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

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

Date: 5 March 2021

Contact: Gerry Rufolo, 01392 382299

Email: gerry.rufolo@devon.gov.uk

EXETER HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Monday, 15th March, 2021

A meeting of the Exeter Highways and Traffic Orders Committee is to be held on the above date at 10.30 am to consider the following matters. This will be a Virtual Meeting. For the joining instructions and details on public participation please contact the Clerk for further details.

Phil Norrey
Chief Executive

A G E N D A

PART 1 - OPEN COMMITTEE

1 Apologies for Absence

2 Minutes

Minutes of the meeting held on 18 January 2021, previously circulated.

3 Items Requiring Urgent Attention

Items which in the opinion of the Chairman should be considered at the meeting as matters of urgency.

4 Bus Services in Exeter

Bus Operator to answer Members' questions

MATTERS FOR DECISION

5 Bus Shelters in Exeter (Pages 1 - 4)

Report of the Head of Planning, Transportation and Environment (PTE/21/15), attached .

6 Wonford Road Exeter: E9 Strategic Cycle Route

Head of Planning, Transportation and Environment to report

Electoral Divisions(s): St David's & Haven Banks

7 Pinhoe Station Interchange (Pages 5 - 10)

Report of the Head of Planning, Transportation and Environment (PTE/21/16), attached.

Electoral Divisions(s): Pinhoe & Mincinglake

8 Local Waiting Restriction Programme (Pages 11 - 78)

Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/21/22), attached

9 Rapid Charging Exeter (StreetHUBZ) On-street Electric Vehicle Charging Bays (Pages 79 - 110)

Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/21/23), attached

10 Pay and Display Working Group Recommendations (Pages 111 - 122)

Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/21/24), attached

11 Speeding, upper Pennsylvania Road and Traffic Calming

(An item raised by Councillor P Prowse in accordance with Standing Order 23(2).

MATTERS FOR INFORMATION

12 **Dates of Future Meetings**

19 July and 18 October 2021 and 17 January and 6 May 2022.

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

Nil

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). They need to be disposed of carefully and should be returned to the Democratic Services Officer at the conclusion of the meeting for disposal.

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Induction Loop available



PTE/21/15

Exeter Highways and Traffic Orders Committee
15 March 2021

Bus Shelters in Exeter

Report of the Head of Planning, Transportation and Environment

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

Recommendation: It is recommended that the Committee notes progress with pursuing the bus shelter replacement programme.

1. Background/introduction

This report provides an update on Clear Channel's progress with bus shelter replacement installations.

2. The Shelter Replacement Programme

The current programme is attached as Appendix I. Since the last report to this Committee the advertising business has been adversely affected by the pandemic. Some progress has nonetheless continued. Although site inspections and highway works approvals have been subject to prevailing lockdown conditions and availability of staff, joint site visits to 16 locations have been undertaken with Clear Channel. However, there has been no evidence of further action by Clear Channel.

3. 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.

4. 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.

5. 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.

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- 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.

6. 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

7. Legal Considerations

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

8. 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.

9. Public Health Impact

None.

10. Summary/Conclusions/Reasons for Recommendations

Progress on the replacement programme is being monitored. Priority is being given to sites where for whatever reason (such as a road traffic collision) there is no shelter.

The use of digital advertising revenue plus annual free shelters adds to the stock of shelters.

Dave Black
Head of Planning, Transportation and Environment

Electoral Divisions: All in Exeter

Agenda Item 5

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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dj260221exh
sc/cr/Bus Shelters in Exeter
03 040321

Agenda Item 5

Appendix I
To PTE/21/15

Shelters To Be Replaced				
Number	District No.	Site No.	Address	Postcode
RTA - Damaged Shelter / Replacement or repair needed				
	2102	0038	Queen St o/s 47, Nr New North Rd Exeter (RTA)	EX43SA
106 - Additional Shelters				
	2102	0370	25 Newcourt Way, Exeter	EX27SA
	2102	0373	4 Newcourt Way, Exeter	EX27SA
	2102	0382	Harrington Lane, Exeter (Stemson Ave Junc) Priority site	EX48FX
Sites due new or replacement shelters				
DCC have asked Clear Channel to prioritise these sites				
New programme schedule to be implemented after lockdown - (From April 2021 onwards)				
	2102	0377	Mount Pleasant Road (Mount Pleasant Health Centre)	EX47BW
	2102	0380	Opp Lidl, Wonford (Methodist Church Hall)	EX26NG
	2102	0375	The Imperial, New North Road	EX44AJ
	2102	0374	90 Cowick Lane (after Franklyn Drive junction)	EX29HD
	2102	0383	Fathings, Shillingford Road Opp Fairfield Rd	EX28UB
	2102	0381	Knowle Drive / Gloucester Rd junc	EX42EH
	2102	0191	Honiton Rd o/s Meteorological Office Exeter (upgrade)	EX13PD
	2102	0113	Exeter Road, junc of Dart Avenue	EX2 7FY
	2102	TBC	Russell Way, opp Russell Walk, Exeter	EX2 7HX
	2102	0378	8 Grecian Way (Opp Glave Saunders Avenue)	EX25PF
Lower priority sites				
	2102	0199	Church Rd, opp Legion Close, Alphington	EX28SF
	2102	0210	Ribston Avenue Opp 47 Exeter	EX13QE
	2102	0125	Topsham Rd o/s Crematorium Exeter	EX26EW
	2102	0346	Pinhoe Road At Venny Bridge Exeter	EX48HN
	2102	0007	Beacon Lane Opp Lancelot Rd o/s Northcote School, Exeter	EX48LZ
	2102	0144	Woodwater Lane J/O Carlton Rd Exeter	EX25NP
	2102	0219	Holloway Street o/s 25 Exeter	EX24JR
	2102	0216	Barrack Road J/O Buckeral Ave Exeter	EX26AA
	2102	0220	Barrack Road Opp Roseville Exeter (Topsham Road end)	EX26AB
	2102	0190	Barrack Rd o/s Royal Devon Hospital Exeter (6B Digital Ad?)	EX24NH
	2102	0112	Wonford Road Jct Geneva Close Exeter	EX24UG
	2102	0052	Blackboy Rd J/O Alexandra J/O Alexandra Terrace Exeter	EX46SY
	2102	0205	Cheeke Street J/O Bampflyde Street Exeter (On Hold)	EX12DD
	2102	0103	Heavitree Rd J/O Barrack Rd Exeter	EX12LX
	2102	0154	Alphington Rd o/s Priory News Exeter	EX28HP
	2102	0208	Collins Road Adj. No. 6 Exeter	EX45DG
Park and Ride Sites				
	2102	0118	Digby and Sowton P+R (RD+E OWN THE SITE) 2nd shelter?	EX2 7TG
			Sowton P+R, Exeter	EX2 7PL
			Honiton Road P+R	EX2 7NL
	2102	0107	Matford P+R	EX28FD
			Matford Park & Ride - Entrance On L	EX28XU

Pinhoe Station Interchange

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:

- (a) The proposed Pinhoe station car park interchange, as shown in Appendix I, be approved for construction at an estimated cost of £249,500; and**
- (b) the Head of Planning, Transportation and Environment be given delegated powers, in consultation with the Chair of HATOC and the local member, to make minor amendments to the scheme details.**

1. Background/Introduction

Pinhoe is an area of significant new housing, with several thousand new homes in Exeter and East Devon within a mile of the station. The station is also in close proximity to employment at Exeter Business Park, Exeter Science Park and the Met Office.

Pinhoe Railway Station is currently served by hourly trains on the West of England mainline between Exeter and London Waterloo. Improving facilities at the station will help increase the attractiveness of rail by improving options to switch to cycle or bus for the first/last leg of the journey to employment in the vicinity.

Pinhoe Station Interchange is identified in the April 2020 Transport Infrastructure Plan, the 5 year Action Plan of the Exeter Transport Strategy 2020-2030 and the Pinhoe Area Access Strategy (PAAS).

The project is part grant funded by the South Western Railway (SWR) Customer and Communities Improvement Fund (CCIF), which supports projects with a community benefit &/or seek to address an area of social need across the SWR network.

2. Proposals

This report seeks approval for the construction of an improved multimodal transport interchange at Pinhoe Rail Station. The facility is on DCC owned land to the north of the station.

The proposals for the new interchange area are shown in Appendix I and include:

- 17 car parking spaces (2 disabled).
- 12 secure cycle lockers.
- A taxi and minibus bay.
- Electric car club vehicle and charger to complement proposed e-bikes in the ECC owned car park to the south of the station.

Agenda Item 7

The proposed works will include improvements to the current access to visibility to bring it up to the required standard for a 20 mph speed limit road. The access will also be changed to a dropped kerb to extend pedestrian provision across the access.

A planning application for the station interchange was submitted in 2020 and awaiting determination, with approval expected in March 2021.

The interchange includes a minibus bay, and we are currently exploring options to provide a new peak hour public transport connection between Pinhoe Railway Station and Exeter International Airport, also serving Science Park and SkyPark. This has great potential as train services at Pinhoe station arrive from both East Devon bound and Exeter bound directions at approximately the same time, maximising its interchange capability.

An ebike dock at Exeter International Airport is also proposed, providing a link to the airport outside of hours of any minibus shuttle.

3. Data

Pinhoe Station is currently served by hourly trains running between Exeter and London Waterloo. Usage of the station has grown significantly in recent years and in 2019/2020 there were 130,000 passenger entry and exits at the station.

The proposed car park is targeted at long stay parking for commuters and/or long distance rail trips. Analysis of car park operation at other mainline station car parks highlighted a relatively low turnover of spaces due to the longer stay nature of the parking. As a result, it is expected the proposal would generate a relatively modest 25 daily car trips, about half of which are expected to occur in the AM peak.

To begin with it is not proposed to include any charge for parking. This is consistent with the Exeter City Council land to the south of the station. Over time, if there were a need to manage or control parking, then we could introduce restrictions and/or charging at a later date.

4. Consultations/Representations

A letter drop to over 200 nearby properties was undertaken in Autumn 2019 and a meeting with residents was held on 19th December. There were 26 responses received from the public and local stakeholders mainly relating to details of the scheme, potential issues for the rail operator and about wider transport issues in the Pinhoe area.

Overall, the feedback suggested support for the scheme's objective to improve interchange facilities, with:

- 60% – For
- 15% – Against
- 25% – Just comment and/or suggestions

Within the consultation responses there were a number of frequently raised points. These points and how they are being, or have been, addressed through a revised design are set out below:

Concern Raised	Action in response to Consultation comments
Safety at the new vehicle access	Visibility at the access proposed to be increased to comply with standards. A revised access design to provide dropped kerb access, encouraging lower entry and exit speeds and providing a better facility for pedestrians.
Sustainability of just providing additional car parking	A range of sustainable measures are provided, including secure cycle parking lockers, electric bikes, improved taxi and public transport interchange. The provision of electric vehicle charging facilities is also now included following the consultation feedback.
Impact on resident parking	The provision of additional parking at the station will increase the overall amount parking in the area, therefore no action proposed.
Boundary Treatment	Changes to the boundary bank have been minimised by narrowing the access road to the parking. New boundary fencing to be provided and we will make further correspondence with those residents adjacent to agree extent.
Proximity to level crossing	Addition of Keep Clear marking on road. The provision of off-street parking on both sides of the level crossing will reduce the need for pedestrian to cross the rail track.

5. Financial Considerations

It is estimated that the proposed station interchange works will cost £249,500. This would be funded from a mix of funding including

- £123,272 from South Western Railway CCIF funding
- £100,655 Local Transport Plan (LTP)
- £25,573 from Section 106 developer contributions.

This funding package is an example of where the County Council have used local contributions, through LTP and developer contributions, to lever in external funding.

The cost estimate does not include the revenue costs and grant funding for providing a public transport connection to Exeter Airport, which is part of the wider CCIF package. It also excludes the land costs, which were incurred in 2010.

6. Environmental Impact Considerations

The measures proposed will improve first/last leg to improve the attractiveness of public transport and help to encourage trips to be made by more sustainable forms of transport. The proposals include secure cycle lockers, new e-bike dock and provision for electric charging. In addition, the proposals enable the use of two spaces in the ECC owned car park to the south to provide an electric car club vehicle and charger for wider public use.

There may be slight negative impacts from increased car journeys to the station, although it is expected that some people will switch modes rather than simply changing their driving route.

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Overall, given the proposals improve public transport facilities and alternatives to car travel for part or all of a journey, the environmental impacts arising from the proposals are expected to be positive.

7. Equality Considerations

By increasing accessibility to jobs and local facilities, the proposed improvements will help improve equality of opportunity.

The interchange also provides two additional disabled parking spaces to the north of the station. Their provision results in specific disabled parking provision at either side of the station, enabling users to park either side of the station and reducing the possible stress of having to cross the level crossing before barriers close before train arrives.

8. Legal Considerations

The lawful implications of the proposals have been considered and taken into account in the preparation of the report. There are no specific legal consideration associated with this scheme.

9. Risk Management Considerations

A safety audit of the proposals has also been undertaken and the issues raised have been addressed.

The proposed access is in close proximity to a level crossing, although movement to the station interchange will be considerably lower than those to the existing car park access on the south side that is similarly close to the level crossing. Following liaison with Network Rail, a 'Keep Clear' marking has also added to the carriageway to further mitigate any risks and Network Rail have not objected to the proposal.

10. Public Health Impact

Improvement to the attractiveness of rail travel will encourage sustainable travel, reducing carbon emissions and contributing positively to general health and wellbeing. Electric charging provision will also contribute to reducing emissions from transport and the proposed ebikes station and secure cycle parking will open up opportunities for cycle connections to/from employment and residential areas.

The proposal is part of a range of measures identified in the Pinhoe Area Access Strategy to improve travel choice options across walking, cycling, car sharing, car clubs bus and rail travel, reducing dependence on multiple car ownership and the need for regular car trips. It is particularly important to embed this travel behaviour in the major new developments taking place in the area.

11. Options/Alternatives

The improvements to facilities at Pinhoe Station are set out in a range of policy documents listed in the introduction, including the Pinhoe Area Access Strategy which formed part of the Exeter and East Devon local plan evidence base.

An alternative to the current proposal would be a larger facility to include the land immediately east of the proposed station interchange, which is also owned by DCC. However, pre application advice highlighted that any negativities associated with vehicle movements, noise and lighting would be proportional to the number of parking spaces and therefore the size of facility currently proposed is felt to be more suitable.

12. Summary/Conclusions/Reasons for Recommendations

The recommendation supports enhancements to the local rail network, improving travel choice for existing and new residents and to significant employment in the area and helping to reduce carbon emissions from transport.

Dave Black
Head of Planning, Transportation and Environment

Electoral Division: Pinhoe & Mincinglake

Local Government Act 1972: List of Background Papers

Contact for enquiries: Will Pratt

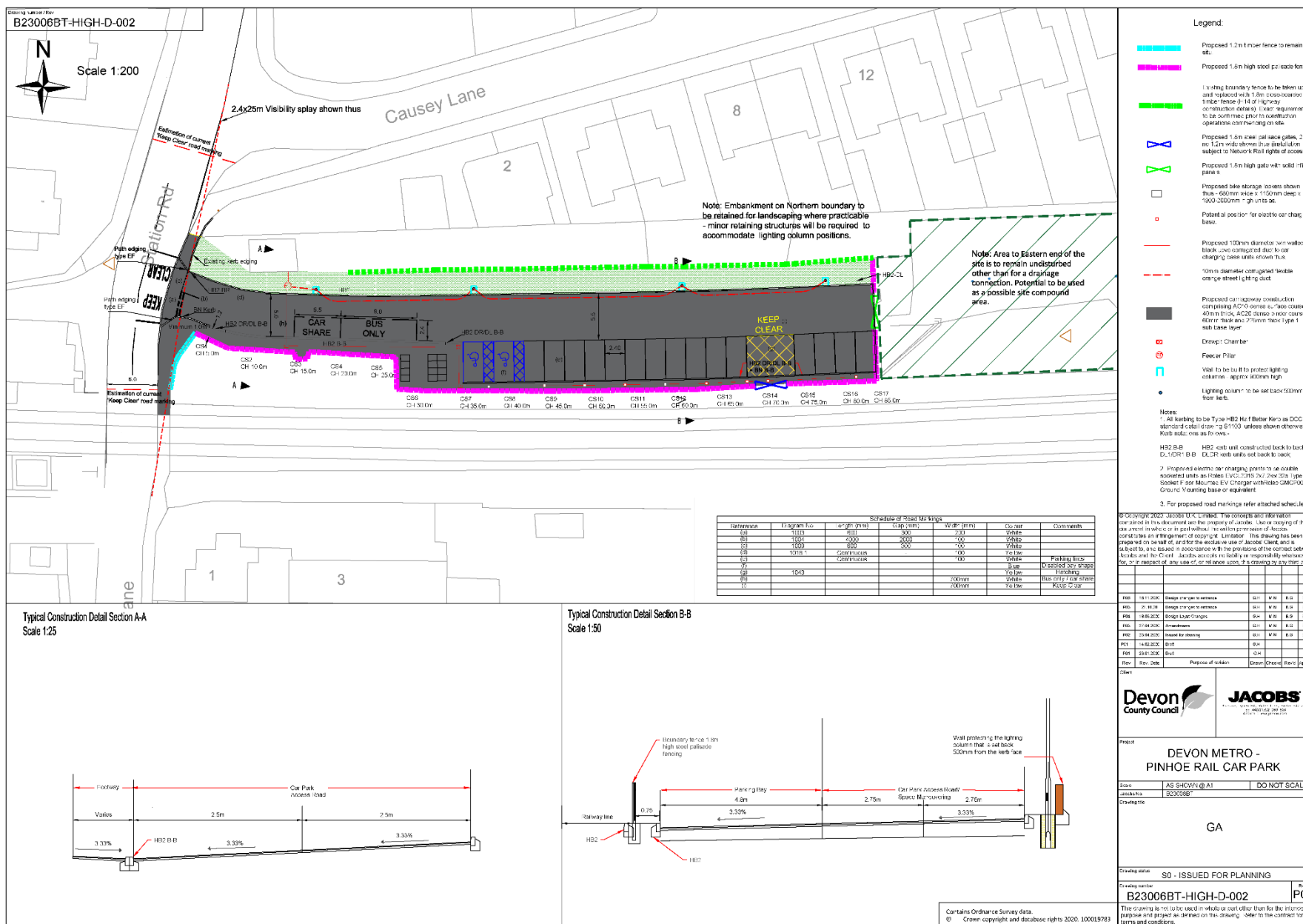
Room No: Matford Offices, County Hall, Exeter

Tel No: 01392-383000

Background Paper	Date	File Reference
1. None		

wp010321exh
sc/cr/Pinhoe Station Interchange
02 050321

Appendix I
To PTE/21/16



HIW/21/22

Exeter Highways and Traffic Orders Committee
15 March 2021

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 local waiting restriction programme is noted;**
- (b) the recommendations contained in Appendix II to this report are agreed.**

1. Summary

This report is to consider the submissions to the statutory consultation on the restrictions proposed in the Exeter area, as part of the local waiting restriction programme.

2. Background

In early 2020, a list of requests for new or amended waiting restrictions for the Exeter area was collated by the council. These requests have been considered by officers and proposals drafted. Officers have consulted the relevant local County Councillors and Chair/Vice Chair before they were advertised from 14 January until 18 February 2021.

A summary of the proposals advertised can be found in Appendix I and the associated plans have been attached as supplementary information to this report.

3. Consultations/Representations

Details of the objections received to these proposals, and the County Council's response are shown in Appendix II to this report.

Following advertisement:

- Proposals which did not attract objections will be implemented.
- Proposals that received objections are detailed in Appendix II to this report with recommendations for each location.

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4. Financial Considerations

The total costs of the scheme will be funded from the Minor Traffic Management Improvements budget, funded by Local Transport Plan grant.

There is 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.

5. 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.

6. Environmental Impact Considerations (Including Climate Change)

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

- Enable enforcement to be undertaken efficiently.
- Encourage commuters to make more sustainable travel choices e.g. 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. Risk Management Considerations

No risks have been identified.

9. Public Health Impact

There is not considered to be any public health impact.

10. Reasons for Recommendations

The proposals rationalise existing parking arrangements within the HATOC area by:

- Enabling enforcement to be undertaken efficiently.
- Encouraging those working in the town to make more sustainable travel choices e.g. Car Share, Public Transport, Walking and Cycling.
- Assist pedestrians and other vulnerable road users in crossing the highway.

The proposals contribute to the safe and expeditious movement of traffic in Exeter and therefore comply with Section 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: Pippa Gray

Tel No: 0345 155 1004 Room: M8, Great Moor House

Background Paper	Date	File Reference
Nil		

pg250121exh
sc/cr/Local Waiting Restriction Programme
02 040321

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Appendix I
To HIW/21/22

Details of Proposals Advertised

Councillor	Plan Reference	Location	Parish/Town	Proposals	Statement of Reasons
Yvonne Atkinson	ENV5807/001	Dunsford Road	Alphington & Cowick	Extend no waiting at any time alongside railings towards number 2 Dunsford Road.	To prevent obstructive parking.
Yvonne Atkinson	ENV5807/002	Sanford Place	Alphington & Cowick	No waiting at any time next to junction with Chieftain Way.	To prevent obstructive parking.
Yvonne Atkinson	ENV5807/003	Wheatley Close	Alphington & Cowick	No waiting at any time at junction with Nadder Park Road.	To prevent obstructive parking and increase visibility.
Yvonne Atkinson	ENV5807/004	Willsdown Road	Alphington & Cowick	No waiting at any time at the junction with Dawlish Road.	To increase visibility & prevent obstructive parking.
Percy Prowse	ENV5807/005	Higher Kings Avenue	Duryard & Pennsylvania	Extend no waiting at any time to outside numbers 54 & 56.	To improve visibility.
Percy Prowse	ENV5807/006	Horseguards	Duryard & Pennsylvania	Modify no waiting restriction to Monday - Friday 8am - 6pm.	Change restriction to align with new residents parking scheme - Zone I.
Percy Prowse	ENV5807/007	Prince of Wales Road	Duryard & Pennsylvania	Replace no waiting restriction with no waiting at any time along the length of the road.	To align all parking restrictions and prevent obstructive parking.
Percy Prowse	ENV5807/008	Rosebarn Lane	Duryard & Pennsylvania	Extend no waiting at any time outside numbers 7 & 9.	To improve visibility.

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Councillor	Plan Reference	Location	Parish/Town	Proposals	Statement of Reasons
Rob Hannaford	ENV5807/009	Barley Mount	Exwick & St Thomas	No waiting at any time around turning area.	To prevent obstructive parking and allow room for turning.
Rob Hannaford	ENV5807/010	Cambridge Street	Exwick & St Thomas	No waiting at any time between numbers 28 Cambridge Street and 2 Brunswick Street in front of dropped kerb.	To comply with traffic regulation order and to prevent obstructive parking.
Rob Hannaford	ENV5807/011	Gloucester Road	Exwick & St Thomas	No waiting at any time opposite numbers 95-103.	To prevent parking on bend/brow of hill and increase visibility.
Rob Hannaford	ENV5807/012	Kinnerton Way	Exwick & St Thomas	No waiting at any time around junction with Farm Hill.	To prevent obstructive parking.
Hilary Ackland	ENV5807/013	Causey Lane	Pinhoe & Mincinglake	No waiting at any time from junction with Causey Gardens to number 11 Causey Lane.	To prevent obstructive parking.
Hilary Ackland	ENV5807/014	Summer Close	Pinhoe & Mincinglake	Extend no waiting at any time adjacent to 6 Summer Lane.	To increase visibility at junction.
Carol Whitton	ENV5807/017	North Street	St David's & Haven Banks	Make loading only bays applicable at any time.	To allow loading at all times of the day.
Carol Whitton	ENV5807/018	Southernhay East	St David's & Haven Banks	Request for a short section of double yellow lines adjacent to Cathedral Court to assist with crossing.	To prevent obstructive parking and ease residential access.

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Councillor	Plan Reference	Location	Parish/Town	Proposals	Statement of Reasons
Carol Whitton	ENV5807/019	Hele Road	St David's & Haven Banks	Modify some of the no waiting Mon-Sat 8am-6pm to no waiting at any time.	To prevent traffic build up at the weekend.
Carol Whitton	ENV5807/020	Temple Road & Roberts Road	St David's & Haven Banks	Change all limited waiting bays Mon-Sat 9am-6pm to 2 hour no return within 4 hours.	To align all limited waiting restrictions in the area.
Su Aves	ENV5807/021	Beacon Avenue	St Sidwells & St James	No waiting at any time in turning area.	To prevent obstructive parking.
Su Aves	ENV5807/022	Codrington Street	St Sidwells & St James	Reduce length of Limited Waiting bay (Mon-Sat 9am-6pm 2 Hours No Return Within 4 Hours) and replace with residents parking.	To increase residents parking.
Su Aves	ENV5807/023	Gladstone Road	St Sidwells & St James	Reduce residents parking bay at junction with Clifton Street.	To increase visibility at junction when exiting Clifton Street.
Su Aves	ENV5807/024	Monks Road	St Sidwells & St James	Introduce new limited waiting bay next to railway line & modify existing limited waiting bays beside and opposite railway line to residents parking.	To increase parking stock.
Su Aves	ENV5807/025	Old Tiverton Road	St Sidwells & St James	No waiting at any time outside 117.	To prevent obstructive parking.
Su Aves	ENV5807/026	Pamela Road	St Sidwells & St James	No waiting at any time across access beside 24 Pamela Road.	To prevent obstructive parking.

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Councillor	Plan Reference	Location	Parish/Town	Proposals	Statement of Reasons
Su Aves	ENV5807/027	Ladysmith Road	St Sidwells & St James	Install new mandatory school keep clear in Ladysmith Road for junior and infant school.	To prevent obstructive parking outside school entrances and increase safety.
Su Aves	ENV5807/028	Well Street	St Sidwells & St James	No waiting at any time across access for 32 Well Street.	To align road markings with traffic regulation order.
Su Aves	ENV5807/029	Wykes Road	St Sidwells & St James	Reduce extent of no waiting at any time adjacent to 111 Pinhoe Road.	To allow more parking.
Andrew Leadbetter	ENV5807/030	Higher Shapter Close	Wearside & Topsham	Extend no waiting at any time outside 2 Higher Shapter Close.	To prevent obstructive parking.
Andrew Leadbetter	ENV5807/031	Southbrook Road and Tollards Road	Wearside & Topsham	No waiting at any time behind 339 Topsham Road and behind 361 Topsham Road.	To increase visibility and prevent obstructive parking.
Andrew Leadbetter	ENV5807/032	The Strand	Wearside & Topsham	No waiting at any time outside Anchor House.	To prevent obstructive parking.
Marina Asvachin	ENV5807/033	Coates Road	Wonford & St Loyes	No waiting at any time opposite number 35 Coates Road.	To prevent obstructive parking.
Marina Asvachin	ENV5807/035	Kingfisher Way	Wonford & St Loyes	Extend no waiting at any time on northern side.	To prevent obstructive parking.
Marina Asvachin	ENV5807/036	Kipling Drive	Wonford & St Loyes	Introduction of limited waiting Mon-Fri 10am-5pm adjacent to 12 Kipling Drive.	To increase parking availability.

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Councillor	Plan Reference	Location	Parish/Town	Proposals	Statement of Reasons
Marina Asvachin	ENV5807/037	Lords Way	Wonford & St Loyes	No waiting at any time outside and opposite junction to Trafford Mews.	To prevent obstructive parking and increase visibility.
Marina Asvachin	ENV5807/038	Quarry Lane	Wonford & St Loyes	No waiting Mon-Fri 07.30-09.30am & 3-6pm in cycle lane opposite 68-102 Quarry Lane.	To prevent obstructive parking and increase safety of cyclists.
Marina Asvachin	ENV5807/039	Russell Way	Wonford & St Loyes	Introduce no waiting at any time.	To prevent obstructive parking.
Marina Asvachin	ENV5807/040	Wilford Road	Wonford & St Loyes	No waiting at any time around junction with spur road opposite 15 & 19 Wilford Road.	To prevent obstructive parking.
Su Aves	ENV5807-041	Red Lion Road	St Sidwells & St James	Existing NWAAT markings to be removed and replaced with pay and display (Tariff Exeter B) Mon - Sat 8am - 6pm and Sun bank Hols 11am - 5pm Max stay 2 hours.	To allow more parking.
Andrew Leadbetter	ENV5807/042	Salmonpool Lane	Wearside & Topsham	Existing single yellow lines replaced with pay by phone Mon - Fri 10am-4pm max stay 4 hours.	To allow vehicles to park in the daytime.
Su Aves	ENV5807/043	Pretoria Road	St Sidwells & St James	Install new mandatory school keep clear in Pretoria Road for junior and infant school.	To prevent obstructive parking outside school entrances and increase safety.

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Councillor	Plan Reference	Location	Parish/Town	Proposals	Statement of Reasons
Andrew Leadbetter	ENV5807/044	Bridgehill Garth	Wearside & Topsham	No Waiting at Any Time proposed at junction.	To increase visibility and prevent obstructive parking.

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Appendix II
To HIW/21/22

Summary of Submissions

Plan ENV5807/001 Dunsford Road 1 respondent – Resident of Little John's Cross Hill	
Comment	Devon County Council Response
<p>Object 1 respondent objects to the proposals on the grounds that:</p> <ul style="list-style-type: none"> • It is waste of public funds. • The restrictions will not be enforced. 	<p>Reason for Proposal Extend no waiting at any time alongside railings towards number 2 Dunsford Road to prevent obstructive parking.</p> <p>Officer comments View noted. These works will not cost much and it will mean that vehicle movement near to this junction and at school pick up times is improved.</p> <p>Parking does take place here which is not appropriate due to height of footway and railings.</p> <p>The restrictions will be enforced by the civil enforcement officers and can be reported on the Devon County Council website.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

Plan ENV5807/002 Sanford Place junction with Chieftain Way 4 respondents – 3 residents of Sanford Place and 1 resident of Coles Mews	
Comment	Devon County Council Response
<p>Object 2 respondents objected but also offered support to the proposals if they were extended.</p> <p>Support 2 respondents offered their support for the proposal but would like to see the proposed restrictions extended.</p> <p>Comments</p> <ul style="list-style-type: none"> • 2 respondents commented that the proposed restrictions will not prevent obstructive parking at the turning area outside Coles Mews. • 2 respondents commented that obstructive parking blocks access into resident parking bays. • 2 respondents commented that it will not prevent access issues for larger vehicles and the emergency services. 	<p>Reason for Proposal Introduce no waiting at any time next to junction with Chieftain Way to prevent obstructive parking.</p> <p>Officer comments We are unable to extend these restrictions as part of this proposal.</p> <p>These restrictions have been proposed to prevent obstructive parking and to assist larger vehicles to manoeuvre along Chieftain Way.</p> <p>This area will be consulted on residents parking proposals later this year. As part of these proposals additional restrictions could be included if considered necessary.</p>

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- 1 respondent commented that delivery vehicles have been known to cause damage to properties when trying to get past.
- 1 respondent commented that it will not tackle the issue of unrestricted parking in the area.
- 3 respondents commented that commuters park here and walk to work and that visitors to 'The Loft' also park here.
- 1 respondent commented that the restrictions will force the issue further along the road.
- 1 respondent commented that the road feels unsafe due to the lack of traffic management.

Suggestion

- The proposed restrictions be extended along Chieftain Way to Ferndale Road (outbound side).
- The proposed restrictions extended beyond Coles Mews to the existing restrictions in Sanford Place.

Recommendation

It is recommended that the proposals are implemented as advertised and consideration to be given to further restrictions as part of the residents parking scheme.

Plan ENV5807/003 Wheatley Close junction with Nadder Park Road 2 respondents – Residents of Nadder Park Road

Comment	Devon County Council Response
<p>Object 2 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> • Both respondents commented that they are unaware of any cars parking at the junction or any problems with visibility at the junction. • 1 respondent commented that they have never seen or heard of any accidents or near misses caused by parked vehicles. • 1 respondent commented that they will have to cross a busy road to unload/ load into their property. • 1 respondent commented that it will restrict disabled access. • 1 respondent commented that they will be forced to park opposite the restriction where there is no footpath which means they will have to exit the vehicle onto the road or grass verge which are both safety hazards. 	<p>Reason for Proposal Introduce no waiting at any time at junction with Nadder Park Road to prevent obstructive parking and increase visibility.</p> <p>Officer comments Comments noted.</p> <p>Loading is permitted on no waiting at any time restrictions.</p> <p>Disabled badge holders may park for up to three hours on no waiting restrictions where it is safe to do so and does not cause an obstruction.</p>

Recommendation

It is recommended that we relax the restrictions on Nadder Park Road from outside number 18 to the southern side of the dropped kerb outside number 16. Implement the remaining lengths of proposed no waiting at any time as advertised.

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Plan ENV5807/005 Higher Kings Avenue
2 respondents – Residents of Higher Kings Avenue

Comment	Devon County Council Response
<p>Support 2 respondent supports the proposals on the grounds that:</p> <ul style="list-style-type: none"> • It will improve visibility along the road. • It will prevent parking on both sides of the road reducing the potential for accidents. <p>Suggestion</p> <ul style="list-style-type: none"> • Mark restrictions on both sides of the road. 	<p>Reason for Proposal Extend no waiting at any time to outside numbers 54 & 56 to improve visibility.</p> <p>Officer comments Support noted.</p> <p>We are unable to extend these restrictions as part of this proposal, however if parking problems are still caused by vehicles parking on the other side of the road we can review these as part of a future review.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

Plan ENV5807/08b Rosebarn Lane
21 respondents – 20 residents of Rosebarn Lane & 1 resident of Rosebank Crescent

Comment	Devon County Council Response
<p>Object 1 respondent objects to the proposals on the grounds that:</p> <ul style="list-style-type: none"> • It will restrict parking outside their property. • Parked vehicles act as a traffic calming measure and reduce speed. • They have not witnessed visibility issues at the lower end of Rosebarn Lane. <p>Support 19 respondents support the proposals on the grounds that:</p> <ul style="list-style-type: none"> • Support is given on the understanding that residents will continue to have access to Resident parking zone S4. • 6 respondents commented that it will improve visibility for those attending the school. • 8 respondents commented that it will improve visibility for pedestrians crossing the road. • 1 respondent commented that it will prevent obstructive parking. • 3 respondents commented that it will improve traffic flow. • 4 respondents commented that it will prevent people leaving their cars for long periods of time. • 8 respondents commented that it will improve visibility for cars accessing driveways. • 5 respondents commented that it will reduce congestion caused by parked cars and pollution. 	<p>Reason for Proposal Extend no waiting at any time outside numbers 7 & 9 to improve visibility & introduce no waiting Mon-Fri 8am-6pm to prevent obstructive parking.</p> <p>Officer comments These restrictions have been proposed following requests from residents who have reported visibility issues here.</p> <p>Comments of support noted.</p> <p>These proposals will not change the extent of the S4 zone.</p> <p>The time of the restrictions proposed match the other restrictions in the area.</p> <p>All properties adjacent to the proposed restrictions have access to off-street parking.</p> <p>A change in speed limit is beyond the scope of this scheme.</p> <p>Defective road markings and overgrown vegetation can be reported on Devon County Council's 'report a problem' webpage.</p>

- 1 respondent commented that restrictions further along Rosebarn Lane have caused displacement parking.
- 3 respondents commented that it will improve access for buses.
- 1 respondent commented that it will improve access for emergency vehicles.

Suggestion:

- Start the proposed restrictions from No. 21.
- Change time of the proposed restrictions to 10am to 4pm.
- Introduce a 20mph speed limit to reduce traffic speeds.
- Measures to slow down traffic travelling down the hill as there are regularly near misses with cars parked opposite the bus stop.
- Review the road markings as they are very worn including the Stop marking.
- Further maintenance of the hedgerow to prevent cars cutting the corner.

Recommendation

It is recommended that the proposals are implemented as advertised.

**Plan ENV5807/009 Barley Mount turning area
4 respondents – Residents of Barley Mount**

Comment	Devon County Council Response
<p>Object 4 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> • 2 respondents commented that it will restrict parking for residents in the area. • 2 respondents commented that it will restrict parking in the area causing conflict between residents. • 1 respondent commented that it will create issues elsewhere with displaced vehicles blocking the road and driveways. <p>Suggestion:</p> <ul style="list-style-type: none"> • Mark a single space of no waiting at any time in the corner. 	<p>Reason for Proposal Introduce no waiting at any time around turning area to prevent obstructive parking and allow room for turning</p> <p>Officer comments Comments noted,</p> <p>Parking can only be allowed where it does not cause a problem and parking at this location is causing problems for vehicles wishing to turn around in this street.</p>

Recommendation

It is recommended that the proposals are implemented as advertised.

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Plan ENV5807/013 Causey Lane junction with Causey Gardens 2 respondents – Residents of Causey Lane	
Comment	Devon County Council Response
<p>Object 1 respondent objects to the proposals on the grounds that:</p> <ul style="list-style-type: none"> • They have never witnessed an instance of obstructive parking. • It will restrict parking for residents in the area. <p>Support 1 respondent supports the proposals</p> <p>Suggestion:</p> <ul style="list-style-type: none"> • Reduce the length of the restriction so that it ends opposite the junction with Fairview Terrace. • Extend the proposed restrictions to No. 9 to prevent obstructive parking which blocks buses/lorries/large vehicles. 	<p>Reason for Proposal Introduce no waiting at any time from junction with Causey Gardens to number 11 Causey Lane to prevent obstructive parking.</p> <p>Officer comments The carriageway is not wide enough to support parking on both sides of the road and retain sufficient width to allow the passage of larger vehicles such as buses, it is considered that this length is appropriate.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

Plan ENV5807/017 North Street, St Davids 2 respondents – 1 resident of North Street and 1 resident of Little John's Cross Hill	
Comment	Devon County Council Response
<p>Object 2 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> • Both respondents commented that there is no demand for loading during the evenings. • 1 respondent commented that the proposals will restrict parking along the street. • 1 respondent commented that the restrictions will restrict parking for restaurant customers. • 1 respondent commented that it will restrict disabled access. 	<p>Reason for Proposal Make loading only bays applicable at any time to allow loading at all times of the day.</p> <p>Officer comments These proposals will align all loading restrictions in the street and allow for delivery services to access local shops and restaurants in the evening as well as the daytime.</p> <p>There is considered to be adequate parking in the surrounding area to accommodate any displaced parking.</p> <p>There is provision for disabled parking on the north-east side of the street.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

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Plan ENV5807/019 Hele Road

2 respondents – 1 resident of Hoopern Street and 1 resident of Galmpton Rise

Comment	Devon County Council Response
<p>Object 2 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> Both respondents commented that the restrictions will reduce parking for the church including disabled access. 1 respondent commented that they feel that Christians and the disabled are being discriminated against. 1 respondent commented that there are no other suitable travel alternatives for the elderly to attend church. 1 respondent commented that they feel that needs of Christians are being sidelined. 1 respondent commented that attending church does not come into the same category as shopping or other recreational activities, so should not be treated as such. 1 respondent commented that they do not feel that the restrictions are needed on a Sunday due to reduced traffic. <p>Suggestion</p> <ul style="list-style-type: none"> Allow free parking up until 11 in metered sections. Authorise the church to issue permits that would allow parking along Hele Road. Parking provision maintained for the church on a Sunday morning. 	<p>Reason for Proposal Modify some of the no waiting Mon-Sat 8am-6pm to no waiting at any time to prevent traffic build up at the weekend.</p> <p>Officer comments Traffic in the city centre on a Sunday has increased over the years therefore it is appropriate that the main routes into the city centre are managed in a similar way to the rest of the week.</p> <p>We have retained the no waiting restriction on St Davids Hill which allows parking on a Sunday.</p> <p>Disabled badge holders may park for up to three hours on no waiting restrictions where it is safe to do so and does not cause an obstruction.</p> <p>Suggestions noted. It is not possible to enable the church to issue permits for parking on the public highway.</p>

Recommendation

It is recommended that the proposals are implemented as advertised.

Plan ENV5807/020 Temple Road & Roberts Road

1 respondent – Resident of Exe Vale Road

Comment	Devon County Council Response
<p>Object 1 respondent objects to the proposals on the grounds that:</p> <ul style="list-style-type: none"> Limited waiting restrictions should not be removed as members of a local gymnastics club use these bays to park in. 	<p>Reason for Proposal Change all limited waiting bays Mon-Sat 9am-6pm to 2 hour no return within 4 hours to align all limited waiting restrictions in the area.</p> <p>Officer comments Respondent has misunderstood the proposals, these bays will remain as limited waiting bays for visitors to the area.</p>

Recommendation

It is recommended that the proposals are implemented as advertised.

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Plan ENV5807/021 Beacon Avenue turning area 10 respondents – Residents of Beacon Avenue

Comment	Devon County Council Response
<p>Object 10 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> • 10 respondents commented that they do not feel that parking restricts access or turning in this area. • 10 respondents commented that vehicles may start to park on pavements as a result. • 1 respondent commented that it further restricts parking in the area. • 1 respondent commented that previous restrictions have not been effective. 	<p>Reason for Proposal Introduce no waiting at any time in turning area to prevent obstructive parking.</p> <p>Officer comments Parking can only be allowed where it does not cause a problem and it is reported that parking at this location is causing problems for vehicles wishing to turn around in this street.</p> <p>If displaced parking causes a problem following implementation of these restrictions then they can be addressed as part of a future review.</p> <p>These restrictions will be enforced by civil enforcement officers.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

Plan ENV5807/022 Codrington Street 1 respondent – Resident of Codrington Street

Comment	Devon County Council Response
<p>Object 1 respondent objects to the proposals on the grounds that:</p> <ul style="list-style-type: none"> • It will restrict parking for visitors. • Resident parking will obstruct ease of parking on the other side. <p>Suggestion</p> <ul style="list-style-type: none"> • Increase the amount of visitor permits. 	<p>Reason for Proposal Reduce length of Limited Waiting bay (Mon-Sat 9am-6pm 2 Hours No Return Within 4 Hours) and replace with residents parking to increase residents parking.</p> <p>Officer comments It is considered that with the demand for residents parking and provision of visitors permits that limited waiting is less in demand when the scheme was first implemented.</p> <p>Provision of visitor permits is currently being reviewed as part of Devon County Council's highway and traffic management policy and scheme reviews. Further details will be available later this year.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

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Plan ENV5807/023 Gladstone Road junction with Clifton Street 1 respondent – Resident of Gladstone Road

Comment	Devon County Council Response
<p>Object 1 respondent objects to the proposals on the grounds that:</p> <ul style="list-style-type: none"> • It will further restrict residents parking in the area. • Other developments in the area have had a negative impact on parking. • Residents parking spaces is used by taxis for hospital pickups. 	<p>Reason for Proposal Reduce residents parking bay at junction with Clifton Street to increase visibility at junction when exiting Clifton Street.</p> <p>Officer comments While parking is limited in this area the safety of vehicles at the junction exiting Clifton Street is considered paramount.</p> <p>The highway code makes it clear that vehicles should not park at a junction.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

Plan ENV5807/027 Ladysmith Road 5 respondents – 4 residents of Ladysmith Road and 1 resident of Park Road

Comment	Devon County Council Response
<p>Object 4 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> • 4 respondents commented that it will restrict parking for residents in the area. • 1 respondent commented that the school is taking priority over the residents. • 1 respondent commented that the needs of residents are being put aside for a bus service which is rarely used. • 1 respondent commented that they have concerns over the extension of the disabled parking bay outside Nos. 4 & 6 Ladysmith Road. • 1 respondent commented that the current restrictions are not adhered to. • 1 respondent commented that the current residents parking scheme has not improved parking in the area. <p>Support 1 respondent supports the proposals on the grounds that it will reduce pollution in the area.</p> <p>Suggestion:</p> <ul style="list-style-type: none"> • Restrictions should focus on school traffic. 	<p>Reason for Proposal Install new mandatory school keep clear in Ladysmith Road for junior and infant school to prevent obstructive parking outside school entrances and increase safety.</p> <p>Officer comments These restrictions have been proposed to protect the junction to the school and improve the safety of school children and visitors.</p> <p>As part of this proposal the location of two bus stops have had to be changed. The proposal for new restrictions on Commins Road next to the relocated bus stop is to allow passengers to access the bus service safely.</p> <p>The disabled bay outside 6 Ladysmith Road is being re-located to accommodate the no stopping at any time restrictions but it's length will remain the same – 6.6 metres.</p> <p>These restrictions will be enforced by civil enforcement officers.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

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Plan ENV5807/031 Southbrook Road & Tollards Road

6 respondents – 3 residents of Southbrook Road, 2 residents of Tollards Road & 1 response from Southbrook Community Association

Comment	Devon County Council Response
<p>Object 2 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> • 1 respondent commented that the only issue is with teachers parking along the road. • 1 respondent commented that the removal of speed humps has caused people to speed around the blind bend of Southbrook Road. • 1 respondent commented that parked cars act as a traffic calming measure. • 1 respondent commented that restrictions will increase the risk to pedestrians due to traffic speeds. • 1 respondent commented that they are worried this will result in resident/visitor permit scheme which is not needed. <p>Support 4 respondents support the proposals on the grounds that:</p> <ul style="list-style-type: none"> • 1 respondent commented that it will improve safety along the road. • 1 respondent commented that they are against the implementation of residents parking. <p>Suggestion</p> <ul style="list-style-type: none"> • Additional parking for the school could be created next to the parking area for buses. • Additional restrictions outside Nos. 1 and 2 Southbrook Road to improve safety at the junction. • Does not feel that restriction need to run across the driveway for No. 4 Tollards Road. 	<p>Reason for Proposal No waiting at any time behind 339 Topsham Road and behind 361 Topsham Road to increase visibility and prevent obstructive parking.</p> <p>Officer comments These proposals have been advertised to assist vehicles to travel safely around the bends following requests from residents.</p> <p>An increase in traffic speeds is not anticipated following the implementation of these proposals as vehicles should slow down on the approach to a sharp bend such as these.</p> <p>These proposals do not include any restrictions regarding residents parking. The area has been consulted on with regards to residents parking last year and more information on this can be viewed on Devon County Council's 'Exeter residents parking' webpage.</p> <p>We are unable to extend these restrictions as part of this proposal, if further restrictions are required then they can be considered as part of a future review.</p> <p>The extent of restrictions proposed is on the bend of Tollards Road to ensure vehicles are on the right side of the road as they travel around the bend. It is not considered appropriate to relax these as far as No. 4 Tollards Road.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

Plan ENV5807/033 Coates Road
1 respondent – Resident of Coates Road

Comment	Devon County Council Response
<p>Object 1 respondent objects to the proposals on the grounds that;</p> <ul style="list-style-type: none"> • It will restrict parking outside their property. • That they do not want to pay to park outside their home. 	<p>Reason for Proposal No waiting at any time opposite number 35 Coates Road to prevent obstructive parking.</p> <p>Officer comments The carriageway is not wide enough to support parking on both sides of the road and retain sufficient width to allow the passage of larger vehicles.</p> <p>Charging for parking is not included in the proposals for this site.</p>

Recommendation
 It is recommended that the proposals are implemented as advertised.

Plan ENV5807/037 Lords Way
1 respondent – Resident of Headingley Close

Comment	Devon County Council Response
<p>Object 1 respondent objects to the proposals on the grounds that:</p> <ul style="list-style-type: none"> • Respondent has never seen any obstructive parking here, only residents use this road to park. • Respondent requested that an access protection marking be marked outside their property to prevent obstructive parking but was unsuccessful. 	<p>Reason for Proposal No waiting at any time outside and opposite junction to Trafford Mews to prevent obstructive parking and increase visibility.</p> <p>Officer comments These restrictions were proposed following reports of obstructive parking limiting access to Trafford Mews. The length of restrictions proposed are considered an appropriate length the retain some parking while keeping the access to the junction clear.</p> <p>The highway code makes it clear that vehicles should not park at a junction.</p> <p>Details of when we can provide an access protection marking can be found on our Devon County Council webpages under 'access protection'.</p>

Recommendation
 It is recommended that the proposals are implemented as advertised.

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Plan ENV5807/038 Quarry Lane

11 respondents – 4 residents of Quarry Lane, 2 residents of Grecian Way, 2 residents of Broadfields Road, 2 residents of Exeter & 1 resident from Woodbury

Comment

Devon County Council Response

Object

7 respondents object to the proposals on the grounds that:

- 1 respondent commented that it will restrict parking for residents and visitors.
- 1 respondent commented that some households have too many cars to fit on their off-street parking and need to park on street.
- 3 respondents commented that the restrictions will cause displacement parking.
- 1 respondent commented that it will force cars to the other side of the road where they may park obstructively.
- 1 respondent commented that the restrictions will put pressure on families who cannot afford a bus pass nor have the competence to cycle, restrictions will not force people to use other modes of transport.
- 1 respondent commented that dropping children in the surrounding areas is a safety concern due to traffic speeds and volumes and the busy bus route. Containing waiting traffic to a relatively small area outside the school keeps other road users safe.
- 1 respondent commented that cycle lanes in Exeter are underused.
- 1 respondent commented that road closures around Exeter for social distancing are creating traffic delays on the main roads causing pollution.
 - 1 respondent commented that the money would be better spent elsewhere.
 - 2 respondents commented that the time of the proposed restrictions were too long.
 - 1 respondent commented that bus stops are placed too close to the school.
 - 1 respondent commented that the restrictions will not be enforced.
 - 1 respondent opposes a permit parking scheme.

Support

4 respondents support the proposals on the grounds that:

- 1 respondent commented that restriction will increase safety along the road for pedestrians and cyclist and improve access for school buses.
- 1 respondent commented that it will prevent obstructive parking.
- 1 respondent commented that the restriction does not go far enough and a mandatory cycle lane is needed to protect children cycling to school.

Reason for Proposal

Introduce no waiting Mon-Fri 07.30-09.30am & 3-6pm in cycle lane opposite numbers 68-102 Quarry Lane to prevent obstructive parking and increase safety of cyclists

Officer comments

Comments noted.

If displaced parking causes a problem following implementation of these restrictions, then they can be addressed as part of a future review.

The provision of this cycle lane provides space for cyclists on a steep uphill climb, it is preferable for cyclists to be unobstructed on their journey uphill.

These restrictions have been proposed to remove any obstructions in the cycle lane at peak times. It is considered that the proposed times are when the cycle lane will be used the most.

These restrictions may help to increase the use of the cycle lane and increase cycling in this area.

The road width is not sufficient for a mandatory cycle lane.

We are unable to extend the proposed restrictions proposed at this time. We can monitor the effect of these restrictions once implemented and modifications can be made as part of a future review if required.

<p>Suggestion</p> <ul style="list-style-type: none"> • The restriction should go further, and a mandatory cycle lane is needed to protect children cycling to school. • Provide a safe route for cyclists along Honiton Road connecting Broadfields to Heavitree. • Widen the pavement and create a shared footway. • The roads in the area require further safety inspections. • Zebra crossing at the entrance to the school to improve safety. • Making the one-way section of Quarry Lane pedestrian and cyclists only. 	
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Recommendation
It is recommended that the proposals are implemented as advertised.

Plan ENV5807/040 Wilford Road
3 respondents – Residents of Wilford Road

Comment	Devon County Council Response
<p>Object 3 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> • 3 respondents commented that it will further restrict parking for residents in the area. • 1 respondent commented that these restrictions will force the issue into surrounding areas. • 2 respondents commented that further restrictions in this road will make relationships between neighbours even more fraught, restrictions have caused conflict within the community. • 1 respondent commented that Commercial vehicles should not be allowed to park in the residents parking zone. <p>Suggestion</p> <ul style="list-style-type: none"> • Only issue two residents parking permits per household to reduce car ownership in the area and ease pressure on parking spaces. 	<p>Reason for Proposal No waiting at any time around junction with spur road opposite 15 & 19 Wilford Road to prevent obstructive parking.</p> <p>Officer comments The highway code makes it clear that vehicles should not park at a junction.</p> <p>If displaced parking causes a problem following implementation of these restrictions, then they can be addressed as part of a future review.</p> <p>We would not consider changing the allowance of residents parking permits in the S7 residents parking zone at this time. Residents parking permits will only be available for vehicles used by residents in the zone.</p>

Recommendation
It is recommended that the proposals are implemented as advertised.

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Plan ENV5807/042 Salmonpool Lane 1 respondent – Resident of Thompson Road

Comment	Devon County Council Response
<p>Object 1 respondent objects to the proposals on the grounds that:</p> <ul style="list-style-type: none"> • The exemption for Zone R permit holders will draw people from elsewhere in the zone to park here. • Parking restrictions will create increased traffic. • Parking should not be allowed along this section of Salmonpool Lane as it is an area used largely by walkers and cyclists and vehicles here endanger safety. <p>Suggestion</p> <ul style="list-style-type: none"> • Remove the exemption for Zone R permit holders. • Parking charges should be extended to cover weekend parking. 	<p>Reason for Proposal Existing single yellow lines replaced with pay by phone Mon - Fri 10am-4pm max stay 4 hours to allow vehicles to parking in the daytime.</p> <p>Officer comments These restrictions have been proposed to allow visitors to the riverside area a place to park in the daytime, they are not proposed for residents who live nearby to park as it is considered that there is sufficient parking available for residents in surrounding streets. Therefore, it is recommended that the exemption for residents permit holders is removed from the restrictions in this proposal.</p> <p>It is considered that the road width is wide enough to allow parking and manoeuvring here.</p> <p>The restriction times that have been proposed match the restrictions in surrounding areas, it is not felt necessary at this time to extend them to cover the weekend as well.</p>
<p>Recommendation It is recommended that the restriction is modified to remove the exemption for Zone R permit holders before the restriction is implemented.</p>	

Plan ENV5807/043 Pretoria Road 1 respondent – Resident of Ladysmith Road

Comment	Devon County Council Response
<p>Object 1 respondent objects to the proposals on the grounds that:</p> <ul style="list-style-type: none"> • It will increase the risk to pedestrians and children walking in the area. • The proposed restriction will worsen the current issues with parking on Ladysmith Road. • It will reduce parking for residents in the area. • It will reduce the amount of available parking spaces near the school for parents. • It will create parking issues in the surrounding area. • It will not tackle the main issue of cars turning within Pretoria Road at school drop off times causing safety issues for children. 	<p>Reason for Proposal Install new mandatory school keep clear in Pretoria Road for junior and infant school to prevent obstructive parking outside school entrances and increase safety.</p> <p>Officer comments These restrictions have been proposed to protect the accesses to the school and improve the safety of school children and visitors.</p> <p>We would not consider changing the other parking restrictions in Pretoria Road at this time as part of this review.</p> <p>If displaced parking causes a problem following implementation of these restrictions then they can be addressed as part of a future review.</p>

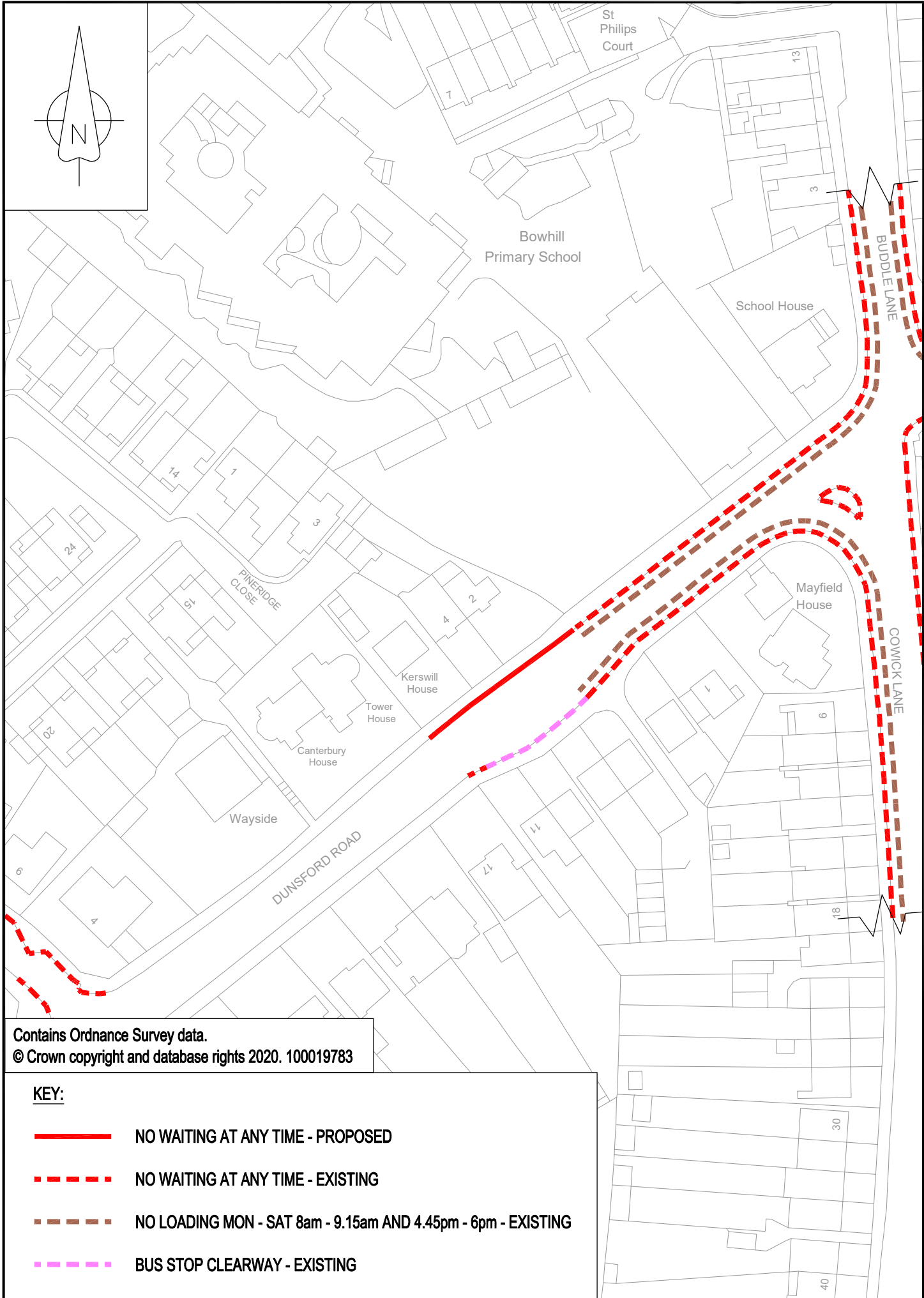
Agenda Item 8

Suggestion

- Residents parking only along Pretoria Road leaving spaces for parents along Ladysmith reducing the bottleneck at school drop off time.

Recommendation

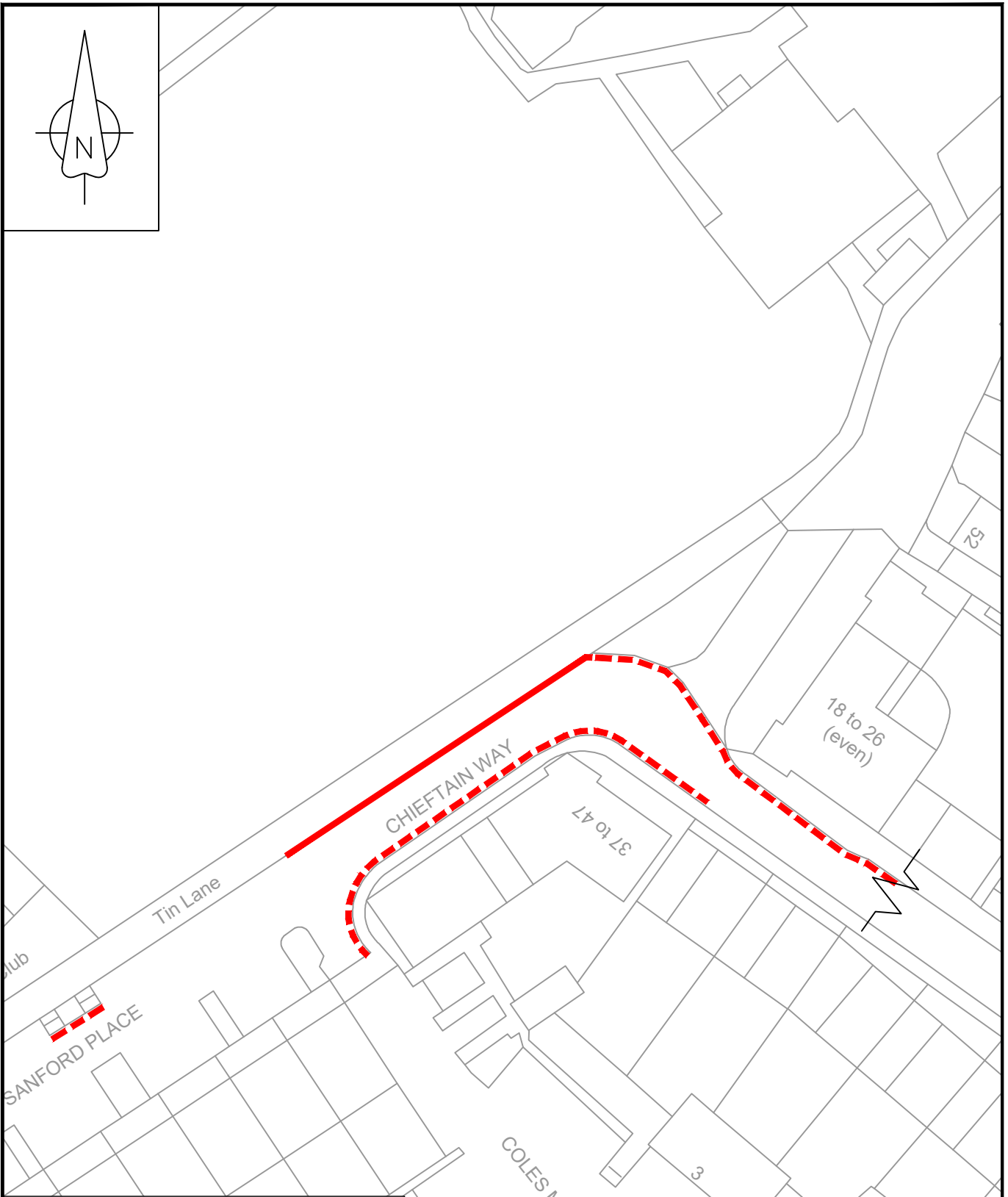
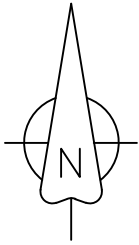
It is recommended that the proposals are implemented as advertised.



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KEY:

	NO WAITING AT ANY TIME - PROPOSED
	NO WAITING AT ANY TIME - EXISTING
	NO LOADING MON - SAT 8am - 9.15am AND 4.45pm - 6pm - EXISTING
	BUS STOP CLEARWAY - EXISTING



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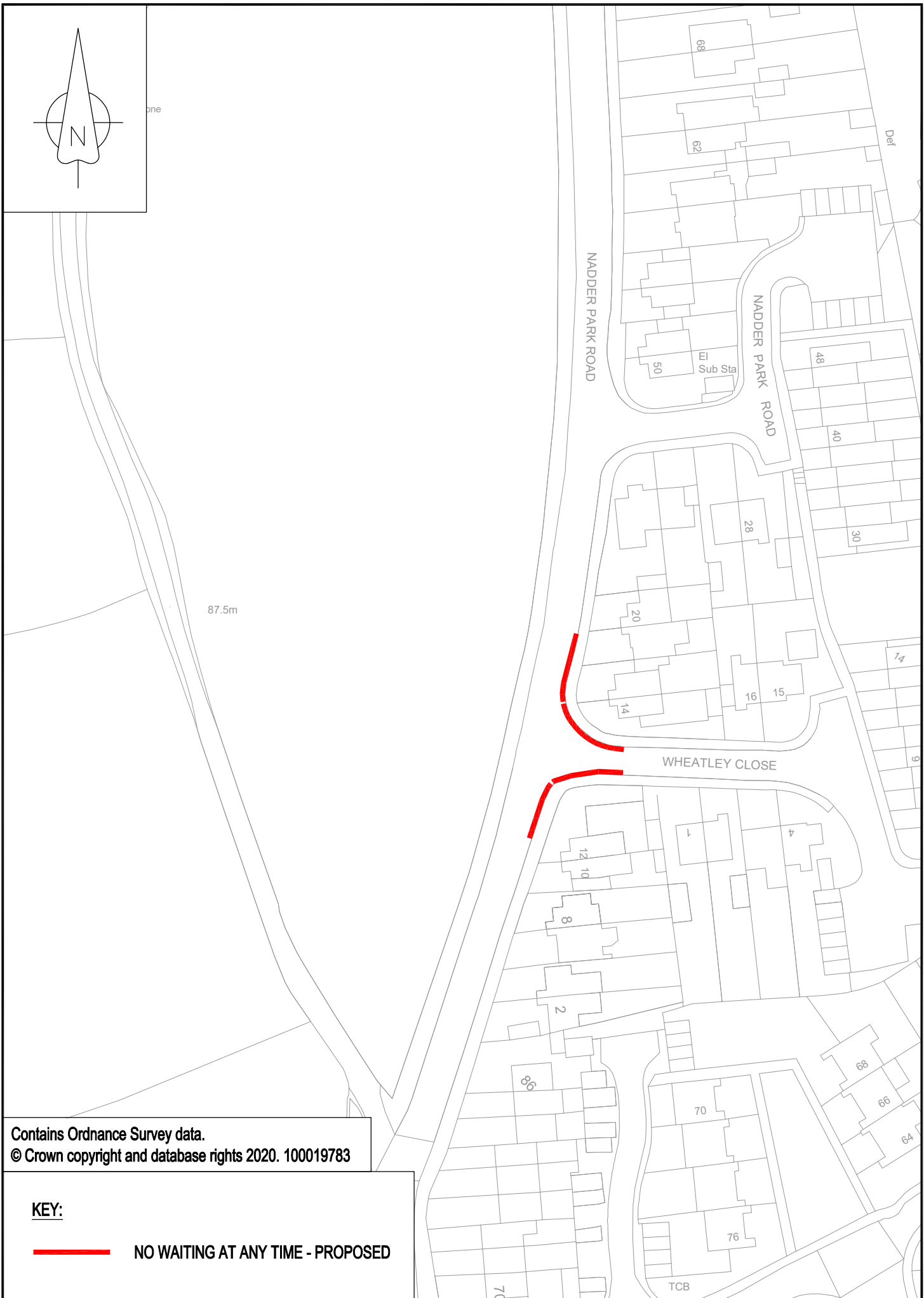
KEY:

-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING




TITLE:
EXETER HATOC SCHEMES
EXETER, SANFORD PLACE
OS REF: 201208, 091728
Page 36

FIGURE No:
ENV5807/002



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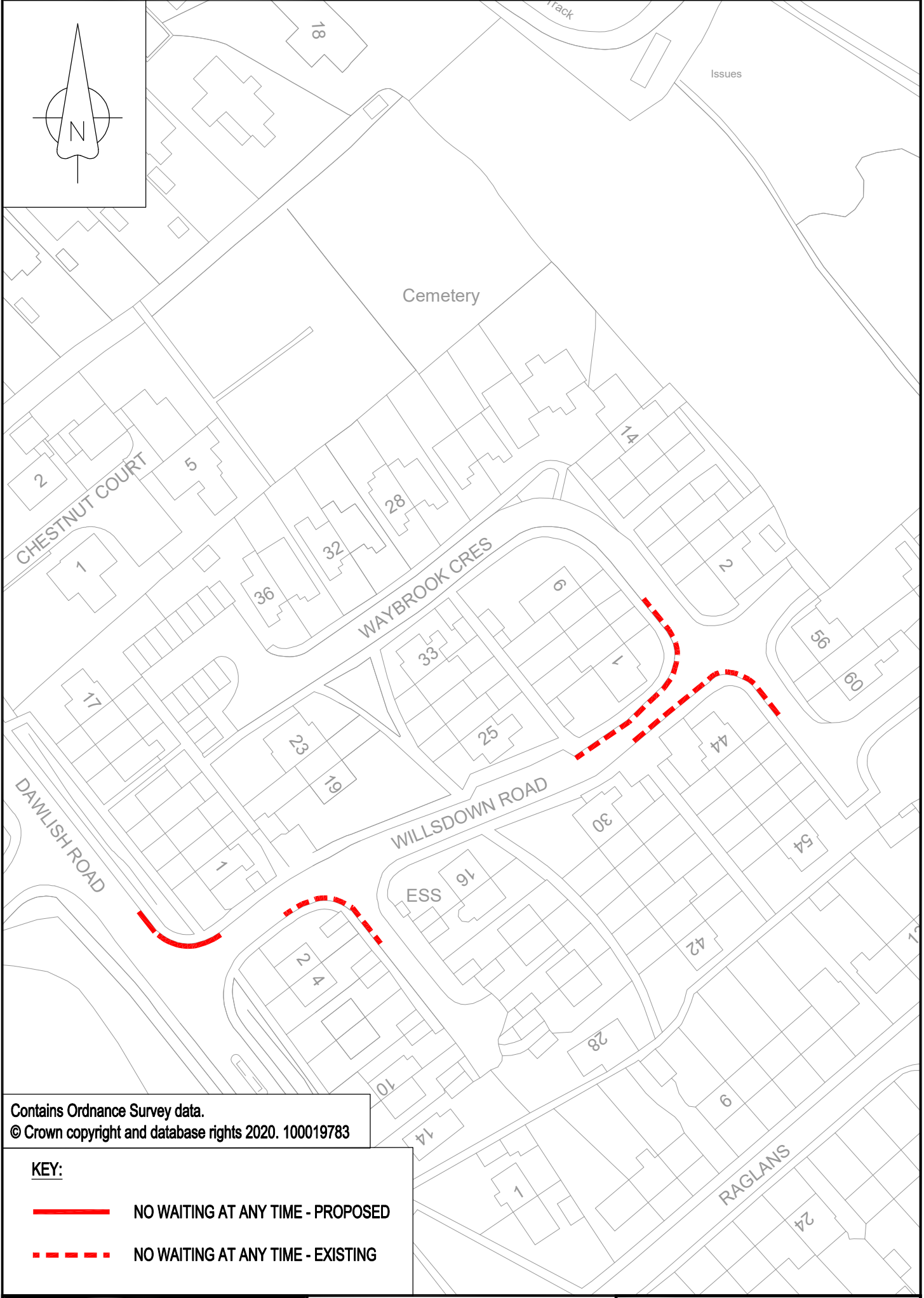
KEY:

 NO WAITING AT ANY TIME - PROPOSED





TITLE:
EXETER HATOC SCHEMES
EXETER, WHEATLEY CLOSE
OS REF. 289988 , 092029

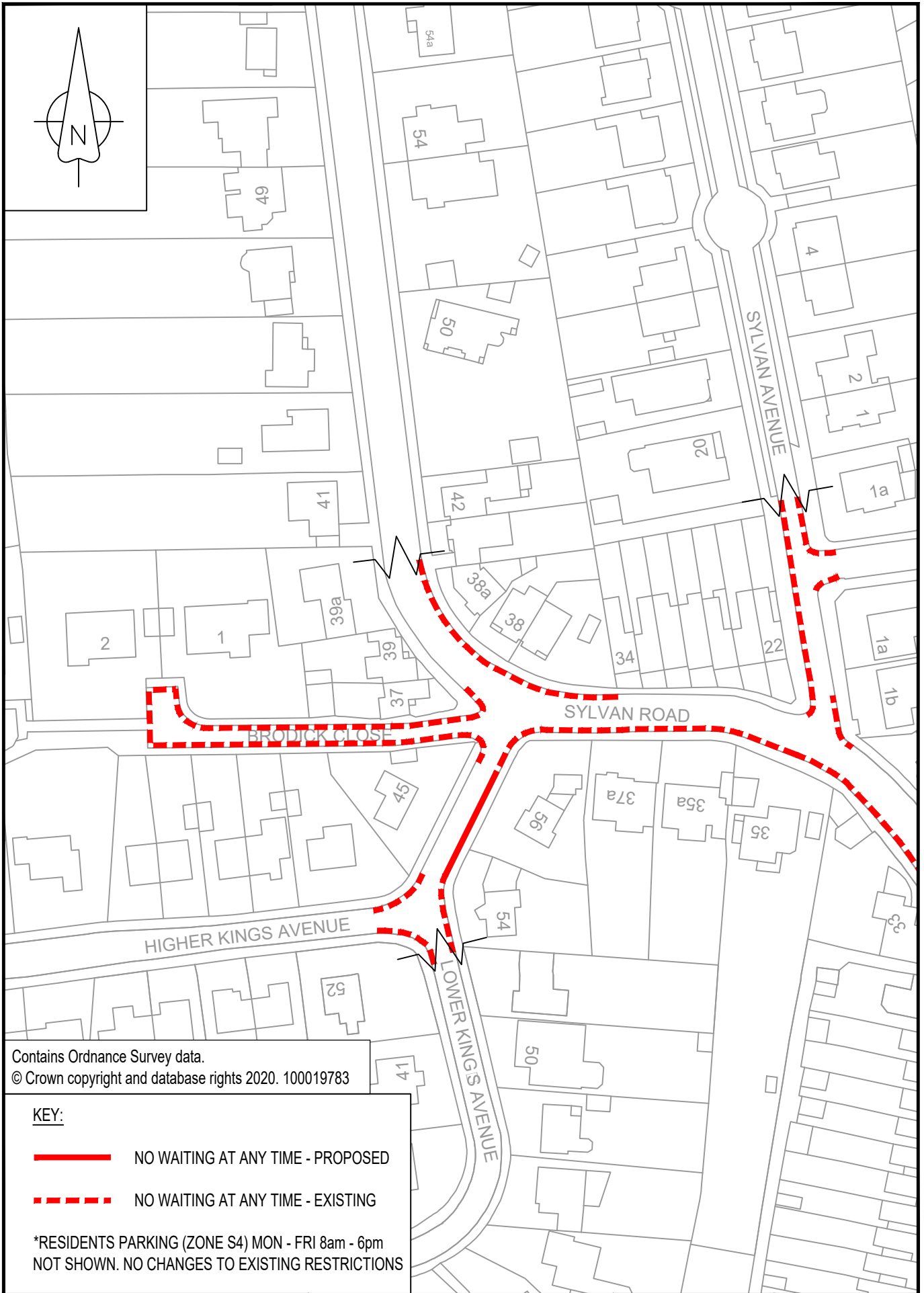
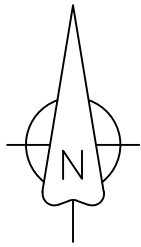
FIGURE No:
ENV5807/003



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KEY:

	NO WAITING AT ANY TIME - PROPOSED
	NO WAITING AT ANY TIME - EXISTING



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KEY:

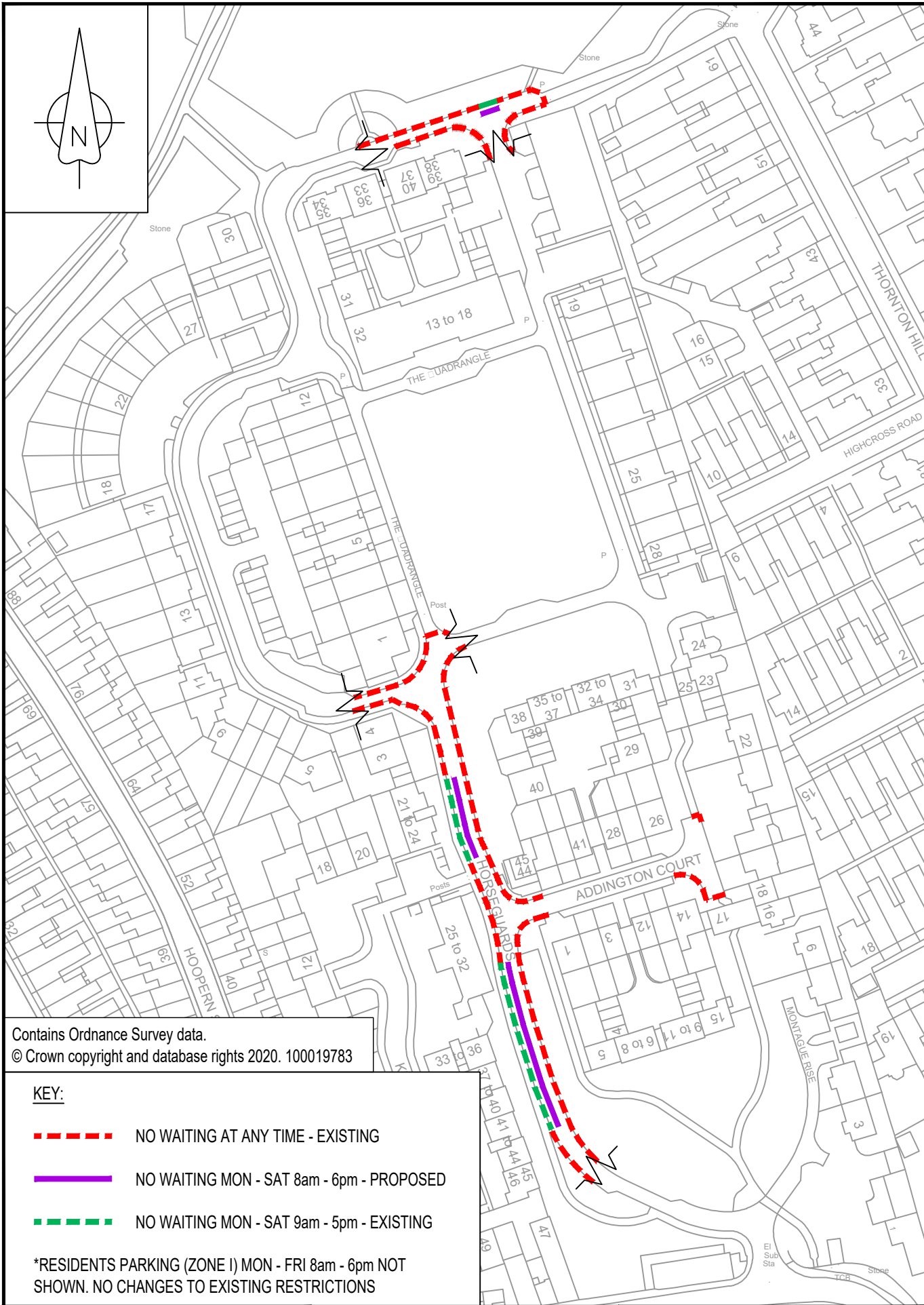
- NO WAITING AT ANY TIME - PROPOSED
- NO WAITING AT ANY TIME - EXISTING

*RESIDENTS PARKING (ZONE S4) MON - FRI 8am - 6pm
 NOT SHOWN. NO CHANGES TO EXISTING RESTRICTIONS



TITLE:
 EXETER HATOC SCHEMES
 EXETER, HIGHER KINGS AVENUE
 OS REF: 202921094033
Page 39

FIGURE No:
 ENV5807/005



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KEY:

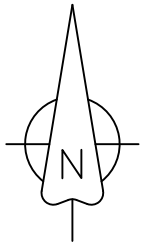
- - - - - NO WAITING AT ANY TIME - EXISTING
- NO WAITING MON - SAT 8am - 6pm - PROPOSED
- - - - - NO WAITING MON - SAT 9am - 5pm - EXISTING

*RESIDENTS PARKING (ZONE I) MON - FRI 8am - 6pm NOT SHOWN. NO CHANGES TO EXISTING RESTRICTIONS








TITLE:
EXETER HATOC SCHEMES
 EXETER, HORSEGUARDS
 OS REF: 201103, 093360
Page 40

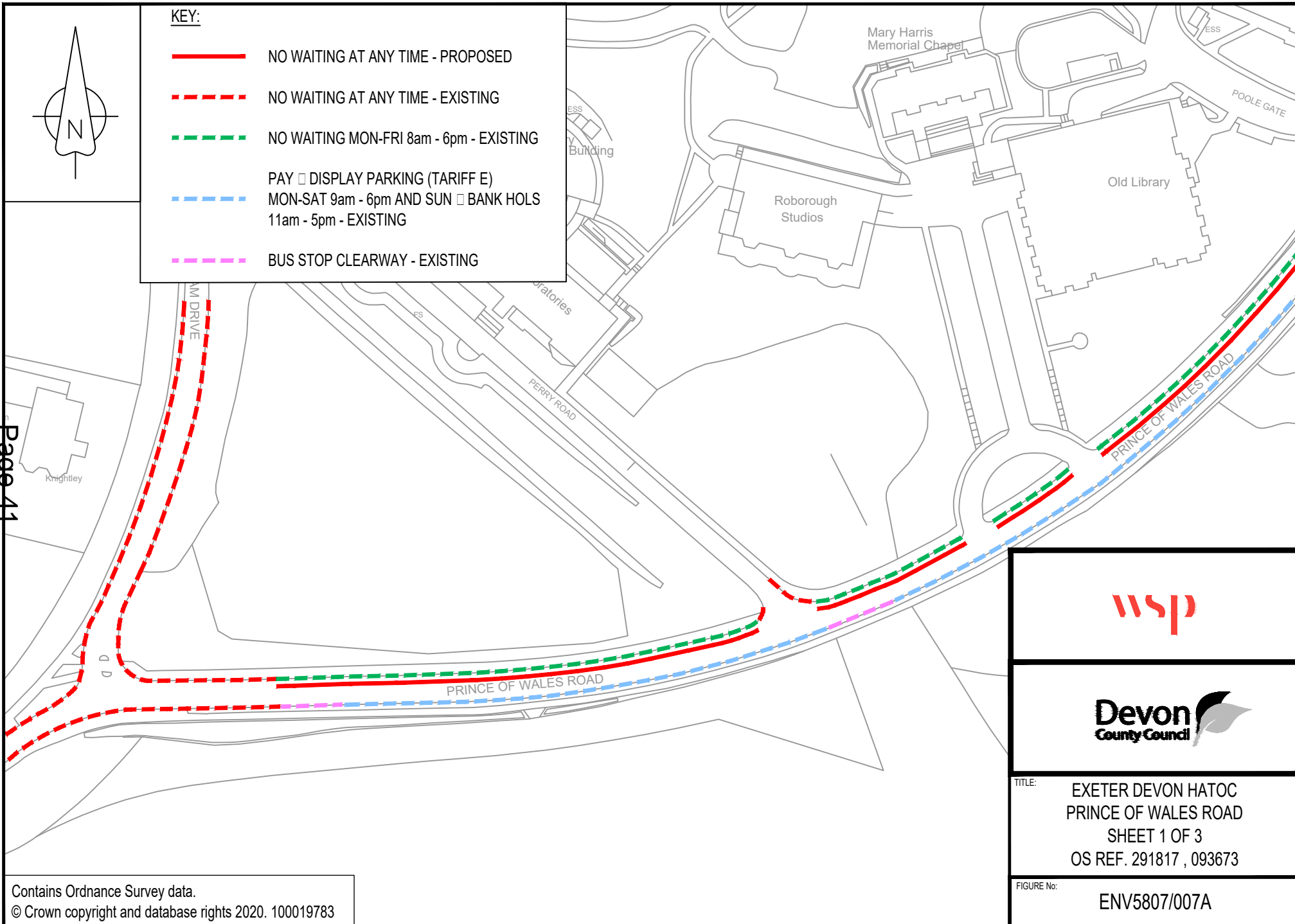
FIGURE No:
ENV5807/006



KEY:

-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING
-  NO WAITING MON-FRI 8am - 6pm - EXISTING
-  PAY DISPLAY PARKING (TARIFF E)
MON-SAT 9am - 6pm AND SUN BANK HOLS
11am - 5pm - EXISTING
-  BUS STOP CLEARWAY - EXISTING

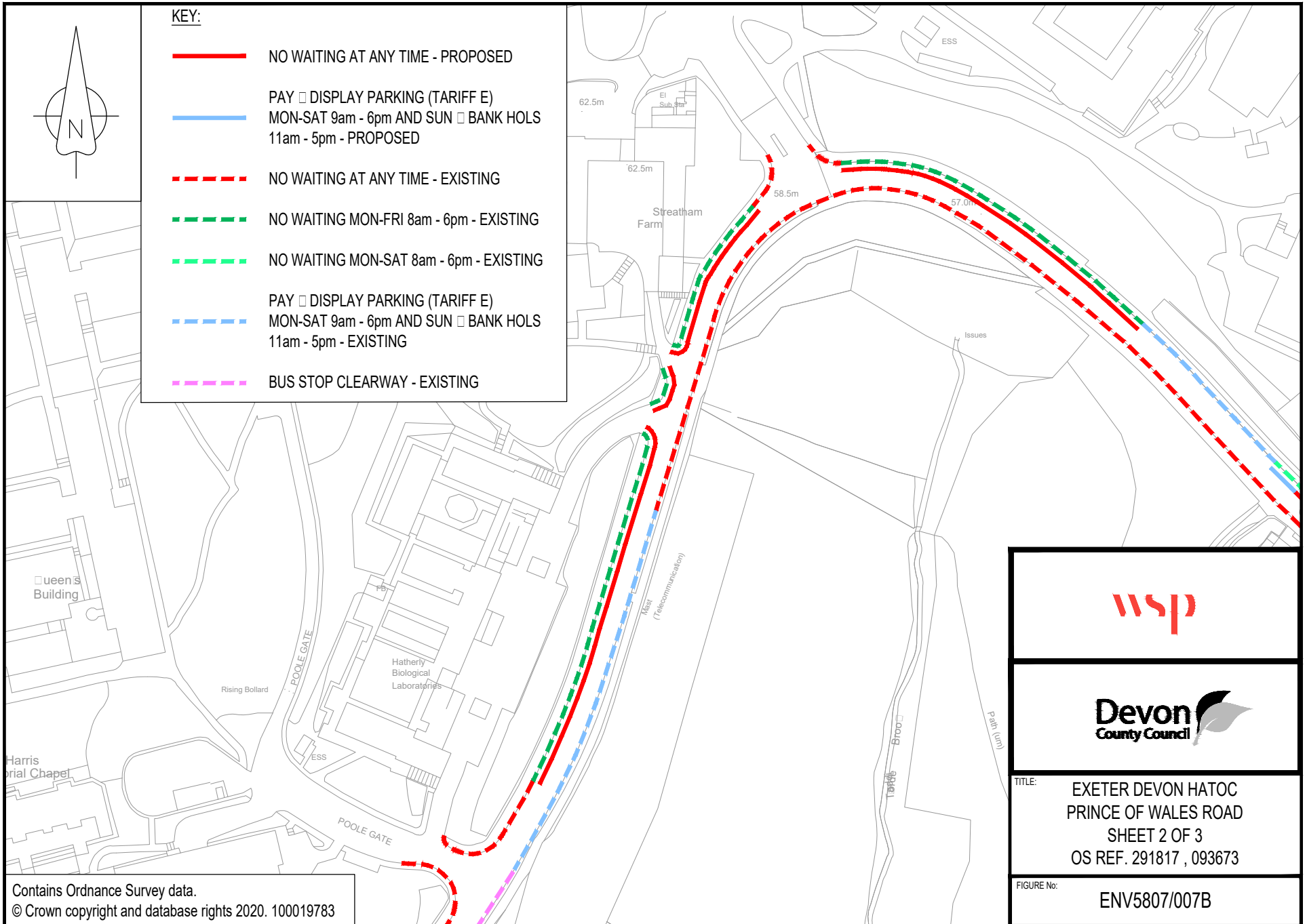
Page 41



TITLE:
EXETER DEVON HATOC
PRINCE OF WALES ROAD
SHEET 1 OF 3
OS REF. 291817 , 093673

FIGURE No:
ENV5807/007A

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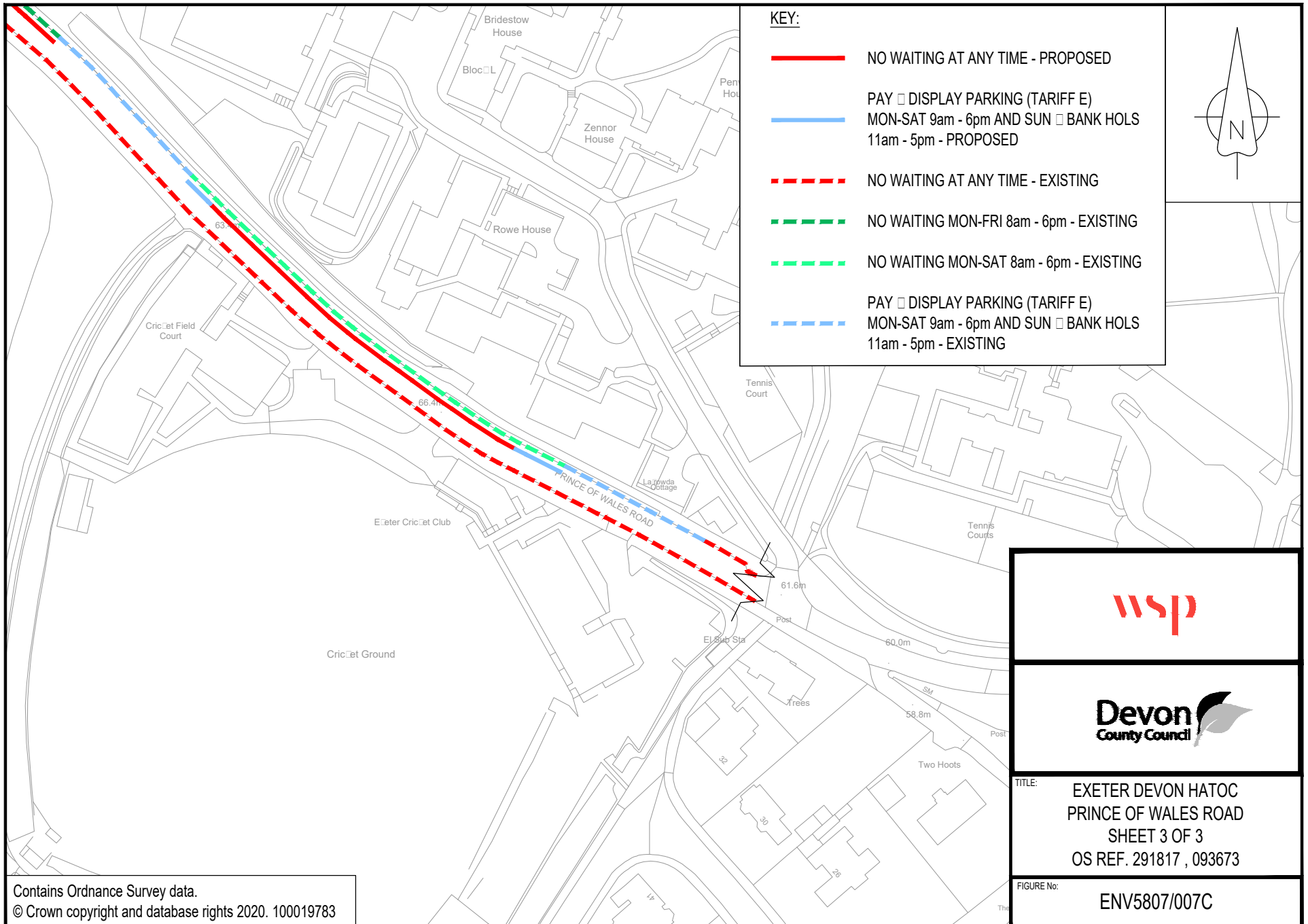
wsp

Devon
County Council

TITLE: EXETER DEVON HATOC
PRINCE OF WALES ROAD
SHEET 2 OF 3
OS REF. 291817 , 093673

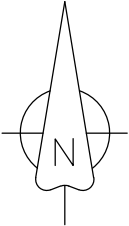
FIGURE No: ENV5807/007B

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KEY:

- NO WAITING AT ANY TIME - PROPOSED
- PAY & DISPLAY PARKING (TARIFF E) MON-SAT 9am - 6pm AND SUN & BANK HOLS 11am - 5pm - PROPOSED
- - - NO WAITING AT ANY TIME - EXISTING
- - - NO WAITING MON-FRI 8am - 6pm - EXISTING
- - - NO WAITING MON-SAT 8am - 6pm - EXISTING
- - - PAY & DISPLAY PARKING (TARIFF E) MON-SAT 9am - 6pm AND SUN & BANK HOLS 11am - 5pm - EXISTING

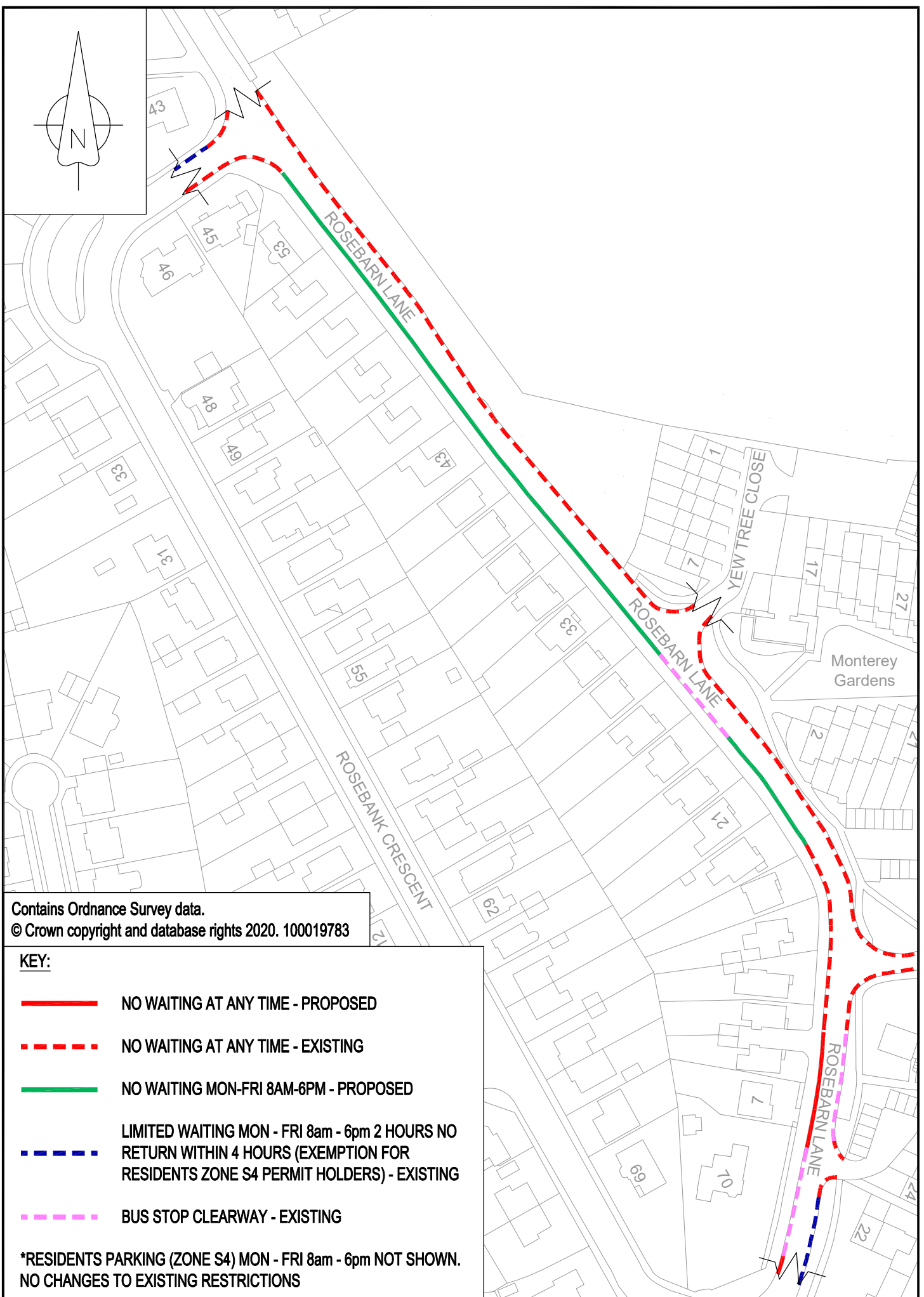




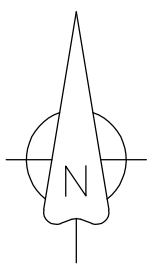

TITLE: EXETER DEVON HATOC
PRINCE OF WALES ROAD
SHEET 3 OF 3
OS REF. 291817 , 093673

FIGURE No: ENV5807/007C

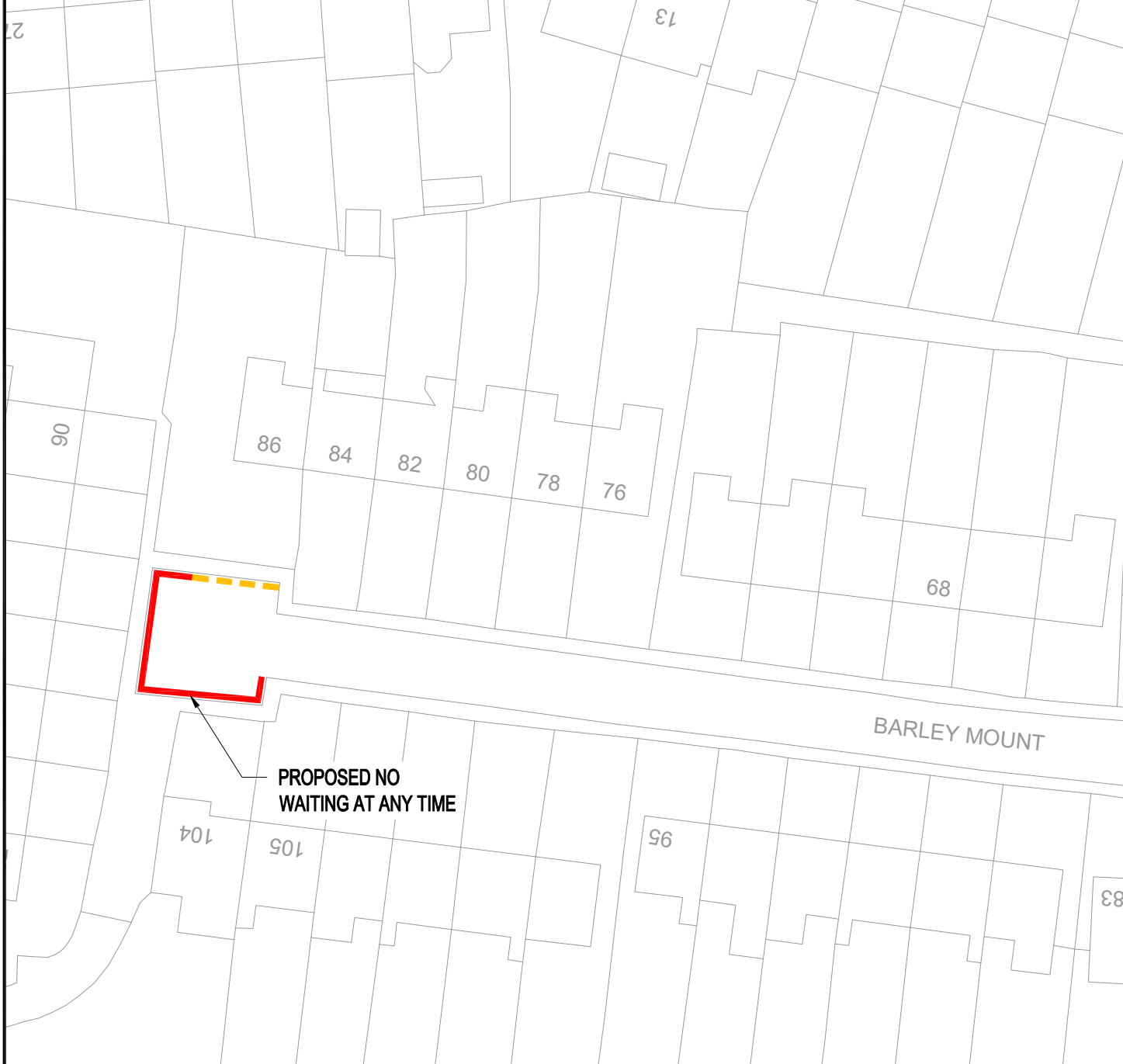
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HIGHER BARLEY MOUNT



PROPOSED NO WAITING AT ANY TIME

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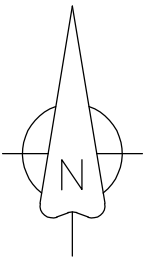
KEY:

-  NO WAITING AT ANY TIME - PROPOSED
-  DISABLED BAY - EXISTING



TITLE:
EXETER HATOC SCHEMES
EXETER, BARLEY MOUNT
OS REF. 290349 , 092348

FIGURE No:
ENV5807/009



Emmanuel
Vicarage

OKEHAMPTON ROAD

PROPOSED NO
WAITING AT ANY TIME






CAMBRIDGE STREET

CORNWALL
STREET

BRUNSWICK
STREET

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KEY:

-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING
-  MANDATORY DISABLED BAY - EXISTING
-  LIMITED WAITING MON - SAT 9am - 6pm 2 HOURS
NO RETURN WITHIN 4 HOURS - EXISTING
-  RESIDENTS PARKING AT ANY TIME, ZONE B - EXISTING

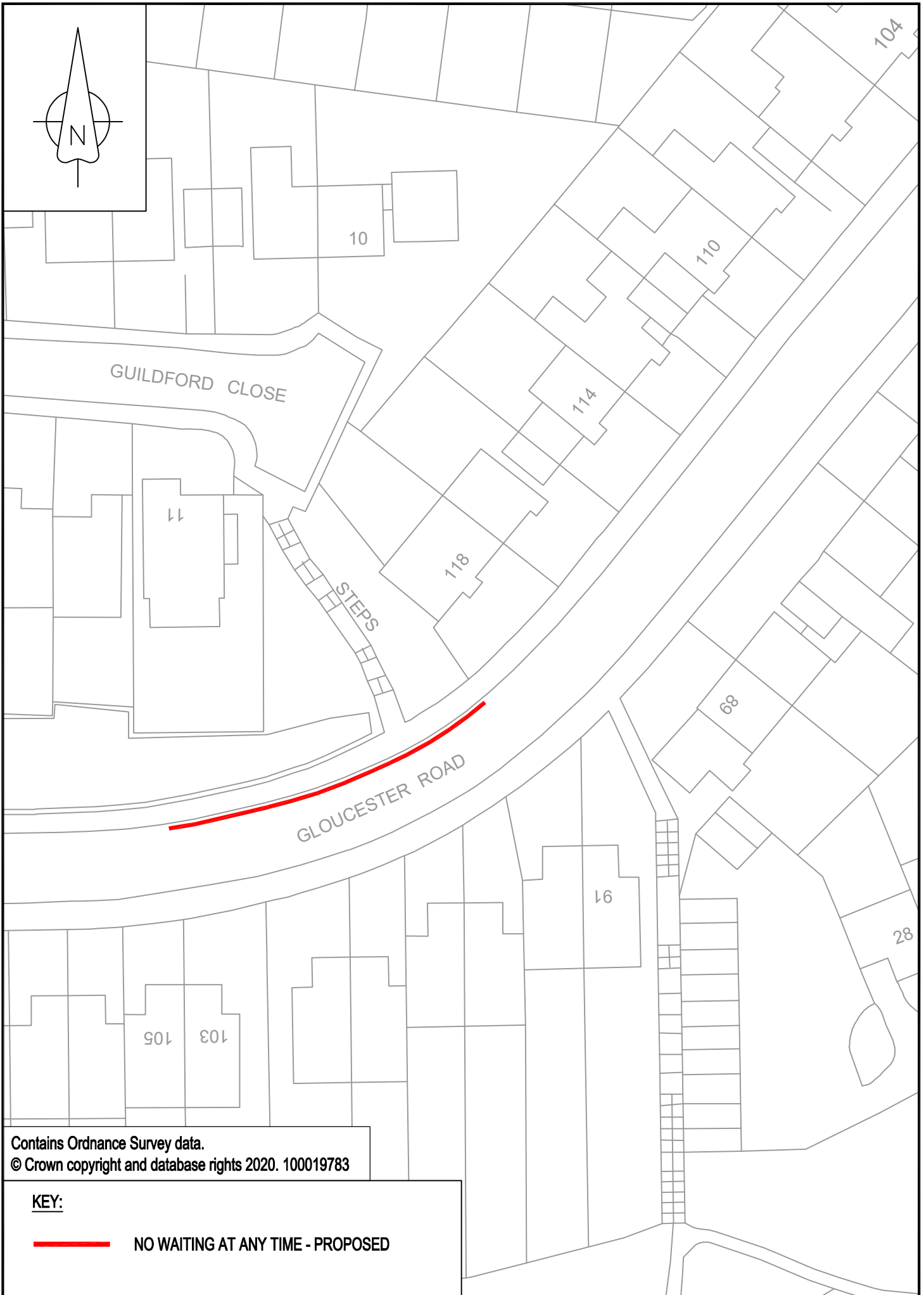
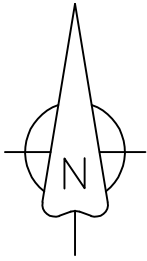


TITLE:

EXETER HATOC SCHEMES
EXETER, CAMBRIDGE STREET
OS REF. 291110 , 092204

FIGURE No:

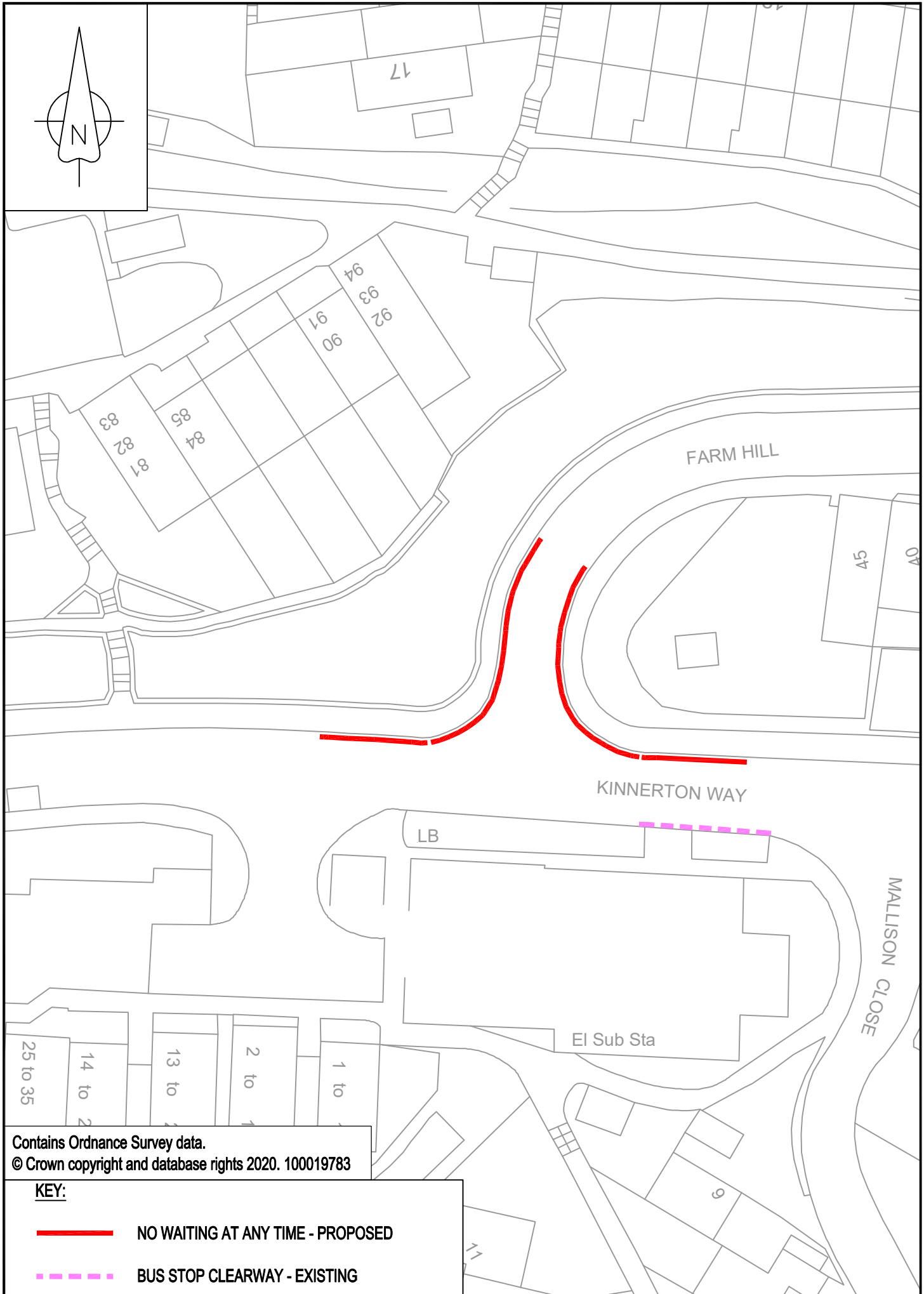
ENV5807/010





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KEY:

 NO WAITING AT ANY TIME - PROPOSED



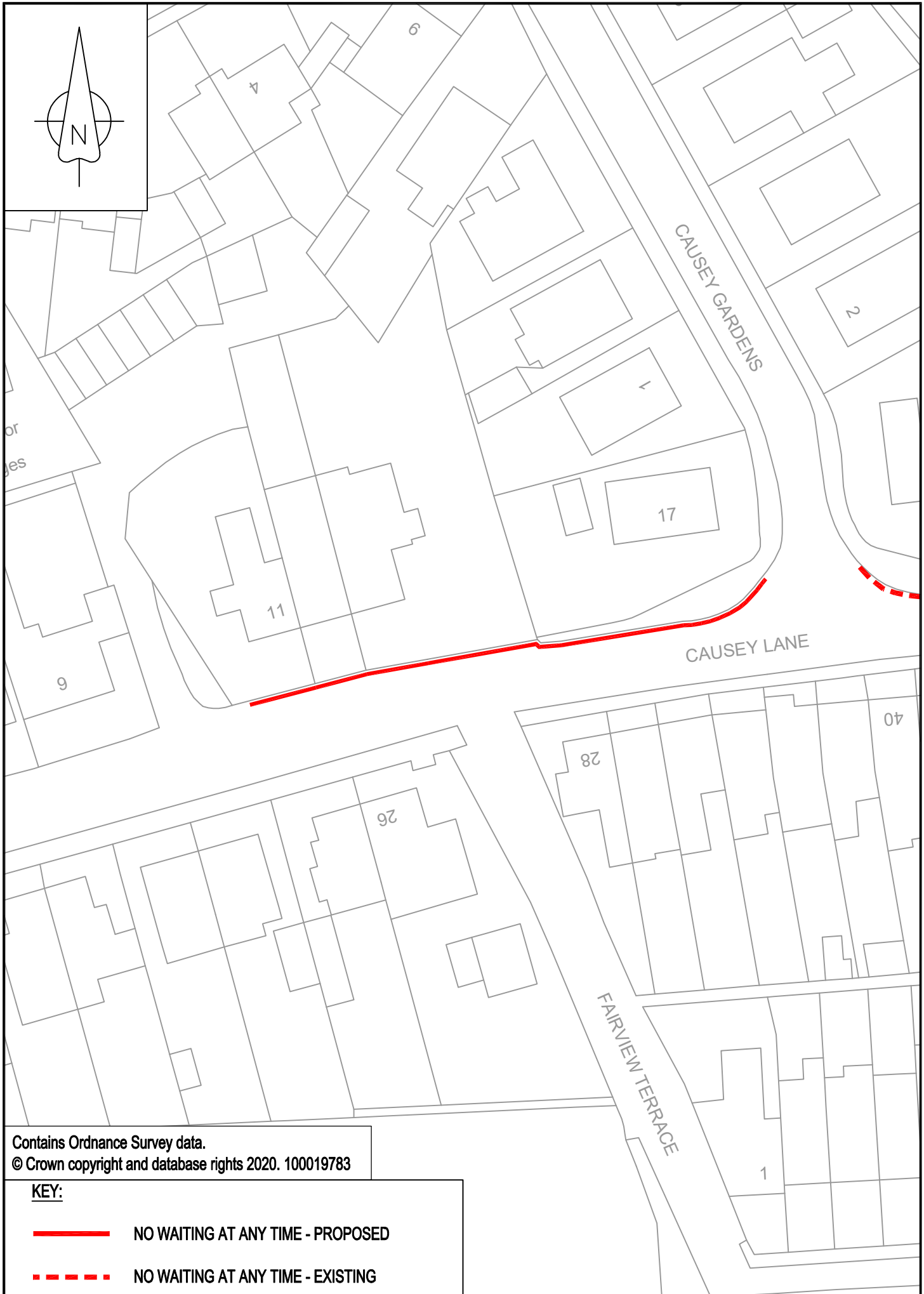
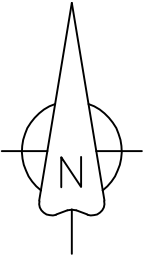
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KEY:	
	NO WAITING AT ANY TIME - PROPOSED
	BUS STOP CLEARWAY - EXISTING



TITLE:
EXETER HATOC SCHEMES
EXETER KINNERTON WAY
OS REF. 290602 , 093742

FIGURE No:
ENV5807/012



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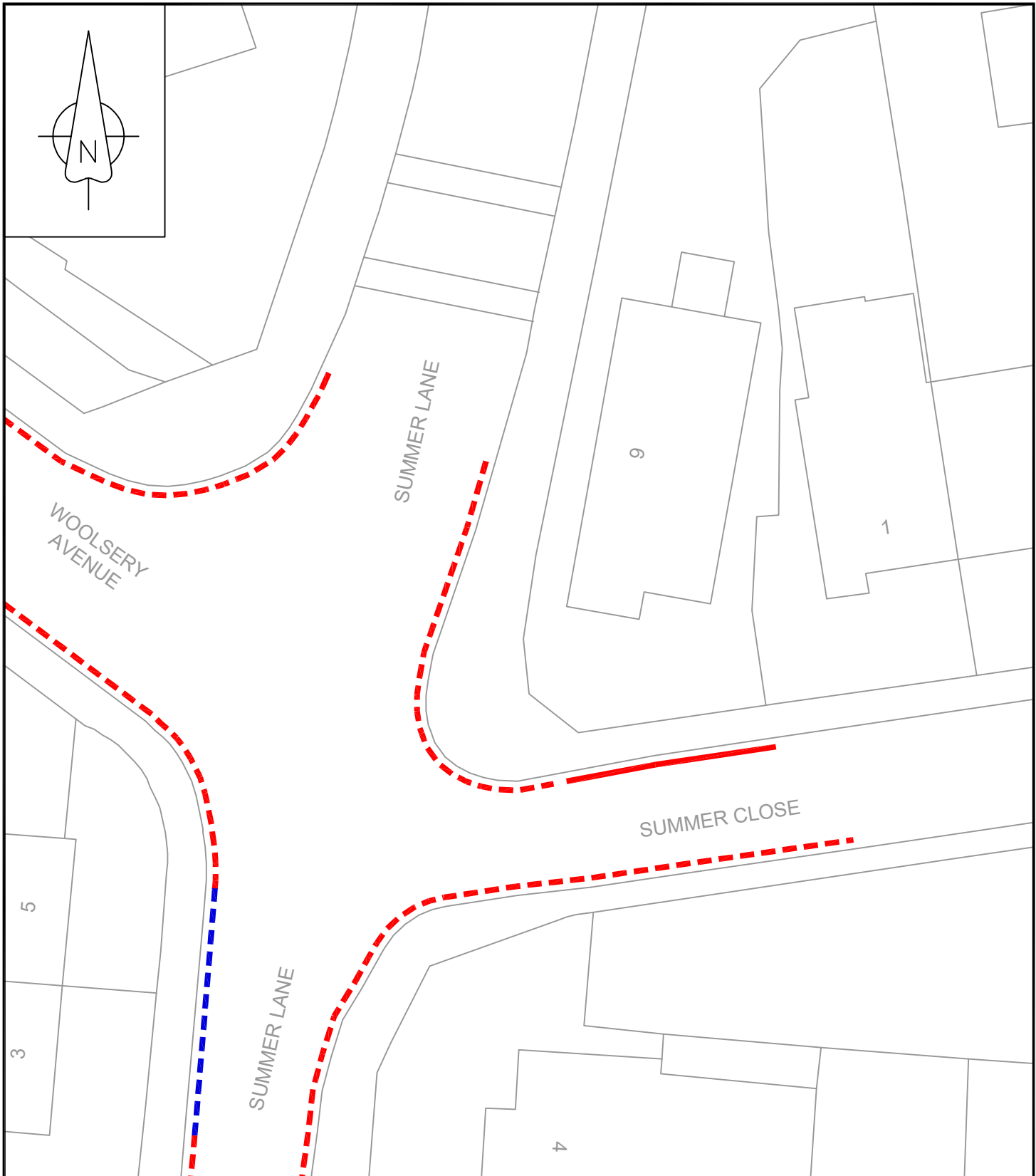
KEY:

- NO WAITING AT ANY TIME - PROPOSED
- NO WAITING AT ANY TIME - EXISTING



TITLE:
EXETER HATOC SCHEMES
EXETER CAUSEY LANE
OS REF. 296572 , 094233

FIGURE No:
ENV5807/013



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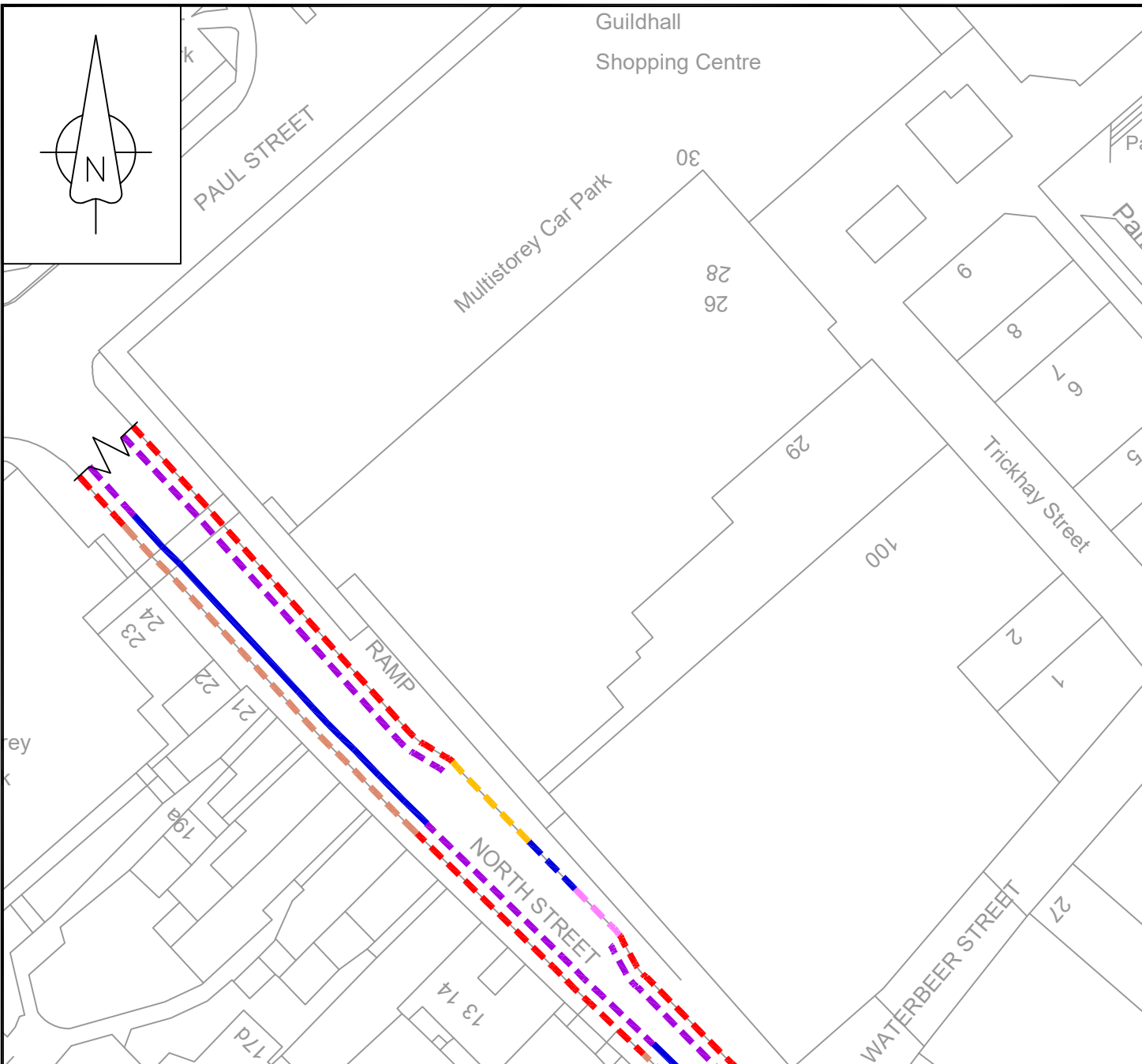
KEY:

	NO WAITING AT ANY TIME - PROPOSED
	NO WAITING AT ANY TIME - EXISTING
	LIMITED WAITING MON - SAT 9am - 6pm 30 MINUTES NO RETURN WITHIN 1 HOUR - EXISTING



TITLE:
 EXETER HATOC SCHEMES
 EXETER SUMMER CLOSE
 OS REF. 294834 , 093673

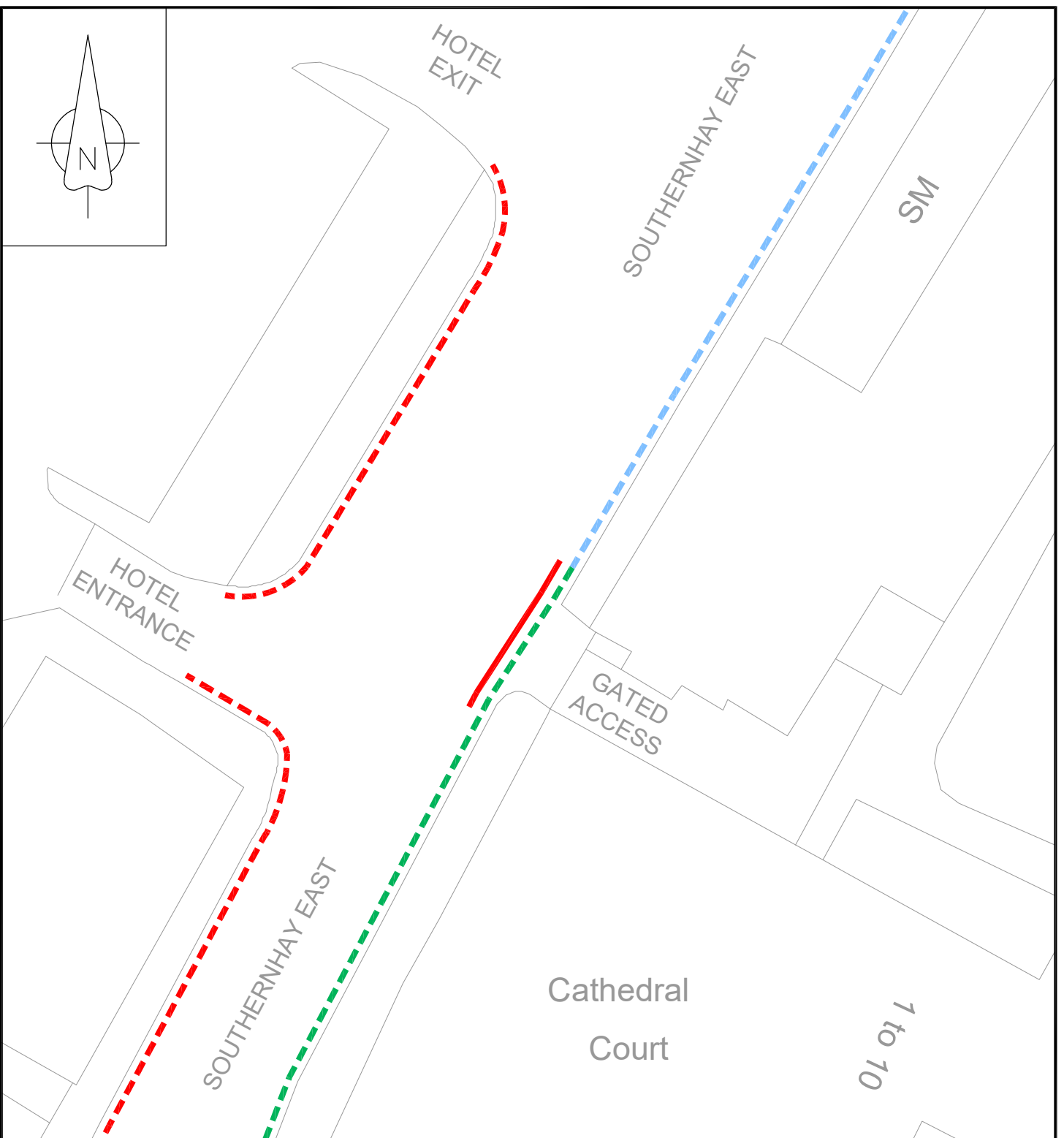
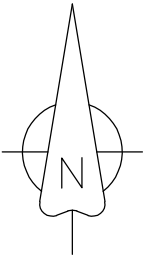
FIGURE No:
 ENV5807/014



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KEY:

- LOADING ONLY AT ANY TIME - PROPOSED
- - - LOADING ONLY AT ANY TIME - EXISTING
- - - LOADING ONLY 7am - 7pm - EXISTING
- - - NO LOADING AT ANY TIME - EXISTING
- - - EXISTING DISABLED BADGE HOLDERS ONLY AT ANY TIME MAXIMUM STAY 2 HOURS NO RETURN WITHIN 4 HOURS 8am - 6pm - EXISTING
- - - NO STOPPING AT ANY TIME EXCEPT TAXIS - EXISTING
- - - NO WAITING AT ANY TIME - EXISTING



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KEY:

- NO WAITING AT ANY TIME - PROPOSED
- NO WAITING AT ANY TIME - EXISTING
- NO WAITING 8am - 6pm - EXISTING
- PAY & DISPLAY (TARIFF EXETER A) MON - SAT 8am - 6pm AND SUN & BANK HOLS 11am - 5pm MAX STAY 1 HOUR MON - SAT & 2 HOURS SUN & BANK HOLS - EXISTING

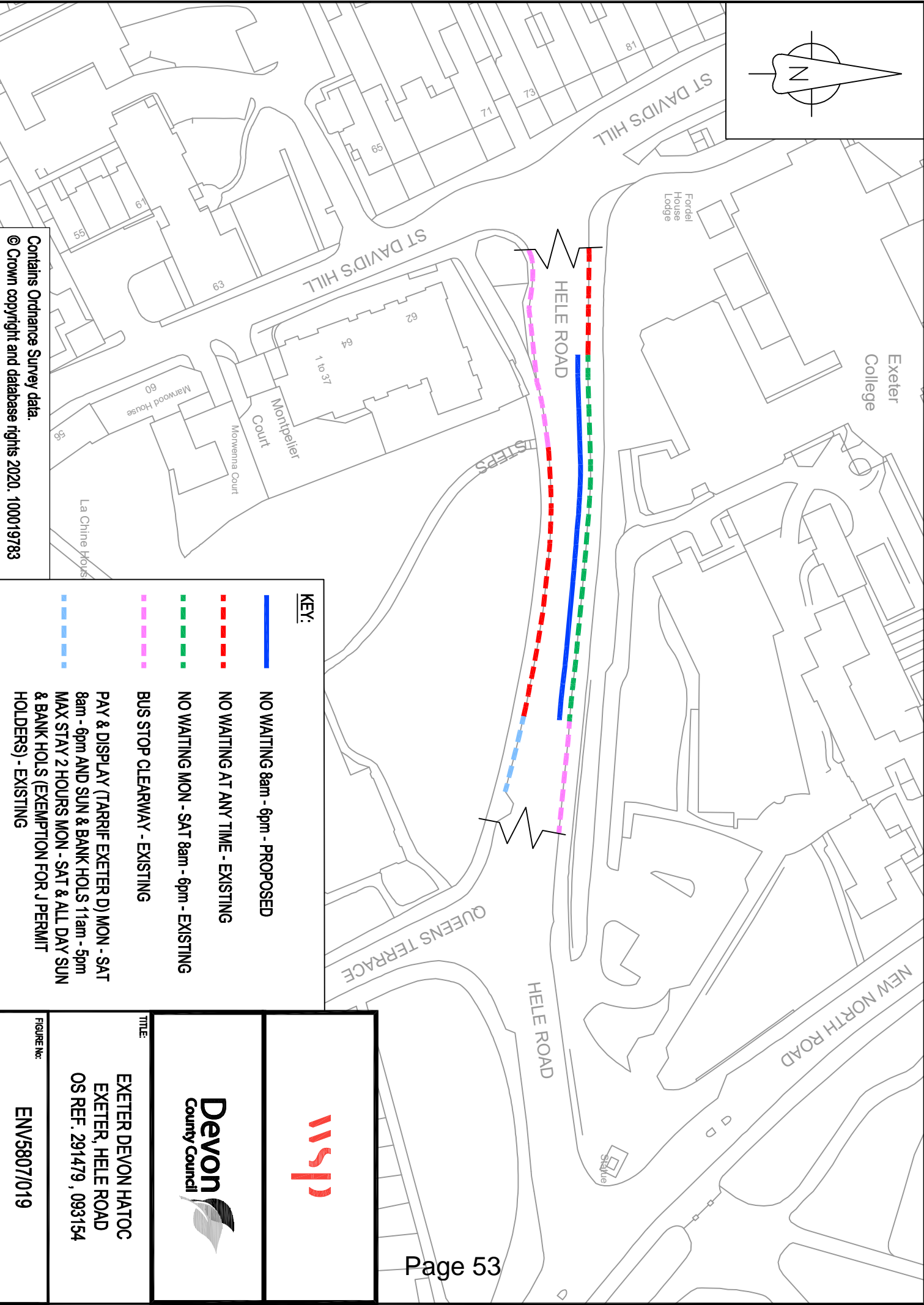
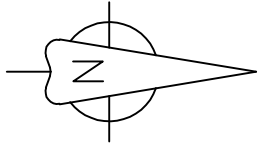


TITLE:






EXETER HATOC SCHEMES
 EXETER, SOUTHERNHAY EAST
 OS REF. 292228 , 092334

FIGURE No:

ENV5807/018



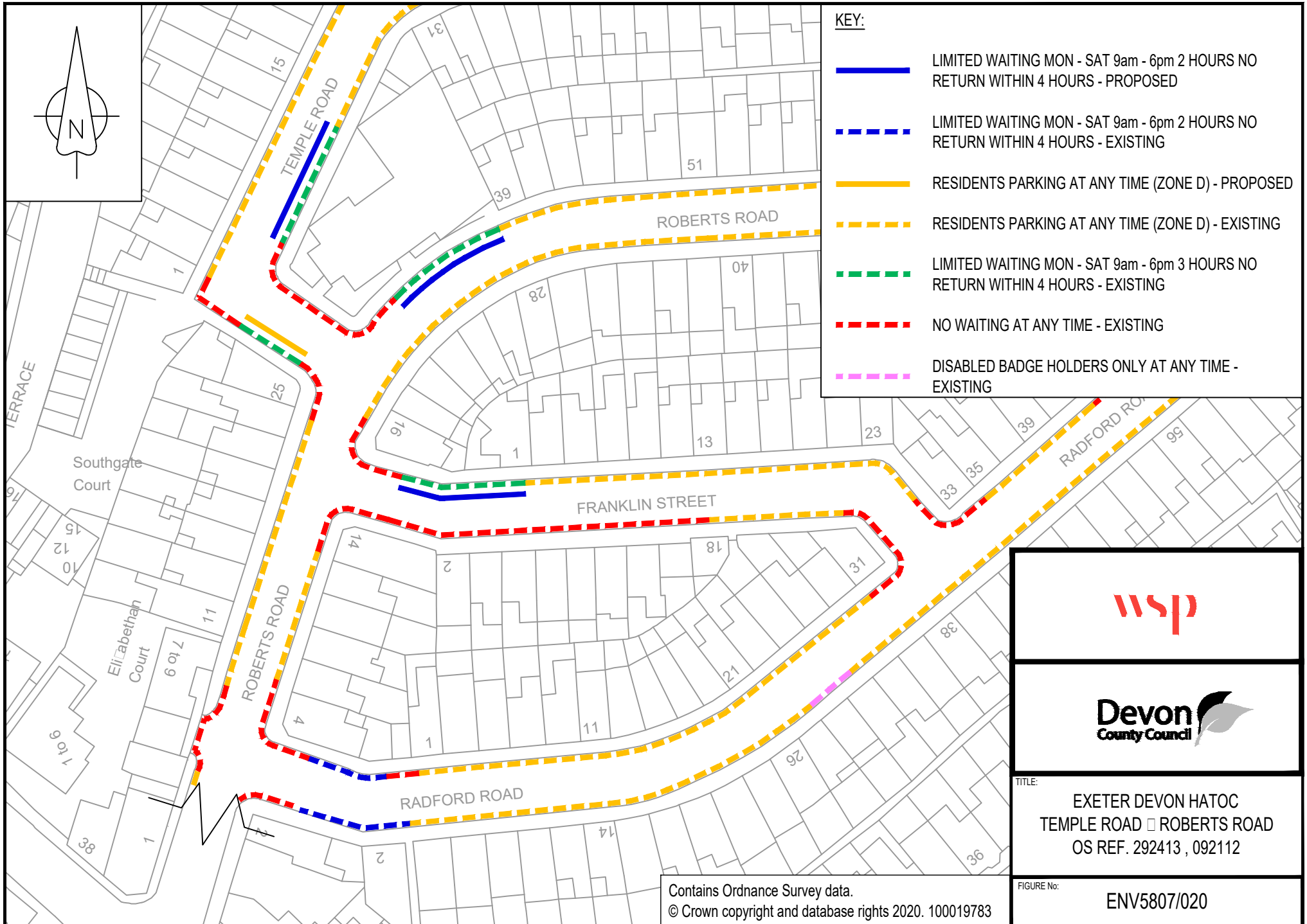
KEY:

-  NO WAITING 8am - 6pm - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING
-  NO WAITING MON - SAT 8am - 6pm - EXISTING
-  BUS STOP CLEARWAY - EXISTING
-  PAY & DISPLAY (TARRIF EXETER D) MON - SAT 8am - 6pm AND SUN & BANK HOLS 11am - 5pm MAX STAY 2 HOURS MON - SAT & ALL DAY SUN & BANK HOLS (EXEMPTION FOR J PERMIT HOLDERS) - EXISTING



TITLE:
**EXETER DEVON HATOC
 EXETER, HELE ROAD
 OS REF. 291479 , 093154**

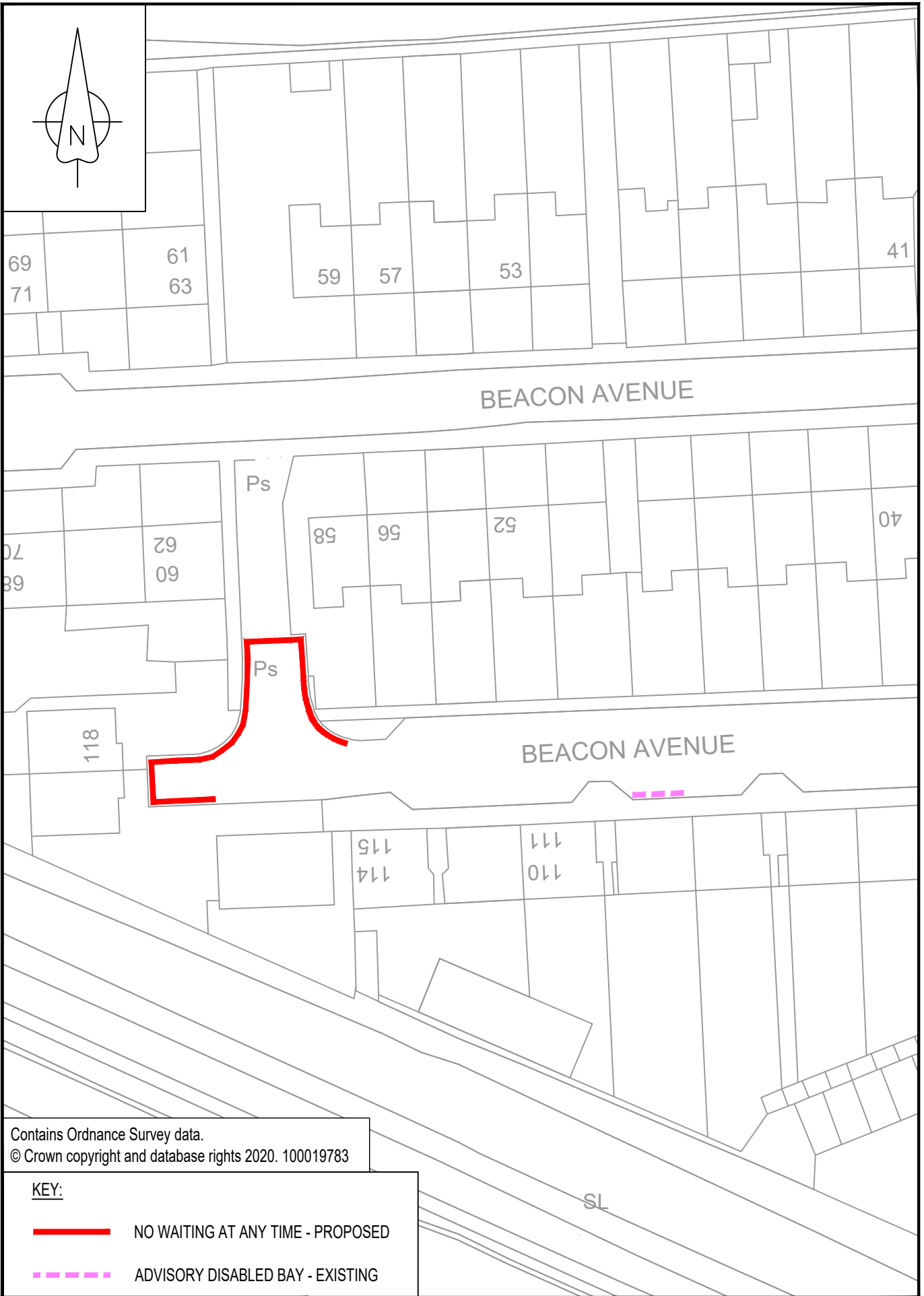
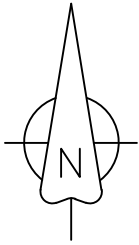
FIGURE NO:
ENV5807/019



TITLE:
 EXETER DEVON HATOC
 TEMPLE ROAD □ ROBERTS ROAD
 OS REF. 292413 , 092112



FIGURE No:
 ENV5807/020

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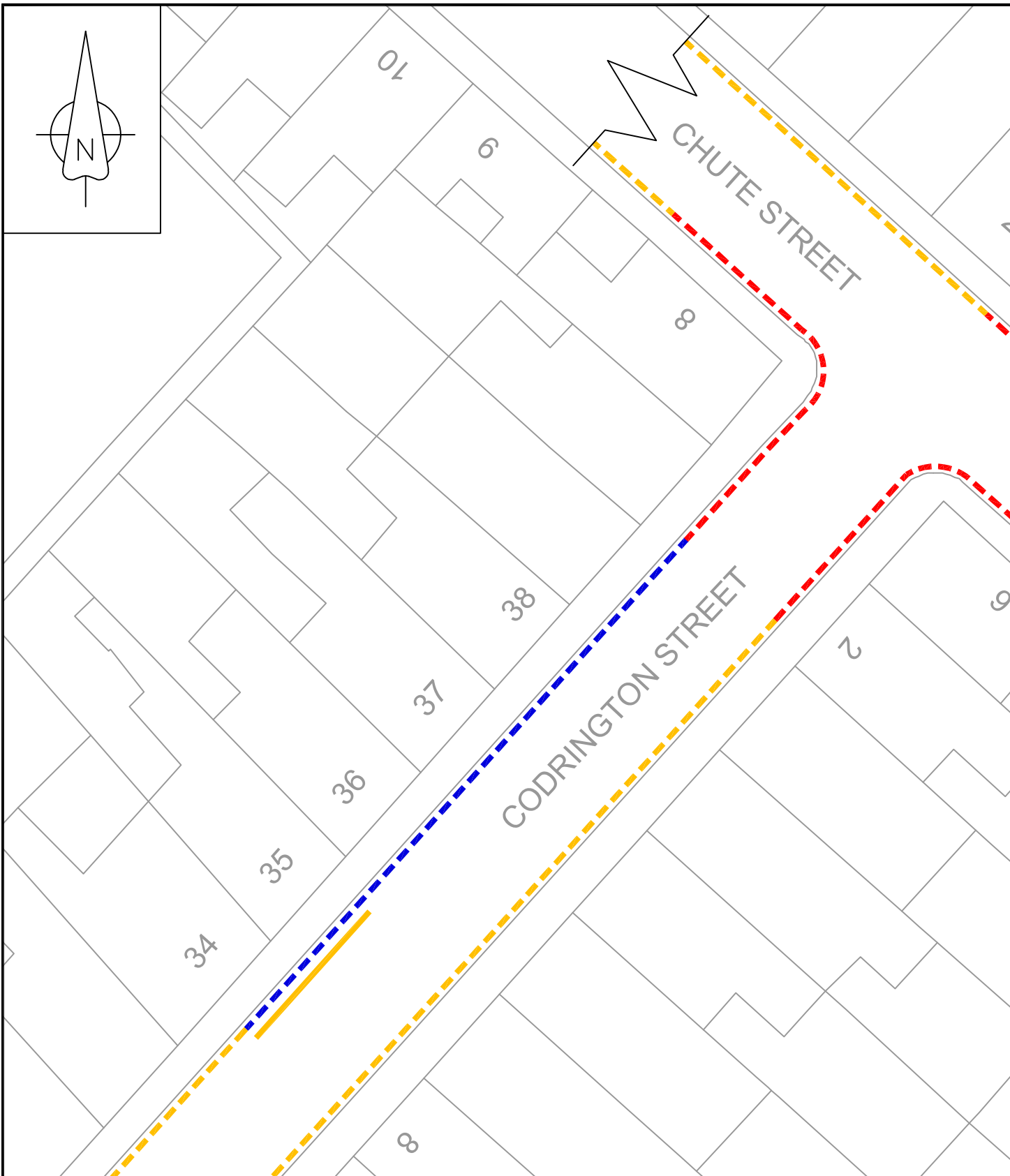
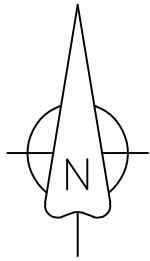
KEY:

-  NO WAITING AT ANY TIME - PROPOSED
-  ADVISORY DISABLED BAY - EXISTING







TITLE:
EXETER HATOC SCHEMES
EXETER, BEACON AVENUE
OS REF: 203903093581
Page 55

FIGURE No:
ENV5807/021



KEY:

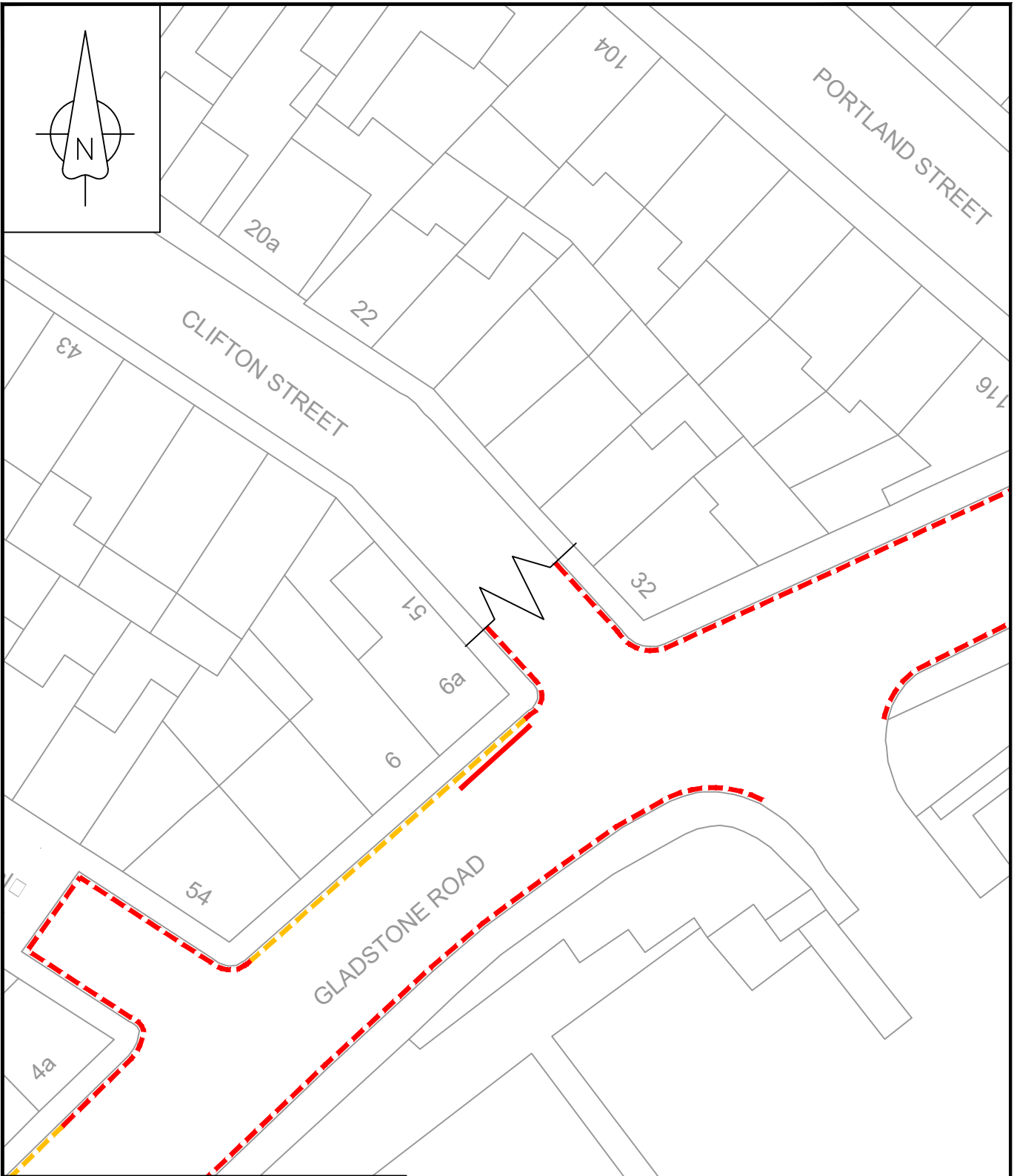
-  NO WAITING AT ANY TIME - EXISTING
-  RESIDENTS PARKING AT ANY TIME ZONE C - PROPOSED
-  RESIDENTS PARKING AT ANY TIME ZONE C - EXISTING
-  LIMITED WAITING MON - SAT 9am - 6pm 2 HOURS NO RETURN WITHIN 4 HOURS - EXISTING

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TITLE:
EXETER HATOC SCHEMES
EXETER, CODRINGTON STREET
OS REF. 292813 , 092979

FIGURE No:
ENV5807/022



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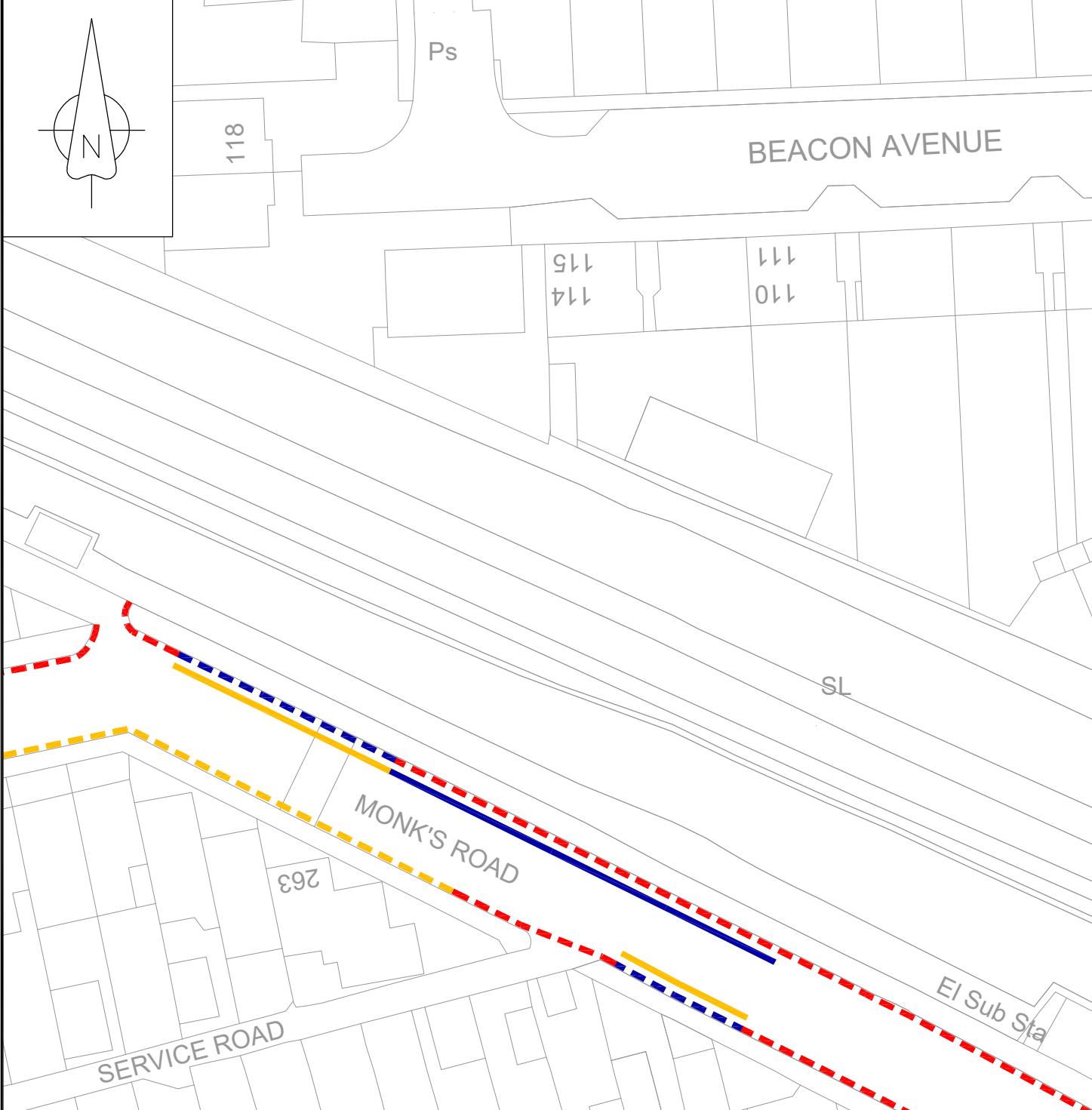
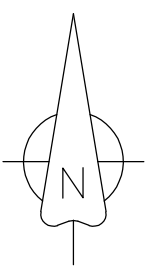
KEY:

	NO WAITING AT ANY TIME - EXISTING
	NO WAITING AT ANY TIME - PROPOSED
	RESIDENTS PARKING AT ANY TIME (ZONE C) - EXISTING








TITLE:
EXETER HATOC SCHEMES
EXETER, GLADSTONE ROAD
OS REF: 203155 092811
Page 57

FIGURE No:
ENV5807/023



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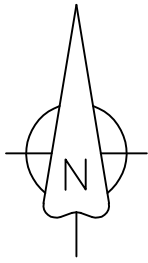
KEY:

-  LIMITED WAITING MON - SAT 9am - 6pm 2 HOURS NO RETURN WITHIN 4 HOURS- PROPOSED
-  LIMITED WAITING MON - SAT 9am - 6pm 2 HOURS NO RETURN WITHIN 4 HOURS - EXISTING
-  RESIDENTS PARKING AT ANY TIME ZONE T3 - PROPOSED
-  RESIDENTS PARKING AT ANY TIME ZONE T3 - EXISTING
-  NO WAITING AT ANY TIME - EXISTING

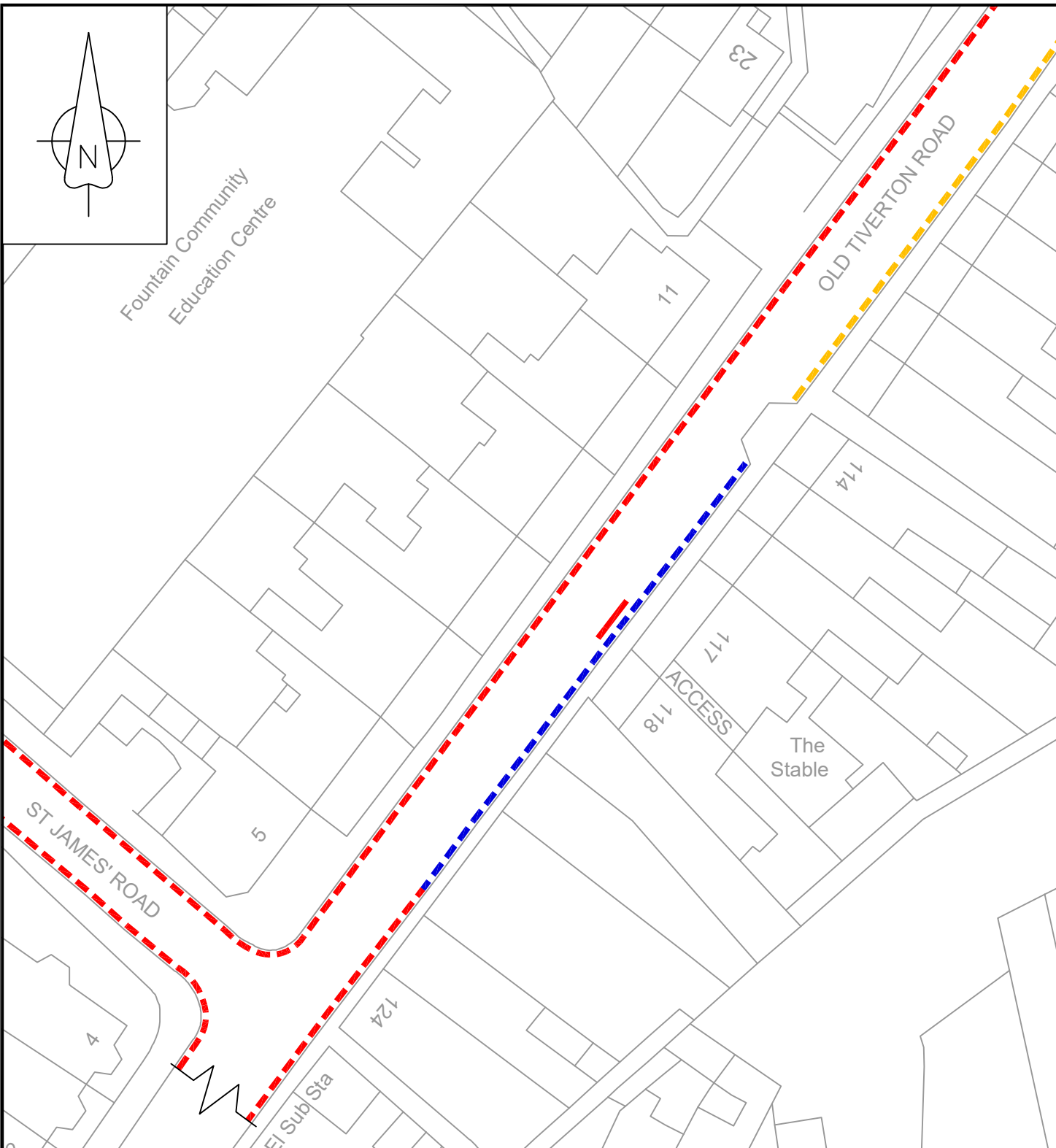


TITLE:
EXETER HATOC SCHEMES
EXETER, MONKS ROAD
OS REF. 293983 , 093518

FIGURE No:
ENV5807/024







Fountain Community
Education Centre



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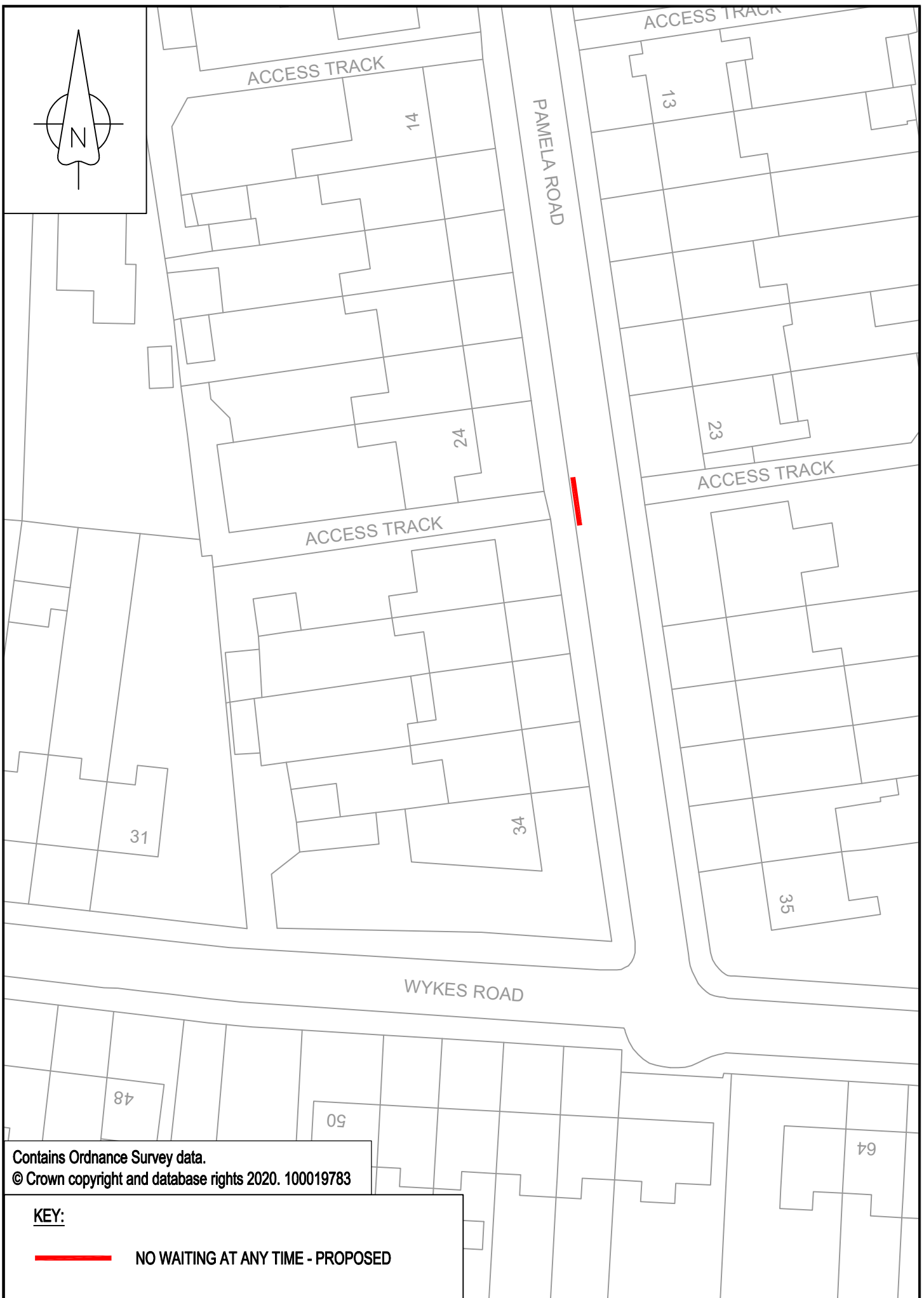
KEY:

-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING
-  LIMITED WAITING MON - SAT 9am - 6pm 30 MINUTES
NO RETURN WITHIN 1 HOUR - EXISTING
-  RESIDENTS PARKING AT ANY TIME ZONE F - EXISTING



TITLE: EXETER HATOC SCHEMES
EXETER, OLD TIVERTON ROAD
OS REF. 292828 , 093346

FIGURE No: ENV5807/025



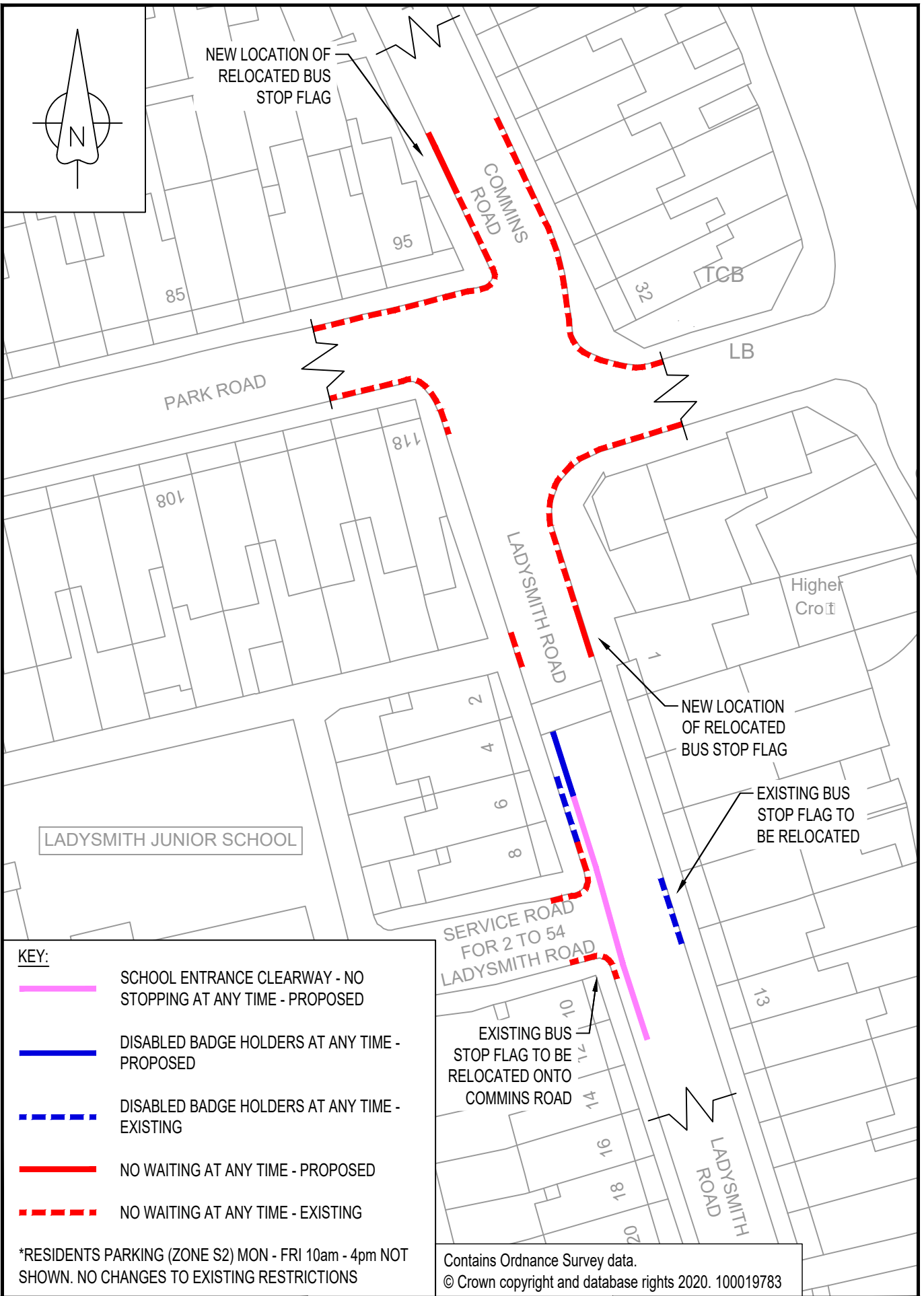
Contains Ordnance Survey data.
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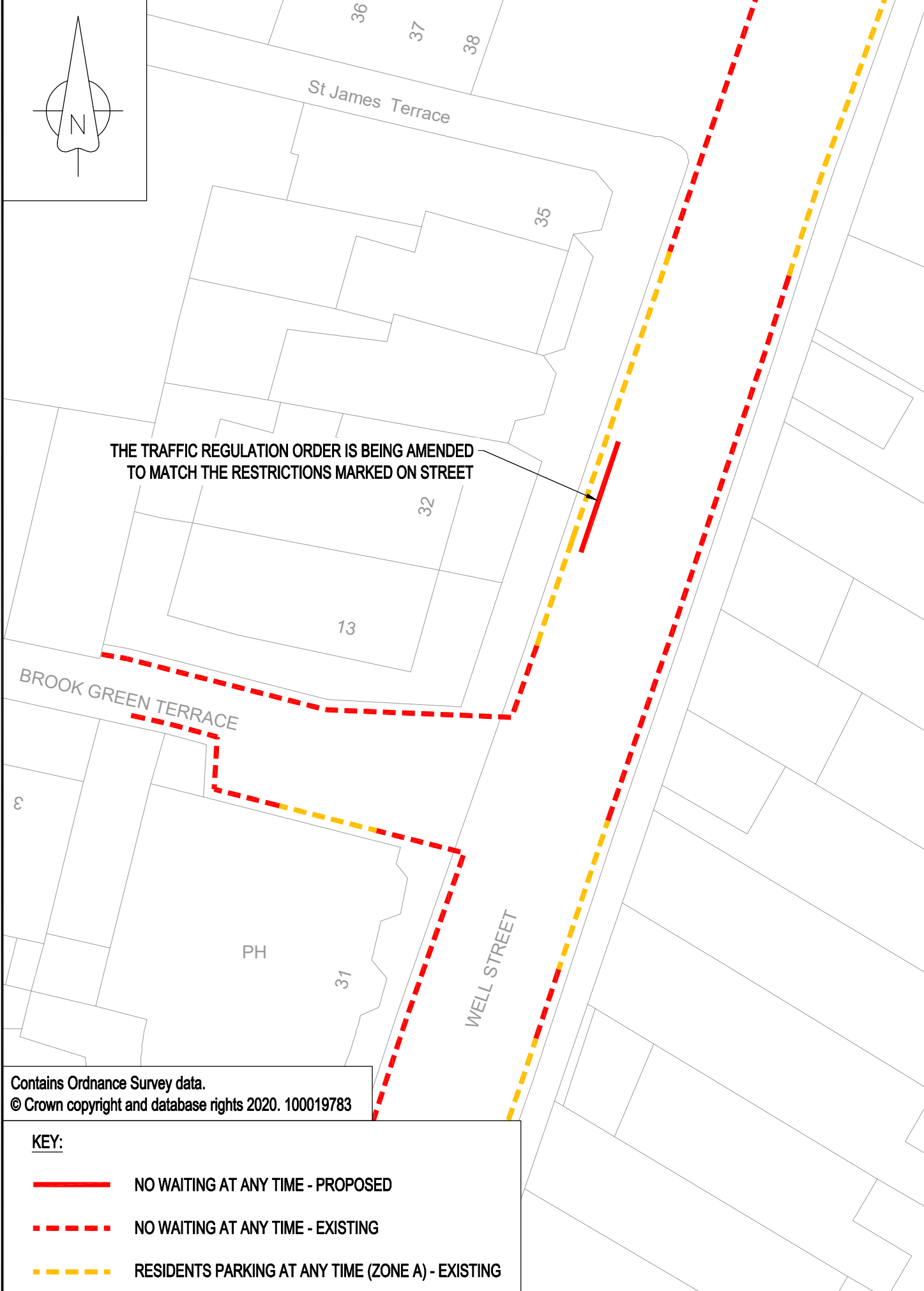
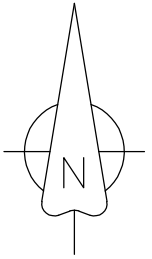
KEY:
 NO WAITING AT ANY TIME - PROPOSED



TITLE:
EXETER HATOC SCHEMES
EXETER, PAMELA ROAD
OS REF. 293871 , 093313

FIGURE No:
ENV5807/026





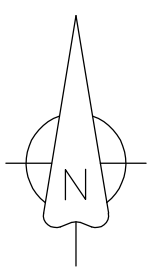
Contains Ordnance Survey data.
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- KEY:**
- NO WAITING AT ANY TIME - PROPOSED
 - NO WAITING AT ANY TIME - EXISTING
 - RESIDENTS PARKING AT ANY TIME (ZONE A) - EXISTING



TITLE:
EXETER HATOC SCHEMES
 EXETER, WELL STREET
 OS REF. 292629 , 093364

FIGURE No:
ENV5807/028



142

154

PINHOE ROAD

107

111

WYKES ROAD

NO WAITING AT ANY TIME TO BE REVOKED

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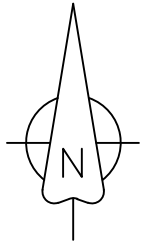
KEY:

--- NO WAITING AT ANY TIME - EXISTING





TITLE:
EXETER HATOC SCHEMES
EXETER, WYKES ROAD
OS REF. 293706 , 093411

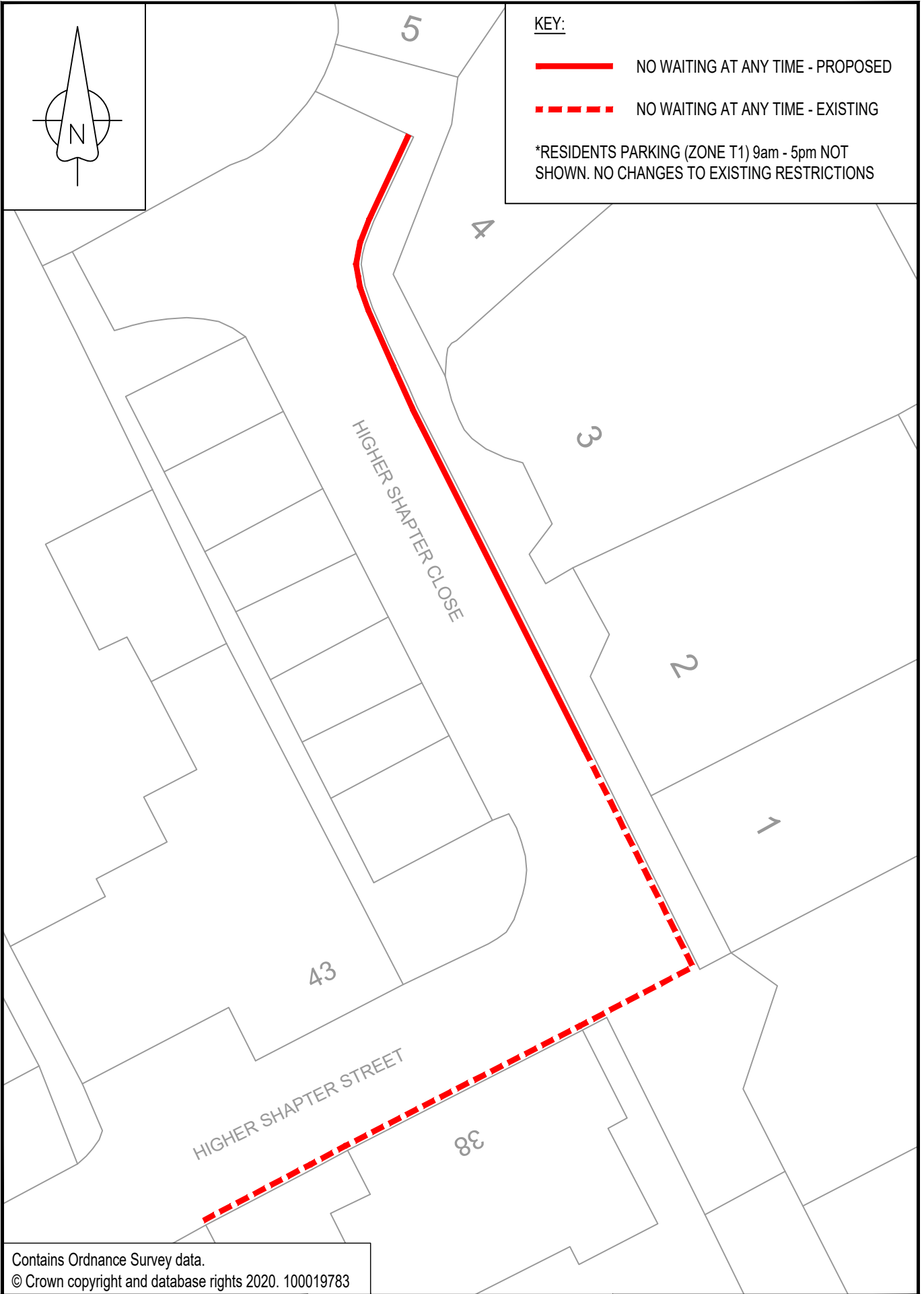
FIGURE No:
ENV5807/029



KEY:

-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING

*RESIDENTS PARKING (ZONE T1) 9am - 5pm NOT SHOWN. NO CHANGES TO EXISTING RESTRICTIONS

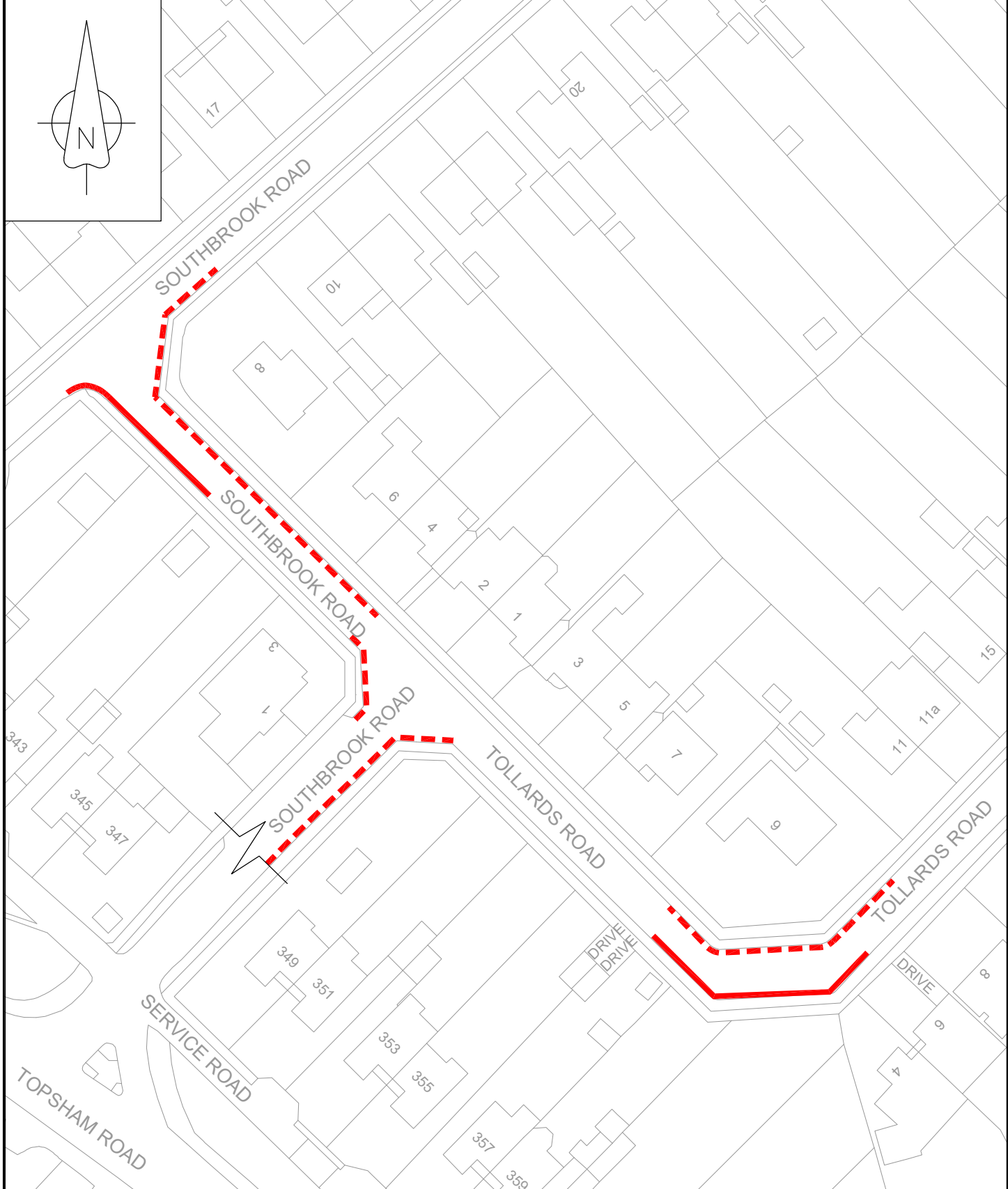
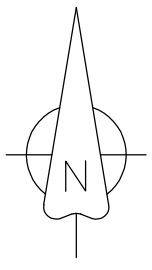


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TITLE:
EXETER HATOC SCHEMES
 EXETER, HIGHER SHAPTER CLOSE
 OS REF 206841, 087767
Page 64

FIGURE No:
ENV5807/030



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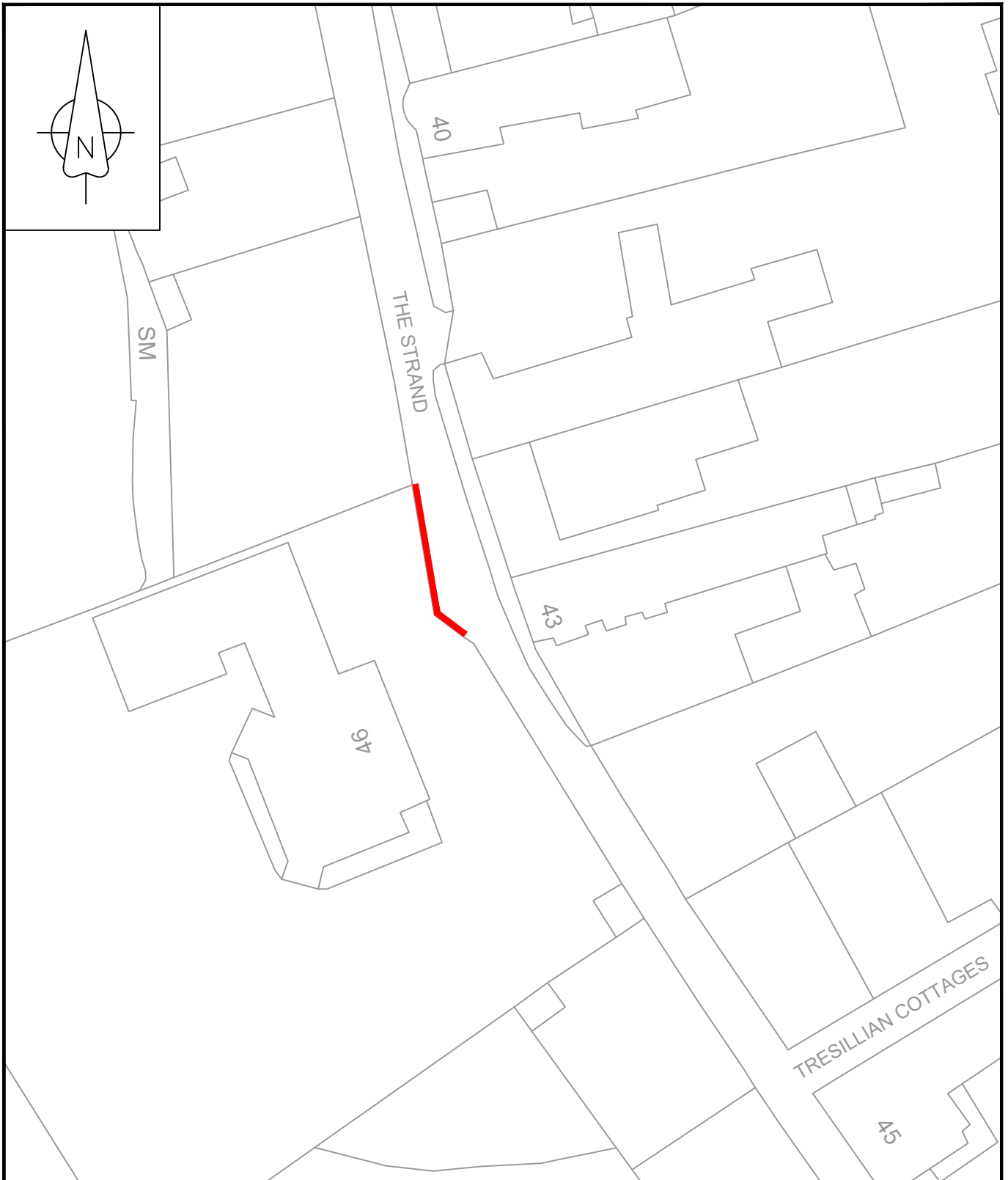
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-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING



TITLE: EXETER HATOC SCHEMES
EXETER SOUTHBROOK ROAD
AND TOLLARDS ROAD
OS REF. 294340 , 090457

FIGURE No: ENV5807/031



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KEY:

 NO WAITING AT ANY TIME - PROPOSED

*RESIDENTS PARKING (ZONE T1) 9am - 5pm NOT SHOWN. NO CHANGES TO EXISTING RESTRICTIONS

Shingle

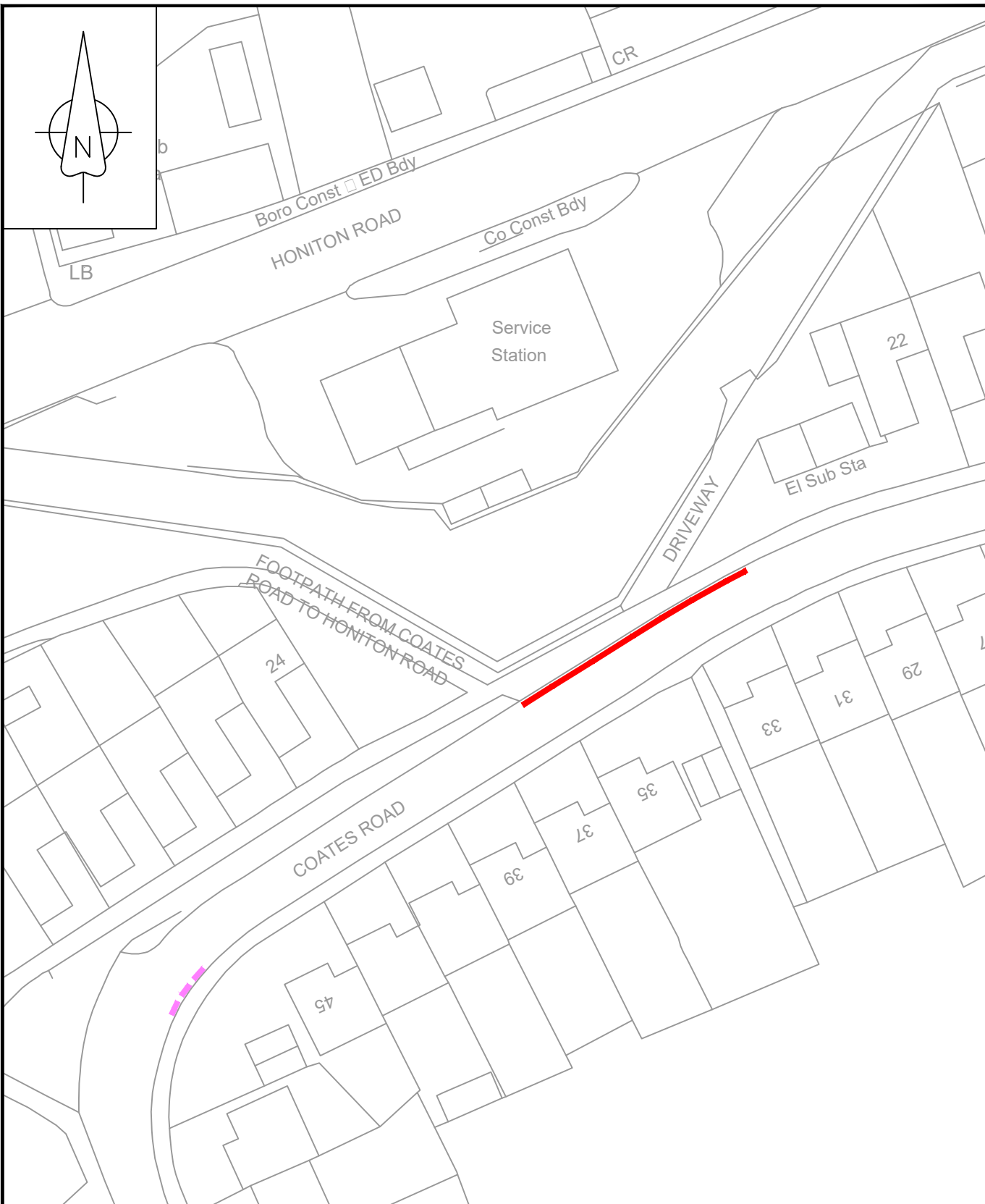
TRESILLIAN COTTAGES

Slipway



TITLE: EXETER HATOC SCHEMES
 EXETER, THE STRAND
 TOPSHAM
 Page 66
 OSR 290704, 087465

FIGURE No: ENV5807/032



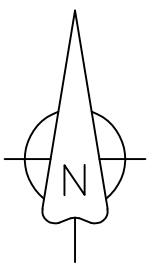
Contains Ordnance Survey data.
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KEY:	
	NO WAITING AT ANY TIME - PROPOSED
	ADVISORY DISABLED BAY - EXISTING



TITLE:
EXETER HATOC SCHEMES
EXETER, COATES ROAD
OS REF: 204922 092209
Page 67

FIGURE No:
ENV5807/033



Capitol Court

MOOR LANE



ESS

KINGFISHER WAY

BITTERN ROAD

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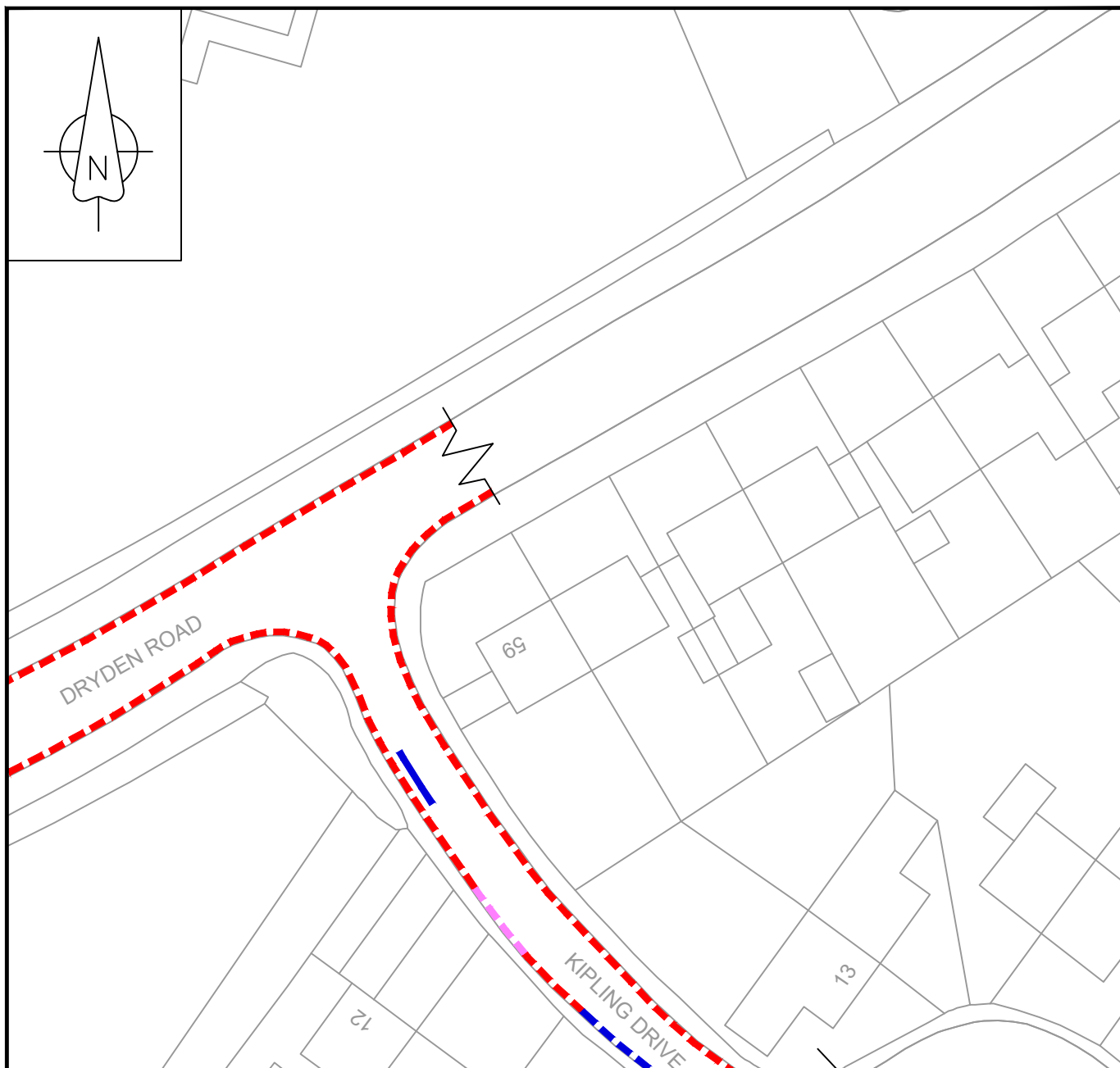
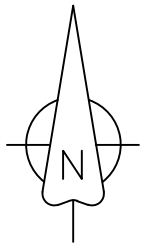
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-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING



TITLE:
EXETER HATOC SCHEMES
EXETER KINGFISHER WAY
OS REF. 296482 , 092436

FIGURE No:
ENV5807/035



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KEY:

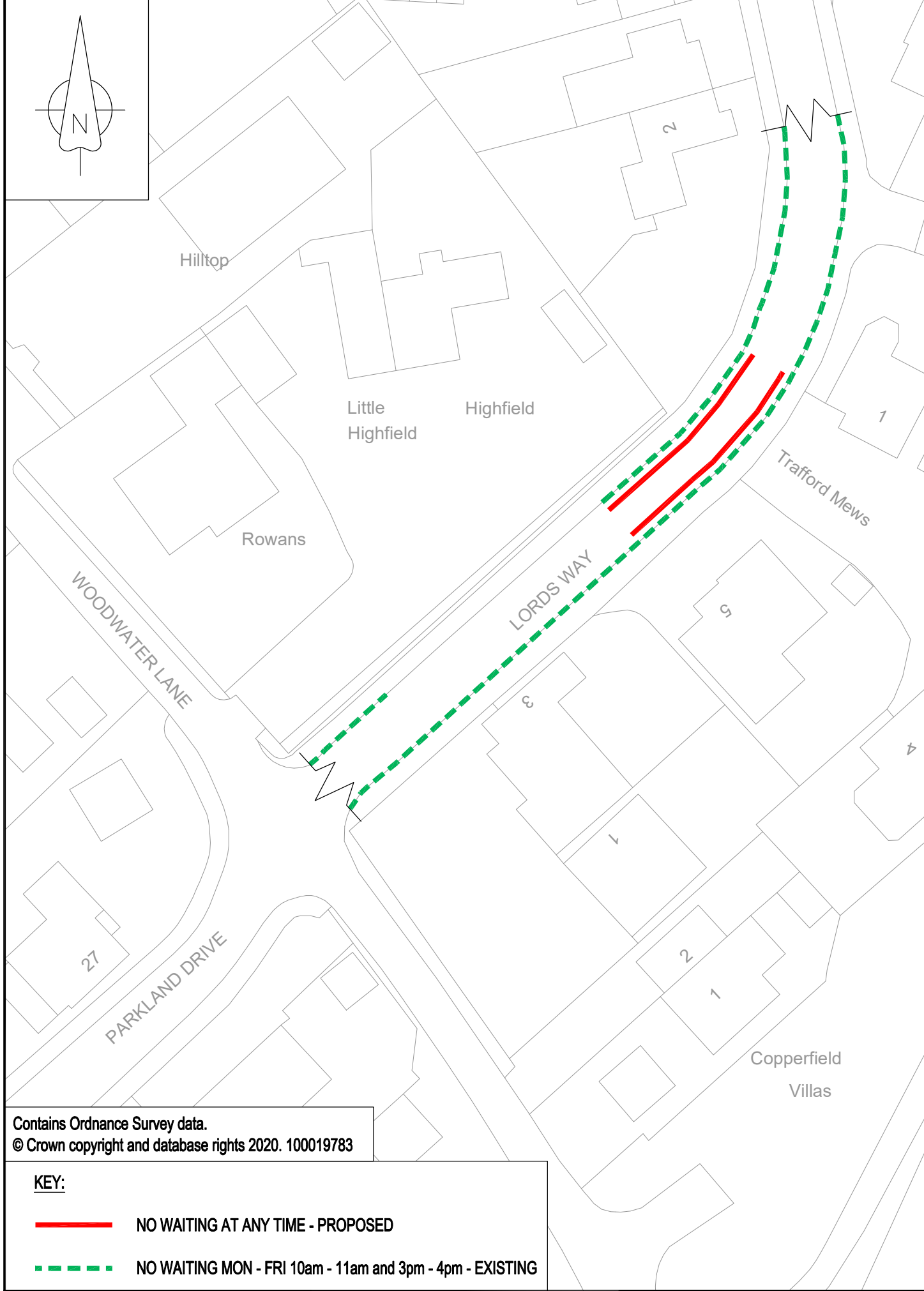
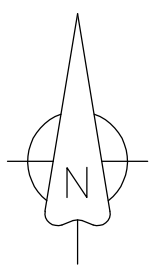
- LIMITED WAITING MON-FRI 10am - 5pm 2 HOURS NO RETURN WITHIN 4 HOURS (EXEMPTION FOR RESIDENTS ZONE N PERMIT HOLDERS) - PROPOSED
- LIMITED WAITING MON - FRI 10am - 5pm 2 HOURS NO RETURN WITHIN 4 HOURS (EXEMPTION FOR RESIDENTS ZONE N PERMIT HOLDERS) - EXISTING
- NO WAITING AT ANY TIME - EXISTING
- MANDATORY DISABLED BAY - EXISTING

*RESIDENTS PARKING (ZONE N) MON - FRI 10am-5pm NOT SHOWN. NO CHANGES TO EXISTING RESTRICTIONS





TITLE:
 EXETER HATOC SCHEMES
 EXETER, KIPLING DRIVE
 OS REF: 203907 091561
 Page 69

FIGURE No:
 ENV5807/036



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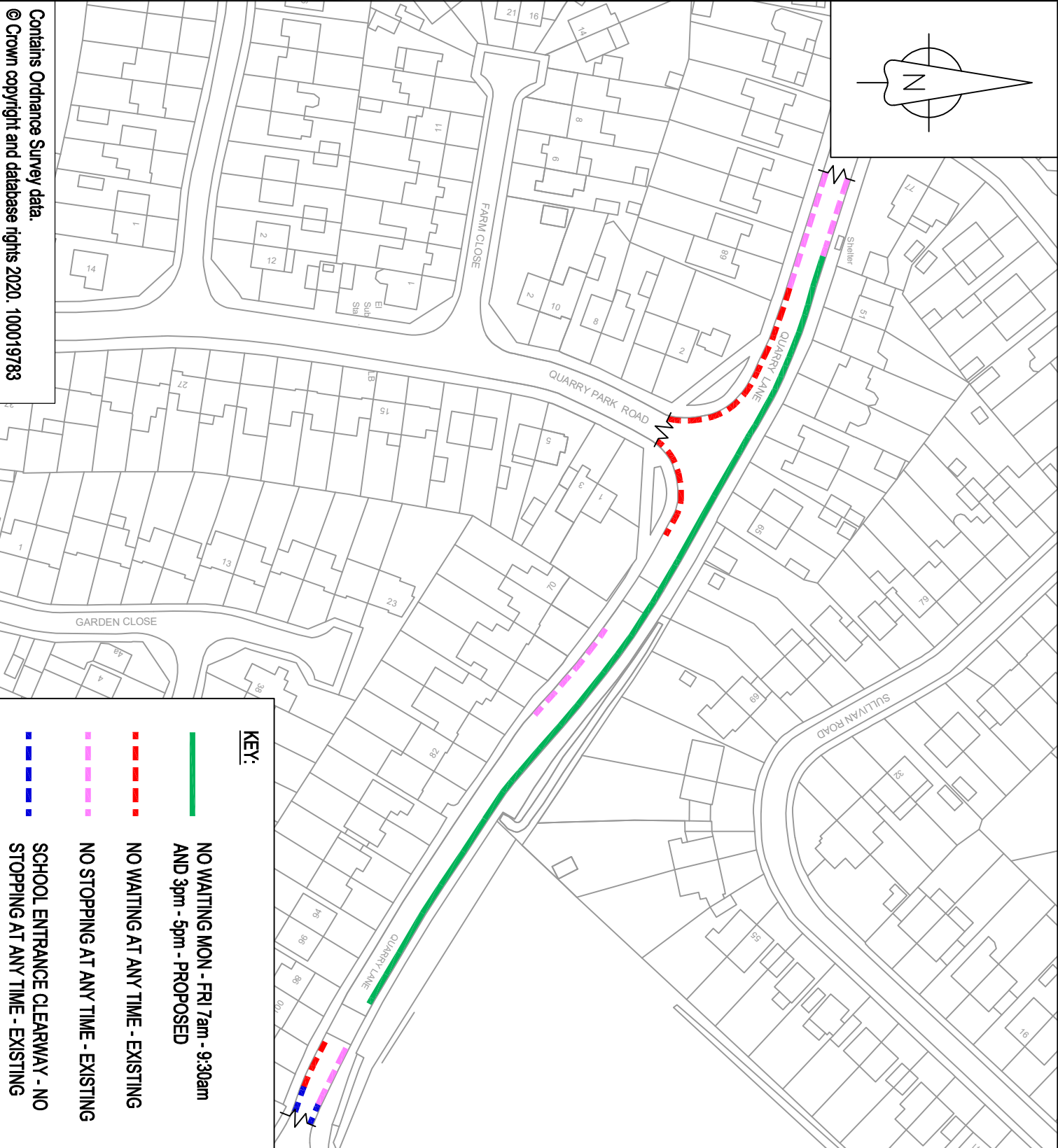
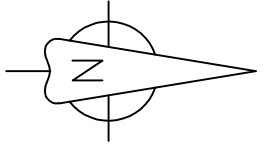
KEY:

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-  NO WAITING MON - FRI 10am - 11am and 3pm - 4pm - EXISTING




TITLE:
EXETER HATOC SCHEMES
EXISTING LORDS WAY
OS REF. 295323 , 091426

FIGURE No:
ENV5807/037



KEY:

 NO WAITING MON - FRI 7am - 9:30am
AND 3pm - 5pm - PROPOSED



 NO WAITING AT ANY TIME - EXISTING

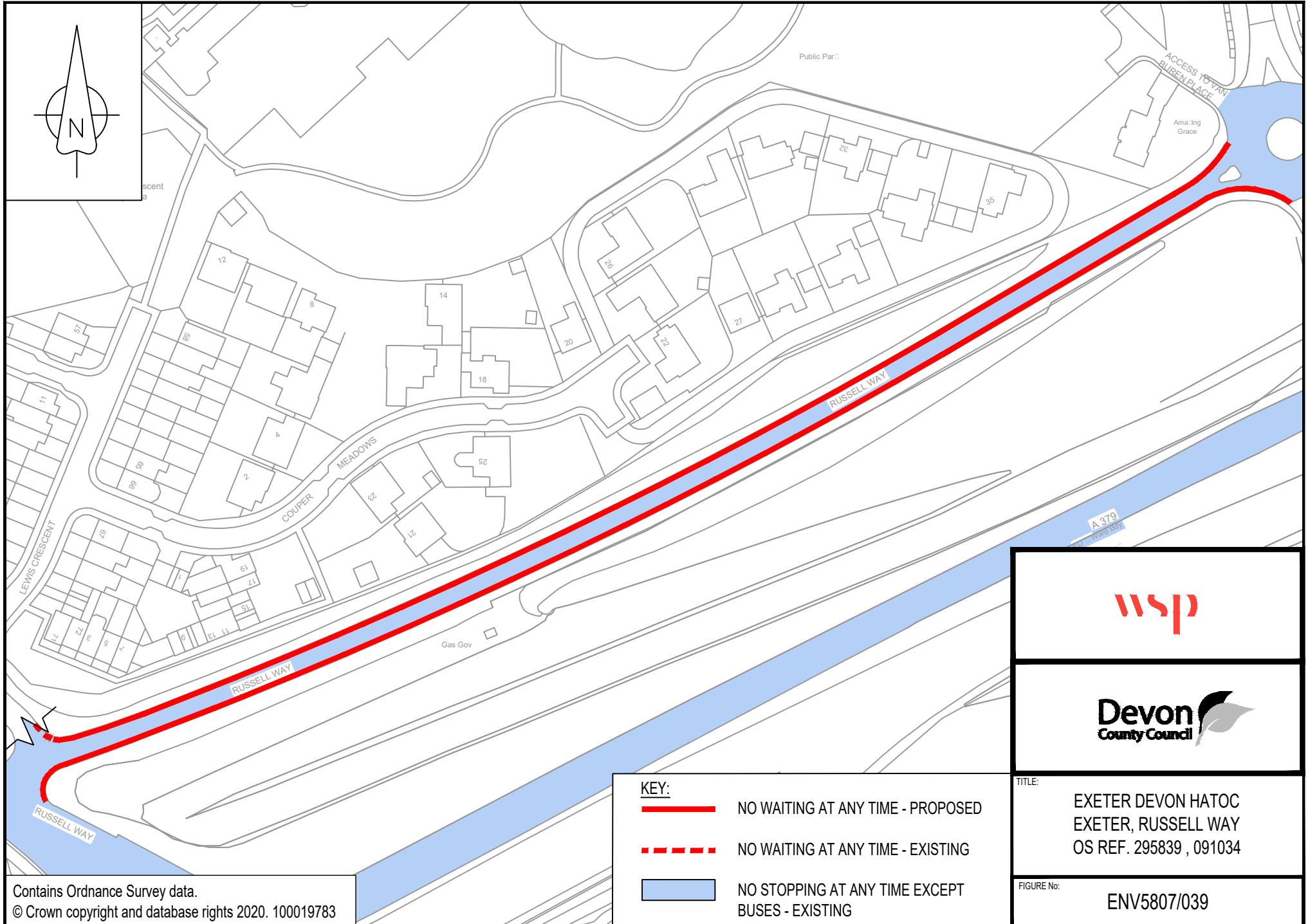
 NO STOPPING AT ANY TIME - EXISTING

 SCHOOL ENTRANCE CLEARWAY - NO STOPPING AT ANY TIME - EXISTING




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File name \\UK\WSPGROUP\COMCENTRAL\DATA\PROJECTS\700721\XVT0072141 - DEVON - 20049 - HATOC WAITING RESTRICTION REVIEW\03 WIP\3B DRAWING\ACAD\EXETER\WORKING DRAWINGS\ENV\5807-038 - QUARRY LANE.DWG, printed on 23 October 2020 13:53:57, by Harrison, Philip

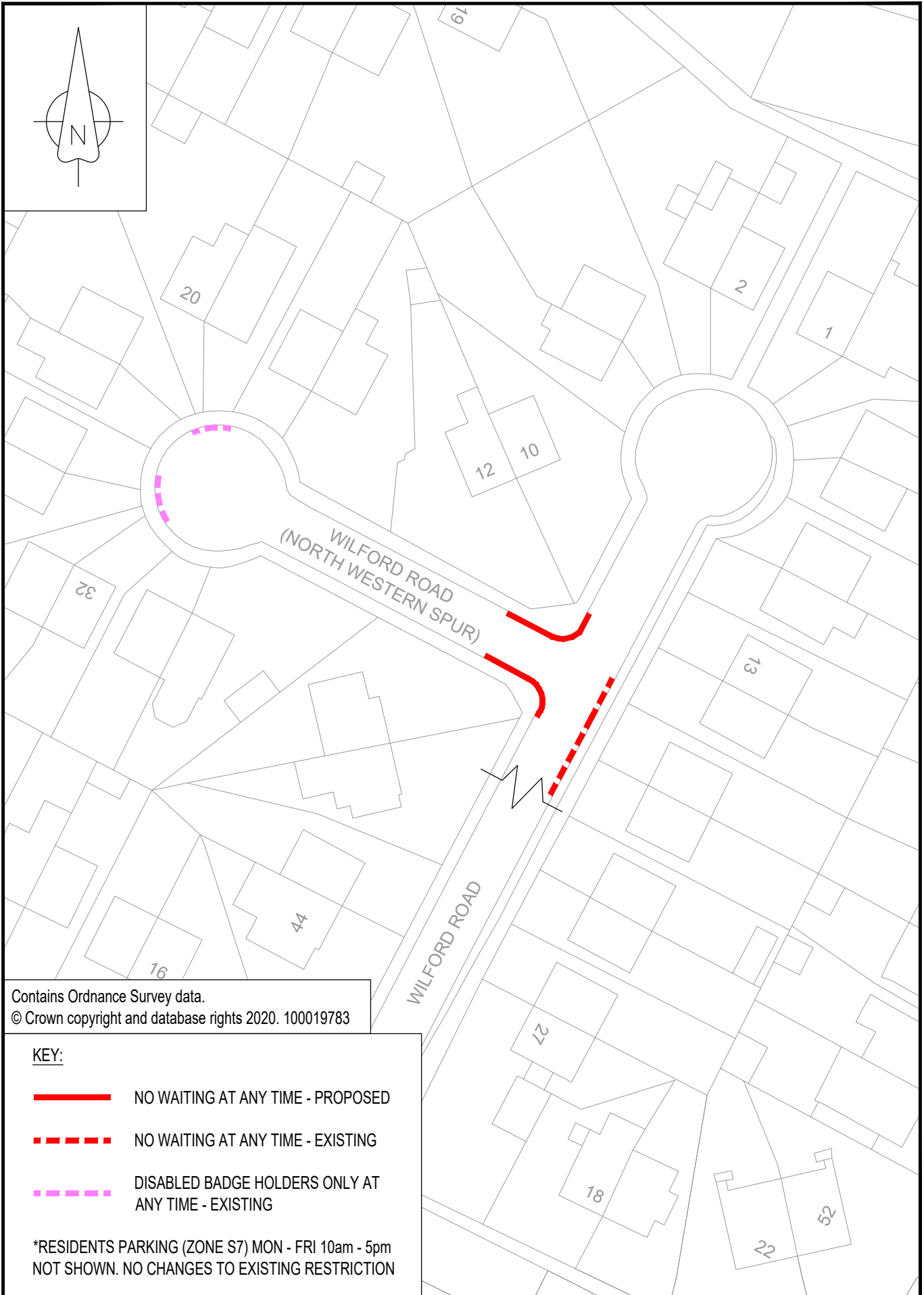
		<p>TITLE: EXETER DEVON HATOC EXETER, QUARRY LANE OS REF. 295163 , 092012</p>	<p>FIGURE No: ENV/5807/038</p>
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KEY:	
	NO WAITING AT ANY TIME - PROPOSED
	NO WAITING AT ANY TIME - EXISTING
	NO STOPPING AT ANY TIME EXCEPT BUSES - EXISTING

	
	
TITLE: EXETER DEVON HATOC EXETER, RUSSELL WAY OS REF. 295839 , 091034	
FIGURE No:	ENV5807/039



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KEY:

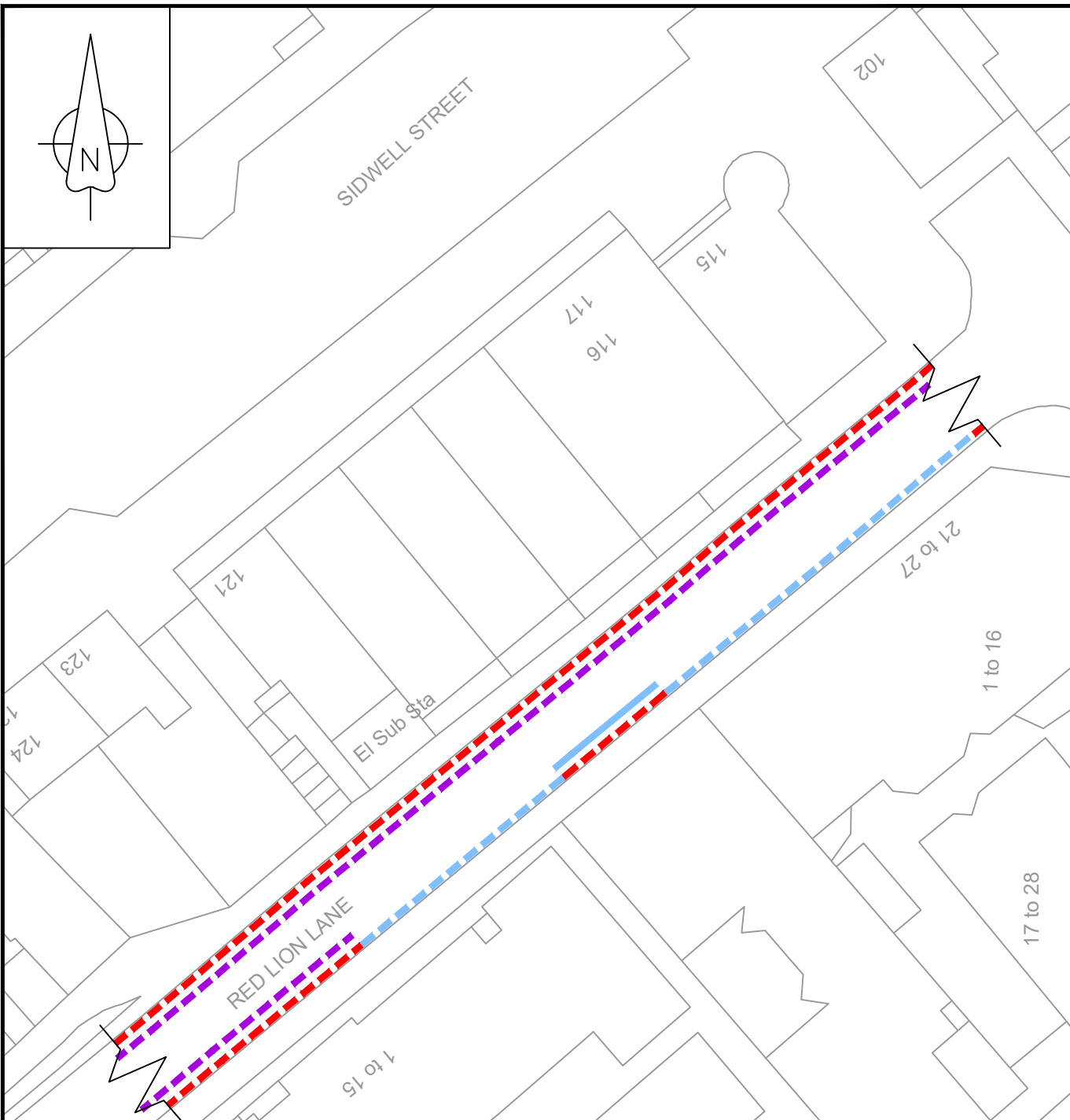
-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING
-  DISABLED BADGE HOLDERS ONLY AT ANY TIME - EXISTING

*RESIDENTS PARKING (ZONE S7) MON - FRI 10am - 5pm
NOT SHOWN. NO CHANGES TO EXISTING RESTRICTION



TITLE:
EXETER HATOC SCHEMES
EXETER, WILFORD ROAD
OS REF. 204616, 092059
Page 73

FIGURE No:
ENV5807/040



NOT TO SCALE
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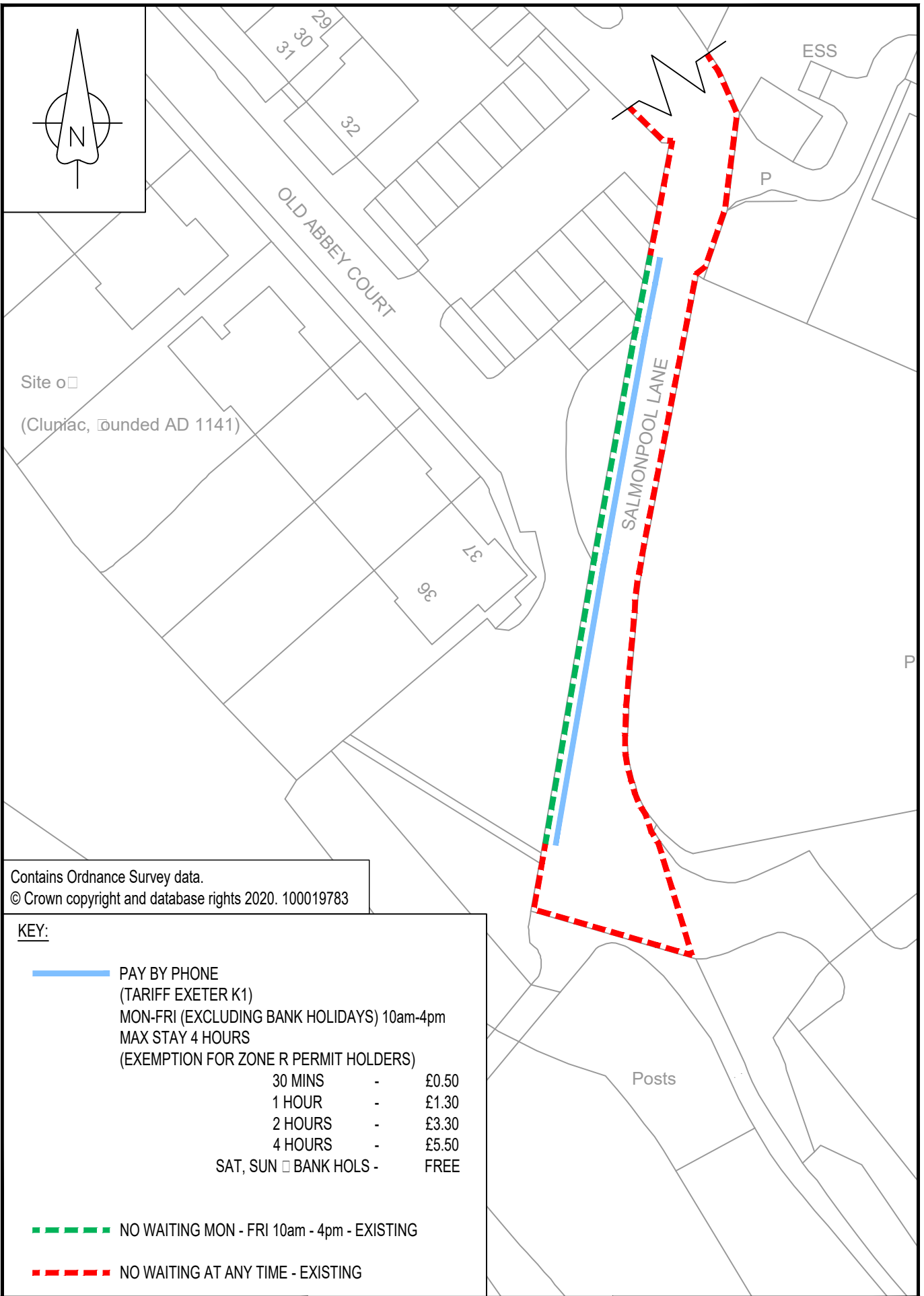
KEY:

	PAY <input type="checkbox"/> DISPLAY (TARIFF EXETER B) MON - SAT 8am - 6pm AND SUN <input type="checkbox"/> BANK HOLS 11am - 5pm MAX STAY 2 HOURS - PROPOSED
	PAY <input type="checkbox"/> DISPLAY (TARIFF EXETER B) MON - SAT 8am - 6pm AND SUN <input type="checkbox"/> BANK HOLS 11am - 5pm MAX STAY 2 HOURS - EXISTING
	NO WAITING AT ANY TIME - EXISTING
	NO LOADING AT 8am - 6pm - EXISTING



TITLE:
 EXETER HATOC SCHEMES
 EXETER, RED LION LANE
 OS REF: 297685, 093143
 Page 74

FIGURE No:
 ENV5807/041



Site
 (Cluniac, founded AD 1141)

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KEY:

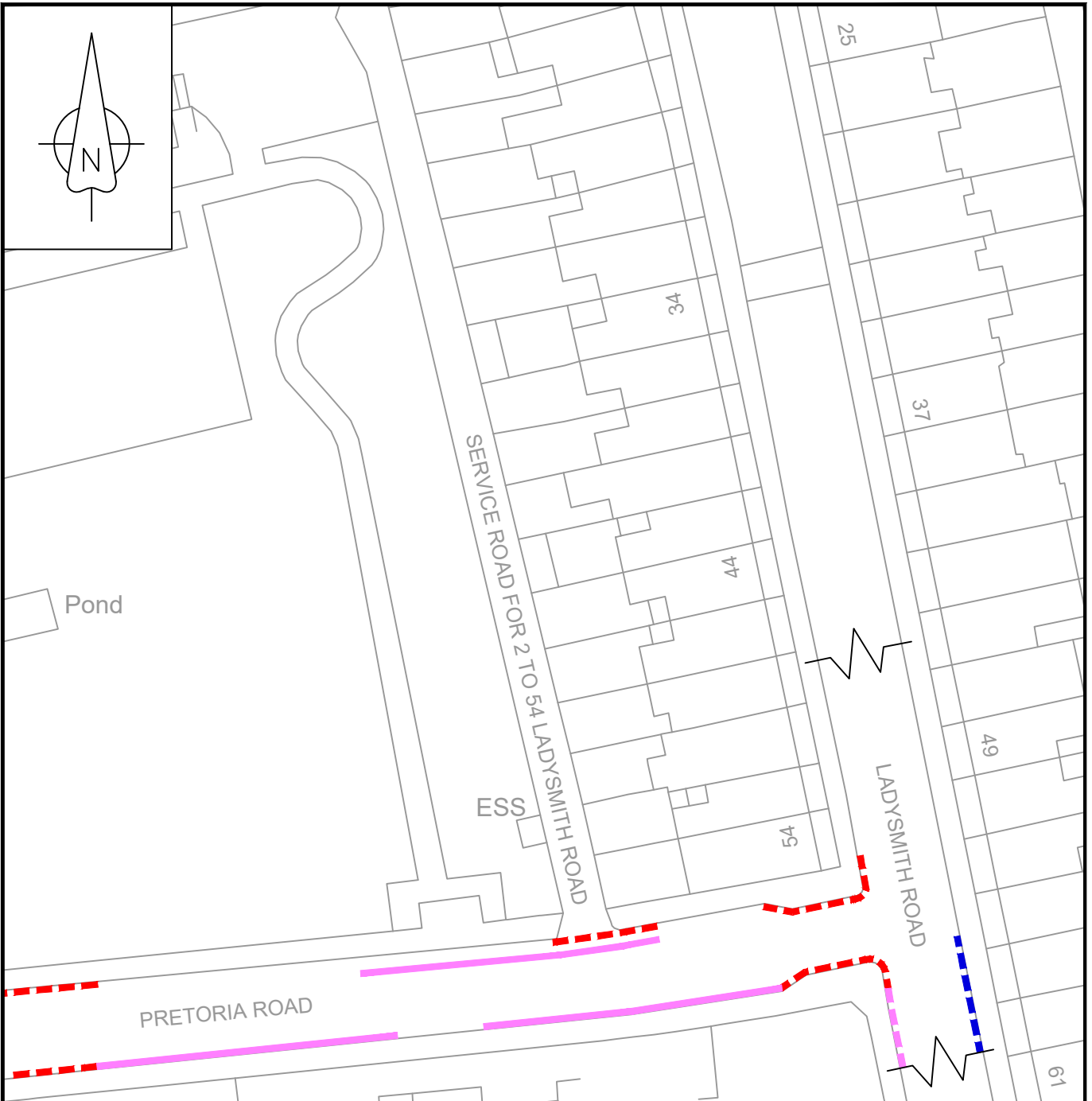
- PAY BY PHONE (TARIFF EXETER K1)
 MON-FRI (EXCLUDING BANK HOLIDAYS) 10am-4pm
 MAX STAY 4 HOURS
 (EXEMPTION FOR ZONE R PERMIT HOLDERS)
- NO WAITING MON - FRI 10am - 4pm - EXISTING
- NO WAITING AT ANY TIME - EXISTING

30 MINS	-	£0.50
1 HOUR	-	£1.30
2 HOURS	-	£3.30
4 HOURS	-	£5.50
SAT, SUN BANK HOLS	-	FREE







TITLE:
 EXETER HATOC SCHEMES
 EXETER, SALMONPOOL LANE
 OS REF: 203116 090956
 Page 75

FIGURE No:
 ENV5807/042



KEY:

-  SCHOOL ENTRANCE CLEARWAY - NO STOPPING AT ANY TIME - PROPOSED
-  SCHOOL ENTRANCE CLEARWAY - NO STOPPING AT ANY TIME - EXISTING
-  NO WAITING AT ANY TIME - EXISTING
-  LIMITED WAITING MON - FRI 10am - 4pm 2 HOURS NO RETURN WITHIN 4 HOURS (EXEMPTION FOR RESIDENTS ZONE S2 PERMIT HOLDERS) - EXISTING

*RESIDENTS PARKING (ZONE S2) MON - FRI 10am - 4pm NOT SHOWN.
NO CHANGES TO EXISTING RESTRICTIONS

LADYSMITH
INFANT
SCHOOL

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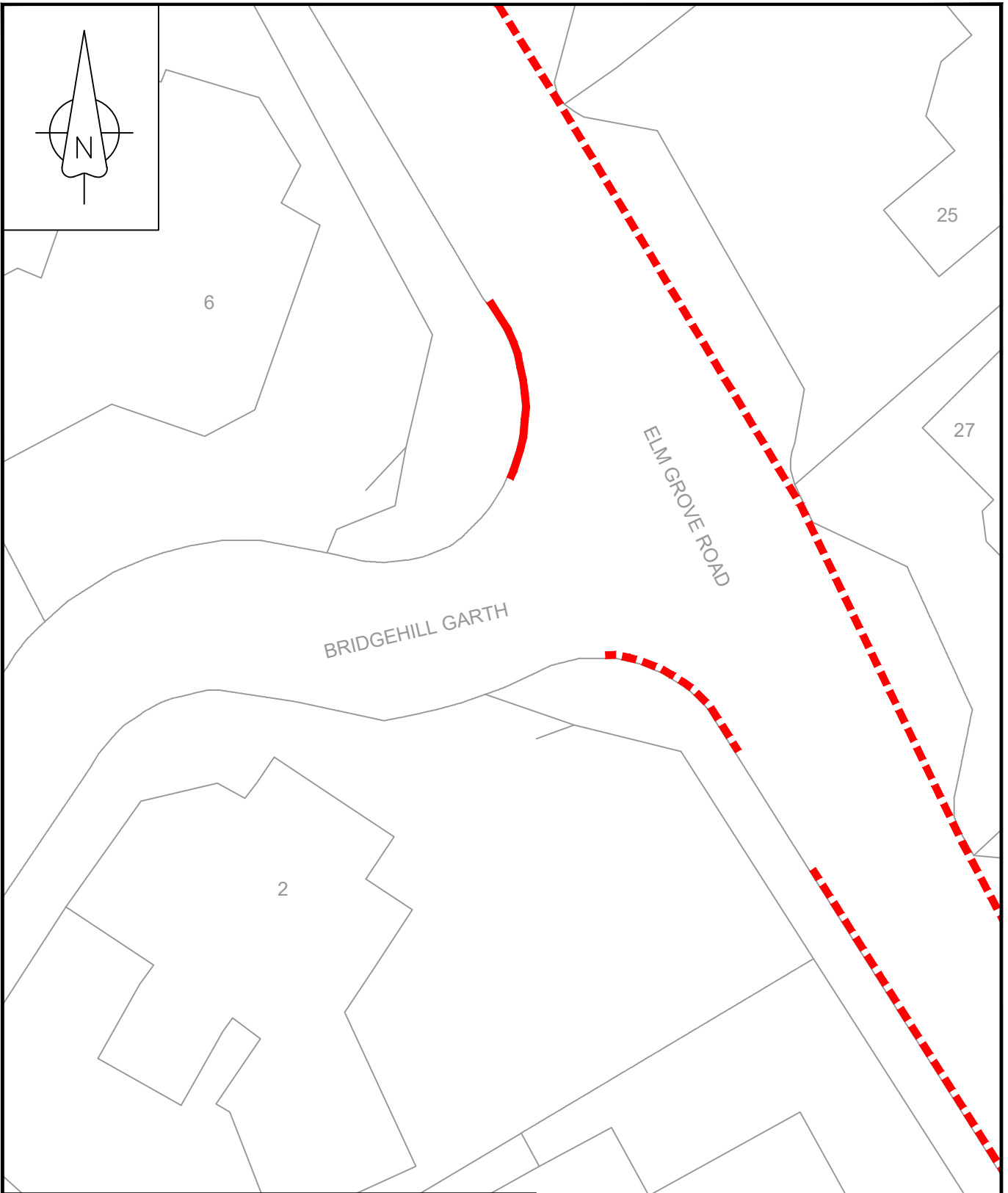


TITLE:



EXETER HATOC SCHEMES
EXETER, PRETORIA ROAD
OS REF: 297021, 093083
Page 76

FIGURE No:

ENV5807/043



KEY:

-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING

*RESIDENTS PARKING (ZONE T1) 9am - 5pm NOT SHOWN. NO CHANGES TO EXISTING RESTRICTIONS

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TITLE:

EXETER HATOC SCHEMES
EXETER, BRIDGEHILL GARTH
OS REF: 206937 088149
Page 77

FIGURE No:

ENV5807/044

HIW/21/23

Exeter Highways and Traffic Orders Committee
15 March 2021

Rapid Charging Exeter (StreetHUBZ) On-street Electric Vehicle Charging Bays

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 Electric Vehicle Charging Scheme is noted; and**
- (b) the recommendations contained in Appendix II to this report are agreed.**

1. Summary

This report is to consider the submissions to the statutory consultation on the proposed electric vehicle charging bays within the Exeter area.

2. Background

In 2019 a successful funding bid to Innovate UK, a government pot investing in science and research, enabled Devon County Council and a consortium of private sector partners to install and operate a number of on-street electric vehicle charge points. Together with Devon County Council the Rapid Charging Exeter consortium consists of Wenna (a leading mobile energy operator), Co Cars, ZPN Energy (a British provider specialising in Energy Technology), Gamma Solutions (specialising in the development, construction and operation of green energy assets) and Regen (a not-for-profit centre of energy expertise and market insight).

Implemented over a number of phases the project will install state-of-the-art electric vehicle chargers in local neighbourhoods. Thus, bringing rapid, reliable charging to residents especially those who don't have off-street parking.

Additionally, the partnership with Co Cars car club means that in many locations there'll be an electric car available to hire by the hour or day, providing affordable access to electric vehicles for everyone.

This phase of the project is for ten rapid electric vehicle charging hubs across Exeter (with many more in the pipeline) with, generally, three dedicated public EV bays and one Co Car bay. Each hub will have two chargers and two batteries capable of charging four vehicles simultaneously.

Although the initial roll out is for ten hubs, there are plans to bring more to neighbourhoods who are not being given one in this phase. As electric vehicle ownership increases, having a local rapid charge point will become a key feature for neighbourhoods.

Agenda Item 9

The Rapid Charging Exeter project forms part of the Devon Climate Emergency Response Group (DCERG) partnership to help reduce carbon emissions in Devon.

Officers have consulted the relevant local County Councillors and Chair/Vice Chair before they were advertised from 7 January until 11 February 2021.

A summary of the proposals advertised can be found in Appendix I and the associated plans have been attached as supplementary information to this report.

3. Consultations/Representations

A letter drop to all residents surrounding each hub provided information about the project, a link to the information website www.rapidchargingexeter.co.uk and a link to the traffic regulation order consultation page.

Details of the objections received to these proposals, and the County Council's response are shown in Appendix II to this report.

Following the advertisement:

- Proposals which did not attract objections will be implemented.
- Proposals that received objections are detailed in Appendix II to this report with recommendations for each location.

4. Financial Considerations

The project is funded by the successful bid to Innovate UK, a government fund investing in science and research.

5. 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.

6. Environmental Impact Considerations (Including Climate Change)

Electric vehicles reduce emissions providing cleaner air for all. This project provides on-street charging points to all residents especially those who don't have off-street parking. This infrastructure will enable more residents to switch from petrol or diesel cars to electric vehicles.

All the electricity used will be 100% renewable energy.

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. Risk Management Considerations

Careful consideration has been given to placing the rapid charging devices to minimise any obstruction to pedestrians.

Residents of the areas where the charging points are located will receive discounted charging rates and exclusive Co Cars membership offers.

The parking bays will be for electric vehicles only 24 hours with no maximum stay. The vehicle must be connected to the charging device whilst in the parking bay. To ensure the charging points remain available to as many people as possible, people will be required to move their vehicles once charging is complete, unless staying overnight (9pm to 7am).

From 9pm – 7am an electric vehicle can stay in the parking bay (overnight) at no cost. From 7am to 9pm cars will receive an overstay fee if they are in the bay and not charging. A Penalty Charge Notice (PCN) can be issued by our parking enforcement officers to any car in the bay which is not connected to the charger.

9. Public Health Impact

The proposal will provide rapid charging bays for those who have access to electric vehicles. This will provide a clean safe alternative to the conventional engine, reducing the negative environmental impact and improving air quality.

The public health impact effects of the scheme are therefore positive.

10. Reasons for Recommendations

The provision of the chargers will encourage many more people to make their next vehicle purchase an electric one, reducing the impact of air pollution on residents even further. The on-street provision is particularly important to those residents who don't have off-street parking.

The chargers have been placed to ensure maximum visibility and accessibility. Having them in easily visible and accessible places is an important factor in encouraging people to use them. The locations have been selected to ensure they are only a short walk from residential areas, ensuring they are easily available for people. This is particularly important at night.

Other schemes are placing charging points in many car parks across Devon.

Agenda Item 9

The additional Co Cars will help to reduce reliance on car ownership which will reduce the number of private cars on the streets, relieving the pressure on parking. Co Cars is a flexible, affordable solution for those who need access to a car but don't want the costs and hassle of owning one.

The proposals contribute to the safe and expeditious movement of traffic in Exeter and therefore comply with Section 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: Chris Parkes

Tel No: 0345 155 1004 Room: M8, Great Moor House, Bittern Road, Exeter

Background Paper	Date	File Reference
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Nil

cp260221exh
sc/cr/Rapid Charging Exeter StreetHUBZ Onstreet Electric Vehicle Charging Bays
02 050321

**Details of Proposals Advertised
5831 Devon County Council (Various Roads, Exeter)
(Electric Vehicle Recharging Point Parking & Car Club Vehicle) Amendment Order**

Statement of Reasons

It is proposed to provide on-street charging points for electric vehicles at any time. The bays will be for 24 hours with no maximum stay and the vehicle must be connected to the charging device. The proposal will provide recharging bays for those who have access to electric vehicles by providing a clean safe alternative to the conventional engine, reducing the negative environmental impact and improving air quality.

In addition, it is proposed to introduce a car club bay adjacent the electric vehicle recharging bays to provide sustainable mobility for all by offering access to a share vehicle to provide an alternative to car ownership.

Specifically, the order if made will preserve or improve the amenities of the area through which the road runs.

Councillor	Plan Reference	Location	Parish/Town	Proposals
Hillary Ackland	5831.8	Langaton Lane	Pinhoe & Mincinglake	Three Electric vehicle charging bays in Langaton Lane near its junction with Main Road (opposite The Proper Job Taste Of Exeter).
Marina Asvachin	5831.5	Barrack Road	Wonford & St Loyes	Three Electric vehicle charging bays and one Co-Cars club bay in Barrack Road near its junction with Haldon View Terrace.
Su Aves	5831.7	Belmont Road	St Sidwells & St James	Three Electric vehicle charging bays and one Co-Cars club bay in Belmont Road opposite Nos.40-46 Belmont Road.
Su Aves	5831.10	Hanover Road	St Sidwells & St James	Three Electric vehicle charging bays and one Co-Cars club bay in Hanover Road near its junction with Anthony Road and
Su Aves	5831.2	Howell Road	St Sidwells & St James	Three Electric vehicle charging bays and one Co-Cars club bay in Howell Road opposite Nos.47-52 Howell Road.
Rob Hannaford	5831.3	Kinnerton Way	Exwick & St Thomas	Four Electric vehicle charging bays in Kinnerton Way adjacent to Nos.35-41 Kinnerton Way.
Greg Sheldon	5831.4	Whipton Lane	Heavitree & Whipton Barton	Three Electric vehicle charging bays and one Co-Cars club bay in Whipton Lane opposite Nos.6-10 Whipton Lane.
Carol Whitton	5831.1	Cowick Hill	Alphington & Cowick	Three Electric vehicle charging bays and one Co-Cars club bay in Cowick Hill near its junction with Broadway.

Agenda Item 9

Councillor	Plan Reference	Location	Parish/Town	Proposals
Carol Whitton	5831.9	Haven Road	St Davids & Haven Banks	Three Electric vehicle charging bays and one Co-Cars club bay in Haven Road opposite Nos.64-70 Haven Road.
Carol Whitton	5831.6	St Leonards Road	St Davids & Haven Banks	Three Electric vehicle charging bays and one Co-Cars club bay in St Leonards Road adjacent to Nos.25/27 St Leonards Road.

Summary of Submissions
5831 Devon County Council (Various Roads, Exeter)
(Electric Vehicle Recharging Point Parking & Car Club Vehicle) Amendment Order

Comment	Devon County Council Response
<p>Plan ENV5831/01 Cowick Hill, Exeter 17 respondents – Residents of Broadway, Cowick Hill, Larch Road, Parkway & Orchard Hill</p>	
<p>Objection 16 respondents object to the proposals on the following grounds:</p> <ol style="list-style-type: none"> 1. 14 respondents commented that the proposed location for parking is already high in demand and becomes congested as it is. 2. 2 respondents commented that the hill is too narrow to allow 2 cars to pass each other, so if a delivery or collection is being made from store, vehicles will have to wait. 3. 2 respondents commented on the reduced visibility by existing parked vehicles in this location. 4. 3 respondents commented that drivers will be tempted to reverse back out onto Broadway to exit the parking bays instead of travelling up the hill and around via Parkway or Broadway. 5. 2 respondents commented that the proposal is not desired by the estate and alternative location should be considered like Cowick Street. 6. 6 respondents commented that the loss of parking spaces would have an impact on the store – possible closure of the store, as the loss of parking would affect access by customers and deliveries. 7. 3 respondents commented on the increased risk to pedestrians crossing the road at this location. <p>Supports 1 respondent supports the location for the proposals at Cowick Hill.</p> <p>Suggestions</p> <ol style="list-style-type: none"> 8. 1 respondent suggested on reducing the number of bays from 4 to 2. One for co-car and one for public charging. 	<p>Reason for Proposal Provide on-street charging points for electric vehicles at any time for those who have access to an electric vehicle by providing a clean safe alternative to the conventional engine, reducing the negative environmental impact and improving air quality.</p> <p>In addition, it is proposed to introduce a car club bay adjacent the electric vehicle recharging bays to provide sustainable mobility for all by offering access to a share vehicle to provide an alternative to car ownership.</p> <p>Officer Comments We understand that there will be an impact on parking in some streets. But we believe, as the switch to electric vehicles accelerates, the benefits of having rapid chargers located close to residents' homes will quickly outweigh any initial concerns. The sites have all been carefully selected to give a good geographic spread of charging points in the city and to offer charging facilities to areas where having a charge point at home may not be possible. The bays at Cowick Hill will also come with a Co Car electric car (a shared car that can be booked by the hour or day). Each Co Car helps to remove, on average, 7 private cars from the streets, easing congestion and relieving the pressure on parking. Co Cars is a flexible, affordable solution for those who need access to a car but don't want the costs and hassle of owning one. Co Cars can also enable households with more than one car to sell a car and save even more money. Residents of the areas where charge points are located will receive discounted charging rates and Co Cars membership offers.</p> <p>The chargers have been placed to ensure maximum visibility and accessibility. Having them in easily visible and accessible places is an important factor in encouraging people to use them. The locations have been selected to ensure they are only a short walk from residential</p>

Agenda Item 9

<p>9. 2 respondents suggested that the proposals would be better located at the unused bus terminus.</p> <p>10.3 respondents suggested that an alternative location should be considered where parking demand is lower – ‘loop’ pull in area in front of the public toilets.</p> <p>11.7 respondents suggested that the proposals should be located on Cowick Lane adjacent the allotments where pavement is wider and location is flat.</p>	<p>areas, ensuring they are easily available for people. This is particularly important at night.</p> <p>Support is noted.</p> <p>Suggestions: By having two chargers and two batteries in each location we have four charging points (two DC and two AC) which gives drivers more certainty of finding a charging bay available when they need one. With only 2 charging bays (one for a Co-Car) EV drivers may not find an available bay as easily. The Cowick Lane location was studied but found to be unsuitable for EV charging as the space for manoeuvring is not enough.</p>
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Recommendation –

It is recommended that the proposals are implemented as advertised.

Comment	Devon County Council Response
<p>Plan ENV5831/2 Howell Road, Exeter 3 respondents - Residents of Howell Road, Longbrook Street and Exeter Civic Society</p>	
<p>Objection 3 respondent objects to the proposals on the following grounds:</p> <ol style="list-style-type: none"> 3 respondents commented that parking is already difficult in area and residents will lose more parking spaces. 1 respondent commented that EV spaces do not require a permit, this will encourage more people who do not live in area to utilise these spaces just to visit city centre. 1 respondent commented that regular working people cannot afford to switch to electric vehicles and will lose out on the parking spaces. <p>Suggestions</p> <ol style="list-style-type: none"> 1 respondent suggested that alternative parking should be provided. 1 respondent suggested that resident parking permits should be endorsed by Exeter City Council to allow use in the car parks. 1 respondent suggested that proposed provision of electric vehicle recharging spaces should be re-located to the Exeter City Council car park (once an agreement is reached) which would be more accessible to residents, businesses and commuters. 	<p>Reason for Proposal Provide on-street charging points for electric vehicles at any time for those who have access to an electric vehicle by providing a clean safe alternative to the conventional engine, reducing the negative environmental impact and improving air quality.</p> <p>In addition, it is proposed to introduce a car club bay adjacent the electric vehicle recharging bays to provide sustainable mobility for all by offering access to a share vehicle to provide an alternative to car ownership.</p> <p>Officer Comments We understand that there will be an impact on parking in some streets. But we believe, as the switch to electric vehicles accelerates, the benefits of having rapid chargers located close to residents’ homes will quickly outweigh any initial concerns. The sites have all been carefully selected to give a good geographic spread of charging points in the city and to offer charging facilities to areas where having a charge point at home may not be possible. The bays at Howell Road will also come with a Co Car electric car (a shared car that can be booked by the hour or day). Each Co Car helps to remove, on average, 7 private cars from the streets, easing congestion and relieving the pressure on parking. Co Cars is a flexible, affordable solution for those who need</p>

Agenda Item 9

access to a car but don't want the costs and hassle of owning one. Co Cars can also enable households with more than one car to sell a car and save even more money. Residents of the areas where charge points are located will receive discounted charging rates and Co Cars membership offers. For more information please see www.co-cars.co.uk

As these are rapid chargers, a typical charge takes just 30 minutes. To ensure the charging points remain available to as many people as possible, the amount of time a car can remain in the space after charging is completed will be capped. From 7am to 6pm cars will receive a penalty charge if they are in the bay and not charging. From 9pm – 7am an electric vehicle can stay in the charging bay (overnight). If a vehicle is parked and not connected, then a penalty charge notice can be issued by Devon County Council. If an EV is connected but is fully charged, then Wenea (chargepoint operator) will charge an overstay fee once a defined period has elapsed.

Suggestions

As with most city centres, parking is finite. One of our aims is to reduce the need for parking by ultimately reducing the number of cars on the streets. The bays at Howell Road will also come with a Co Car electric car. Residents of the areas where charge points are located will receive discounted charging rates and Co Cars membership offers.

The chargers have been placed to ensure maximum visibility and accessibility. Having them in easily visible and accessible places is an important factor in encouraging people to use them. The locations have been selected to ensure they are only a short walk from residential areas, ensuring they are easily available for people. This is particularly important at night. Unfortunately, only placing charge points in car parks will not meet the needs of residents.

Recommendation –

It is recommended that the proposals are implemented as advertised.

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Comment	Devon County Council Response
Plan ENV5831/3 Kinnerton Way, Exeter 2 respondents – Residents of Kinnerton Way	
<p>Objection 2 respondent objects to the proposals on the following grounds:</p> <ol style="list-style-type: none"> 1. 2 respondents commented that residents already compete for the limited parking spaces that are available. 2. 1 respondent commented that people who live outside Exeter but work in Exeter utilise the limited existing parking spaces which are free. 3. 1 respondent commented that the Council should focus on improving parking in the city instead. 4. 1 respondent commented that the area should not become a car park for those who live outside the area. 5. 1 respondent commented that the Council should be looking at alternative locations (not in residential areas) for the electric vehicle spaces. 	<p>Reason for Proposal Provide on-street charging points for electric vehicles at any time for those who have access to an electric vehicle by providing a clean safe alternative to the conventional engine, reducing the negative environmental impact and improving air quality.</p> <p>Officer Comments We understand that there will be an impact on parking in some streets. But we believe, as the switch to electric vehicles accelerates, the benefits of having rapid chargers located close to residents' homes will quickly outweigh any initial concerns. The sites have all been carefully selected to give a good geographic spread of charging points in the city and to offer charging facilities to areas where having a charge point at home may not be possible. Residents of the areas where charge points are located will receive discounted charging rates. As these are rapid chargers, a typical charge takes just 30 minutes. To ensure the charging points remain available to as many people as possible, the amount of time a car can remain in the space after charging is completed will be capped. From 7am to 6pm cars will receive a penalty charge if they are in the bay and not charging. Cars that remain connected but not charging will be deterred from doing so with an overstay fee. From 9pm – 7am an electric vehicle can stay in the charging bay (overnight). The chargers have been placed to ensure maximum visibility and accessibility. Having them in easily visible and accessible places is an important factor in encouraging people to use them. The locations have been selected to ensure they are only a short walk from residential areas, ensuring they are easily available for people. This is particularly important at night. Unfortunately, only placing charge points in car parks will not meet the needs of citizens.</p>
<p>Recommendation – It is recommended that the proposals are implemented as advertised.</p>	

Comment	Devon County Council Response
Plan ENV5831/4 Whipton Lane, Exeter 1 respondent – Resident of Stanwey	
<p>Supports 1 respondent fully supports the electric vehicle bays in Whipton Lane and across the city.</p>	<p>Reason for Proposal Provide on-street charging points for electric vehicles at any time for those who have access to an electric vehicle by providing a clean safe alternative to the conventional engine, reducing the negative environmental impact and improving air quality.</p> <p>In addition, it is proposed to introduce a car club bay adjacent the electric vehicle recharging bays to provide sustainable mobility for all by offering access to a share vehicle to provide an alternative to car ownership.</p> <p>Officer comments Support is noted.</p>
Recommendation – It is recommended that the proposals are implemented as advertised.	

Comment	Devon County Council Response
Plan ENV5831/5 Barrack Road 4 respondents– Resident of Milbury Farm Meadow, Pennsylvania Close and Stanwey	
<p>Objection 4 respondents object to the proposals on the following grounds:</p> <ol style="list-style-type: none"> 1. 3 respondents commented that the on-street parking spaces in Barrack Road should be replaced by a cycle lane. 2. 1 respondent commented that Barrack Road should not proceed as it prevents a potential protected cycle path to be built. <p>Suggestion</p> <ol style="list-style-type: none"> 3. 1 respondent suggested that the electric vehicle spaces should be relocated to Haldon View Terrace to allow for future changes in road layout for Barrack Road. 4. 3 respondents suggested that other locations in the vicinity should be considered. 	<p>Reason for Proposal Provide on-street charging points for electric vehicles at any time for those who have access to an electric vehicle by providing a clean safe alternative to the conventional engine, reducing the negative environmental impact and improving air quality.</p> <p>In addition, it is proposed to introduce a car club bay adjacent the electric vehicle recharging bays to provide sustainable mobility for all by offering access to a share vehicle to provide an alternative to car ownership.</p> <p>Officer comments A cycle route along Barrack Road is a priority however it is currently not on our strategic cycle map.</p> <p>The chargers have been placed to ensure maximum visibility and accessibility. Having them in easily visible and accessible places is an important factor in encouraging people to use them. The locations have been selected to ensure they are only a short walk from residential areas, ensuring they are easily</p>

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available for people. This is particularly important at night.

Recommendation –

It is recommended that the proposals are implemented as advertised.

Comment	Devon County Council Response
<p>Plan ENV5831/6 St Leonards Road, Exeter 3 respondents– Resident of St Leonards Road & Exeter Civic Society</p>	
<p>Objection 2 respondent objects to the proposals on the following grounds:</p> <ol style="list-style-type: none"> 1. 1 respondent commented that the rapid chargers are adjacent to the front entrances of residents’ houses. 2. 2 respondents commented on the loss of parking being taken away from residents. 3. 1 respondent commented that DCC is phasing out residents’ permit holder’ parking spaces. 4. 1 respondent commented that infringement of parking regulations in area is an existing problem and will increase if the electric vehicle spaces are not enforced accordingly. 5. 1 respondent commented that the electric vehicle spaces should not be available to non-residents. <p>Supports 1 respondent supports the location for the proposals at St Leonards Road.</p> <p>Suggestion 6. 1 respondent suggested that a better location for the proposal would be opposite the entrance to the St Leonards Primary School.</p>	<p>Reason for Proposal Provide on-street charging points for electric vehicles at any time for those who have access to an electric vehicle by providing a clean safe alternative to the conventional engine, reducing the negative environmental impact and improving air quality.</p> <p>In addition, it is proposed to introduce a car club bay adjacent the electric vehicle recharging bays to provide sustainable mobility for all by offering access to a share vehicle to provide an alternative to car ownership.</p> <p>Officer Comments We have taken care when selecting sites that the charge points do not sit immediately outside of a house for example, where the front door opens directly onto the pavement and there may be an obstruction issue.</p> <p>We understand that there will be an impact on parking in some streets. But we believe, as the switch to electric vehicles accelerates, the benefits of having rapid chargers located close to residents’ homes will quickly outweigh any initial concerns. The sites have all been carefully selected to give a good geographic spread of charging points in the city and to offer charging facilities to areas where having a charge point at home may not be possible. The bays at St Leonards Road will also come with a Co Car electric car (a shared car that can be booked by the hour or day). Each Co Car helps to remove, on average, 7 private cars from the streets, easing congestion and relieving the pressure on parking. Co Cars is a flexible, affordable solution for those who need access to a car but don’t want the costs and hassle of owning one. Co Cars can also enable households with more than one car to sell a car and save even more money. Residents of the areas where charge points are located will receive discounted charging rates and Co Cars membership offers.</p>

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There are no plans to phase out residents only parking spaces.

As these are rapid chargers, a typical charge takes just 30 minutes. To ensure the charging points remain available to as many people as possible, the amount of time a car can remain in the space after charging is completed will be capped. From 7am to 6pm cars will receive a penalty charge if they are in the bay and not charging. From 9pm – 7am an electric vehicle can stay in the charging bay (overnight). If a vehicle is parked and not connected, then a penalty charge notice can be issued by Devon County Council. If an EV is connected but is fully charged, then Wenea (chargepoint operator) will charge an overstay fee, once a defined period has elapsed.

While non-residents can use the bays, they are only permitted to do so for the duration that their vehicle is charging. To ensure the charging points remain available to as many people as possible, the amount of time a car can remain in the space after charging is completed will be capped. From 7am to 6pm cars will receive a penalty charge if they are in the bay and not charging. From 9pm – 7am an electric vehicle can stay in the charging bay (overnight).

Support is noted.

Suggestions

The chargers have been placed to ensure maximum visibility and accessibility. Having them in easily visible and accessible places is an important factor in encouraging people to use them. The locations have been selected to ensure they are only a short walk from residential areas, ensuring they are easily available for people. This is particularly important at night.

Recommendation –

It is recommended that the proposals are implemented as advertised.

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Comment	Devon County Council Response
<p>Plan ENV5831/7 Belmont Road, Exeter 6 Respondents – Residents of Belmont Road</p>	
<p>Objection 5 respondents object to the proposals on the following grounds:</p> <ol style="list-style-type: none"> 1. 5 respondents commented that resident parking spaces are already under pressure. 2. 5 respondents object to non-residents being permitted the use of the charging points. 3. 1 respondent commented that placing residents in competition with commuters for charging points will reduce support for future expansion. 4. 1 respondent commented how the supplier competition would be fostered in the long term both the charging points and car rental scheme. 5. 1 respondent commented on whether current research had taken place into whether residents have a need for these spaces at the current time. 6. 2 respondents commented that the proposals will encourage those who do not live in the city to drive rather than use public transport. 7. 2 respondents commented that the development of the nearby Sports Centre would have an impact on parking in the area. 8. 1 respondent commented that lamp posts should be adapted as future recharging points. 9. 1 respondent commented the proposals would increase encourage more traffic into a residential area increasing risk to pedestrians. <p>Supports 1 respondent supports the proposals on the following grounds:</p> <ul style="list-style-type: none"> • With available recharging points more of an incentive to buy an electric car. • Fully supports co-car and their efforts to reduce car ownership across the southwest. 	<p>Reason for Proposal Provide on-street charging points for electric vehicles at any time for those who have access to an electric vehicle by providing a clean safe alternative to the conventional engine, reducing the negative environmental impact and improving air quality.</p> <p>In addition, it is proposed to introduce a car club bay adjacent the electric vehicle recharging bays to provide sustainable mobility for all by offering access to a share vehicle to provide an alternative to car ownership.</p> <p>Officer Comments We understand that there will be an impact on parking in some streets. But we believe, as the switch to electric vehicles accelerates, the benefits of having rapid chargers located close to residents' homes will quickly outweigh any initial concerns. The sites have all been carefully selected to give a good geographic spread of charging points in the city and to offer charging facilities to areas where having a charge point at home may not be possible. The bays at Belmont Road will also come with a Co Car electric car (a shared car that can be booked by the hour or day). Each Co Car helps to remove, on average, 7 private cars from the streets, easing congestion and relieving the pressure on parking. Co Cars is a flexible, affordable solution for those who need access to a car but don't want the costs and hassle of owning one. Co Cars can also enable households with more than one car to sell a car and save even more money. Residents of the areas where charge points are located will receive discounted charging rates and Co Cars membership offers.</p> <p>While non-residents can use the bays they are only permitted to do so for the duration that their vehicle is charging. To ensure the charging points remain available to as many people as possible, the amount of time a car can remain in the space after charging is completed will be capped. From 7am to 6pm cars will receive a penalty charge if they are in the bay and not charging. From 9pm – 7am an electric vehicle can stay in the charging bay (overnight). This is</p>

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- Location in Belmont Road is good as it is on the edge of the park which is well used and therefore will publicise the scheme in a positive light.

Suggestions

- 10.1 respondent suggested that the spaces further up road just before Gordon Road (not dedicated residents parking) would be more suitable.
- 11.2 respondents suggested that the vehicle charging points should be located in the city car parks or alternative off-road sites instead.

designed to prevent people leaving their vehicle in the space for longer than the charging time. As these are rapid chargers, a typical charge takes just 30 minutes.

There are various other operators, for example Deletti, installing charging infrastructure in the area. Exeter City Council have chargers in some car parks and there are other operators with chargers in Exeter (Ecotricity in Ikea, Newmotion in Tesco, Geniepoint in Morrisons etc.) A full map can be obtained at www.zap-map.com

32%* of people in the UK do not have access to off street parking so they can't install a charger. This largely stops them from even considering owning an electric car and, if they do decide to go ahead, they run the risk of having to pay more to charge it. Rapid Charging Exeter provides fast charge points in neighbourhoods at a competitive rate.

*https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/6748/2173483.pdf 'In 2010, 40% of dwellings had use of a garage, 26% had other off street parking, 32% relied on street parking, and 2% of homes had no parking provision whatsoever.'

This scheme is not about discouraging people from using public transport but rather encouraging a switch to electric vehicles. If people choose to commute to the city by car they will need to pay for parking as usual.

The new developments at Clifton Hill are another key reason why electric vehicle charging provision is important.

Lamp posts only give 3.4kw - 7kw charge, making them slow and only suitable to charge one car at a time, very slowly taking up most of the day. As batteries get bigger in cars this would mean that some would need to be parked at a lamp post all day to charge. Our partners, Co-Cars could not use the lamp post option as their hire-by-the-hour cars are used multiple times during the day. Our solar renewable energy powered, rapid chargers can charge 2 vehicles at the same time, delivering 75 miles of range in just 30 minutes, enabling multiple cars to be charged in a day.

Any additional vehicles travelling to the charge points would be electric, minimising any additional air pollution. It is hoped that the provision of the chargers will encourage many more people to make their next vehicle purchase an electric one, reducing the impact of air pollution on residents even further.

The chargers have been placed to ensure maximum visibility and accessibility. Having

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	<p>them in easily visible and accessible places is an important factor in encouraging people to use them. The locations have been selected to ensure they are only a short walk from residential areas, ensuring they are easily available for people. This is particularly important at night. Unfortunately, only placing charge points in car parks will not meet the needs of residents.</p>
<p>Recommendation – It is recommended that the proposals are implemented as advertised.</p>	

Comment	Devon County Council Response
<p>Plan ENV5831/8 Langaton Lane, Exeter 1 respondent - Resident of Broadleaf Close</p>	
<p>Objection 1 respondent objects to the proposals on the following grounds:</p> <ol style="list-style-type: none"> 1. Loss of parking for the majority of drivers who access the hairdressers and takeaway services. 2. Electric cars are still out of financial reach for the majority of owners. 	<p>Reason for Proposal Provide on-street charging points for electric vehicles at any time for those who have access to an electric vehicle by providing a clean safe alternative to the conventional engine, reducing the negative environmental impact and improving air quality.</p> <p>Officer comments There will be car parking spaces for non EV cars adjacent to the proposed charging. Devon County Council is looking to encourage more drivers to switch to sustainable and cleaner methods of transport. This is in line with Government policy and the climate emergency declared by Devon County Council and Exeter City Council.</p>
<p>Recommendation – It is recommended that the proposals are implemented as advertised.</p>	

Comment	Devon County Council Response
<p>Plan ENV5831/9 Haven Road, Exeter 1 respondent – Resident of Haven Road</p>	
<p>Objection 1 respondent objects to the proposals on the following grounds:</p> <ol style="list-style-type: none"> 1. Location for Haven Road is poor and requires adjustment for public safety. 2. Pavement is too narrow for the installation of the charge points and batteries. 	<p>Reason for Proposal Provide on-street charging points for electric vehicles at any time for those who have access to an electric vehicle by providing a clean safe alternative to the conventional engine, reducing the negative environmental impact and improving air quality.</p> <p>In addition, it is proposed to introduce a car club bay adjacent the electric vehicle recharging bays</p>

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<p>3. Charges and batteries are not aesthetically pleasing and sympathetic to the surrounding environment.</p> <p>Suggestion</p> <ul style="list-style-type: none"> 1 respondent suggested more suitable locations elsewhere in Haven Road where there are wider pavements. 	<p>to provide sustainable mobility for all by offering access to a share vehicle to provide an alternative to car ownership.</p> <p>Officer Comments</p> <p>EV chargers will only be placed on pathways that have sufficient width to allow for full pedestrian/disabled access. The units have been designed to completely contain a retractable rapid charging cable. Normally rapid EV chargers have the cables hanging outside of them, but on-street that is not suitable from a safety and visual perspective. These units give the convenience of rapid charging speeds on-street, while avoiding any hanging cables.</p>
<p>Recommendation – It is recommended that the proposals are implemented as advertised.</p>	

Comment	Devon County Council Response
<p>Plan ENV5831/10 Hanover Road, Exeter</p>	
<ul style="list-style-type: none"> No comments received. 	<p>Reason for Proposal</p> <p>Provide on-street charging points for electric vehicles at any time for those who have access to an electric vehicle by providing a clean safe alternative to the conventional engine, reducing the negative environmental impact and improving air quality.</p> <p>In addition, it is proposed to introduce a car club bay adjacent the electric vehicle recharging bays to provide sustainable mobility for all by offering access to a share vehicle to provide an alternative to car ownership.</p>
<p>Recommendation – It is recommended that the proposals are implemented as advertised.</p>	

Comment	Devon County Council Response
<p>Generic 54 respondents Residents of Bickleigh, Budleigh Salterton, Dartmouth, Crediton, Exeter, Exminster, Topsham and Exeter Civic Society</p>	
<p>Objections</p> <p>5 respondents object to the proposals on the following grounds:</p> <ol style="list-style-type: none"> 1 respondent commented that this should not be done with public money. 	<p>Reason for Proposal</p> <p>Provide on-street charging points for electric vehicles at any time for those who have access to an electric vehicle by providing a clean safe alternative to the conventional engine, reducing the negative environmental impact and improving air quality.</p>

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2. 2 respondents commented residents should not be competing with commuters for access to electric vehicle recharging points.
3. 1 respondent commented that the electric vehicle spaces should not be available to non-residents.
4. 1 respondent commented that electrical vehicle spaces should not be replacing existing resident parking spaces.
5. 1 respondent commented that support for future expansion of the scheme will be lost.
6. 3 respondent objects to any proposals that obstruct pavement and cycle lanes.
7. 1 respondent commented that DCC need to consider the overall transport and movement priorities.
8. 2 respondents commented that alternative off-road sites should be investigated instead.
9. 1 respondent commented that the recharging units look horrible and need to be reconsidered.
10. 1 respondent commented that the priority should be reduce private car use and switch to public or active travel.
11. 1 respondent commented that only rich people can afford electric cars.
12. 1 respondent suggested that the proposals should be reconsidered, and different locations found where pedestrian through traffic will not be impeded.
13. 1 respondent commented on whether any visual impairment/mobility groups had been consulted with to gather their input.

Supports

49 respondents supported the proposals but made the following comments:

14. 3 respondents commented that they were pleased to see the Council supporting the initiative.
15. 23 respondents support the idea of electric vehicle recharging points for electric vehicles.
16. 12 respondents give their support to the proposals and locations.
17. 1 respondent commented on reservations regarding the timings and logistics if have to move vehicle to

In addition, it is proposed to introduce a car club bay adjacent the electric vehicle recharging bays to provide sustainable mobility for all by offering access to a share vehicle to provide an alternative to car ownership.

Officer Comments

This project is being delivered with a grant from Innovate UK rather than using local authority funds.

As these are rapid chargers, a typical charge takes just 30 minutes. To ensure the charging points remain available to as many people as possible, the amount of time a car can remain in the space after charging is completed will be capped. From 7am to 6pm cars will receive a penalty charge if they are in the bay and not charging. From 9pm – 7am an electric vehicle can stay in the charging bay (overnight).

While non-residents can use the bays they are only permitted to do so for the duration that their vehicle is charging.

We understand that there will be an impact on parking in some streets. But we believe, as the switch to electric vehicles accelerates, the benefits of having rapid chargers located close to residents' homes will quickly outweigh any initial concerns. The sites have all been carefully selected to give a good geographic spread of charging points in the city and to offer charging facilities to areas where having a charge point at home may not be possible.

Most bays will also come with a Co Car electric car (a shared car that can be booked by the hour or day). Each Co Car helps to remove, on average, 7 private cars from the streets, easing congestion and relieving the pressure on parking. Co Cars is a flexible, affordable solution for those who need access to a car but don't want the costs and hassle of owning one. Co Cars can also enable households with more than one car to sell a car and save even more money. Co Cars helps those residents who are not in a financial position to own an electric vehicle. For more information please see www.co-cars.co.uk

EV chargers will only be placed on pathways that have sufficient width to allow for full pedestrian/disabled access.

Devon County Council is looking to encourage more drivers to switch to sustainable and cleaner methods of transport. This is in line with Government policy and the climate emergency

<p>another parking space (if available) at 7am if left charging overnight.</p> <p>18. 1 respondent commented would there be notifications when vehicle is charged and whether there would be an alternative space available to park after recharging complete.</p> <p>19. 1 respondent commented that the spaces should be treated like any other parking space with vehicle staying as long as they like.</p> <p>20. 6 respondents commented that they are supportive of increasing the provision of charging facilities for electrical vehicles in residential areas.</p> <p>21. 1 respondent commented that the parking permit costings should be seen to account for the emissions of vehicles.</p> <p>22. 3 respondents commented that lamp posts should be considered as future recharging points.</p> <p>23. 2 respondents commented that bike parking should be added to all the car club parking sites so that car club users can travel further to access cars by bikes.</p> <p>24. 7 respondents commented on their support of the expansion of co-cars.</p> <p>25. 12 respondents commented that the units were too large and taking up valuable space on the footway at the detriment of the pedestrian.</p> <p>26. 6 respondents commented that the units needed to be more slimline & compact.</p> <p>27. 10 respondents commented that the charging points/units needed to be on the part of the highway used by the vehicles.</p> <p>28. 1 respondent commented that there is a need for rapid (DC) and fast (AC) chargers so residents can leave vehicles for longer overnight.</p> <p>29. 3 respondents commented that the recharging units need to be able to recharge all types of electric vehicles.</p> <p>30. 3 respondents commented on the enabling of car club electrification which would benefit the whole of Exeter.</p> <p>31. 5 respondents commented that the proposals would help to reduce traffic congestion and air pollution in Exeter.</p> <p>32. 1 respondent commented that it was good to see pedestrian access was not impeded.</p>	<p>declared by Devon County Council and Exeter City Council. Devon County Council recognises that many properties do not have the facility for off-street vehicle charging which may deter residents switching to electric vehicles, we are therefore looking to provide this facility to offer this option for residents to encourage a switch to electric when they purchase new vehicles. The chargers have been placed to ensure maximum visibility and accessibility. Having them in easily visible and accessible places is an important factor in encouraging people to use them. The locations have been selected to ensure they are only a short walk from residential areas, ensuring they are easily available for people. This is particularly important at night. Unfortunately, only placing charge points in car parks will not meet the needs of citizens. Standard rapid chargers are usually much larger than those being proposed in this scheme. The batteries will be sited at the back of the pavement to minimise disruption on the street. The chargers are designed to safely contain the entire charging cable, so it neatly tucks away rather than it hanging alongside as some chargers do. There will be a notification on the app when charging is complete. A list of public car parks can be found at https://exeter.gov.uk/car-parking/ Lamp posts only give 3.4kw - 7kw charge, making them slow and only suitable to charge one car at a time. As batteries are getting bigger in cars this would mean that some would need to be parked at a lamp post all day to charge. Our partners, Co-Cars could not use the lamp post option as their community, hire-by-the-hour cars are used multiple times during the day. Our solar powered, rapid chargers can charge 2 vehicles at the same time, delivering 75 miles of range in just 30 minutes, enabling multiple cars to be charged in a day. You can charge the vast majority of electric cars with the following provisos: For fast charging, all cars (excluding Tesla) can use our chargers by connecting a Type 2 cable into the AC. For rapid DC charging, our chargers are fitted with integrated retractable leads. The majority of these will support CCS with a smaller number supporting CHAdeMO*; If neither CHAdeMO nor CCS are available to you, you will still be able to charge from the AC by using your own cable. The chargers do not support Type 1 cables. *NB as CHAdeMO is phased out in the coming years, all chargers will eventually move to supporting CCS only.</p>
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- 33.1 respondent concerned that the current proposals isn't the most efficient way to progress at the moment.
- 34.3 respondents commented that regular residential parking spaces that are high in demand should not be converted to the electric vehicle spaces. Additional spaces should be found.
- 35.1 respondent commented that many residents live in terraced housing with poor parking as it is – where would the charging point be located in this situation.
- 36.1 respondent commented that the city will need a much larger pool of devices as the number of EVs grows.
- 37.1 respondent commented that no proposals should diminish the priority of DCC of walking, cycling, public transport than motorised vehicles.
- 38.1 respondent commented that there was no proposal to introduce a co-car space at Kinnerton Way and could not understand why.

Suggestions

- 39.1 respondent suggested that there should be a mechanism to govern the overstaying by car club members.
- 40.1 respondent suggested they would like to see the recharging points cash or swipe card.
- 41.1 respondent suggested that options need to be investigated in relation to smaller recharging units which can be deployed far more widely as demand increases.
- 42.1 respondent suggested that the locations closer to the centre of St Thomas should be considered - St Thomas precinct.
- 43.1 respondent suggested that alternative off-road sites on the edge of the city should be investigated instead.
- 44.1 respondent suggested that the bays need to be limited to 24 hours, so cars do not sit in spaces for long periods of time.
- 45.1 respondent suggested that occupation of the charging point should be time limited to either 60 or 90 minutes and be made a condition of its use.
- 46.1 respondent suggested that the Council needs to review the number of resident permits allowed per property and review

There are plans for many more chargers across the city. This is the first phase.
Co-cars members book a car for the time they want it and return it to the dedicated parking bay when they have finished. Therefore, overstaying is not possible for car club members as only cars not in use will be in the parking bay.
The aim is that having a Co Car available for the community ultimately reduces the number of cars on the road.

Support is noted.

<p>zonal boundaries and overlaps as the demand for residential permits increase.</p> <p>47.1 respondent suggested that the Council should not allow property conversions (houses into flats) and new developments which will increase the demand in permit numbers.</p> <p>48.1 respondent suggested that DCC should consider an 'On-Street Residential Charge Point Scheme'.</p> <p>49.1 respondent suggested that the charging units should be placed parallel to the highway and that the battery units should be located away from the charging units.</p> <p>50.1 respondent suggested that the battery units should be located at the kerbside in the dead space between the charging units, rather than being sited opposite.</p> <p>51.1 respondent suggested that the electric vehicle spaces should be located within existing pay and display areas of the highway and not resident parking areas.</p> <p>52.1 respondent suggested co-car spaces should not use essential residential parking spaces.</p> <p>53.1 respondent suggested that the co-car spaces should be coloured to delineate them.</p> <p>54.1 respondent suggested that the bays are delineated as individual parking spaces and coloured lines are used to identify the spaces as electric charging points.</p>	
<p>Recommendation – It is recommended that the proposals are implemented as advertised.</p>	



KEY:

Proposed Electric Vehicle Recharging Point At Any Time (3 bays) ———

Proposed Car Club Vehicle Only At Any Time (1 bay) ———

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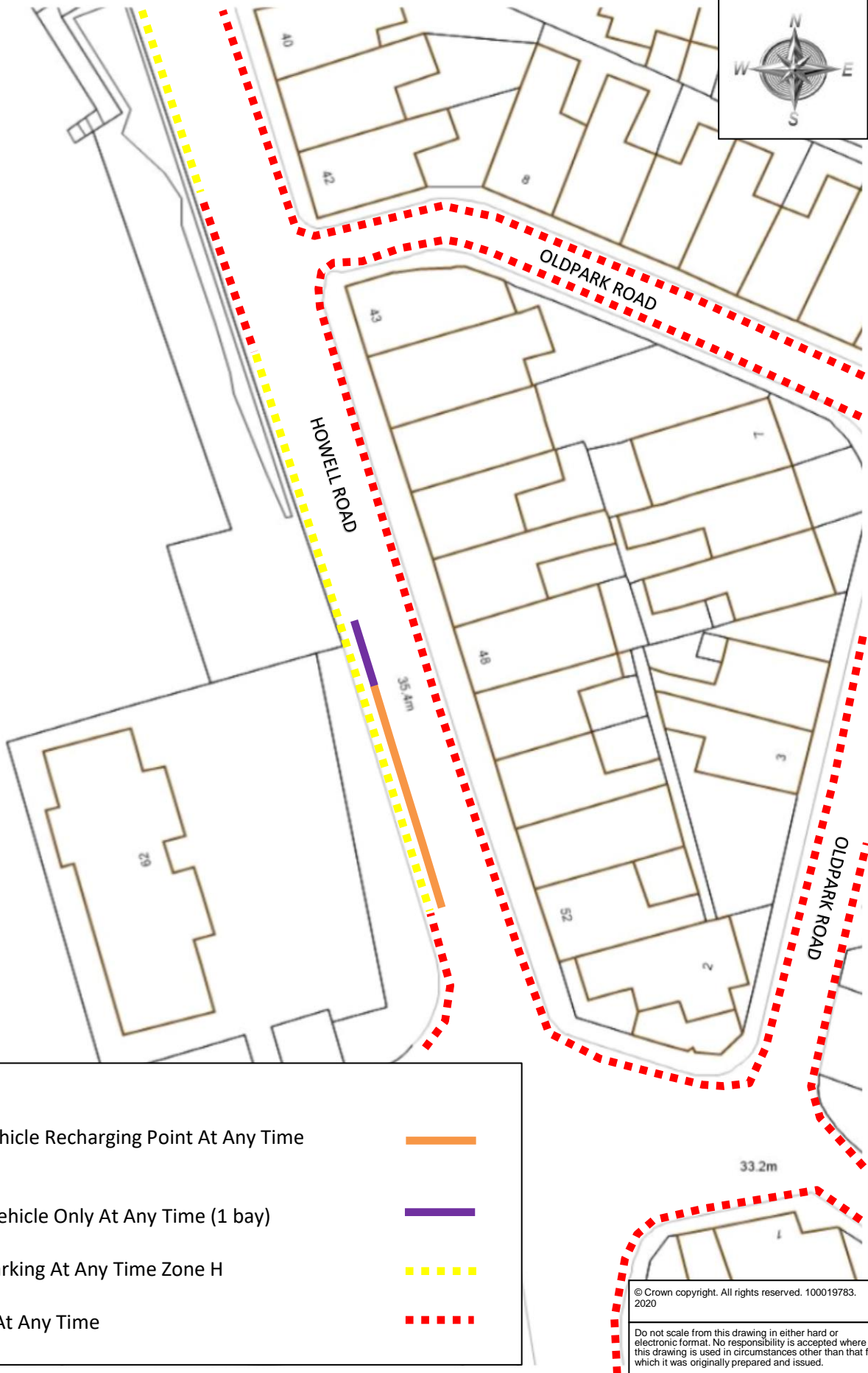
SCHEME
 COWICK HILL, EXETER





DRAWING
 PROPOSED ELECTRIC VEHICLE RECHARGING POINT & CAR CLUB VEHICLE PARKING

drawn by MS **scale** NTS

date 25-Nov-2020 **O.S.Ref** 290787, 91102

drawing number
ENV5831/1 (A)



KEY:	
Proposed Electric Vehicle Recharging Point At Any Time (3 bays)	
Proposed Car Club Vehicle Only At Any Time (1 bay)	
Existing Residents Parking At Any Time Zone H	
Existing No Waiting At Any Time	

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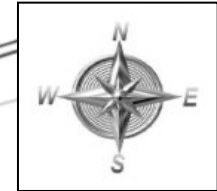


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SCHEME
 HOWELL ROAD, EXETER

DRAWING
 PROPOSED ELECTRIC VEHICLE RECHARGING POINT & CAR CLUB VEHICLE PARKING

drawn by	MS	scale	NTS
date	02-Dec-2020	O.S.Ref	292276, 93150
drawing number	ENV5831/2 (A)		



KEY:

Proposed Electric Vehicle Recharging Point At Any Time (4 bays) 

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Telephone 0345 155 1004

SCHEME

KINNERTON WAY, EXETER

DRAWING

PROPOSED ELECTRIC VEHICLE RECHARGING POINT PARKING

drawn by

MS

scale

NTS

date

02-Dec-2020

O.S.Ref

290467, 93712

drawing number

ENV5831/3 (A)



Page: 104

Proposed Electric Vehicle Recharging Point At Any Time (2 bays)	
Proposed Car Club Vehicle Only At Any Time (1 bay)	
Existing Pay & Display (Tariff Exeter R) Mon-Fri exclu Bank Hols 10am-5pm Max Stay 4 Hours (Exemption for Residents Zone N Permit Holders)	
Existing Residents Parking Mon-Fri 10am-5pm Zone N	
Existing No Waiting At Any Time	
Existing Disabled Badge Holders Only At Any Time	



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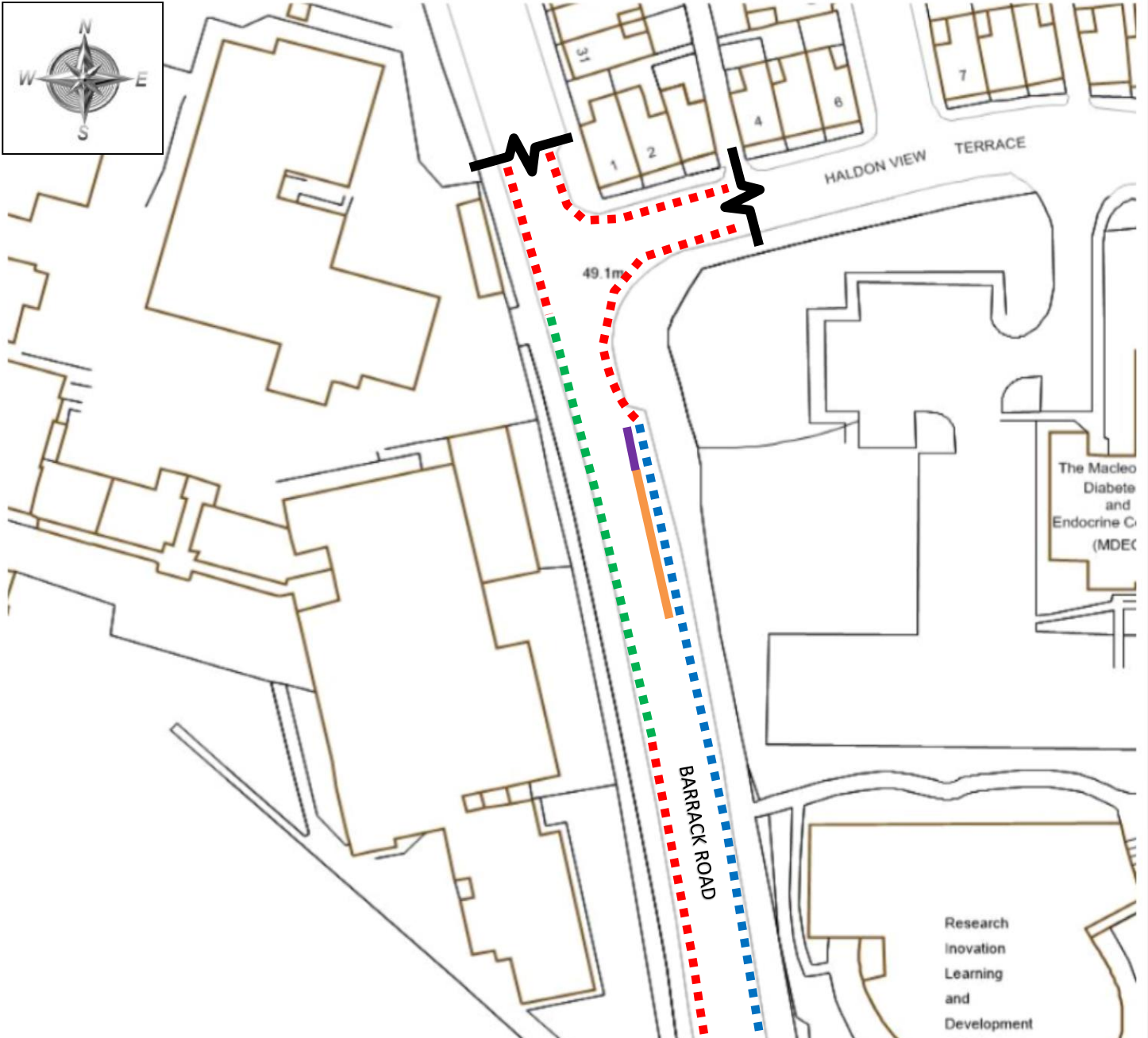
SCHEME

WHIPTON LANE, EXETER

DRAWING

PROPOSED ELECTRIC VEHICLE RECHARGING POINT & CAR CLUB VEHICLE PARKING

drawn by	scale
MS	NTS
date	O.S.Ref
25-Nov-2020	294174, 92427
drawing number	
ENV5831/4 (A)	



KEY:	
Proposed Electric Vehicle Recharging Point At Any Time (3 bays)	
Proposed Car Club Vehicle Only At Any Time (1 bay)	
Existing Pay & Display (Tariff Exeter C) Mon-Sat exclu Bank Hols 9am-6pm Max Stay 3 Hours (Exemption for Resident Zone P Permit Holders)	
Existing No Waiting At Any Time	
Existing No Waiting Mon-Sat 8am-6pm	

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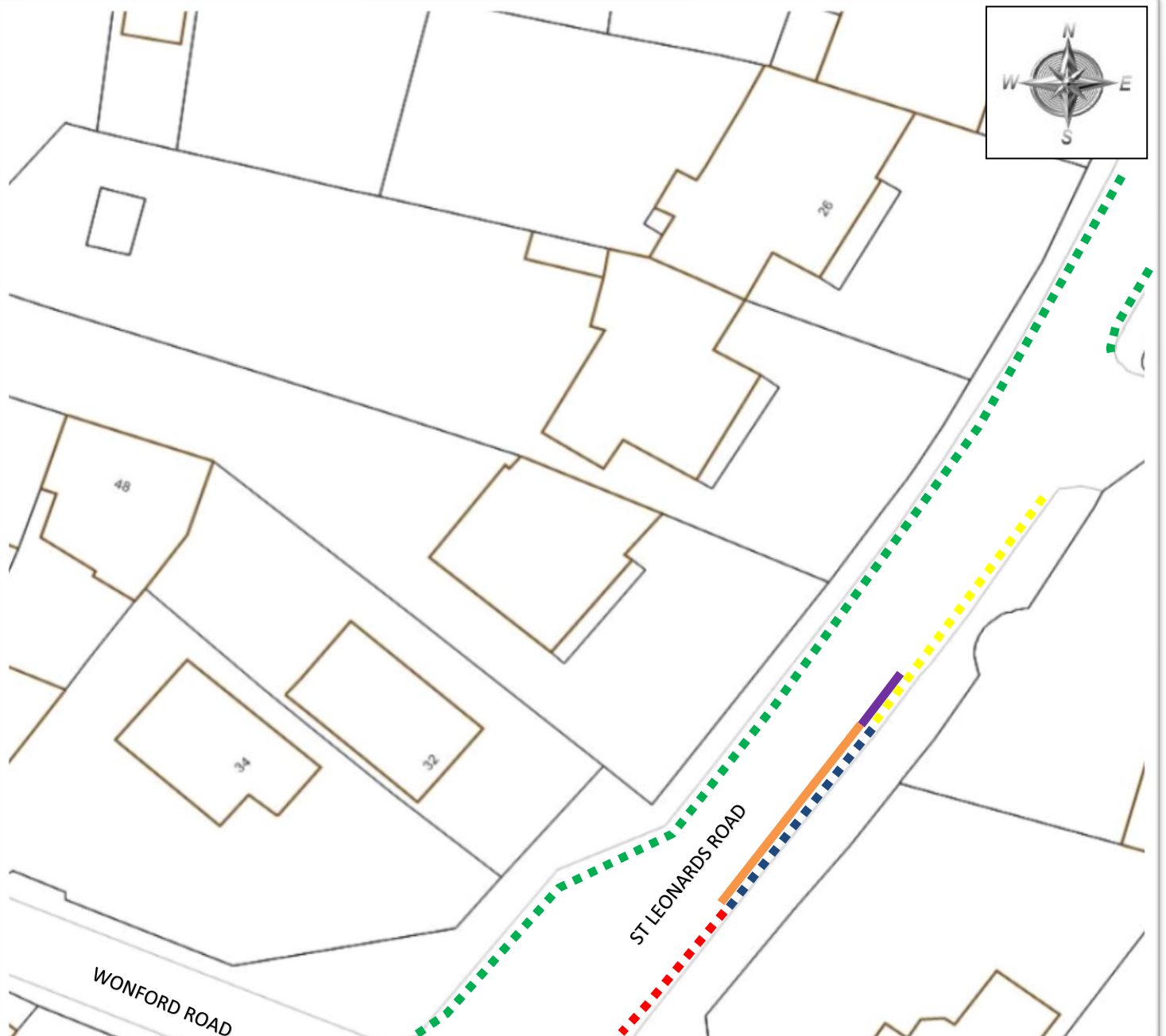
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SCHEME
BARRACK ROAD, EXETER

DRAWING
PROPOSED ELECTRIC VEHICLE RECHARGING POINT & CAR CLUB VEHICLE PARKING

Page 105

drawn by	MS	scale	NTS
date	25-Nov-2020	O.S.Ref	293494, 92211
drawing number	ENV5831/5 (A)		



KEY:

Proposed Electric Vehicle Recharging Point At Any Time (3 bays)	
Proposed Car Club Vehicle Only At Any Time (1 bay)	
Existing Limited Waiting Mon-Fri 9am-6pm 2 Hours No Return Within 4 Hours	
Existing Residents Parking At Any Time Zone L	
Existing No Waiting At Any Time	
Existing No Waiting Mon-Sat 8am-6pm	

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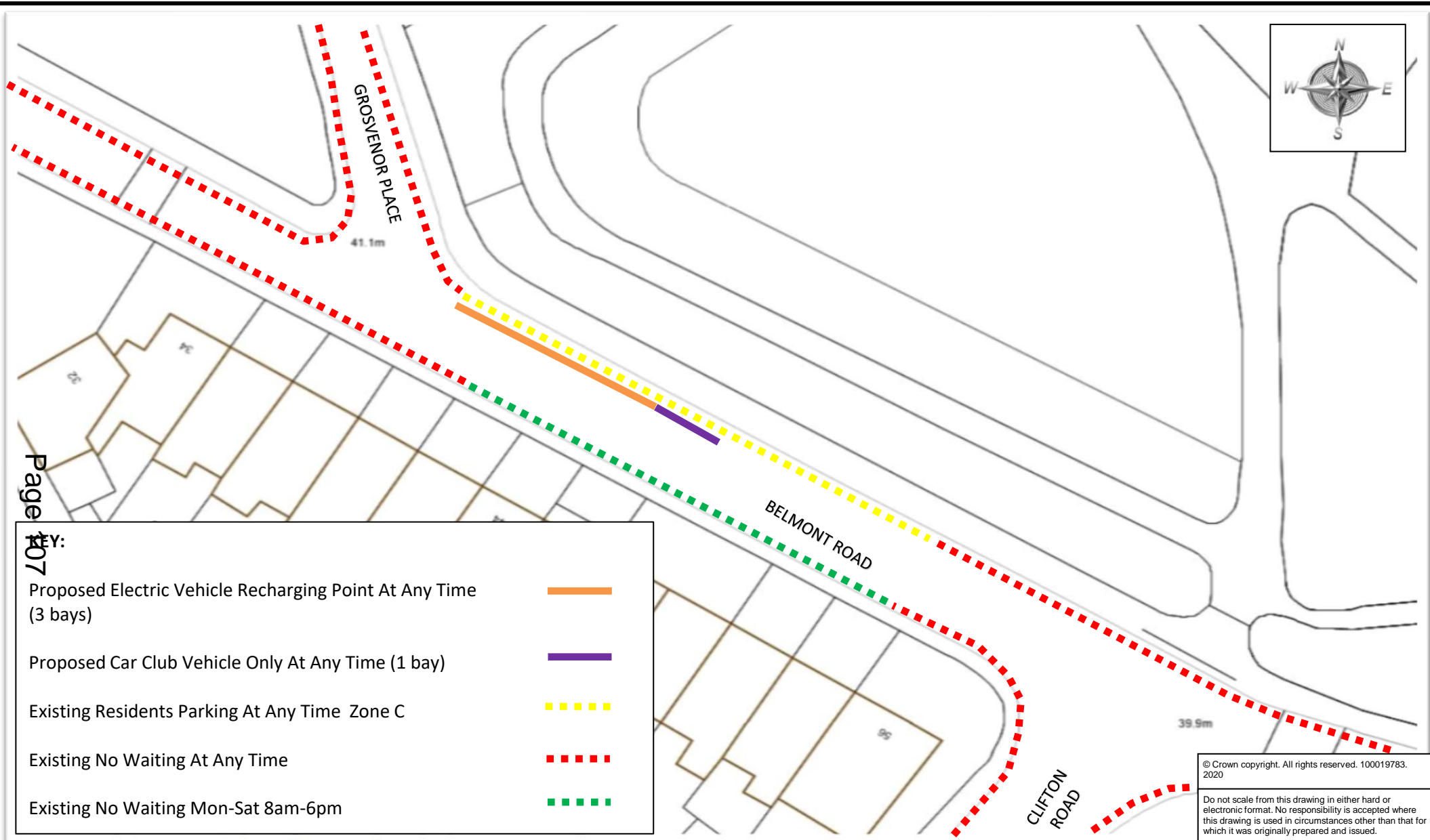
SCHEME
 ST LEONARDS ROAD, EXETER

DRAWING
 PROPOSED ELECTRIC VEHICLE RECHARGING POINT & CAR CLUB VEHICLE PARKING

drawn by MS | **scale** NTS

date 25-Nov-2020 | **O.S.Ref** 292787, 92186

drawing number
ENV5831/6 (A)



Page 107

Key:

Proposed Electric Vehicle Recharging Point At Any Time (3 bays)	
Proposed Car Club Vehicle Only At Any Time (1 bay)	
Existing Residents Parking At Any Time Zone C	
Existing No Waiting At Any Time	
Existing No Waiting Mon-Sat 8am-6pm	

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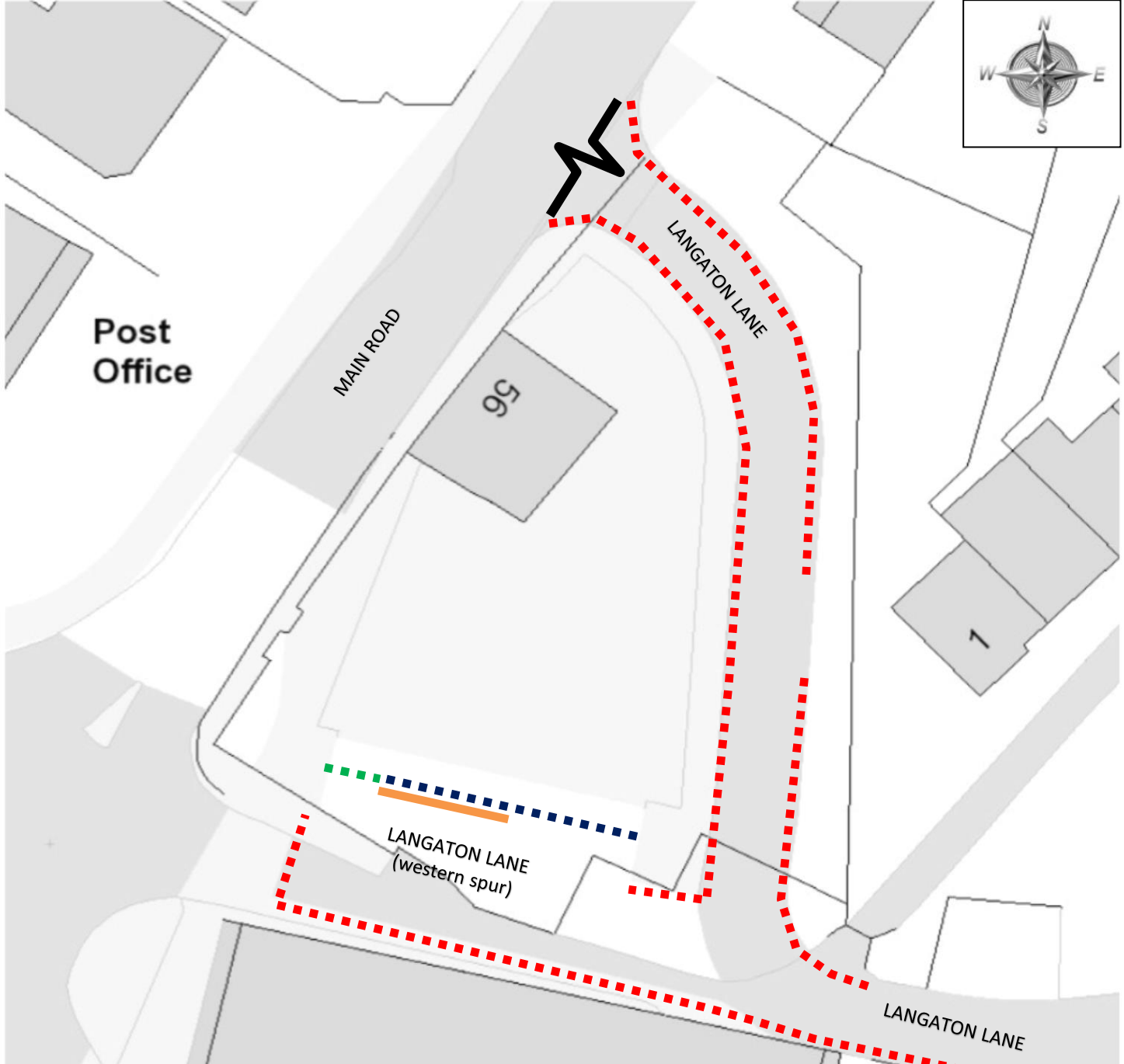
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Telephone 0345 155 1004

SCHEME
BELMONT ROAD, EXETER

DRAWING
PROPOSED ELECTRIC VEHICLE RECHARGING POINT & CAR CLUB VEHICLE PARKING

drawn by MS	scale NTS
date 02-Dec-2020	O.S.Ref 292941, 93100
drawing number ENV5831/7 (A)	



KEY:	
Proposed Electric Vehicle Recharging Point At Any Time (3 bays)	
Existing Car Club Vehicles Only At Any Time	
Existing Limited Waiting Mon-Sat 9am-6pm 1 Hour No Return within 2 Hours	
Existing No Waiting At Any Time	

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SCHEME
LANGATON LANE, EXETER

DRAWING
PROPOSED ELECTRIC VEHICLE RECHARGING POINT PARKING

drawn by MS	scale NTS
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date 25-Nov-2020	O.S.Ref 296432, 94460
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drawing number ENV5831/8 (A)
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Page 609

KEY:

- Proposed Electric Vehicle Recharging Point At Any Time (3 bays) —
- Proposed Car Club Vehicle Only At Any Time (1 bay) —
- Existing Pay & Display (Tariff Exeter J) Mon-Sat 9am-6pm & Sun & Bank Hols 11am-5pm Max Stay 2 Hours - - - -
- Mon-Sat & All Day Sun & Bank Hols (Exemption for Residents Zone M Permit Holders) - - - -
- Existing No Waiting At Any Time - - - -



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SCHEME
HAVEN ROAD, EXETER

DRAWING
PROPOSED ELECTRIC VEHICLE RECHARGING POINT & CAR CLUB VEHICLE PARKING

drawn by MS scale NTS

date 25-Nov-2020 O.S.Ref 291894, 91940

drawing number **ENV5831/9 (A)**



KEY:

Proposed Electric Vehicle Recharging Point At Any Time (8 bays) —

Proposed Car Club Vehicle Only At Any Time (1 bay) —

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

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

Existing Residents Parking Mon-Fri 10am-4pm Zone S2 (not zonal) - - - -

Existing No Waiting At Any Time - - - -

Existing Disabled Badge Holders At Any Time - - - -

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HANOVER ROAD, EXETER

SCHEME

DRAWING

PROPOSED ELECTRIC VEHICLE RECHARGING POINT & CAR CLUB VEHICLE PARKING

drawn by	scale
MS	NTS
date	O.S.Ref
25-Nov-2020	293826, 92878
drawing number	
ENV5831/10 (A)	

HIW/21/24

Exeter Highways and Traffic Orders Committee
15 March 2020

Exeter HATOC Pay & Display Working Group Recommendations Report

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 working group be thanked for their review and subsequent suggestions and recommendations;**
- (b) the committee endorse those recommendations and asks the Cabinet Member to approve the detail and implement;**
- (c) the Head of Service be authorised to undertake an annual review (at a minimum) of tariffs within Exeter to maintain differential with off-street tariffs, in consultation with Members; and**
- (d) the Committee support the continued development of proposals by Officers for longer term changes to how parking is managed with pay & display tariffs in Exeter.**

1. Background/Introduction

At the October 2020 meeting of Exeter HATOC recommendations of the Residents Parking Working Group were reported, as part of that report it was noted that the group had also considered the role of Pay & Display in managing congestion and improving air quality. It was recommended that a further review of tariffs should be conducted in Exeter.

It was recommended that any review should ensure that charges are set to encourage more use of off-street car parks (in line with the Local Transport Plan) to minimise traffic congestion and to improve air quality. It would also be hoped that any review would assist in the shift to sustainable modes of transport. The committee resolved that the working group should review this matter and report back to a subsequent committee.

A Pay & Display Working Group was established with its first meeting held in November 2020 and then subsequently in December 2020. The group set out to review on-street pay & display tariffs in Exeter. With the aim of addressing congestion and improving air quality in order to work towards climate change goals.

During those discussions Members and officers developed terms of reference (see Appendix I) and benchmarked relevant off-street parking tariffs, including both those managed by Exeter City Council and private operators. This report presents the recommendations from that group, along with an updated tariff (see Appendix II)*.

Agenda Item 10

2. Proposal

Through the review process the group aimed to ensure tariffs were set at a level that assisted in traffic management by:

- Encouraging use of off-street carparks for stays of an hour or more.
- Keeping on-street parking available for shorter stays to maximise footfall for retail areas.
- Ensuring continued support to public transport and sustainable modes of transport with any income raised through the on-street parking (OSP) account.

The group proposes that charges are reviewed where there is a nearby, comparable off-street parking offer, and a change in charging will create a positive effect on driver behaviour. The same core principle would be used as had been set out in previous reviews, namely:

- Long Stay Tariffs (of an hour or more) – Increased to parity (with off street tariffs) + 10% (rounded up to nearest 10p)

In the previous review of tariffs undertaken in 2019 a cap had been placed on any tariff increase to limit that increase to 50%. The group agreed that this cap had prevented the tariffs being increased in a meaningful manner in several locations and therefore should be removed in any future review.

During the review it was established that there were locations in Exeter where alternative off street parking facilities were linked to specific workplaces or employers, for example RD&E and Exeter University. In these instances, it may not be appropriate to encourage users into those sites, nor was it deemed appropriate that the on-street facility should be any more appealing to those associated with those sites, therefore it was proposed that a smaller increase of tariff would be applied of 10% (rounded to the nearest 10p).

It was noted that in some central locations there were more than one comparable off-street car park, in some cases with differing tariffs. For example, Exeter City Council “premium” pay-on-foot or “standard” surface pay & display tariffs. In these instances, it is recommended that the lower priced tariff was used for comparison.

Where there was no equivalent off-street parking available no change was proposed.

There were three locations where it is recommended that those principles were departed from:

Exeter H Tudor Street – In order for the Monday – Friday “over 4 hour” tariff to match the “all day” off-street tariff it was felt the increase required was excessive, likewise Sunday tariff, in both cases a small increase was applied.

Exeter N Friars Area – In order for the Sunday Tariff to match the equivalent off-street tariff it was felt the increase required was excessive; a smaller increase was applied.

A summary of changes based on current tariffs is shown in Appendix II*.

The group also discussed longer term ambitions to review the structure of tariffs including whether changes to maximum stay periods and days/times of operation are required. This would include consideration of whether seasonal restrictions should be applied all year and whether restrictions should be applied 7 days per week.

The group also noted a desire to review areas where P&D restrictions would be more effective than existing limited waiting restrictions. And adoption of emerging technologies such as differential and dynamic pricing as identified in the 2030 vision approved by Cabinet on 11th November 2020.

These longer-term changes would require a new Traffic Order and it is recommended that officers develop these proposals.

** It should be noted that if proposals are endorsed by this committee the tariff will be further reviewed prior to Cabinet Member approval. This is to ensure the differential to off-street charges are maintained at time of implementation. The same principles will be applied as outlined in this report.*

3. Consultations

Any recommendations would be subject to decision by Cabinet Member and a subsequent a legal Noticing procedure.

4. Financial Considerations

It is considered that proposals will be self-financing.

5. Environmental Impact Considerations (Including Climate Change)

The proposals will have a positive environmental effect by encouraging use of off-street car parks reducing congestion, improving air quality, and encouraging consideration of alternative modes of transport.

6. Equality Considerations

If proposals are to be progressed a full impact assessment will be undertaken.

7. Legal Considerations

In developing proposals guidance has been sought from the County's legal team, the proposals presented are compliant with relevant legislation, in particular section 122 of the Road Traffic Regulation Act 1984.

Consideration was given to the appropriateness of an increase in tariff. If this were to be considered as a means of improving air quality and management of congestion (expeditious movement of traffic), this would be permissible.

Agenda Item 10

If proposals are to be adopted a change to tariffs would be undertaken via a Noticing process. Any more substantial changes for example a change to days upon which charges apply would require changes to the County's On-Street Traffic Regulation Order. 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, as far as practicable, to secure the expeditious, convenient, and safe movement of traffic and provision of parking facilities.

8. Risk Management Considerations

There is a risk that to not revisit the approach to setting of pay and display tariffs in Exeter that the Authority would not meet its commitments to address congestion and air quality.

9. Public Health Impact

If any changes to pay and display tariffs assists in the delivery of air quality improvements and reduction in congestion across the network, it is considered that there would be a positive public health impact.

10. Reasons for Recommendation

It is recommended that these proposals are supported to ensure that on street pay and display parking is managed effectively to reduce congestion, improve air quality and to contribute to the aims of the Local Transport Plan.

Meg Booth
Chief Officer for Highways, Capital Development and Waste

Electoral Divisions: All in Exeter

Local Government Act 1972

List of Background Papers

Contact for enquiries: Chris Rook

Tel No: 0345 155 1004

Background Paper	Date	File Ref
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Nil

cr050321exh
sc/cr/Exeter HATOC Pay & Display Working Group Recommendations Report
03 050321

Terms of Reference

A working group comprising of nominated Exeter HATOC Members and officers to review on-street pay & display tariffs in Exeter. With the aim of addressing congestion and improving air quality in order to work towards climate change goals.

By:

- Encouraging use of off-street car parks for stays of an hour or more.
- Keeping on-street parking available for shorter stays to maximise footfall for retail areas.
- Ensure continued support to public and sustainable modes of transport with any income raised through the on-street parking (OSP) account.

The group will review charges where there is a nearby, comparable off-street parking offer, and a change in charging will create a positive effect on driver behaviour, using core principles set out in previous reviews, namely:

- Long Stay Tariffs (of an hour or more) – Increased to parity (with off street tariffs) + 10% (rounded up to nearest 10p).

The group will consider the need to review on an annual basis to ensure continued alignment with Exeter City and private car parking charging. Officers will seek to liaise with Exeter CC to ensure continued alignment.

The group recognises the need to align with climate change and active Devon targets to create a “nudge” to behavioural change, whilst enabling those with disabilities to access sports and leisure facilities. For example, in areas where parking facilitates activities such as adjacent to parks or leisure facilities, those activities may need to be encouraged. Those with Blue Badges will also experience improved access to retail, and services with improved turnover by promoting shorter stays on-street.

The group will consider longer term ambitions to review the structure of tariffs including whether changes to maximum stay periods and days/times of operation are required (including whether seasonal restrictions should be applied all year and whether restrictions should be applied 7 days per week). The group will also review areas where P&D restrictions would be more effective than existing limited waiting restrictions.

The group will also consider the adoption of emerging technologies such as differential and dynamic pricing as identified in the 2030 vision approved by Cabinet on 11th November 2020.

These longer-term changes would require a new Traffic Order.

Updated Tariff

* It should be noted that if proposals are endorsed by this committee the tariff will be further reviewed prior to Cabinet Member approval. This is to ensure the differential to off-street charges are maintained at time of implementation. The same principles will be applied as outlined in this report.

Area & Tariff Name	Times of Operation * excludes Christmas Day	Existing Charges 2019-20	Proposed Charge 2020-21	£ Change	% Change	Nearest OFFSTREET Area & Tariff Name	Times of Operation	Existing Charges 2020
Exeter A Central Area	8am-6pm Mon-Sat 30 mins 1 hour	£0.80 £1.90	£0.80 £2.50	- £0.60	- 31.58%	ECC Zone 1 Bartholomew Terrace Bampfylde Street Harlequins King William Street Leighton Terrace Magdalen Street Princesshay 2 & 3 ECC Premium Tariff	Mon - Sun 8.00am - 6.00pm, including Bank Holidays Up to 1 hour 1 - 2 hours 2 - 3 hours 3 - 4 hours 4 - 5 hours 5 - 6 hours 6-7 hours All day	£2.20 £3.30 £4.40 £5.50 £6.60 £7.70 £8.80 £13.00
	11am-5pm Sun & Bank Hols* 1 hour 2 hours	£1.30 £3.30	£1.50 £3.70	£0.20 £0.40	15.38% 12.12%		Pay on Foot sites	
Exeter B Verney Street & Triangle area	8am-6pm Mon-Sat 30 mins 1 hour 2 hours	£0.80 £1.90 £3.30	£0.80 £2.50 £3.70	- £0.60 £0.40	- 31.58% 12.12%	ECC Zone 2 Triangle	Mon - Sun 8.00am - 6.00pm, including Bank Holidays Up to 1 hour 1 - 2 hours 2 - 3 hours 3 - 4 hours 4 - 5 hours All day	£2.20 £3.30 £4.40 £5.50 £6.60 £11.00
	11am-5pm Sun & Bank Hols* 1 hour 2 hours	£1.30 £2.80	£1.50 £3.70	£0.20 £0.90	15.38% 32.14%			
Exeter B1 Barnfield Area	8am-6pm Mon-Sat 15 mins 30 mins 1 hour 2 hours	£0.30 £0.80 £1.90 £3.30	£0.30 £0.80 £2.50 £3.70	- - £0.60 £0.40	- - 31.58% 12.12%	ECC Zone 2 Triangle	Mon - Sun 8.00am - 6.00pm, including Bank Holidays Up to 1 hour 1 - 2 hours 2 - 3 hours 3 - 4 hours 4 - 5 hours All day	£2.20 £3.30 £4.40 £5.50 £6.60 £11.00
	11am-5pm Sun & Bank Hols* 1 hour 2 hours	£1.30 £2.80	£1.50 £3.70	£0.20 £0.90	15.38% 32.14%		ECC Zone 1 Mon - Sun 8.00am - 6.00pm, including Bank Holidays	

Area & Tariff Name	Times of Operation * excludes Christmas Day	Existing Charges 2019-20	Proposed Charge 2020-21	£ Change	% Change	Nearest OFFSTREET Area & Tariff Name	Times of Operation	Existing Charges 2020
						Magdalen Road	Up to 1 hour 1 - 2 hours 2 - 3 hours 3 - 4 hours 4 - 5 hours 5 - 6 hours 6-7 hours All day	£2.20 £3.30 £4.40 £5.50 £6.60 £7.70 £8.80 £13.00

Area & Tariff Name	Times of Operation * excludes Christmas Day	Existing Charges 2019-20	Proposed Charge 2020-21	£ Change	% Change	Nearest OFFSTREET Area & Tariff Name	Times of Operation	Existing Charges 2020
Exeter C Barrack Road area (Hospital)	9am-6pm Mon-Sat 2 hours 3 hours Sun & Bank Hols	£2.50 £3.20 Free	£2.80 £3.60 Free	£0.30 £0.40	12.00% 12.50%	RD&E (Private)	Mon - Sun 20 mins 2 hours 4 hours 8 hours	Free £2.50 £4.50 £8.50
Exeter D New North Road & Blackall Road Area	8am-6pm Mon-Sat 1 hour 2 hours 11am-5pm Sun & Bank Hols* 2 hours over 2 hours	£1.60 £3.30 £1.60 £3.30	£2.50 £3.70 £2.40 £3.70	£0.90 £0.40 £0.80 £0.40	56.25% 12.12% 50.00% 12.12%	ECC Zone 2 Bystock Terrace Howell Road	Mon - Sun 8.00am - 6.00pm, including Bank Holidays Up to 1 hour 1 - 2 hours 2 - 3 hours 3 - 4 hours 4 - 5 hours All Day	£2.20 £3.30 £4.40 £5.50 £6.60 £11.00
Exeter E University Area	9am-6pm Mon-Sat 2 hours 4 hours Over 4 hours 11am-5pm Sun & Bank Hols* 4 hours Over 4 hours	£2.20 £4.20 £6.00 £1.30 £2.50	£2.50 £4.70 £6.60 £1.30 £2.50	£0.30 £0.50 £0.60 - -	13.64% 11.90% 10.00% - -	University (Private)	Mon - Fri 8.00am - 6.00pm 2 hours 4 hours Over 4 hours	£3.00 £5.00 £10.00
Exeter F Bonhay Road	9am-6pm Mon-Sat 1 hour 4 hours Over 4 hours 11am-5pm Sun & Bank Hols* 2 hours Over 2 hours	£1.60 £4.30 £9.20 £1.30 £3.30	£1.80 £4.80 £10.20 £1.50 £3.70	£0.20 £0.50 £1.00 £0.20 £0.40	12.50% 11.63% 10.87% 15.38% 12.12%	St Davids (Long Stay) (Private)	Mon - Fri 3 hours 24 hours Sat - Sun 24 hours	£4.50 £11.40 £7.60
Exeter G Cowley Bridge Road	9am-6pm Mon-Sat 4 hours Over 4 hours 11am-5pm Sun & Bank Hols* 4 hours Over 4 hours	£1.90 £4.30 £1.30 £2.50	£2.10 £4.80 £1.50 £2.80	£0.20 £0.50 £0.20 £0.30	10.52% 11.63% 15.38% 12.00%	University (Private)	Mon - Fri 8.00am - 6.00pm 2 hours 4 hours Over 4 hours	£3.00 £5.00 £10.00

Area & Tariff Name	Times of Operation * excludes Christmas Day	Existing Charges 2019-20	Proposed Charge 2020-21	£ Change	% Change	Nearest OFFSTREET Area & Tariff Name	Times of Operation	Existing Charges 2020
Exeter G1 Collins Road Pennsylvania Road & Rosebarn Lane	8am - 6pm Mon - Fri 30 mins 4 hours Sat - Sun	Free £1.70 Free	Free £1.90 Free	£0.20	11.76%	University (Private)	Mon - Fri 8.00am - 6.00pm 2 hours 4 hours Over 4 hours	£3.00 £5.00 £10.00
Exeter H Tudor Street	9am-6pm Mon-Sat 1 hour 4 hours Over 4 hours 11am-5pm Sun & Bank Hols* 2 hours Over 2 hours	£1.30 £5.50 £7.00 £1.50 £3.00	£1.50 £6.10 £10.00 £2.40 £3.70	£0.20 £0.60 £3.00 £0.90 £0.70	15.38% 10.91% 42.86% 60.00% 23.33%	ECC Zone 1 Bartholomew Terrace	Mon - Sun 8.00am - 6.00pm, including Bank Holidays Up to 1 hour 1 - 2 hours 2 - 3 hours 3 - 4 hours 4 - 5 hours 5 - 6 hours 6-7 hours All day	£2.20 £3.30 £4.40 £5.50 £6.60 £7.70 £8.80 £13.00
Exeter J Commercial Road Haven Road 19	9am-6pm Mon-Sat 30 mins 1 hour 2 hours 11am-5pm Sun & Bank Hols* 2 hours Over 2 hours	£0.60 £1.60 £3.30 £1.60 £3.30	£0.60 £2.50 £3.70 £2.40 £3.70	- £0.90 £0.40	- 56.25% 12.12%	ECC Zone 2 Cathedral and Quay Haven Banks	Mon - Sun 8.00am - 6.00pm, including Bank Holidays Up to 1 hour 1 - 2 hours 2 - 3 hours 3 - 4 hours 4 - 5 hours All day	£2.20 £3.30 £4.40 £5.50 £6.60 £11.00
Exeter K St Leonards area	9:30am-3:30pm Mon-Fri 30 mins 1 hour 2 hours 4 hours Sat & Sun & Bank Hols	£0.50 £1.30 £3.30 £5.50 Free	£0.50 2.50 £3.70 £6.10 Free	- £1.20 £0.40 £0.60	- 92.31% 12.12% 10.91%	ECC Zone 1 Magdalen Road	Mon - Sun 8.00am - 6.00pm, including Bank Holidays Up to 1 hour 1 - 2 hours 2 - 3 hours 3 - 4 hours 4 - 5 hours 5 - 6 hours 6-7 hours All day	£2.20 £3.30 £4.40 £5.50 £6.60 £7.70 £8.80 £13.00
Exeter L Grendon Road	9am-6pm Mon-Sat 2 hours 4 hours Sun & Bank Hols	£1.30 £2.00 Free	£1.50 £2.20 Free	£0.20 £0.20	15.38% 10.00%	RD&E Heavitree (Private)	Mon - Sun 20 mins 2 hours 4 hours 8 hours	Free £2.50 £4.50 £8.50

Area & Tariff Name	Times of Operation * excludes Christmas Day	Existing Charges 2019-20	Proposed Charge 2020-21	£ Change	% Change	Nearest OFFSTREET Area & Tariff Name	Times of Operation	Existing Charges 2020
Exeter R1 Burnthouse Lane & Rifford Road Area	10am-5pm Mon-Fri 30 mins 1 hour 2 hours 3 hours Over 3 hours Sat & Sun & Bank Hols	Free £1.30 £2.50 £3.20 £5.50 Free	Free £1.30 £2.50 £3.20 £5.50 Free	- - - - -	- - - - -			
Exeter R2 Mount Pleasant Road	9am-6pm Mon-Fri 30 mins 1 hour 2 hours 3 hours Over 3 hours Sat & Sun & Bank Hols	Free £1.30 £2.50 £3.20 £5.50 Free	Free £1.30 £2.50 £3.20 £5.50 Free	- - - - -	- - - - -			
Exeter S Heavitree Area	10am-5pm Mon-Fri 30 mins 1 hour 2 hours 3 hours Sat & Sun & Bank Hols	Free £1.30 £2.50 £3.20 Free	Free £1.30 £2.50 £3.20 Free	- - - - -	- - - - -	ECC Zone 3 Gordon's Place	Mon - Sun 8.00am - 6.00pm, including Bank Holidays Up to 1 hour 1 - 2 hours 2 - 3 hours Max 3 hr stay	£1.00 £1.50 £2.00
Exeter S1 Fore Street Heavitree Area	10am-5pm Mon-Fri 30 mins 1 hour 2 hours 3 hours Sat & Sun & Bank Hols	Free £1.30 £2.50 £3.20 Free	Free £1.30 £2.50 £3.20 Free	- - - - -	- - - - -	ECC Zone 3 Gordon's Place	Mon - Sun 8.00am - 6.00pm, including Bank Holidays Up to 1 hour 1 - 2 hours 2 - 3 hours Max 3 hr stay	£1.00 £1.50 £2.00

Area & Tariff Name	Times of Operation * excludes Christmas Day	Existing Charges 2019-20	Proposed Charge 2020-21	£ Change	% Change	Nearest OFFSTREET Area & Tariff Name	Times of Operation	Existing Charges 2020
Topsham A Holman Way	9am-5pm Daily					ECC Zone 3	Mon - Sun 8.00am - 6.00pm, including Bank Holidays	
	1 hour	£0.40	£0.50	£0.10	25.00%	Tappers Close	Up to 1 hour	£1.00
	Parkfield	£1.10	£1.30	£0.20	18.18%	Holman Way	1 - 2 hours	£1.50
	Way &	£1.60	£1.80	£0.20	12.50%		2 - 3 hours	£2.00
	Tappers	£2.20	£2.50	£0.30	13.64%		3 - 4 hours	£2.50
	Close	£3.00	£3.30	£0.30	10.00%		All day	£3.50
						ECC Zone 2	Mon - Sun 8.00am - 6.00pm, including Bank Holidays	
						Topsham Quay	Up to 1 hour	£2.20
							1 - 2 hours	£3.30
							2 - 3 hours	£4.40
						3 - 4 hours	£5.50	
						4 - 5 hours	£6.60	
						All day	£11.00	