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

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

Date: Date Not Specified

Contact: Gerry Rufolo 01392 382299

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WEST DEVON HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Monday, 11th July, 2022

A meeting of the West Devon Highways and Traffic Orders Committee is to be held on the above date at 10.30 am at Town Hall, Okehampton to consider the following matters.

Phil Norrey
Chief Executive

A G E N D A

PART 1 OPEN COMMITTEE

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

In accordance with the County Council's Constitution, the Chair and Vice Chair must be County Councillors.

- 3 Minutes

Minutes of the meeting held on 26 July 2021 (previously circulated).

4 Items Requiring Urgent Attention

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

MATTERS FOR DECISION

5 Mary Tavy: Petition to Reduce Speed Limit (Pages 1 - 8)

Report of the Director of Climate Change, Environment and Transport (CET/22/29), attached

6 Local Waiting Restriction Programme (Pages 9 - 20)

Report of the Director of Climate Change, Environment and Transport (CET/22/28), attached

MATTERS FOR INFORMATION

7 Dates of Future Meetings

21 October (Tavistock) and 4 April 2023 (Okehampton).

Meetings will start at 10.30 am and alternate between Kilworthy House, Tavistock and Town Council Offices, Okehampton.

Up to date information available here: [Browse meetings - West Devon Highways and Traffic Orders Committee - Democracy in Devon](#)

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

Nil.

Part II Reports

Members are reminded that Part II reports contain exempt information and should therefore be treated accordingly. They should not be disclosed or passed on to any other person(s). Members are also reminded of the need to dispose of such reports carefully and are therefore invited to return them to the Democratic Services Officer at the conclusion of the meeting for disposal.

Agenda Items and Attendance of District & Town/Parish Councillors

Under the provisions of Standing Order 23, any member of the HATOC (including the District Council representatives) may put an item on the Agenda for the HATOC relevant to the functions of the Committee, subject to them giving notice in writing to

the Chief Executive of the matter to be discussed by 9.00am on the eighth working day before the meeting.

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Induction Loop available



CET/22/29

West Devon Highways and Traffic Orders Committee
11 July 2022

Mary Tavy: Petition to Reduce Speed Limit

Report of the Director for Climate Change, Environment and Transport.

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 be asked to approve the recommendations contained within this report.

1. Summary

This report informs members of actions taken subsequent to the presentation of a petition to HATOC to reduce the speed limit on the approach to Mary Tavy on the A386.

2. Introduction

At a meeting of the West Devon HATOC members on the 25 March 2022 the Chair reported on a request from Mary Tavy Parish Council for a speed reduction to 40 mph at the A386 between the Mary Tavy village sign and the 30-mph speed limit that commenced near the Station Road junction. Katherine Anness (Clerk) referred to a petition comprising 470 signatories for a 40-mph limit and also offered to email further information/case studies to the Officers for review.

John Fewings reported on the personal injury record (only 2 since 2016) and Simon Garner reported on the national Department of Transport guidance/policy for speed limits (which applied to all highway authorities) which related to a number of factors for example personal injury rates, road geometry/classification, composition of users and local characteristics and any decision to reduce speed limits would not be dependent on any one single factor. He advised that the current speed limit conformed to existing national guidance and was appropriate taking account of the factors referred to and in accordance with local County Council policy (as recommended by previous colleagues).

During discussions with the Parish Council representatives, it was ascertained that the concerns were that drivers on the A road were approaching the junction too quickly because they were unaware of its presence, making it hazardous for drivers to slow down to turn right because drivers following behind may not slow down. Although lowering the speed limit is not possible other options and alternatives could be investigated. The Parish Council suggested that the warning sign prior to the bend was not easily visible as it lies outside the natural eye-line of approaching drivers.

Agenda Item 5

It was AGREED that Simon Garner review the site with regard to other factors such as the position of the existing warning signs, road layout and hazards or distractions for drivers and report his findings/options and recommendations to a future meeting.

3. Proposal

The site audit undertaken by the Traffic Orders, Policy and Programme Team identified a combination of five separate traffic sign/line installations which advise approaching drivers of the junction ahead or the need to reduce speed (photographs Appendix A). It is concluded that no additional signs can be justified, although it is acknowledged that when verge-side vegetation is left uncut some of the signs will be obscured. It is recommended that no further action is taken.

4. Options/Alternatives

The DfT Regulations 'Setting Local Speed Limits' prohibit the reduction of a speed limit specifically to address the issue of a specific feature in the road, including a junction or sharp bend; warning signs are to be used in these situations. Buffer (or transitional) speed limits e.g. short lengths of 40 mph between a national limit and a 30 mph limit, are not to be implemented. Speed limits must be set using the technical guidance so that a consistent approach is taken, so that drivers can relate the speed limit to the character of the road and know what to expect and how to behave. The current speed limits confirm to the guidance and therefore cannot be changed.

The Personal Injury Collision (PIC) data show no recorded incidents at or near the junction within the current 5-year analysis period. One Serious Injury incident occurred north of the junction, but this involved a single vehicle and was attributable to driver error/behaviour (Figure 1). The data does not justify any road safety interventions.

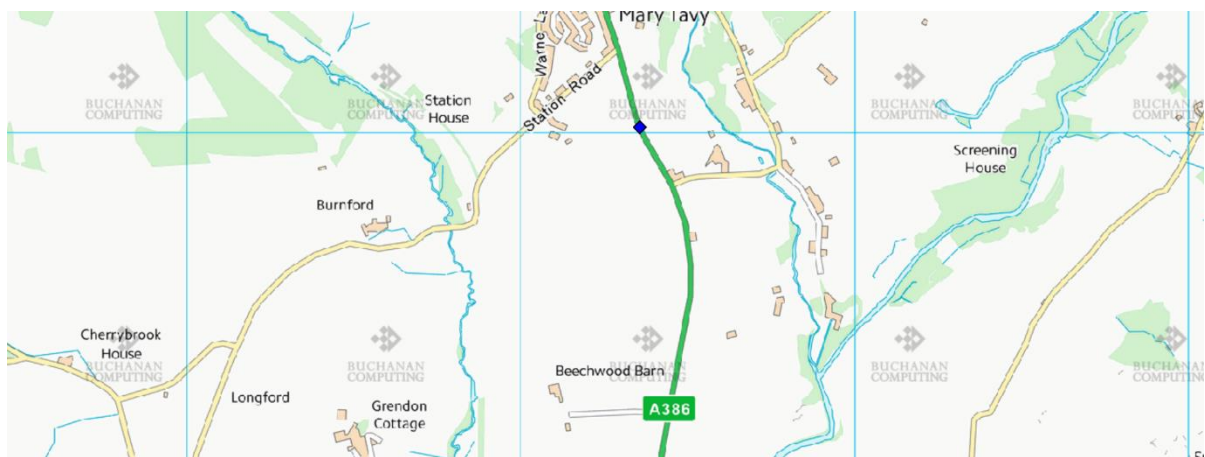


Figure 1: Personal Injury Collision Data

5. Representations

At a meeting of the West Devon HATOC members on the 25 March 2022 the Chair reported on a request from Mary Tavy Parish Council for a speed reduction to 40 mph at the A386 between the Mary Tavy village sign and the 30-mph speed limit that commenced near the Station Road junction. Katherine Anness (Clerk) referred to a petition comprising 470 signatories for a 40-mph limit and also offered to email further information/case studies to the Officers for review.

The petition and the information/case studies were received and carefully considered as part of this review.

6 Strategic Plan

The recommendation is based on analysis of technical data to ensure interventions are only undertaken when justified, so that resources are allocated where they are needed and achieve value, and that signing is used consistently.

7. Financial Considerations

There are no financial considerations.

If the speed limit were to be changed a Traffic Regulation Order and additional and road markings would be required, this would need to be costed and funding identified.

8. Legal Considerations

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

9. Environmental Impact Considerations (Including Climate Change)

There are no environmental impacts.

10. Equality Considerations

There are no such considerations.

11. Risk Management Considerations

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

There is always a risk that drivers will fail to take due care and attention and will fail to look at the signs or adjust their behaviour accordingly, but this is beyond the control of the highway authority. It is considered that the existing sign provision already exceeds the reasonable level and that every reasonable measure to alert drivers of the presence of the junction has already been taken.

Agenda Item 5

12. Public Health Impact

There are no public health impacts.

13. Reasons for Recommendations

PIC data does not justify road safety intervention. The existing speed limits conform to guidance and policy. The number of traffic signs advising of the junction greatly exceeds what would be considered the normal requirement. There would be no value in taking additional engineering measures. Resources should be allocated at sites where there is justification for intervention based on data and reliable evidence.

Meg Booth
Director for Climate Change, Environment and Transport

Electoral Division: Mary Tavy

Local Government Act 1972: List of Background Papers

Contact for enquiries: Simon Garner

Room No: Great Moor House, Bittern Road, Exeter

Tel No: 0345 155 1004

Background Paper	Date	File Ref.
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Nil

sg300622wdh
sc/cr/Mary Tavy Petition to Reduce Speed Limit
03 300622

Appendix 1 To CET/22/29



Agenda Item 5



Agenda Item 5



CET/22/28

West Devon Highways and Traffic Orders Committee
11 July 2022

Local Waiting Restriction Programme

Report of the Director of Climate Change, Environment and Transport

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; and**
- (b) the recommendations contained in Appendix 2 to this report are agreed.**

1. Summary

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

2. Background

In October 2021, a list of requests for new or amended waiting restrictions for the 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 26 May until 20 June 2022.

A summary of the proposals advertised can be found in Appendix 1 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 2 to this report.

Following advertisement:

- Proposals which did not attract objections will be implemented.
- Proposals that received objections are detailed in Appendix 2 to this report with recommendations for each location.

4. Strategic Plan

The restrictions proposed support the priorities in the Strategic Plan as they aim to improve road safety to improve health and wellbeing and to better manage traffic and parking in the areas to respond to the climate emergency and support sustainable economic recovery.

Agenda Item 6

5. 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.

6. 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.

7. 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.

8. Equality Considerations

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

9. Risk Management Considerations

No risks have been identified.

10. Public Health Impact

There is not considered to be any public health impact.

11. Reasons for Recommendations

The proposals rationalise existing parking arrangements within the 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 the area and therefore comply with Section 122 of the Road Traffic Regulation Act 1984.

Meg Booth
Director of Climate Change, Environment and Transport

Electoral Divisions: Hatherleigh & Chagford, Tavistock, and Yelverton Rural.

Local Government Act 1972: List of Background Papers

Contact for Enquiries: Amy Garwood

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

Background Paper	Date	File Reference
Nil		

ag300622wdh
sc/cr/Local Waiting Restriction Programme
03 010722

Agenda Item 6

Appendix 1
To CET/22/28

Details of Proposals Advertised

Councillor	Plan Reference	Location	Parish/Town	Proposals	Statement of Reasons
Philip Sanders	ENV5940-1.1	Chapel Street/Fore Street	Bere Alston	Introduce no waiting at any time. Remove no waiting and adjust goods vehicles loading to Mon-Sat 7am-12 midday.	To prevent obstructive parking.
Philip Sanders	ENV5940-03	Fore Street	Bere Alston	Upgrade no waiting Mon-Sat 9am-6pm to no waiting at any time.	To prevent obstructive parking.
Philip Sanders	ENV5940-04	High Cross Crossroad	Bere Alston	Introduce no waiting at any time.	To prevent obstructive parking outside the primary school.
Philip Sanders	ENV5940-05	Road from Upperton House to Sunny Glen	Buckland Monachorum	Introduce no waiting at any time, no waiting Mon-Sat 7am-7pm and a bus stop clearway Mon-Sat 7am-7pm.	To prevent obstructive parking.
Philip Sanders	ENV5940-06	The Village	Buckland Monachorum	Upgrade the school keep clear to a mandatory status.	To prevent obstructive parking.
James McInnes	ENV5940-07	Fore Street	North Tawton	Introduce no waiting at any time.	To prevent obstructive parking.
Debo Sellis	ENV5940-08	Access to Plymouth Road Industrial Estate	Tavistock	Introduce no waiting at any time.	To prevent obstructive parking.
Debo Sellis	ENV5940-09	Carmel Gardens	Tavistock	Extend existing no waiting at any time.	To prevent obstructive parking.
Debo Sellis	ENV5940-10	College Avenue	Tavistock	Introduce no waiting at any time.	To prevent obstructive parking.

Summary of Submissions

ENV5940-1.1 - Chapel Street/Fore Street, Bere Alston

5 responses - Local Member, 1 resident of Pilgrim Drive, 1 resident of Chapel Street, 1 resident of Station Road and 1 resident of Pounds Park Road.

Comment

2 respondents support and 3 oppose the proposals.

Objections:

- Concerns that proposals for Fore Street are not aligned with request from the Parish Council and residents. It is felt that the combined restriction originally requested is the correct restriction for this location.
- The businesses that rely on this parking area for their trade do not want this area to be without a time limit on the parking time. Parking in the village is so limited that areas such as this must be regulated during the day.
- The stop is needed for elderly and all and has been for years, if anything on delivery days put cones out.
- Busy street at the heart of the community. There are a huge number of elderly residents who rely on parking here so that they can visit with ease. Many have mobility issues and cannot walk to/from the nearest car parks to access shops/amenities. Isolating the elderly even more than they already are in this village. Most people are here less than 20 minutes at a time.

Supporting arguments:

- As the driver of buses there are times when they have to mount narrow pavements to pass badly parked cars.
- Fully supports the extension of double yellow lines on Chapel Street.

Suggestions:

- Resident has off street parking off Chapel Street, access is often difficult due to parked cars, concerned restrictions may encourage parking on both sides of the road, making it even more difficult to get access to their driveway. Suggesting the proposals are extended to their driveway.

Devon County Council Response

Reason for Proposal:

To introduce double yellow lines at Chapel Street - Bedford Street junctions to improve safety and increase forward visibility and remove parking restrictions and adjust timing of the loading bay outside the Co-op at Fore Street.

Officer comments:

Objection and support noted.

The Fore Street amendment removes any parking restrictions when the loading restriction is not in operation, making it much simpler.

Experience has shown that single use bays (i.e. either limited waiting or Loading only) are better understood by motorists. The signing for shared use limited waiting/loading only bay is more complex and whilst legal and correct in some instances motorists have misinterpreted the times when either activity may be conducted.

By introducing a loading bay Mon-Sat 7am until 12pm midday with unrestricted at other times, provides a clear restriction for the public to understand, removing any risk of confusion and penalty charge notices being issued unnecessarily.

There is existing limited waiting that is not being changed, however the proposal provides additional parking from midday until 4pm that was not previously available.

We are not making any changes to the bus stop.

It is not possible to extend the double yellow line restrictions at this

Agenda Item 6

time, without readvertising the additional length of restriction.

However, it is recommended that the restrictions are implemented as advertised and if it is considered necessary, further changes can be considered as part of a future review.

Recommendation

It is recommended that a (virtual) site meeting is undertaken with the local County Councillor to review objections and the site prior to making a decision on whether the advertised restriction (or any part of that restriction) should be progressed with the final decision delegated to the Director of Climate Change, Environment and Transport in consultation with the local County Councillor and HATOC Chair.

ENV5940-03 - Fore Street, Bere Alston
12 responses –10 residents of Fore Street, 1 resident of Lockeridge Road and 1 resident of Cornwall Street

Comment

Devon County Council Response

2 respondents support and 10 oppose the proposals.

Reason for Proposal:
To prevent obstructive parking.

Objections:

- Buses, gritters and other heavy vehicles get through, the area known as the narrows by the Methodist church is not a problem providing those cars are parked "tight", locals know to do this.
- Big increase in parking in the area due to building of properties close by putting pressure on space.
- If unable to park outside my house at night, where will I or others park? Other streets nearby are not the answer, its inconvenient and increases fuel usage driving around to find a space (carbon/cost considerations). The Council should provide alternative parking.
- Unable to load, it is impossible to carry items to the distance where it may be possible to park.
- Traffic will rattle through at night if it's clear. Narrow paths, if at all after dark, there is an increased danger of pedestrian injuries/accidents.
- Parking slows the traffic on Fore Street which is good.
- Small children would have to walk, often in the rain, to the car before school, on a stretch of road that does not have a pavement for the full length.
- Would have to consider moving if the parking restrictions were implemented, however we have been advised by the estate agent that the proposed restrictions would lower the value of our property and would want compensation.
- May resolve one problem but create another with increased parking in other areas.
- Most vehicles are overnight/working people, why can't it just be changed to (after bus and delivery lorry movements) a later time thus saving the cost of the

Officer comments:
Objections and support noted.

We have received reports that some vehicles are unable to travel along Fore Street when the No Waiting restriction does not apply. This would apply to all larger vehicles requiring access along the road for deliveries or emergencies.

It is not the responsibility of the County Council to provide parking on the public highway. There are no rights to park on the public highway and parking is only permitted at locations where it does not cause an obstruction to traffic movements or visibility.

Drivers are able to load and unload on double yellow lines.

Compensation cannot be claimed for changes to on street parking restrictions.

implementation of this unpopular proposal. Reflecting the usage of Fore Street and its residents.

- The uneven road slope is apparent when vehicles pass by the Methodist Church.
- If the existing restrictions were enforced there would be no need for further restrictions. Existing restrictions are ignored. Often have to park a long way from our house and this will just make it worse for those of us who obey the law.
- Car parks in Pilgrim Drive and the Parish Hall are often full and with these new restrictions it will be impossible to park in the evening and Sundays.
- Speeding motorists which are already prevalent within the village concerns over health and safety for those leaving the Methodist Church.
- More adequate policing of the existing restrictions would result in a clear road from 9am on, however, most delivery lorries arrive between the hours of 6.30 and 8.30am.

Supporting arguments:

- There are problems with vehicles parked on Fore Street causing obstruction to both vehicles and pedestrians. Will restrictions apply on Sunday?
- Fully supports the proposals traffic/access measures for Bere Alston. Concerned not to see Cornwall Street included in any plans due to it being a very narrow street and intersecting with Fore Street.
- Many vehicles blatantly park on double yellow lines on Fore Street, as well as the single yellow line. This is a major cause of buses and Co-Op lorries not being able to safely navigate the roads from Bedford Street, through Fore Street, as well as causing us and others on numerous occasions, not being able to access Cornwall Street.
- Both empathetic and understanding of increases in populations, vehicles, outgrowing villages. However, there is parking available up the length of Pilgrim Drive, as well as on other roads, just a couple of minutes' walk, from Fore Street, which are wider than Fore Street and much wider than Cornwall Street.

Suggestions:

- Would like Cornwall Street to have restrictions as vehicles park on the footway, no access for emergency vehicles, sometimes have to drive on the footway to get past which is dangerous for pedestrians.
- A more holistic and open-minded approach to vehicle management is needed.
- 20 mph speed restriction would be more useful.

Restrictions will apply at all times 24 hours a day, 7 days a week.

New restrictions cannot be added to the TRO at this stage without readvertising. Comments will be passed to the appropriate DCC Officer to discuss with the County Councillor.

Speed limits are not within the remit of this traffic order.

Recommendation

It is recommended that the proposals are implemented as advertised.

Agenda Item 6

ENV5940-04 - High Cross Crossroad, Bere Alston
1 response - 1 resident of Pentillie Close

Comment	Devon County Council Response
<p>1 respondent supports the proposals.</p> <p>Supporting arguments:</p> <ul style="list-style-type: none"> - Coming from The Down going straight across to Pentillie Road is becoming more and more dangerous. Parked vehicles obstruct visibility. A van is always parked there which makes the problem even worse. 	<p>Reason for Proposal: To introduce double yellow lines at junctions to improve safety and increase forward visibility.</p> <p>Officer comments: Support noted.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

ENV5940-05 - Road from Uppaton House to Sunny Glen, Buckland Monachorum
1 response - Local Member

Comment	Devon County Council Response
<p>1 respondent commented about the proposals.</p> <p>Additional comments:</p> <ul style="list-style-type: none"> - Not aware of parking issue in this location and wishes to hear the views of the parish council. 	<p>Reason for Proposal: To prevent obstructive parking around the bus turning area and bus stop, in response to concerns raised by bus operator.</p> <p>Officer comments: No formal support or objection given and no response from the parish council. However, as the proposal is to facilitate buses it is recommended that the proposals are implemented as advertised.</p>
<p>Recommendation It is recommended that a (virtual) site meeting is undertaken with the local County Councillor to review objections and the site prior to making a decision on whether the advertised restriction (or any part of that restriction) should be progressed with the final decision delegated to the Director of Climate Change, Environment and Transport in consultation with the local County Councillor and HATOC Chair.</p>	

Agenda Item 6

ENV5940-06 - The Village, Buckland Monachorum

2 responses – 1 resident of The Village and 1 resident of Buckland Monachorum

Comment	Devon County Council Response
<p>2 respondents oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> - Existing advisory parking restrictions are satisfactory and work well for both the school and residents. - No parking in front of the school gates and opposite a war graves cemetery will penalise visitors to the village at weekends and also anyone with mobility issues wishing to visit the Cemetery. This area is one of few parking spots in the village, especially for visitors. - Parking is a very contentious issue in the village as have so few spaces left. - No parking outside of school hours would be a major restriction on the village facilities. - Could potentially create parking issues in other parts of the village. <p>Suggestions:</p> <ul style="list-style-type: none"> - Have restrictions only when school is in session. 	<p>Reason for Proposal: To prevent obstructive parking within the school keep clear area.</p> <p>Officer comments: Objections noted.</p> <p>We can adjust the school keep clear so it is only enforceable Mon - Fri 7am - 6pm to allow for before and after school activities. It is not practical to take into account the school holidays, as these change each year, also there may be activities and clubs throughout the school holidays.</p>
<p>Recommendation It is recommended that proposals are relaxed to adjust the times to Mon - Fri 7am - 6pm and implemented.</p>	

ENV5940-07 - Fore Street, North Tawton

2 responses – 2 residents of Fore Street

Comment	Devon County Council Response
<p>2 respondents oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> - The road is very wide and 3 vehicles parking there causes no obstruction, it is much wider than most roads in North Tawton. - Would like to know the reasoning for this proposal and why parking is being removed in a town that has a real problem with lack of parking. Has there been a specific incident? - Where would Devon County Council like the residents of these properties to park? The properties are cottages that come with no off-road parking. - Speeds of vehicles will increase in this area. - Have always parked opposite the property as they are disabled and need to be within 50 meters of the house. Drive themselves so cannot always rely upon someone being able to drop them off, park their car and do the reverse when they want to go out. Therefore, the current proposal will effectively make me housebound. - Restrictions will force all the cars currently parked on Fore Street into Taw Valley Avenue, Taw Valley Close etc. 	<p>Reason for Proposal: To prevent obstructive parking.</p> <p>Officer comments: Objections and support noted.</p> <p>Detailed reasoning for the restrictions were obstructive parking at bus stop meaning bus cannot stop at the kerb and causing issues for large vehicles trying to drive over bridge, vehicles parking on top of virtual walkway causing pedestrians to walk further out into the road, outside the garage footway parking is causing damage to a new footway and obstructive parking at the crossing point on Taw Vale. Outside Pine Lodge parking on verge causing damage.</p> <p>It is not the responsibility of the County Council to provide parking on the public highway. There are no rights to park on the public</p>

Agenda Item 6

Supporting arguments:

- Would support a no waiting at any time restriction on the south side of the road to stop unnecessary problems for larger vehicles such as from Gregory's depot.

Suggestions:

- Would support clear restrictions to allow the local bus service to use the bus stop by the rugby club on the north side of the road.

highway and parking is only permitted at locations where it does not cause an obstruction to traffic movements or visibility.

If resident has a blue badge they can apply for a [disabled bay](#) to enable easier parking/access to their property in a suitable location that does not obstruct the highway.

However, it is recognised that there is a demand for parking in this location and it is recommended that further discussions take place with the local County Councillor and Chair of HATOC to review the proposed restrictions to identify whether the extent of restrictions can be relaxed.

Recommendation

It is recommended that a (virtual) site meeting is undertaken with the local County Councillor to review objections and the site prior to making a decision on whether the advertised restriction (or any part of that restriction) should be progressed with the final decision delegated to the Director of Climate Change, Environment and Transport in consultation with the local County Councillor and HATOC Chair.

ENV5940-08 - Plymouth Road Industrial Estate

1 response - Elected Member

Comment	Devon County Council Response
<p>1 respondent opposes the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> - Not aware of any parking issue at this location. 	<p>Reason for Proposal: To prevent obstructive parking.</p> <p>Officer comments: Objections noted.</p> <p>The proposals are supported by the local member as lorries are parking on the footpath blocking pedestrians and causing issues for drivers.</p>

Recommendation

It is recommended that a (virtual) site meeting is undertaken with the local County Councillor to review objections and the site prior to making a decision on whether the advertised restriction (or any part of that restriction) should be progressed with the final decision delegated to the Director of Climate Change, Environment and Transport in consultation with the local County Councillor and HATOC Chair.

Agenda Item 6

ENV5940-09 - Carmel Gardens, Tavistock
1 response – 1 resident of Carmel Gardens

Comment	Devon County Council Response
<p>1 respondent supports the proposals.</p> <p>Supporting arguments:</p> <ul style="list-style-type: none"> - Supports the proposals. <p>Suggestions:</p> <ul style="list-style-type: none"> - Restrictions on the north side need to be extended from Watts Road to the entrance to No 16 Carmel Gardens. Otherwise people may park on the north side which would be dangerous. 	<p>Reason for Proposal: To prevent obstructive parking.</p> <p>Officer comments: Support noted.</p> <p>It is not possible to extend the restrictions at this time, without readvertising the additional lengths of restrictions.</p> <p>However, it is recommended that the restrictions are implemented as advertised and if it is considered necessary, further restrictions can be considered as part of a future review.</p>

Recommendation

It is recommended that the proposals are implemented as advertised.

ENV5940-10 - College Avenue, Tavistock
1 response – 1 resident of College Avenue

Comment	Devon County Council Response
<p>1 respondent supports the proposals.</p> <p>Supporting arguments:</p> <ul style="list-style-type: none"> - A measured response to the issue of vehicles parking on the give way line and within two car lengths. Thank you should make it easier for the waste collection to enter the close and safer for us entering and leaving College Avenue. 	<p>Reason for Proposal: To prevent obstructive parking.</p> <p>Officer comments: Support noted.</p>

Recommendation

It is recommended that the proposals are implemented as advertised.

