	205
2102	0051	Pinhoe Rd J/O Tarbet Ave Exeter	EX12UE	Insignia MK1	Y		300	300	300
2102	0052	Blackboy Rd J/O Alexandra J/O Alexandra Terrace Ex	EX46SY	Insignia MK1	Y		275	300	300
2102	0073	Barrack Rd o/s Hospital Nr Nr Wonford Rd Exeter	EX24NH	Insignia MK1	Y		310	300	300
2102	0092	Topsham Rd Adj. St. Leonards Rd Exeter	EX24NE	Insignia Cant	N		210	230	205
2102	0094	Alphington St Opp Homeclyst Hse Exeter	EX28AB	Insignia Cant	N		180	230	205
2102	0095	Buddle Lane Opp Saville Rd Exeter	EX41PR	Insignia Cant	N		195	230	205
2102	0097	Kinnerton Way J/O St Andrews J/O St. Andrews Rd Ex	EX42BL	Insignia Cant	N		240	230	205
2102	0101	South St, o/s 53 Nr Western Way Exeter	EX24DA	Insignia MK1A	Y		316	300	300
2102	0103	Heavitree Rd J/O Barrack Rd Exeter	EX12LX	Insignia Ad Cant	Y		200	230	205
2102	0105	Rifford Rd, o/s 136 Nr. Tuckfield Close Exeter	EX25LP	Insignia MK1	Y		400	300	300
2102	0107	Matford Park & Ride - Entrance On Left Exeter	EX28XU	Insignia Enc	N	UKLA	500	300	300
2102	0112	Wonford Road Jct Geneva Close Exeter	EX24UG	Insignia MK1	Y		260	300	300
2102	0118	Sowton Park & Ride Opp Apple Lane Exeter	EX27HU	Queensbury		FSU			
2102	0119	Cowick Street o/s Natwest Bank Exeter	EX29AY			FSU			
2102	0120	Cowley Bridge Road Opp 17 Exeter	EX45AA			FSU			
2102	0125	Topsham Rd o/s Crematorium Exeter	EX26EW	Insignia Cant	N		175	230	205
2102	0126	New North Rd J/O Queen Street Exeter	EX44LJ	Insignia Cant	N		180	230	205
2102	0127	Cowley Bridge Rd J/O Lower Argyll Rd Exeter	EX44QS	Insignia Cant	N	Being Built Jan 2018			
2102	0130	Exeter Rd o/s Newport Caravan Park Exeter	EX27DR	Insignia Cant	N		230	230	205
2102	0131	Topsham Rd o/s 472	EX27AQ	Insignia Cant	N		234	230	205
2102	0132	Topsham Rd o/s 457 Exeter	EX27AQ	Insignia Cant	N		178	230	205
2102	0133	Thornpark Rise o/s 108 Exeter	EX13HS	Insignia Cant	N		320	230	205
2102	0137	Old Tiverton Rd At Albion Place Exeter	EX46LE	Insignia Cant	N	Being Built Jan 2018			
2102	0140	Sidmouth Rd Opp Police Hq Building Exeter	EX27HP	Insignia Cant	N		390	230	205
2102	0142	Fore St J/O Butts Rd - Heavitree Exeter	EX12RT	Insignia Cant	N		220	230	205
2102	0143	Rifford Rd Opp Quarry Lane J/O East Wonford Rd Exe	EX25JT	Insignia Cant	N		288	230	205
2102	0144	Woodwater Lane J/O Carlton Rd Exeter	EX25NP	Insignia Cant	N		280	230	205
2102	0145	Burnthouse Lane Opp Browning Close Exeter	EX25BS	Insignia Cant	N		340	230	205
2102	0146	Burnthouse Lane o/s 109 Exeter	EX26ND	Insignia Cant	N		210	230	205

2102	0148	Barrack Rd Opp R.D.E. Hospital Exeter	EX25AS	Insignia Cant	N	Agenda Item 10			
2102	0154	Alphington Rd o/s Priory News Exeter	EX28HP	Insignia Cant	N		220	230	205
2102	0157	Barley Mount o/s No 38 Exeter	EX41SS	Insignia Cant	N		290	230	205
2102	0158	Cowick Lane Opp Newhayes Close Exeter	EX29RA	Insignia Cant	N		220	230	205
2102	0166	Burnthouse Lane o/s St Pauls Church Exeter	EX26BH	Insignia MK1	Y		300	300	300
2102	0169	Burnthouse Lane o/s 53 Exeter	EX26AU	Insignia Cant	N		360	230	205
2102	0171	Sidwell Street c/o Cheeke Street Exeter	EX46RT			FSU			
2102	0175	Lichfield Road Opp Hereford Road Exeter	EX41SU	Insignia Cant	N		270	230	205
2102	0184	Water Lane J/O Haven Close Exeter	EX28BD	Insignia Cant	N		200	230	205
2102	0190	Barrack Rd o/s Royal Devon Hospital Exeter	EX24NH	Insignia MK1	Y		260	300	300
2102	0191	Honiton Rd o/s Meteorological Office Exeter	EX13PD	6B Insignia Ad Enclosed	Y	UKLA	500	300	300
2102	0192	Pynes Hill Opp Business Park Entrance Exeter	EX25SP	Insignia Cant	N	UKLA	270	230	205
2102	0193	Pynes Hill Adj Business Park Entrance Exeter	EX25ST	Insignia Cant	N	UKLA	270	230	205
2102	0196	Buddle La Adj 15	EX41JG	Insignia Cant	N		225	230	205
2102	0199	Church Rd,opp Legion Close,Alphington	EX28SF	Insignia Cant	N		180	230	205
2102	0200	Beacon Heath Opp 10 Exeter	EX48NP	Insignia Enc	N		290	230	205
2102	0205	Cheeke Street J/O Bampfflyde Street Exeter	EX12DD	Insignia MK1A	Y		320	230	205
2102	0207	Burnthouse Lane o/s 11 Exeter	EX26BD	Insignia MK1	Y		300	230	205
2102	0208	Collins Road Adj. No. 6 Exeter	EX45DG	Insignia Cant	Y		280	230	205
2102	0210	Ribston Avenue Opp 47 Exeter	EX13QE	Insignia Cant	N		175	230	205
2102	0211	Burnthouse Lane o/s 64 Exeter	EX26AY	Insignia Cant	N		260	230	205
2102	0214	Higher Weare Rd o/s 30 Exeter	EX27EJ	Insignia Cant	N		275	230	205
2102	0216	Barrack Road J/O Buckeral Ave Exeter	EX26AA	Insignia Ad Cant	Y		210	230	205
2102	0217	Burnthouse Lane o/s Bradley Rowe First School Exet	EX26AT	Insignia MK1A	Y		310	300	300
2102	0218	College Road J/O Spicer Street Exeter	EX11TB	Insignia MK1A	Y		400	300	300
2102	0219	Holloway Street o/s 25 Exeter	EX24JR	Insignia Ad Cant	Y		240	230	205
2102	0220	Barrack Road Opp Roseville Exeter	EX26AB	Insignia MK1	Y		240	300	300
2102	0221	Exeter Langaton Lane Adj 32	EX13SN	Insignia Cant	N	Being Built Jan 2018			
2102	0230	Pinhoe Road Opp 444, Opp Exhibition Way Exeter	EX48EW	Insignia Non Ad Cant	N	Missing o/s Sainsbury's	230	230	205
2102	0345	Rifford Road Adj 75 Exeter	EX25LA	Insignia MK1A	Y		300	300	300
2102	0346	Pinhoe Road At Venny Bridge Exeter	EX48HN	Insignia Ad Cant	Y		190	230	205
2102	0356	Kinnerton Way Opp 101/103 Exeter	EX42NH	Insignia Cant	N		240	230	205
2102	0361	Barley Lane Opp 24, Opp Somerset Ave Exeter	EX41TD	Insignia Cant	N	UKLA		230	205
2102	0364	Main Road Adj. Lloyds Bank Pinhoe, Exeter	EX13SA	Insignia Ad Cant	Y	UKLA		230	205
2102	0365	o/s Exeter College Pinhoe Rd / Cumberland Way Exet	EX13RW	Insignia MK1	Y	UKLA		300	300
2102	0366	Opp Exeter College Pinhoe Rd / Cumberland Way Exet	EX13RW	Insignia MK1	Y	UKLA		300	300

Mark Shelter (Roof 1580 - HEP 800 - FEP 1450 - GBOX 1550)
Cantilever Shelter (Roof 1580 - HEP 800 - FEP 1450)
NN Roof Cantilever (Roof 1000 No Seat or Eps - Special)

Exeter Bus Shelter Request List

Route	Address	St Vw Link or Post Code	Streetview Link	Footway Width (M)	Comment
	Main route stops without shelters (some may not be feasible)				
	Service K - stops not on main roads				
	Pinhoe - Countess Wear				
K					Existing - 3 Bay Shelter at Langaton Gdns. Also a 2 Bay at Causey Lane / Station Road
K	1 Parkers Cross Lane (at junction of Pinncourt Lane)	EX1 3SZ	Site Link	2.77	
K	21 Parkers Cross Lane (Orchard Close approach)	EX1 3TA	Site Link	1.91	Narrow
	Countess Wear - Pinhoe				
K/J	2 Lakeside Avenue (After Glasshouse Lane junction)	EX2 7BL	Site Link	1.96	Grass Behind. Close to Countess Wear Primary School Shelter. Demand may be low.
K/J	14 Lakeside Avenue (Approching Higher Wear Road)	EX2 7BP	Site Link	1.81	Additional 1.94m Build out but not far from existing Higher Wear Shelter
	Pinhoe - City Centre				
J K T	9 Pinhoe Road (After Jubilee Road junction)	EX4 7HR	Site Link	1.68	
J K T	Blackboy Road (Exeter Trust House)	EX4 6TW	Site Link	2.35	
	City Centre - Pinhoe				
J K T	38 Blackboy Road (Opposite Sydenham House)	EX4 6SZ	Site Link	2.10	
J K T	12 Pinhoe Road (After Thurlow Road junction)	EX4 7HL	Site Link	1.95	
J K T	120 Pinhoe Road (Opposite St Marks Church)	EX4 7HJ	Site Link	3.20	
J K T	236 Pinhoe Road (Opposite Tarbet Avenue)	EX4 7HH	Site Link	3.00	Add on footway build out
J K T	330 Pinhoe Road (After Whipton Village Road junction)	EX4 8AF	Site Link	3.00	
J K T	394 Pinhoe Road (The Peasus) (After Thackeray Road)	EX4 8EH	Site Link	4.45	Not on previous list
J K T	412 Pinhoe Road (Opposite Fairfield Avenue)	EX4 8EH	Site Link	4.65	
J K T	438 Pinhoe Road (Approaching Exhibition Way)	EX4 8EW	Site Visit	3.90	2 property gateways close to site
J K T	454 Pinhoe Road (opposite Bakers Way)	EX4 8HN	Site Link	1.80	
J K T	Pinhoe Road (After Pinbridge Mews Junction)	EX4 8HQ	Site Link	2.30	Large grass area behind
J K T	Pinhoe Library, Main Road (Approaching Oak Close)	EX4 8HW	Site Link	4.40	Large area but underground services are prominent
	Topsham to City Centre				
57	28 Elm Grove Road, Topsham (Approaching from Bridge Hill)	EX3 0EQ	Site Link	1.40	Refused - Public request - 3rd November 2017 - footway is too narrow
T	34 Station Road, Topsham	EX3 0DS	Site Link	0.94	Very Narrow. No room for a shelter
T	21 Exeter Road, Topsham (After Hamilton Road junction)	EX3 0LX	Site Link	1.45	
T	Exeter Road (After The Retreat Drive junction)	EX3 0LS	Site Link	2.40	
	City Centre to Topsham				
J K T	123 Topsham Road (Opposite Rivermead Road)	EX2 4RE	Site Link	1.89	Too Narrow
J K T	203a Topsham Road (Approaching Burnthouse Lane junction)	EX2 6AN	Site Link	2.53	Refused - The footway is shared use cycleway/pedestrian so cyclists would need minimum of 2.5m height clearance.
J K T	395 Topsham Road (Approaching Countess Wear Roundabout -Topsham bound)	EX2 6HD	Site Link	1.60	
J K T	407 Topsham Road (After Contess Wear roundabout - Topsham bound)	EX27AB	Site Link	2.20	
	Cowley Bridge - City Centre				
5	23 West Garth Road (At the junction of Ridgeway)	EX4 5AJ	Site Link	3.0 plus	Ample Room
D	Birchcote, New North Road (at Kilbarran Rise junction)	EX4 4AD	Site Link	1.95	Pavement is 1.95m / At an angle on corner up to 2.9m
D	Brookfield House, New North Road (Opposite The Imperial)	EX44LA	Site Link	2.30	
Various	Hele Road, Exeter College (Opposite St Davids Church)	EX4 4JS	Site Link	2.95	
	City Centre - Cowley Bridge				
D/H	M&S Delivery Entrance, Queen St (Opposite Little Queen Street)	EX4 3QA	Site Link	2.20	Refused - Turning lorries may be an issue (2 poles knocked down previously)
Various	New North Road (Central Station rear entrance)	EX4 4ET	Site Link	2.60	2.60cm + (Lots of signage there though)
D	The Imperial, New North Road	EX4 4AJ	Site Link	2.15	
H	Exeter One, Block B, Cowley Bridge Road (Opp Lower Argyll Road)	EX4 5FH	Site Link	3.00	
H	Apparelmaster, Cowley Bridge Road (Opposite Steiner Academy)	EX4 5AA	Site Link	2.65	
H	West Garth Court, Cowley Bridge Road (Opp West Garth Road)	EX4 6HY	Site Link	2.40	
H	73 Cowley Bridge Road (Approaching Cowley Bridge)	EX4 5AF	Site Link		Narrow

	Service D				
D					2 existing Shelters 2102/0192 and 2102/0193 in Pynes Hill are well placed
D	Russell Way (Opposite Russell Walk)	EX2 7HX	Site Link	1.96	Grass Area behind shared footway. Patronage not high. Also near Tesco Shelter
D	Pynes Hill (Oracle) (Towards City Centre)	EX2 5TU	Site Link	1.77	Narrow
D	Pynes Hill (Courtney House) (Towards Tesco)	EX2 5AZ	Site Visit	1.73	Narrow
D	Pynes Hill (Opposite Aspen House) (Towards City Centre)	EX2 5RU	Site Link	1.79	Narrow
D	Pynes Hill (Aspen House) (Towards Tesco)	EX2 5AZ	Site Link	1.74	Narrow
D	Parkland Drive (Approaching Burnet Close junction) (Towards City Centre)	EX2 5RT	Site Link	1.80	
	17 Parkland Drive (Opp Burnet Cl) (Towards Tesco)	EX2 5RX	Site Link	1.95	
D	Parkland Drive (after Campion Gardens Junction) (Towards City Centre)	EX2 5RS	Site Link	1.80	
D	8 Grecian Way (Opp Glave Saunders Avenue) (Towards City Centre)	EX2 5PF	Site Link	1.84	
	Grecian Way (Approaching Glave Saunders Avenue) (Towards Tesco)	EX2 5PN	Site Link	1.84	
D	104 Quarry Lane (Opp St Peters School) (Towards City Centre)	EX2 5PP	Site Link	2.75	
D	Quarry Lane (St Peters School)	EX2 5AP	Site Link	2.80	
D	70 Quarry Lane (Approaching Quarry Park Road) (Towards City Centre)	EX2 5PP	Site Link	2.80	(Too close to junction - possible visibility issue)
	Quarry Park Road (Approaching Farm Close junction) (Towards Tesco)	EX2 5PJ	Site Link	2.70	
D	11 Quarry Park Road (Opp Farm Close) (Towards City Centre)	EX2 5PL	Site Link	2.75	
D	36 Quarry Park Road (Opp Spinney Close) (Towards Tesco)	EX2 5PB	Site Link	2.75	
	43 Quarry Park Road (After Gilbert Avenue junction) (Towards City Centre)	EX2 5PB	Site Link	2.70	
D	36 Lethbridge Road (Approaching Heath Road) (Towards Tesco)	EX2 5JU	Site Link	1.49	(No space between drives)
D	73 Woodwater Lane (Opp Heath Road) (Towards City Centre)	EX2 5NQ	Site Link	2.73	
	Service H				
H	Rydon Lane - Opp Rydon Park		https://www.google.co.uk/maps/@50.7140245,-3.4824686,3a,75y,0.06h,85.56t/data=!3m6!1e1!3m4!1sl8qu475JGg4mQCMfUXYCQ!2e0!7i13312!8i6656		
	Service S				
S	Opp Lidl, Wonford	2503.3a,90y,300.3h,84.39t/data=!3m6!1e1!3m4!1sP2ELF-cT5AYF8syNM0ud-A!2e0!7i13312!8i6656			
	Service P				
P	Stoke Valley Road (Approaching California Close junction)	EX4 5ET	Site Link	1.76	Narrow
	92 Stoke Valley Road (After California Close junction)	EX4 5ER	Site Link	1.76	Also a narrow footway
	42 Stoke Valley Road (Opposite Newfoundland Close)	EX4 5EY	Site Link	1.78	
	Stoke Valley Road (Shelter after Queensland Drive)	EX4 5DA	Site Link	1.87	An Example of an existing shelter on the P route with 1.22m clearance for pedestrians
	36 Collins Road (Approaching Rolleston Crescent junction)	EX4 5DE	Site Link	2.78	
	Collins Road (Shelter opposite Mayflower Avenue)	EX4 5DJ	Site Link		0.97 Clearance between electric box and shelter vehicle support
	74 Rosebarn Lane (after Collins Road junction)	EX4 5DG	Site Link	2.25	
	42 Rosebarn Lane (After Aldrin Road junction)	EX4 5DR	Site Link	2.46	Entrance to property conflicts with potential shelter
P	10 Rosebarn Lane (Opposite Rosebank Crescent)	EX4 5DX	Site Link	1.49	Also a raised section of footway behind
P	Stoke Hill (Stoke Arms)	EX4 7BZ	Site Link	3.68	1.88m Footway behind in addition. Very Close to Shelter in Prince Charles Road
P	Mount Pleasant Road (Mount Pleasant Health Centre)	EX4 7BW	Site Link	2.36	Health Centre - looking at putting something in on their site with a link to the footway
P	Mount Pleasant Road (Opposite Mount Pleasant Health Centre)	EX4 7AE	Site Link	2.06	2.06m Build out with 1.76 Footway behind
F2	Summerway, Junc Bernadette Cl	EX4 8DJ	https://www.google.co.uk/maps/@50.7140245,-3.4824686,3a,75y,0.06h,85.56t/data=!3m6!1e1!3m4!1sP2ELF-cT5AYF8syNM0ud-A!2e0!7i13312!8i6656	?	?
	Honiton Road/Heavitree Road to City				
4	Honiton Road (Vospers Garage)	EX1 3RS	Site Link	5.00	5-6m Recess
4	170 Honiton Road (Approaching Hill Barton Road Bridge)	EX1 3EP	Site Link	2.70	
4	135 Honiton Road (Approaching Sidmouth Road junction)	EX1 3EP	Site Link	2.48	
Various	East Wonford Hill (After Rifford Road junction)	EX1 3DD	Site Link	1.75	From road to grass slope
Various	34 East Wonford Hill (After St Loyes Road junction)	EX1 3BZ	Site Link	n/a	No go - would obstruct access to number 32
Various	Heavitree Road (Opposite Grendon Road junction)	EX1 2LZ	Site Link	2.35	
Various	St Lukes - Heavitree Road/College Road	EX1 2LU	Site Link	2.05	
	Heavitree Road/Honiton Road outbound				
Various	9 East Wonford Hill (After Victor Lane junction)	EX1 3BS	Site Link	2.45	
Various	Honiton Road (After The Bartons Junction) (Opposite Texaco Garage)	EX1 3EB	Site Link	2.90	390cm - 290cm Tapered footway width
Various	106 Honiton Road (Approaching Lower Hill Barton Road junction)	EX1 3EQ	Site Link	1.90	
4	132 Honiton Road (Approaching Wilton Way)	EX1 3EW	Site Link	1.65	
4	Honiton Road/Vospers (Too narrow)	EX1 3PP	Site Link	1.45	Up to grass bank
	Sidmouth Road to City				
Various	Sidmouth Road (Approaching Apple Lane junction)	EX2 7HA	Site Link	1.80	

	Sidmouth Road outbound				
Various	9 Sidmouth Road (Opposite Broadfields Road junction)	EX2 5QJ	Site Link	3.10	
Various	Sidmouth Road (Approaching Ringswell Park entrance)	EX2 5QQ	Site Link	1.76	
Various	Sidmouth Road (Devon And Cornwall Police HQ)	EX2 7HQ	Site Link	2.90	
	Sidmouth Road (After Middlemoor Fire Station)	EX2 7AP	Site Link	2.77	Shared Cycle Path
Various	Sidmouth Road (Approaching Sowton Park & Ride) (1st layby after railway bridge)	EX2 7LB	Site Link	2.05	
	Service A - stops not on main roads				
A	Ribston Ave Shelter is on a narrow footway			1.78	0.99m Clearance between seat and footway edge
A	19 Bramley Avenue (Opposite Russet Avenue junction)	EX1 3QA	Site Link	1.84	Narrow
A	Thornpark Rise (After Thornberry Avenue Junction)	EX1 3HT	Site Link	1.50	Grass behind, although there is a slope. There is also a shelter near Blacktorn Crescent
A	90 Sweetbrier Lane (Opposite Whiteway Drive)	EX1 3AW	Site Link	3.08	
A	70 Sweetbrier Lane (Opposite Carlyon Gardens)	EX1 3AQ	Site Link	3.20	Dawn Close Shelter not too far away
A	151 Hamlin Lane (Opposite Hanover Road Junction)	EX1 2SG	Site Link	2.54	2.82 Toward Bramley Ave
A	1 Chantry Meadows (Opposite Deacon Close)	EX2 8FT	Site Link	1.77	Large open area directly behind
A	Fathings, Shillingford Road Opp Faifield Road	EX2 8UB	Site Link	1.97	Footway (Too narrow?)
A	1 Smithfield Road (After Shillingford Road turn)	EX2 8YD	Site Link	1.75	Narrow footway
A	Smithfield Road (After Lackaborough Court junction)	EX2 8HY	Site Link	1.66	Grass Slope Behind
A	43 Smithfield Road (Approaching Ashleigh)	EX2 8YN	Site Link	1.78	
A	Ide Lane, Spar Shop (After Myrtle Close)	EX2 8UX	Site Link	1.87	(Refused Previously)
A	52 Church Road (Approaching Chapel Road Junction)	EX2 8TA	Site Link		(Too narrow)
A	90 Cowick Lane (after Franklyn Drive junction) (Inbound)	Inbound	Site Link	2.37	Plus Small Boarder
A	71 Cowick Lane (After Church Path Road) (Outbound)	EX2 9HJ	Site Link	2.27	Not Sure if required
A	42 Cowick Lane (Opposite Coleridge Road) (Inbound)	EX2 9HB	Site Link	2.25	Plus depth of bus boarder (buildout) which is quite narrow
6/366	Alphington Road (Sainsbury's) (Outbound)	EX2 8NH	Site Link		Low Demand
B/E	Prince Charles Road (After Morrisons roundabout) (City Bound)	EX4 7BY	Site Link		
Green	Haven Road/Shooting Marsh Stile (Malt House bus stop) - Green Route				Check route
Green	Exton Road inbound opposite recycling centre/ ECC's Oakwood House				Check route

Bus Shelters in Exeter

Report of the Head of Planning, Transportation and Environment

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:

- (a) progress with pursuing the bus shelter replacement programme;**
- (b) the implementation of the recommendations of the Member Investigation, and that the Committee resolves:
to invite representative(s) of Clear Channel to attend this Committee's meeting on 6 November 2018.**

1. Background/introduction

Further to the reports to this Committee on 14 November 2016, 17 January 2017 and 4 July 2017, this report provides an update on the provision of bus shelters in Exeter, which are provided by Clear Channel under a joint agreement with Devon County Council and Exeter City Council. This report also outlines the implementation of the recommendations of the Member Investigation (CSO/18/22) as endorsed by the CIRS Scrutiny Committee on 12 June and referred to this Committee.

2. The Member Investigation

The full Member Investigation report is appended to this report.

The April 2012 agreement with Clear Channel stipulates a target of all existing shelters being replaced within the first five years of the contract. Following concerns about delays in achieving this target, as part of the Member Investigation a meeting with Clear Channel was held on 10 January 2018 to highlight concerns, the reasons for delay and to seek assurances regarding outstanding works.

In summary, whilst it was acknowledged that some sites presented difficulties, particularly as a result of narrow footways in relation to modern accessibility regulations, the delay in implementation was due mostly to Clear Channel obtaining manufactured parts and meeting County Council requirements for carrying out work on the highway. Particular attention was drawn to the small number of sites currently without a shelter due to damage by vehicles in accidents.

Clearer working procedures were sought and agreed by Clear Channel and the County Council and it was anticipated that with improved communications the replacement programme would pick up as required. The aim was to complete the replacement programme over the next twelve months (i.e. by January 2019). The two annual free shelters as agreed under the contract would follow the completion of the replacement programme.

Discussions also sought to progress the matter of shared revenue from digital advertising sites.

A further progress meeting was held on 12 July 2018.

3. The Current Situation re the Shelter Programme

We have to report that, in spite of County officers attending site meetings and inspections alongside Clear Channel staff and answering numerous enquiries regarding prospective works, there has as yet been no substantial progress on the replacement programme since the meeting in January 2018. Clear Channel have undergone a number of staffing changes, which at times has led to some blockage and repetition in communications. The principal issue, however, is a persistent failure on the company's part to provide detailed plans for working on the highway with the required certification and to the required standard.

However, at the meeting on 12 July 2018, Clear Channel confirmed that an engineer had been seconded to this project thereby bringing more direct and relevant experience. It was noted that approvals were pending for the first batch of renewals. A phased programme of installations was outlined, including the road traffic accident replacements, which would achieve the January 2019 objective. The New Year would then see the installation of five further developer-funded shelters and the start of the two free shelters per year.

4. Other Matters and the Member Investigation Recommendations

Other matters relating to the arrangement with Clear Channel are dealt with in the following update in response to the recommendations arising from the Member Investigation.

1. Clear Channel' is not able to use EToN under DCC's license. Because of historical issues, Clear Channel will not be permitted to use EToN. However, the programme outlined at the 12 July meeting will be an opportunity to prove suitability for this.
2. Clear Channel speed up the replacement of 2 Shelters damaged by road traffic accidents that had not yet been replaced.

These were referred to at the 12 July meeting and are programmed to be installed during August and September 2018.

3. Clear Channel put a sticker on damaged shelters to advise travellers that the damage had been reported.

A request for a fault-reporting number and suitable sticker has been put to Clear Channel.

4. Clear Channel report annually on profit sharing at a date and timing to be agreed.

This refers to the sharing of revenue from digital advertising sites, whereby the County and City Councils (50/50) receive from each digital site £1,000 a year or 5% of revenues, whichever is the greater. This has been done and an up-to-date statement has been received from Clear Channel. Subject to clarification of VAT requirements, the County Council will shortly invoice the company on behalf of both authorities. Since the revenuesharing arrangement started on 4 July 2015, the net amount due to the authorities is £44,492.

5. A formal memorandum of understanding and management plan is agreed between DCC, ECC and Clear Channel to agree systems process reporting monitoring arrangements.

The meeting with Clear Channel on 12 July 2018 discussed working arrangements and target dates have been clearly set out. There is ongoing communication between DCC (Highways and Transport Co-ordination Service) and Clear Channel, including site

meetings and inspections. A detailed build programme has been submitted and site meetings will be held in support of this. It is intended that a further progress report will be obtained (see next point).

6. HATOC reviews the Bus shelter replacement programme annually and Clear Channel be invited to attend to give their report to that committee.

It is recommended that Clear Channel be invited to the meeting of this Committee on 6 November 2018, by which time the main current build programme should be reaching its conclusion. An update report could be prepared for that meeting and as required thereafter.

7. DCC prepare a formal budget statement and any budget surplus is available for investment in bus shelters.

This refers to the sharing of revenue from digital advertising sites outlined above. The revenue is shared 50/50 between the County and City Councils. The County Council share would normally go into general funds and would not be allocated to any specific purpose. The use of the City Council's share would be subject to their decision.

8. The agreed management plan and memorandum of understanding is reported to HATOC.

See Recommendation 5.

9. Sites for additional shelters for 2017-2018 and 2018-2019 include the Harrington's, McCarthy and Stone in Pinhoe and Mount Pleasant Surgery and HATOC to agree the additional shelter before the end of 2018. Going forward the 2 annual additional shelters are agreed with Members through HATOC.

The Harrington's shelter is developer-funded and will not require use of the free shelter clause. The McCarthy & Stone Pinhoe shelter is part of the main replacement programme, although delayed by site queries. The Mount Pleasant Surgery is not part of any other programme or funding, so would be a candidate for one of the two free shelters a year. It is recommended that, in preparation for this phase of the project, this Committee, at its November meeting, resolves on the first four priority sites for free shelters.

5. Options/Alternatives

A competitive tender process was issued in 2011 for a 20 year period from May 2012. Officers engaged with the market at that time.

6. Consultations/Representations/Technical Data

Not applicable.

7. Financial Considerations

There is no financial consideration for DCC or ECC with the existing contract. Digital advertising revenue is over and above the original contract. Discussions regarding digital advertising in the High Street may result in additional income for both the County and City Councils.

8. Environmental Impact Considerations

The Authority has a responsibility to ensure that shelters are disposed of in an environmentally friendly manner when they are dismantled.

All dismantled shelters are transported to Clearchannel's Central Depot. Materials from the dismantled shelters are then inspected and utilised in the following ways:

- The metal infrastructure of the shelter is inspected and assessed. Re-furbished shelters are produced from the salvaged materials. For every four dismantled shelters they are able to produce approximately one re-furbished shelter. Re-furbished shelters are then offered to customers at discounted prices.
- Parts are salvaged and cleaned to provide maintenance stock which is distributed nationally.
- 100% of fluorescent tubes and lamps are recycled.
- Electrical equipment is recycled where fit for purpose.
- Glass is recycled and used as aggregate.
- Metals beyond use are re-cycled.

9. Equality Considerations

Wherever possible the Department for Transport's "Inclusive Mobility" guidelines are adopted. In some locations restricted pavement width may make it impossible to fully comply. Full details of the guidelines are available at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf

10. Legal Considerations

There are no specific legal considerations, other than those related to Control of Advertisements Regulations described in section 4.

11. Risk Management Considerations

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

12. Public Health Impact

None.

13. Summary/Conclusions/Reasons for Recommendations

It is recommended that this report be noted, the process to identify priority sites for new shelters is agreed, and discussions continue regarding the potential for digital advertising on shelters in the High Street.

Dave Black
Head of Planning, Transportation and Environment

Electoral Divisions: All in Exeter

Local Government Act 1972: List of Background Papers

Contact for enquiries: Damien Jones

Room No: Matford Lane Offices

Tel No: 01392 383000

Background Paper	Date	File Ref.
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None		
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dj180718exh
sc/cr/bus shelters in exeter
02 200718

Exeter Bus Shelter Request List

Route	Address	St Vw Link or Post Code	Footway Width (M)	Comment
Main route stops without shelters (some may not be feasible)				
Service K - stops not on main roads				
Pinhoe - Countess Wear				
K				
K	Parkers Cross Lane/Main Road		2.77	
K	Parkers Cross Lane/Orchard Close		1.91	Narrow
Countess Wear - Pinhoe				
KJ	Lakeside Avenue/Glasshouse Lane, Topsham direction		1.96	Grass Behind Close to Countess Wear Primary School Shelter. Demand may be low.
KJ	Lakeside Avenue/Higher Wear Rd		1.81	
	None			
Pinhoe - City Centre				
J K T	Pinhoe Road/Jubilee Rd		1.69	Too Narrow
J K T	Blackboy Road/Exeter Trust House		2.35	
City Centre - Pinhoe				
J K T	Blackboy Road/Alexandra Terrace		2.10	
J K T	Pinhoe Road/Opp Jubilee Rd		1.95	Too Narrow
J K T	Pinhoe Road/St Marks Church		3.20	
J K T	Pinhoe Road/Tarbet Avenue		3.00	
J K T	Pinhoe Road/Thackeray Road		4.45	
J K T	Pinhoe Road/Whipton Village Road		3.00	
J K T	Pinhoe Road/Fairfield Avenue		4.65	
J K T	Pinhoe Road/Exhibition Way		3.90	2 property gateways close to site
J K T	Pinhoe Road/Bakers Way		1.80	Too Narrow
J K T	Pinhoe Road/Pinbridge Mews		2.30	Large grass area behind
J K T	Main Road/Oak Close		4.40	Large area but underground services are prominent
Topsham to City Centre				
T	Bridge Hill/Elm Grove Road (Too narrow?)		1.40	Too Narrow
T	Station Road (Too narrow?)		0.94	Too Narrow
T	Exeter Road/Hamilton Road		1.45	Too Narrow
T	Exeter Road/The Retreat Drive		2.40	
City Centre to Topsham				
J K T	Topsham Road/Rivermead Road (Opp Rivermead?)		1.89	Too Narrow
J K T	Topsham Road/Burnhouse Lane		2.53	
J K T	Topsham Road/Countess Wear Roundabout		1.60	Too Narrow
J K T	Countess Wear roundabout/Topsham side		2.20	
Cowley Bridge - City Centre				
H	West Garth Road outside no. 23 (DCC? Triangular Grass Section)	EX4 5AJ	3.0 plus	
D	New North Road/Kilbarran Rise		1.85	Pavement is 1.95m / At an angle on corner up to 2.9m
D	New North Road/Opposite Imperial (Too narrow?)		2.30	
Various	Hele Road, Exeter College - towards City Centre		2.95	
City Centre - Cowley Bridge				
D/H	Queen St outbound outside Guildhall		2.20	Turning lorries may be an issue (2 poles knocked down) but a very busy stop
Various	New North Road/Central Station rear entrance		2.60	2.60cm + (Lots of signage there though)
D	New North Road/Imperial (Too narrow?)		2.15	
H	Cowley Bridge Road/ Opp Lower Argyll Road		3.00	
H	Cowley Bridge Road/Apparelmaster		2.65	
H	Cowley Bridge Road/Opp West Garth Road		2.40	
H	Cowley Bridge Road/Cowley Bridge (Too narrow?)			
Service D				
D	Russell Way		1.96	Grass Area behind shared footway. Also near Tesco Shelter
D	Pynes Hill Oracle		1.81	Too Narrow
D	Pynes Hill / Hawkins House		1.73	Too Narrow
D	Pynes Hill / Rosemoor Ct		1.77	Too Narrow
D	Pynes Hill / Aspen House (Towards Tesco)		1.74	Too Narrow
D	Pynes Hill/Parkland Drive		1.79	Too Narrow
D	Parkland Drive / Burnet Ct		1.80	Too Narrow
D	Parkland Drive / Opp Burnet Ct		1.95	Too Narrow
D	Parkland Drive/Campion Gardens		1.80	Too Narrow
D	Grecian Way/Glave Saunders Avenue		1.84	Too Narrow
D	Grecian Way/ Opp Glave Saunders Avenue		1.84	Too Narrow
D	Quarry Lane/St Peters School		2.80	
D	Quarry Lane/St Peters Opp School		2.75	
D	Quarry Lane/Quarry Park Road (Too close to junction - possible visibility issue)		2.80	
D	Quarry Park Road/Farm Close		2.70	
D	Quarry Park Road/Opp Farm Close		2.75	
D	Quarry Park Road/Opp Spinney Close		2.75	
D	Quarry Park Road/Gilbert Ave		2.70	
D	Woodwater Lane/Heath Road (No space between drives)		1.49	Too Narrow
D	Woodwater Lane/ Opp Heath Road		1.73	

D	Chantry Meadow 0229 – replacement to have seat.			All new replacement shelters have seats as far as I know
D	Barrack Road RDE outbound – shelter too small			4 Bay 5.5M width currently. Are we taking P+R size?
	Service P			
P	Stoke Valley Road/California Cl/Opp Florida Drive	1.76	Too Narrow	
P	Stoke Valley Road/Next Stop on from California	1.76	Too Narrow	
P	Rosebank Crescent/Aldrin Drive	2.46	Entrance to property conflicts with potential shelter. (opp Aldrin 2.46m footay)	
P	Queensland Shelter	1.87	Too Narrow	
P	Collins Road/ Rolleston	2.78		
P	Rosebarn Lane/Collins Rd	2.25		
P	Rosebarn Lane/Opp Newfoundland	1.78	Too Narrow	
P	Rosebarn Lane/Opp Rosebank	1.49	Too Narrow	
P	Stoke Arms	3.68	1.88m Footway behind in addition. Very Close to Shelter in Prince Charles Road	
P	Mount Pleasant Health Centre	2.36		
P	Mount Pleasant Health Centre (Opposite)	2.06	2.06m Build out with 1.76 Footway behind	
	Honiton Road/Heavitree Road to City			
4	Honiton Road Vospers Garage	5.00	5-6m Recess	
4	Honiton Road/Milton Way	2.70		
4	Honiton Road/Sidmouth Road	2.48		
Various	East Wonford Hill/Riford Road	1.75	From road to grass slope	
Various	East Wonford Hill/St Loyes Road	n/a	Not possible - would obstruct access to number 32	
Various	Heavitree Road/Grendon Road	2.35		
Various	St Lukes - Heavitree Road/College Road	2.05		
	Heavitree Road/Honiton Road outbound			
Various	East Wonford Hill/Victor Lane	2.45		
Various	Honiton Road/The Bartons	2.90	390cm - 290cm Tapered footway width	
Various	Honiton Road/Lower Hill Barton Road	1.90	Too Narrow	
4	Honiton Road/Wilton Way	1.65	Too Narrow	
4	Honiton Road/Vospers (Too narrow)	1.45	Up to grass bank	
	Sidmouth Road to City			
Various	Sidmouth Road/Apple Lane	1.80	Too Narrow	
	Sidmouth Road outbound			
Various	Sidmouth Road/Broadfields Road	3.10		
Various	Sidmouth Road/Badger Close	1.76	Too Narrow	
Various	Middlemoor 1st Entrance	2.90		
Various	Middlemoor 2nd Entrance	2.77	Shared Cycle Path	
Various	Sowton Park & Ride (top entrance)	2.05		
	Service A - stops not on main roads			
A	Bramley Avenue	1.84	Too Narrow	
A	Thornpark Rise / Thornberry Ave Junc	1.50	Grass behind, although there is a slope. There is also a shelter near Blackton Crescent	
A	Sweetbrier Lane / Whipton Lane	3.08		
A	Sweetbrier Lane / Opp Carlyon Gardens	3.20		
A	Hamlin Lane / Opp Hanover Road	2.54		
A	Chantry Meadows/Deacon Close	1.77	Large open area directly behind	
A	Smithfield Road (Too narrow) Entrance	1.75		
A	Smithfield Road/Lackaborough Court	1.66	Grass Slope Behind	
A	Smithfield Road/Ashleigh	1.78	Too Narrow	
A	Fathings, Shillingford Road Opp Fairfield Road	1.97	Too Narrow	
A	Ide Lane Hall (Too narrow)	1.87	Too Narrow	
A	Church Road (Too narrow)		Too Narrow	
A	Cowick Lane/Franklyn Drive	Inbound 2.37	Plus Small Border	
A	Cowick Lane/Franklyn Drive	Outbound 2.27		
A	Cowick Lane/Coleridge Road	Inbound 2.25	Plus depth of bus boarder (buildout) which is quite narrow	
8/366	Sainsbury's Alphington Road, outbound (removed and not replaced?)			Low Demand - only 8 journeys per day pass the stop
Green	Haven Road/Shooting Marsh Stile (Malt House bus stop) - Green Route			Check once new route is confirmed
Green	Exton Road inbound opposite recycling centre/ ECC's Oakwood House			Check once new route is confirmed

HIW/18/60

Exeter Highways and Traffic Orders Committee
30 July 2018

Actions Taken Under Delegated Powers

Report of the Chief Officer for Highways, Infrastructure Development and Waste

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

Recommendation: It is recommended that the report be noted.

1. Summary

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

2. Actions on Advertised Traffic Orders

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

Location	Proposal	Action
Bonhay Road North Street, Heavitree Polsloe Road St Leonards Road	Introduction of new Car Club vehicle parking bays.	Traffic regulation order advertised and implemented after consultation with Local Member and HATOC Chair as no objections were received.
IKEA Way	Installation of New Parallel Crossing.	Crossing noticed following consultation with Local Member and HATOC Chair.
Elm Grove Road, Topsham	Introduction of a new length of No Waiting At Any Time.	Decision made at site meeting to relax advertised proposals following referral from HATOC.
Ladysmith Road spur road	Introduction of No Waiting along both sides of the access to Ladysmith Junior School.	
Various roads in Exeter	Introduction and removal of mandatory disabled bays.	Traffic regulation order advertised and implemented after consultation with Local Member and HATOC Chair as no objections were received.
Dryden Road	Removal of a residents parking bay to accommodate a new driveway.	Traffic regulation order advertised and implemented after consultation with Local Member and HATOC Chair as no objections were received.

Meg Booth
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Division: All in Exeter

Agenda Item 12

Local Government Act 1972

List of Background Papers

Contact for enquiries: James Bench

Tel No: 0345 155 1004

Background Paper	Date	File Ref.
None		

jb280618exh
sc/cr/action taken under delegated powers
02 200718