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

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

Date: 8 February 2024

Contact: Fiona Rutley 01392 382305

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TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Friday, 16th February, 2024

A meeting of the Teignbridge Highways and Traffic Orders Committee is to be held on the above date at 10.30 am at Council Chamber, Forde House, Teignbridge District Council to consider the following matters.

Donna Manson
Chief Executive

A G E N D A

PART I - OPEN COMMITTEE

1 Apologies for absence

2 Minutes (Pages 1 - 4)

Minutes of the meeting held on 30 November 2023, attached.

3 Items Requiring Urgent Attention

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

STANDING ITEMS

4 Petitions/Parking Policy Reviews

[An item to be taken under s18 of the Traffic Management Act 2004 relating to any reviews of parking policy sought in line with the Council's [Petition Scheme](#).]

MATTERS FOR DECISION

5 Local Waiting Restrictions Programme (30 November 2023, Minute *63) (Pages 5 - 78)

Report of the Director of Climate Change, Environment and Transport (CET/24/9) together with the Supplementary Plans document, attached.

(Electoral Divisions: All in Teignbridge)

6 Newton Abbot, Queen Street - Pedestrian Enhancement Traffic Orders (1 June 2023, Minute *59 (and Decision notice *4)

Recommendation: that in addition to the recommendations approved on 1 June 2023, Minute *59 (and Decision notice 4)), to include:-

(c) the relaxation of the aforementioned traffic order to remove the prohibition and facilitate access of vehicles over 10m or 32'6."

The approval on 1 June 2023 was as follows:-

RESOLVED:

(a) that the making and sealing of the Traffic Regulation Orders introducing a 20mph zone, restricting vehicular traffic and amending waiting, parking and loading in the Queen Street Area, Newton Abbot, as shown in Appendix 1 of Report (CET/23/36) be approved; and

(b) that the relaxation of the aforementioned Traffic Regulation Orders to provide an additional loading bay at the western end of Queen Street, Newton Abbot, as shown indicatively in Appendix 2 of Report (CET/23/36) be approved.

(Note: due to the anticipated cost, scheme approval for construction to be sought from Cabinet, July 2023).

The full minute is available at [Agenda for Teignbridge Highways and Traffic Orders Committee on Thursday, 1st June, 2023, 2.15 pm - Democracy in Devon](#)

Director of Climate Change, Environment and Transport to report.

(Electoral Division: Newton Abbot North)

MATTERS FOR INFORMATION

7 **Bus Users and Stakeholders (BUS) Forum** (Pages 79 - 84)

Notes of the meeting held on 11 January 2024, attached.

8 **Calendar of Meetings**

All meetings at 10.30am.

Please check meetings arrangements using link below for County Council Calendar of Meetings

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

Thursday 18 July 2024

Thursday 14 November 2024

Thursday 13 March 2025.

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

Part II Reports

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

Agenda Items and Attendance of District & Town/Parish Councillors

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

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

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Access to Information

Any person wishing to inspect any minutes, reports or background papers relating to an item on the agenda should contact the Clerk of the Meeting. To find this, [visit the Committee page](#) on the website and find the Committee. Under contact information (at the bottom of the page) the Clerk's name and contact details will be present. All [agenda, reports and minutes of any Committee are published on the Website](#)

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Anyone wishing to film part or all of the proceedings may do so unless the press and public are excluded for that part of the meeting or there is good reason not to do so, as directed by the Chair. Filming must be done as unobtrusively as possible without additional lighting; focusing only on those actively participating in the meeting and having regard to the wishes of others present who may not wish to be filmed. Anyone wishing to film proceedings is asked to advise the Chair or the Democratic Services Officer in attendance.

Members of the public may also use social media to report on proceedings.

Declarations of Interest for Members of the Council

It is to be noted that Members of the Council must declare any interest they may have in any item to be considered at this meeting, prior to any discussion taking place on that item.

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Induction Loop available



TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

30 November 2023

Present:-

Devon County Council

Councillors M Wrigley (Chair), J Bradford, P Bullivant, D Cox, A Dewhirst and R Peart

Teignbridge District Council

G Taylor

Apologies:-

Councillors (DCC): J Brook, A Connett, G Gribble, S Khan and (TDC): H Cox and J Hook

* **61** **Minutes**

RESOLVED: that the minutes of the meeting held on 1 June 2023 be signed as a correct record.

* **62** **Petitions/Parking Policy Reviews**

There was no petition received from a Member of the public or the Council.

* **63** **Local Waiting Restrictions Programme**

The Committee considered the Report of the Director of Climate Change, Environment and Transport (CET/23/87) together with the Supplementary Plans document, following a list of requests for new or amended waiting restrictions which were advertised this summer at 32 sites, as summarised in Appendix 1 to this Report. The proposals sought to rationalise existing parking arrangements and contribute to the safe and expeditious movement of traffic. (It was further noted that ENV6036-130, in Appendix 1 was corrected to read Ideford).

Following advertisement:-

-sites with proposals that did not attract objections would be implemented;

-the 18 sites with proposals that received the greatest number of representations were to be considered at the next meeting once all the responses had been fully considered by Officers. Members referred to sites they considered to be the highest priority requiring restrictions on road safety

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TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

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or obstruction grounds and were invited to bring these to the attention of Officers prior to the next meeting. Officers advised that it was unlikely that in considering an earlier HATOC meeting date, it would bring forward the lining works, due to existing contractor commitments; and

-the 7 sites with proposals that received support and/or minimal objections were detailed in Appendix 2 to this Report with a recommendation for each location. The Committee considered these sites together with the views of the local County Councillors.

It was **MOVED** by Councillor Wrigley and **SECONDED** by Councillor Cox and

RESOLVED:

(a) that the work on the local waiting restriction programme be noted;

(b) that the recommendations contained in Appendix 2 to the Report (CET/23/87) be approved (i.e. that the proposals be implemented as advertised);

(c) that a Report on the remaining advertised restrictions not considered in Report (CET/23/87) be brought to the next meeting; and

(d) that the date of the next meeting be brought forward to February 2024 (date to be confirmed), to consider the remaining 18 sites in (c) above.

* 64

Drumbridges Bus Stop Multi-Modal Integration Improvements

The Committee considered the Report of the Director of Climate Change, Environment and Transport (CET/23/88) on proposals to enhance sustainable multi-modal integration and improve bus stops (including cyclist provision, new bus shelters and real time journey information) at the A38 Strategic Road Network Drumbridges roundabout, close to the Heathfield Industrial Estate. The bus stops served the strategic SW Falcon bus, connecting Plymouth to Bristol (including Bristol Airport) 20 times a day, as well as the 39 bus service between Bovey Tracey and Newton Abbot. The proposals aligned with strategic active travel infrastructure improvements to the strategic A382 corridor (Bovey Tracey to Newton Abbot).

The scheme would be the first of its kind in Devon funded through the £8.8m Devon Bus Service Improvement Plan (BSIP) capital programme. The scheme was expected to be delivered before the end of financial year 2023/24.

The BSIP had undergone consultation with key local stakeholders from all tiers of local government, bus operators, user groups and public bodies in 2021.

The Committee noted that the local County Councillor was in support of the proposed scheme.

Members' discussion included:-

-welcoming multi-modal integration improvements at this strategic site and its role in integrating cycle routes with Newton Abbot and Bovey Tracey;

-review of arrangements for the emergency services who parked within the general location;

-road safety audit considerations for pedestrians and cyclists, noting that a vehicle restraint system was one matter under review;

-location of the cycle lockers for security purposes;

-further consideration to be given to charging facilities for electric bikes; and

-provision for bike maintenance.

It was **MOVED** by Councillor Bullivant and **SECONDED** by Councillor Taylor and

RESOLVED:

(a) that the design and construction of the multi-modal bus stop integration improvements at the A38 Drumbridges roundabout, Heathfield, as shown on plans in Appendix 1 to Report (CET/23/88), at an estimated cost of £83,000 be approved;

(b) that the Director of Climate Change, Environment and Transport in consultation with the Chair of HATOC and the local County Councillor, be authorised under delegated powers to make minor amendments to the scheme as required; and

(c) that Officers consider matters raised by Members as part of any appropriate amendments to the scheme, including liaising with the emergency services if required.

* 65 **Bus Users and Stakeholders (BUS) Forum**

The Committee received the notes of the meeting held on 12 October 2023 noting progress to date.

* 66 **Calendar of Meetings**

All meetings at 10.30am.

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TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE
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Please check meetings arrangements using link below for County Council
Calendar of Meetings

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

Thursday 14 March 2024 (date to be brought forward to February 2024)

Thursday 18 July 2024

Thursday 14 November 2024

Thursday 13 March 2025.

NOTES:

1. *Minutes should always be read in association with any Reports for a complete record.*
2. *If the meeting has been webcast, it will be available to view on the [webcasting site](#) for up to 12 months from the date of the meeting*

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

The Meeting started at 2.15 pm and finished at 3.10 pm

CET/24/9

Teignbridge Highways and Traffic Orders Committee
16 February 2024

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.

1) Recommendation

That the Committee be asked to:

- (a) note the work on the local waiting restriction programme; and
- (b) agree the recommendations contained in Appendix 2 to this report.

2) Background

In October 2022, 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 13 July until 3 August 2023.

A summary of the proposals advertised can be found in Appendix 1.

3) Consultations/Representations

A total of 32 sites were advertised. 14 of those sites were considered at the November HATOC, this report contains the remaining 18 sites, the associated plans have been attached as supplementary information to this report.

Therefore, following advertisement:

- The 18 sites that received objections are detailed in Appendix 2 to this report with a recommendation for each location.
 - ENV6036-216 - Bonhay Road, Starcross
 - ENV6036-180 - Fore Street, Ipplepen
 - ENV6036-181 - Mill Lane, Teignmouth
 - ENV6036-183 - New Road, Teignmouth
 - ENV6036-199a - Headway Cross Road, Teignmouth
 - ENV6036-201 - Higher Buckeridge Road, Teignmouth
 - ENV6036-202a and 202b - Park Hill, Teignmouth
 - ENV6036-205 - Brunswick Street, Teignmouth
 - ENV6036-57 - Coach Road, Newton Abbot
 - ENV6036-135 - Road from Nobody Inn to Burnt Meadows, Doddiscombsleigh
 - ENV6036-136 - Elm Grove Road, Dawlish
 - ENV6036-182 - West Cliff Road, Dawlish
 - ENV6036-177 - Hall Lane, Holcombe
 - ENV6036-58 - Highweek Village, Newton Abbot

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- ENV6036-129 - Manor Road, Bishopsteignton
- ENV6036-130 - Village Centre, Ideford
- ENV6036-55 - Sandygate Mill, Kingsteignton
- ENV6036-218 - Church Path, Ashburton

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.

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) 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: All in Teignbridge

Local Government Act 1972: List of background papers

Background Paper Nil

Contact for enquiries:

Name: Amy Garwood

Telephone: 0345 155 1004

Address: Great Moor House, Bittern Road, Exeter

ag240124teih

sc/cr/Local Waiting Restriction Programme

02 070224

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Appendix 1 to CET/24/9

Details of Proposals Advertised

Councillor	Plan Reference	Location	Parish/Town	Proposals	Statement of Reasons
Alan Connett	ENV6036-216	Bonhay Road	Starcross	Introduce No Waiting At Any Time	To prevent obstructive parking
Alan Connett	ENV6036-310	Main Road	Exminster	Introduce Limited Waiting Mon - Sat 9am -6pm 30 Minutes No Return Within 1 Hour	To improve turnover of on-street parking capacity
Alistair Dewhirst	ENV6036-180	Fore Street	Ipplepen	Introduce No Waiting At Any Time	To prevent obstructive parking
David Cox	ENV6036-181	Mill Lane	Teignmouth	Extend the existing No Waiting At Any Time	To improve visibility
David Cox	ENV6036-183	New Road	Teignmouth	Introduce No Waiting At Any Time	To improve visibility
David Cox	ENV6036-196	Lower Kingsdown Road	Teignmouth	Introduce No Waiting At Any Time	To prevent obstructive parking
David Cox	ENV6036-197a	Kingsway	Teignmouth	Introduce No Waiting At Any Time	To prevent obstructive parking
David Cox	ENV6036-197b	Broadmeadow View	Teignmouth	Introduce No Waiting At Any Time	To prevent obstructive parking
David Cox	ENV6036-198	Brookside Close	Teignmouth	Introduce No Waiting At Any Time	To prevent obstructive parking and improve visibility
David Cox	ENV6036-199a	Headway Cross Road	Teignmouth	Introduce No Waiting At Any Time	To prevent obstructive parking
David Cox	ENV6036-199b	Headway Cross Road	Teignmouth	Introduce No Waiting At Any Time	To prevent obstructive parking
David Cox	ENV6036-201	Higher Buckeridge Road	Teignmouth	Introduce Limited Waiting 2 Hours No return within 4 Hours and extend sections of existing No Waiting At Any Time	To prevent obstructive parking and to improve road safety

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David Cox	ENV6036-202a	Park Hill	Teignmouth	Change a section of existing No Waiting At Any Time to No Waiting 8am - 6pm	To prevent obstructive parking and to improve visibility
David Cox	ENV6036-202b	Clay Lane	Teignmouth	Change a section of existing No Waiting At Any Time to No Waiting 8am to 6pm	To prevent obstructive parking and to improve visibility
David Cox	ENV6036-205	Brunswick Street	Teignmouth	Extend existing Limited Waiting bays	To improve on street parking capacity
George Gribble	ENV6036-217	Fore Street	Bovey Tracey	Adjust a section of No Waiting Mon - Sat 9am - 6pm to No Waiting At Any Time and Limited Waiting Mon - Sat 9am -6pm 1 Hour No return within 2 Hours	To improve on street parking capacity
Janet Bradford	ENV6036-57	Coach Road	Newton Abbot	Extend existing No Waiting At Any Time	To prevent obstructive parking
Janet Bradford	ENV6036-174	Decoy Road	Newton Abbot	Introduce No Waiting At Any Time	To improving visibility
Jerry Brook	ENV6036-135	Road from Nobody Inn to Burnt Meadows	Doddiscombsleigh	Introduce No Waiting At Any Time	To prevent the obstructive parking
Martin Wrigley	ENV6036-136	Elm Grove Road	Dawlish	Extend existing No Waiting At Any Time	To improve visibility
Martin Wrigley	ENV6036-175	Vicarage Road	Cockwood	Introduce No Waiting At Any Time	To prevent obstructive parking
Martin Wrigley	ENV6036-176	Stockton Hill	Dawlish	Introduce No Waiting At Any Time	To improve the visibility and road safety
Martin Wrigley	ENV6036-177	Hall Lane	Holcombe	Introduce No Waiting At Any Time	To prevent obstructive parking and improve visibility
Martin Wrigley	ENV6036-182	West Cliff Road	Dawlish	Introduce and extend No Waiting At Any Time	To prevent obstructive parking

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Martin Wrigley	ENV6036-184	Plantation Terrace	Dawlish	Introduce No Waiting 8am – 9.30am and 3pm – 4pm	To improve visibility and prevent obstructive parking
Phil Bullivant	ENV6036-58	Highweek Village	Newton Abbot	Introduce No Waiting At Any Time	To improve the visibility
Ron Peart	ENV6036-14	Horns Park	Bishopsteignton	Introduce No Waiting At Any Time	To improve access
Ron Peart	ENV6036-55	Sandygate Mill	Kingsteignton	Extend existing No Waiting At Any Time	To improve visibility
Ron Peart	ENV6036-129	Manor Road	Bishopsteignton	Introduce No Waiting At Any Time	To prevent obstructive parking
Ron Peart	ENV6036-130	Village Centre	Ideford	Introduce No Waiting At Any Time	To improve visibility and road safety
Ron Peart	ENV6036-161	Longford Lane	Kingsteignton	Introduce No Waiting At Any Time	To improve visibility
Sarah Parker-Khan	ENV6036-218	Church Path	Ashburton	Introduce No Waiting At Any Time	To improve access for emergency services

Summary of Submissions

ENV6036-216 - Bonhay Road, Starcross 3 respondents - 2 residents of Bonhay Road and 1 resident of Kenbrook	
Comments	Devon County Council Response
<p>3 respondents oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> ○ Resident renting a property was of the understanding that they would have parking outside the house as the landlord owns the frontage. ○ Resident purchased their property with on road parking as part of the terms and feels that if this is taken away, the property will be difficult to sell. ○ Resident doesn't feel it is acceptable to prevent residents from parking outside their homes. ○ Parking for residents is very limited. <ul style="list-style-type: none"> ○ Taking away parking spaces outside of residents' properties would cause further friction with neighbours. ○ Resident sees no purpose in extending the double yellow lines down to their front door and these changes will make them open up their side garden wall, which will lead to much expense for them. ○ This could be their only alternative to ensure parking, which will result in them having no secure walled garden taking away their laundry facilities and storage. ○ Resident feels that making these changes will not look very aesthetic and will lead to the devaluation of their property. ○ There has never been issues parking outside - the street has always had slow moving traffic due to the width of the road. ○ Resident has not witnessed or heard of any accidents involving pedestrians or motor vehicles. ○ It has always been a cycle path and to their knowledge there has never been any accidents associated it. ○ Refuge trucks and delivery vans have no problem getting access up and down of the road. ○ Any problems with parking on the corner of road causing a blind spot problem are far and few between. ○ Residents are already agitated by the increased limitations to on-street parking. ○ Car park is now chargeable, pushing drivers to the rear of the village and detrimental for those with limited mobility. <p>Support:</p> <ul style="list-style-type: none"> ○ Agree no one should park on the corner. 	<p>Reason for Proposal: Introduce No Waiting At Any Time to prevent obstructive parking.</p> <p>Officer comments: Objections noted.</p> <p>Available on-street parking when purchasing a property does not mean that the public highway in front of the property is available solely for the use of the occupant of that property. This road is highway maintainable at public expense and available for anyone to use to travel over or to park on as long as they do not cause an obstruction.</p> <p>The proposals seek to allow a vehicle entering Bonhay Road from the A379 a space to stop and wait for any oncoming vehicle to exit onto the A379. There would be insufficient space for a vehicle to stop and then manoeuvre if we were to reduce the lines from the length being proposed and a vehicle may still overhang onto the main road.</p> <p>Residents parking is not implemented on individual streets and would need to be considered in a wider parking management plan for the town. This is beyond the remit for this waiting restriction programme. Residents can raise this with their County Councillor so they can consider if there is a desire from the community as a whole for residents parking.</p>

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<p>Suggestions:</p> <ul style="list-style-type: none"> ○ Respondent suggests considering reducing the length of the yellow lines. ○ Resident supports limiting people not from the village parking here. ○ Resident would be happy to pay for a resident's permit. 	
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

ENV6036-180 - Fore Street, Ipplepen 4 respondents – 3 residents of Fore Street and 1 resident of Newhayes	
Comments	Devon County Council Response
<p>2 respondents oppose the proposals and 2 respondents did not indicate whether they support or oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> ○ Resident reports that parking in this area is difficult for residents. ○ The proposed site is the widest part of the road so placing a no waiting zone there will remove useful overnight parking especially as roadside parking is often used by customers of the Wellington Inn and the local Co-op. ○ The owners of the Wellington Inn have placed a table and several planters on land which they do not own, thereby obstructing the road and denying residents parking which would not cause an obstruction. ○ Residents park responsibly and will be the only ones inconvenienced. ○ Respondent reports that existing restriction in the area have never been enforced. ○ People will continue to ignore restrictions if they are not enforced. ○ Congestion isn't caused by residents but almost always by Co-op customers and parents of children that get the school bus. ○ Surveys conducted for the Ipplepen Neighbourhood Plan found that Silver Street/Newhayes is the most traffic congested area in the village – observing that residents who cannot park on Fore Street will now be forced to park in Silver Street. <ul style="list-style-type: none"> ○ Many other groups also park on Silver Street/Newhayes to use – school buses, health centre, village hall, shops, and other areas. ○ Many of these groups have driven from within the village and resident reports that they seem to have little care for those inconvenienced. ○ There is no point enforcing any restrictions at 10am when those causing the chaos are only present at 	<p>Reason for Proposal: Introduce No Waiting At Any Time to prevent obstructive parking.</p> <p>Officer comments: Objections noted.</p> <p>It is the responsibility of the County Council to provide parking on the public highway only where it is safe to do so. There are no rights to park on the highway. Parking is only permitted at locations where it does not cause an obstruction to traffic movements or visibility.</p> <p>We have received reports that delivery lorries, buses and gritting lorries have struggled to get through at this location.</p> <p>Comments regarding the tables and planters have been passed to the Neighbourhood Highway Officer to investigate.</p> <p>Enforcement is undertaken across Devon at all times, as resources allow. If there are particular times of day or instances where enforcement is required, this can be reported via the webpage https://www.devon.gov.uk/roads-and-transport/report-a-</p>

8am or 4pm when dropping off children for the school bus.

[problem/report-a-parking-problem/](#)

Suggestions:

- Resident suggests that if a restriction must be imposed it should be 08.00 – 18.00 rather than at any time as buses, refuse trucks and delivery lorries do not operate at these times.
- Residents suggest three better solutions:
 - Work with the school bus to arrange a different pick up/drop off point in the village so buses aren't driving right through.
 - If people getting on the bus are being driven to Fore Street, they could be driven to a more accessible location.
 - Make the area residents only parking. The pub health centre, village hall and shop all have their own parking.
 - Enforcement at the times when the present problems arise.

This information is useful for our Enforcement Team so they can better manage resources to attend when there is more likely to be an issue.

Questions:

- What plans are there to provide residents parking if the council is to further restrict on street parking for no clear reason?
- Why does the authority imagine this new restriction will be effective?

It is the responsibility of the County Council to provide parking on the public highway only where it is safe to do so. Double yellow lines are an effective deterrent to most drivers.

Additional Info:

- Resident was previously chair of the parish council and assisted with alteration to the nearby war memorial including a new footway.
- Respondents under the impression that the Parish Council had requested the restrictions outside numbers 10/11 be extended to avoid problems with buses and lorries trying to get through the village.
 - Respondents have witnessed damage to vehicles outside these properties.
 - Concerned that if double yellows outside numbers 10/11 are not included that they will lose the bus service.

The map shows the existing restrictions are already in place outside 10/11 Fore Street. The request to extend the double yellow lines on both sides has been received after these proposals were advertised.

Recommendation

It is recommended that the proposals are implemented as advertised.

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ENV6036-181 - Mill Lane, Teignmouth

6 respondents – Teignbridge District Councillor, 1 resident of Barton Road, 1 resident of Bitton Park Road, 1 resident of Coombe Vale Road, 1 resident of Paradise Glen and 1 resident of Third Avenue.

Comments	Devon County Council Response
<p>Councillor and 1 respondent support and 4 oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> ○ Parking issues are due to a large amount of free parking around Bitton Park being taken away. ○ People don't want to pay overnight charges in a very difficult financial climate, pushing more cars to free parking locations. ○ If double yellow lines are all put on one side - traffic speeds will increase because cars currently have to wait to go up or down. <ul style="list-style-type: none"> ○ Respondent states when cars are all on one side drivers speed up and down the road. ○ No parking available on Coombe Vale Road and reports that all other residents also have to use the 11 on-street parking spaces along Headway Cross Road and Hopes Close. <ul style="list-style-type: none"> ○ Not enough parking and residents sometimes need to park along Mill Lane. ○ Removing these parking spaces will make it impossible to park within a reasonable distance to their house, the local football club & the OLSP school when trying to attend events or meetings. ○ Further along Coombe Vale Road and up Deer Park Avenue there is also almost never any parking available either. ○ Proposal will restrict road parking and upset a lot of people. ○ Resident reports that there are a lot of nurse community teams which need constant access throughout the day, loading/unloading. <ul style="list-style-type: none"> ○ They aren't allowed to all park on the hospital site. <p>Supporting Arguments:</p> <ul style="list-style-type: none"> ○ The road is currently unsafe to cross - particularly for children attending school in Shaldon. ○ Introducing restrictions would be a massive help. ○ Councillor is pleased to see that the site is being addressed. <ul style="list-style-type: none"> ○ Their only concern is the proposal will force the problem onto Lower Kingsdown Road. ○ Councillor reports that the end of the road has become increasingly dangerous because of restricted vision caused by high sided vehicles. 	<p>Reason for Proposal:</p> <p>Extend the existing No Waiting At Any Time to improve visibility.</p> <p>Officer comments:</p> <p>Objections noted.</p> <p>The decision to introduce parking charges at Bitton House was made by Teignmouth Town Council.</p> <p>Vehicles should travel at the speed limit (30mph).</p> <p>Parking on Coombe Vale Road, Headway Cross Road, Hopes Close and Deer Park Avenue is unlikely to be affected by restrictions on Mill Lane near the junction with the A379.</p> <p>Loading and unloading is permitted on double yellow lines.</p> <p>Support noted.</p>

<p>Suggestions:</p> <ul style="list-style-type: none"> ○ Stop trying to fix a problem created by small, minded individuals that don't understand what's good for their town. ○ Resident reports that speed bumps or a speed camera will be needed if the proposal goes ahead. ○ Councillor suggests having more restrictions along Lower Kingsdown Road. ○ Please talk to the hospital staff prior to enforcing this as there are no other options. <p>Questions:</p> <ul style="list-style-type: none"> ○ There are school children and parents, and many people use this road, the increase in speed is an accident waiting to happen, for what gain? ○ Has there ever been an accident in Mill Lane? ○ Have the council even acknowledged the hospital and the need for staff to be able to park there? 	<p>Traffic calming measures are not within the remit of this scheme.</p> <p>Additional restrictions can be considered as part of a future review.</p> <p>The proposal aims to improve visibility at junctions and accesses.</p> <p>There have been 2 slight collisions in the vicinity.</p>
<p>Recommendation</p> <p>It is recommended that a relaxation of the No Waiting At Any Time is implemented to allow some parking either side of the hospital entrance, but retain 5m of No Waiting At Any Time either side of the entrance to improve visibility.</p>	

ENV6036-183 - New Road, Teignmouth 6 respondents – 1 resident of Chantry Close and 5 residents of Triumph Place	
Comments	Devon County Council Response
<p>5 respondents support and 1 respondent oppose.</p> <p>Objections:</p> <ul style="list-style-type: none"> ○ Restrictions do not go far enough. <ul style="list-style-type: none"> ○ It is very dangerous turning right from Elizabethan Avenue onto New Road. ○ Proposal doesn't go far enough - numerous vehicles park on the lefthand side of Elizabethan Way within 12m of the T-junction on the exit to New Road. ○ Turning is dangerous due to the number of parked vehicles - mostly commercial vehicles, vans & motor homes. <p>Supporting Arguments:</p> <ul style="list-style-type: none"> ○ Resident reports that cars speed along New Road, and as a resident of Triumph Place on the Marine View Estate, it is becoming increasingly more dangerous to enter/exit Elizabethan Way/New Road. 	<p>Reason for Proposal:</p> <p>Introduce No Waiting At Any Time to improve visibility.</p> <p>Officer comments:</p> <p>Objections noted.</p> <p>The restrictions have been proposed to improve the visibility and maintain a balance in the available parking.</p> <p>Proposed restrictions cannot be extended at this stage of the TRO process. The situation can be monitored and if necessary additional restrictions can be considered as part of a future review.</p> <p>Support noted.</p>

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- Parking has created a blind turn obstructing respondent's vision.
- Accident waiting to happen.
- Cars park on the corner, close to the junction of Elizabethan Way and New Road makes crossing the road very difficult and dangerous.
- Resident reports visibility issues for pedestrians.
- New Road is increasingly busy as motorists use it as a bypass to the other side of town and New Road is also a bus route.
- The bus is frequently delayed as it cannot get around the large vehicles which are parked here.
- The problem is at its worst in the evening and at weekends when these vehicles are 'parked-up' for long periods of time.
- Resident reports companies using this area as a holding bay/garaging facility for their vehicles, which is both inconvenient and dangerous for residents and other road users.
- Resident reports that vehicles constantly park within a few metres of the junction making access onto New Road at best difficult and at worst dangerous, especially for cycles as visibility along New Road is restricted.
- The parking of large company vehicles: scaffolding lorries, coaches, transit vans, removal vans (4 vans from one company at present), PVC window companies etc. which restricts the passage of traffic along New Road and makes entering/exiting Highgrove Park very difficult.

Suggestions:

- Facing Elizabethan Road, the waiting restrictions to the left will be inadequate as large/tall vehicles park along here and completely block the view for traffic, please extend to 10m.
 - The plans for the right are not necessary, so basically move the lines from right to left please.
- Resident suggests the more dangerous issue is the parking of works vehicles along New Road.
- Resident suggests the restriction needs to be continued along New Road to take in the junction with Highgrove Park.
- The situation is made worse, when cars/vans park on the kerb just inside Highgrove Park, preventing pedestrians from being able to walk safely on the pavement.
- Resident suggests the double yellow lines should continue further up Elizabethan Way on both sides.
- Resident reports that extending the proposed double yellow lines may not stop one particular resident that uses a Blue Badge to park all day/all night within 12m of the T-Junction painted white lines.

The restrictions to the west of the junction will be for a distance of approx. 18m on the ground. This is sufficient for visibility. It is beneficial to have the shorter section of restriction to the east to ensure visibility is maintained.

Obstructive parking forcing pedestrians into the road should be reported to the police. Additional restrictions can be considered as part of a future review.

Blue badge holders are only permitted to park on double yellow lines for 3 hours where they are not causing an obstruction.

Recommendation

It is recommended that the proposals are implemented as advertised.

**ENV6036-199a - Headway Cross Road, Teignmouth
5 respondents – 1 resident of Headway Cross Road and 4 residents of Moor View Drive**

Comments	Devon County Council Response
<p>2 respondents support, 1 respondent opposes, and 2 respondents did not indicate whether they support or oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> ○ Resident doesn't see the point of implementing yellow lines or no parking notices in the proposal area. <ul style="list-style-type: none"> ○ All that will happen is people will continue to park their vehicles across the road or block the parking areas needed for parents who need to drop or pick up their children from school or park outside residents' homes. ○ Resident reports that they currently park away from the proposal area. ○ Proposal will only move it along the road causing more upset to others. <ul style="list-style-type: none"> ○ It will cause more problems and upsets than those that already exist. ○ Concerns that the proposed restrictions will cause cars to park in front of their home. ○ Resident is disabled and regularly receives assistance/food deliveries - if there are no parking space, they will no longer be able to receive support. <ul style="list-style-type: none"> ○ Resident lives alone and family expect to be able to come & visit. ○ Resident has significant concerns about the amount of proposed no waiting on the junctions of Headway Cross Road, Moor View Drive and Fourth Avenue. ○ Whilst respondent agrees with the shorter sections to stop parking close to the junction to make it safer to pull out - they don't think the proposal fully realises the impact on residents of both Headway Cross Road and the one-way section of Coombe Vale Road who rely on this parking on Moor View and Fourth Avenue on a daily basis. ○ Proposal doesn't consider that there are only a few places to park on Headway Cross Road for the number of houses in the area. ○ Respondent has sold one of their cars because it has proved too difficult to find a space. ○ Respondent doesn't believe that the proposal has considered the number of visitors the area has to the football club on match days (for which the car park is too small), the nature reserve up Coombe 	<p>Reason for Proposal:</p> <p>Introduce No Waiting At Any Time to prevent obstructive parking.</p> <p>Officer comments: Objections noted.</p> <p>Restrictions are required to prevent obstructive parking around the junction and improve visibility.</p> <p>The public highway, where there are no waiting restrictions, is available for anyone to park on, it is not for the sole use of residents in the area.</p> <p>Care providers are able to apply for permits that give them exemption to park on double yellow lines for up to 3 hours.</p> <p>Junctions should be kept clear of parked vehicles to ensure visibility is maintained.</p> <p>Devon County Council can only provide parking spaces on the highway where it is safe to do so.</p>

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Lane (where no parking is provided) and the number of staff from the primary school who park on Fourth Avenue.

- Respondent understands wanting to move on work vans that park there but the proposal seems like it will just push more people to park even further up Moor View Drive.
- Proposals will make it impossible for resident to get vehicles on and off their drives safely as there will not be sufficient room to pull in or back off.
- It will also be extremely dangerous if cars are coming up and down on one side of the road.

Supporting Arguments:

- Parked vehicles towards the bottom of Moor View Road towards Headway Cross, are creating safety issues. Resident reports near misses.

Suggestions:

- Already difficult to exit Moor View Drive cul-de-sac with cars parked directly opposite the exit junction, causing a bottleneck for cars attempting to leave/enter the estate. Respondent highlights that restrictions will push larger vehicles to park opposite the junction, making safe egress even more difficult for them.
- The No Waiting should extend further up Moor View Drive up to the first junctions. This is especially imperative on the left-hand side of the road going up Moor View Drive. The current proposals will simply move parking up the road directly opposite numbers 2, 4 and 6 Moor View Drive (next to the grass bank).
- Respondent suggests that some sort of parking permit scheme would be more appropriate on the section of Fourth Avenue and Moor View.

Questions:

- If the vehicle owners park outside people's homes, then where do any residents' visitors park or delivery men?
- Is it possible to extend the restrictions up to the first cul-de-sacs on both sides of Moor View Drive?
- Where will family park when they visit?
- I would like to know where you feel would be a suitable place for the residents to park?

Drivers should be reversing onto their drives, so they have forward visibility when leaving.
A lot of roads have parking on one side with width for only one vehicle to get past, without issues.

Support noted.

Additional restrictions can be considered as part of a future review.

Residents parking schemes would need to be considered in a wider traffic management plan for the town. This is beyond the remit for this waiting restriction programme. Residents can raise this with their County Councillor so they can consider if there is a desire from the community as a whole for residents parking.

Delivery drivers can stop to load and unload on double yellow lines.

Recommendation

It is recommended that the east side of Moor View Drive is relaxed to approx. 18m from the junction with Headway Cross Road and the remaining proposals are implemented as advertised.

ENV6036-201 - Higher Buckeridge Road, Teignmouth
16 respondents – 2 resident of First Avenue, 2 residents of Willberham Court, 1 resident of Holcombe Drive, 1 resident of New Road, 1 resident of Cecil Road, 1 resident of Ashleigh Park, 1 resident of Southdowns Road, 1 resident of Higherwoodway Road, 1 resident of Exeter Road and 5 residents of Higher Buckeridge Road

Comments	Devon County Council Response
<p>12 respondents support and 4 oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> ○ Understandable why people do not want many vehicles parked outside their houses and there could be problems if parking was permitted either side of the road, however, further up the road there seems to be a missed opportunity to address presumed complaints about re the number of small camper vans/motorhomes that are regularly parked there by charging for permits to park these types of vehicles. ○ Proposed changes will not improve road safety. ○ Respondent reports that vehicles travelling at high speed along this road is the major safety issue and, that road is used as a "rat run" shortcut whereby many vehicles travel at high speed. ○ Respondent highlights that the vehicle owners that park along this road will park elsewhere in the area, undoubtedly causing more congestion in the busier parts of Teignmouth. ○ Respondent reports that the vehicles parked on the road are not causing a safety issue. <ul style="list-style-type: none"> ○ The safety issue is that people use the road as a cut through and drive too fast. ○ Respondent states that if you prevent parking in the road, it will force people to park in other areas of the town where it is likely to cause a safety issue. ○ Although the respondent appreciates the need for parking controls on Higher Buckeridge Road, they feel that the current proposal would push the vehicles abusing the free parking to the top of the road, where the respondent currently lives. ○ The respondent reports that the front door to their house is on Exeter Road, 	<p>Reason for Proposal:</p> <p>Introduce Limited Waiting 2 Hours No return within 4 Hours and extend the existing No Waiting At Any Time to prevent obstructive parking and to improve road safety.</p> <p>Officer comments:</p> <p>Objections noted.</p> <p>Devon County Council would not seek to implement paid permit parking for motor caravans.</p> <p>Restrictions will improve road safety as visibility from the junction with New Road up the hill will be increased.</p> <p>Parking often acts as traffic calming, so could discourage speeding.</p>

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where there is no parking, so they park at the rear of the property - which they worry will now be used by current abusing vehicles.

- Adding that if the council were to provide them with a drop kerb at the side of the property - where they have sufficient land and could park off-street.

Supporting Arguments:

- People have abused the parking situation for a number of years.
- Resident reports issues with long term parking of caravans, advertising boards and mobile homes.
- Resident reports that it's becoming almost impossible to park their car outside their house.
- If motorhomes were to move to the top end of Higher Buckeridge, it would be dangerous for all four properties plus the traffic turning into the road from Ashleigh way.
- Resident states it's a really busy and quite dangerous as it is.
- The road has become a rat run.
- The road will be blocked for emergency services if a vehicle parks opposite the large winnebago van.
- Respondent states they can very rarely get a parking space when visiting High Buckeridge Road.
- Respondent reports people leaving their car for the day. Resident reports frequently having to park on another road.
- Respondent glad that problems with overnight and long stay parking are being dealt with.
- Respondent reports that motor homes, vans, lorries etc have been using the free parking on both sides of the road for far too long.
- Respondent lives in an area directly impacted by people parking opposite their driveway on a daily basis - motorhomes park on both sides of the road.
- Respondent reports that they and their child have nearly been hit twice at the end of their drive because drivers swerve to avoid parked cars.

Residents can apply to drop the kerb to their own property, Devon County Council do not provide these

<https://www.devon.gov.uk/roads-and-transport/make-a-request/vehicle-crossing-or-dropped-kerb/>

Support noted.

Restrictions could be relaxed to allow evening and weekend parking for residents.

- Respondent has observed people living in the parked motorhomes, regularly dumped rubbish, uncut hedges and unswept roads as the cars and trailers never move.
 - Adding that they have a boat trailer stored in their drive that they can never move because cars are permanently parked opposite.
- Respondent adds that they would like to see restricted parking along the entire old graveyard side of High Buckeridge Road, especially at the bottom end of High Buckeridge Road nearest to New Road.
- Pleased to hear of the proposed restrictions.

Suggestions:

- The environment of the currently used cemetery, the east side of Higher Buckeridge Road, and those attending funerals, would be better served if the proposals were on the opposite side of the road.
- There also needs to be some resident parking or limited parking at the lower end of Higher Buckeridge Road, because:
 - A further place for vehicles to be abandoned (motorhomes and caravans will move down the road to accommodate the storage of their vehicles/trailers).
 - Give the residents necessary access to and from their driveways with trailers/large vehicle's.
 - Give access to delivery vehicles (large vehicles are unable to turn out of the driveway because of parked cars.
 - Give parking to the volunteer gardeners that keep the graveyard clean and tidy.
- If the mobile homes do move down, it will give cover for people entering and leaving the cemetery, which has been used for drug taking and selling, thus stopping local residents to be unable to report such incidents.
- Limited parking on both sides of the upper side of Higher Buckeridge (due to the motor homes moving to the side that has no restriction since the parking

If motorhomes are being lived in and rubbish not being disposed of correctly this should be reported to Teignbridge District Council Environmental Health
<https://www.teignbridge.gov.uk/environmental-health-and-wellbeing/>

Additional restrictions can be considered as part of a future review.

Residents parking is not implemented on individual streets. All residential properties here have off street parking, therefore not meeting the criteria for residents parking to be considered.

Additional restrictions can be considered as part of a future review.

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planning notice has been displayed in the street)

- Timed parking on the lower side of Higher Buckeridge Road, due to residents not being able to get delivery vehicles in and out of their driveways and Trinity School staff using it as a parking lot filling the road who should be using their own property like Hazeldown Primary School. This will also stop the motor homes moving down the road.
- Further restrictions would assist in abandoned vehicles not being left or MOTs being obtained without the vehicle even going to the garage.
- Restrict parking on both sides, make it no overnight parking.
- Residential parking only opposite houses.
- Need further restrictions from the small top gate of the “new” cemetery to the junction of Ashleigh Way on the east side of the road to stop the large camper vans parking and obscuring visibility from driveways and the junction.
 - This would then still allow parking for the school run and also community centre users.
- Concerned that parking will move to the areas without proposals, and requests restricted parking on the entire left-hand side.
 - Afraid the major problems with camper vans with some people living in them, and dumped vehicles, will move to these areas.
- There should be parking permits for the local residents.
- Traffic calming or speed prevention would be a better option here to address any safety issues.
- Respondent suggests that resident permits would also alleviate issues with people dumping motorhomes/caravans/boats/vans/trailers on the road, which take up spaces that could be used by visitors (inc. people visiting loved ones at the cemetery or using the community centre).
- Due to limited parking in the area, it seems logical that their owners choose to park their loved vehicles in a place which causes the least annoyance. Paid permits would also bring in some

Abandoned vehicles can be reported to Teignbridge District Council, vehicles without tax or MOT can be reported to the DVLA.

This would also prevent residents from parking overnight.

Traffic calming measures are not within the remit of this scheme.

<p>additional income. The road is certainly wide enough, it would not cause any problems and would be really useful for local motorhome owners in the area.</p> <ul style="list-style-type: none"> ○ Requests restrictions on both sides of the road along the entrances to the cemetery. ○ Requests the area to be designated as residents parking. <ul style="list-style-type: none"> ○ Respondent concerned that those who permanently park commercial vehicles and motor homes will move down to the unrestricted parking. ○ Respondent relies on visits from friends and family and understands that residents parking would allow them to purchase tickets for visitors. <p>Questions:</p> <ul style="list-style-type: none"> ○ Why has this been ignored for so long? ○ Would you be happy if they all moved to your street? ○ Why is Higher Buckeridge Road a car park for mobile homes and caravans? 	<p>Residents parking is not implemented on individual streets. All residential properties here have off street parking, therefore not meeting the criteria for residents parking to be considered.</p> <p>Roads that are highway maintainable at public expense are available for anyone to use to travel over or to park on as long as they do not cause an obstruction.</p>
<p>Recommendation</p> <p>It is recommended that the limited waiting proposals are relaxed to Mon – Fri 9am – 5pm 2 Hours No Return Within 4 Hours and the No Waiting At Any Time to be implemented as advertised.</p>	

ENV6036-202a and 202b - Park Hill and Clay Lane, Teignmouth	
1 resident of Bitton Avenue	
Comments	Devon County Council Response
<p>1 respondent opposes the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> ○ Objects to further restrictions around the Bitton Park, Avenue and Park Hill areas. ○ Costs for stays and permits in the Pay & Display arrangements in three Bitton locations, all previously free parking areas are too high and unaffordable. ○ There has never been an issue regarding dangerous parking, or residents or any members of the public being involved in an incident, in over 30 years. ○ Removal of more parking, albeit during working hours, greatly affects law abiding residents who will need to get up early and move their vehicle in the hope of finding another area that doesn't impact their financial standing in times of economic austerity. ○ May only be 3-4 spaces but is on top of 60+ places being changed to Pay and Display. 	<p>Reason for Proposal:</p> <p>Change existing No Waiting At Any Time to No Waiting 8am to 6pm to prevent obstructive parking and to improve visibility</p> <p>Officer comments:</p> <p>Believe the respondent has misunderstood the proposals.</p> <p>Proposals will increase the available parking overnight as it relaxes the no waiting at any time to allow parking between 6pm and 8am.</p> <p>These proposals do not remove any available parking.</p>

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- Will only benefit the cable/IT companies hiring the once public toilet facility.
- Restrictions area already several metres from the main road, with the existing restrictions already ensuring clear visibility at the junction.
- Believes this has been pushed by councillors who pushed forward the Pay and Display parking to ensure parking for Bitton House businesses, wedding events, and a money-making exercise regardless of residents views.

Recommendation

It is recommended that the proposals are implemented as advertised.

ENV6036-205 - Brunswick Street, Teignmouth

2 respondents – 1 resident of Brunswick Street and 1 resident of Hazel Close

Comments

Devon County Council Response

2 respondents oppose the proposals.

Objections:

- Although respondent appreciated the additional parking proposals, the parking bays are opposite their garage that they require 24/7 access to.
- The narrowness of the road means that cars parking opposite would block their access.
 - Respondent struggles to access their garage when disable badge holders park on the existing restrictions.
- Respondent states that access is vital as they have two school age children, that they need to drop to school and may need to take to the hospital.
- Runs a business from the property and carries out home visits to existing patients, would have an impact on their business if they are unable to get the car out of their garage.
- Respondents states that where the blue badge holders currently park on the no waiting at any time HGVs and coaches are forced to mount the pavement as the road is on a bend and narrow, which is dangerous.
- Mounting the pavement happens far too regularly, only recently there was a near miss with one of their patients nearly being struck by the trailer of an HGV.
- When a scaffold was placed opposite the location of the proposed bays and vehicles were parked in the proposed location of the bays a lorry had to reverse to where the road widens and park up for nearly 3 hours waiting for the disabled driver to return to their vehicle. Lorry could not turnaround as it is a one way road.
- Respondents reports that Teignbridge council applied for planning permission, which was

Reason for Proposal:

Extend the northern Limited Waiting Bays on the west side of Brunswick Street to improve on street parking capacity.

Officer comments:

Objections noted.

Planning permission and progression of the development has overlapped with these proposals.

The Limited Waiting 8am-6pm 1 Hour No Return Within 1 Hour can be dropped.

Blue badge holders should only park on No Waiting At Any Time for a maximum of 3 hours where it is safe to do so and where they do not cause an obstruction.

<p>subsequently passed, to turn the plot of land at the end of the road into a car park.</p> <ul style="list-style-type: none"> ○ Since then, the site has been proposed for a medical centre which was stopped and a new location for the medical centre was found just a few yards down the road. ○ Respondent adds that they may be misinformed but according to them this permission has now been granted and the council have reiterated plans to use the plot for a car park. The proposals are placed across the entrance for this proposed car park. ○ Currently HGVs mount the pavement when cars are parked, which is dangerous to pedestrians. <p>Supporting Arguments:</p> <ul style="list-style-type: none"> ○ Respondent supports other proposed parking amendments, except the LW bay, as they make perfect sense. <p>Additional info:</p> <ul style="list-style-type: none"> ○ Respondent attached a photo which they took on Sunday 16th July 2023, illustrating the frequent hazards of large vehicles and the bend in the road when cars are parked in the proposed area. ○ The respondent requested to Highways that the Double Yellow lines opposite should be turned into a “No Waiting at Any Time” area. Highways informed respondent to contact local council to raise the issue. Previously, the local council told the respondent that they needed to take the issue up with Highways. 	<p>Support noted.</p> <p>May have been a miscommunication from Highways, it should have been clear that their concerns should have been raised with their County Councillor to feed into this process.</p>
<p>Recommendation</p> <p>It is recommended that the Limited Waiting 8am-6pm 1 Hour No Return Within 1 Hour be dropped and the existing doctors bay is converted to Limited Waiting 8am-6pm Between 01 May And 30 Sep 2 Hours No Return Within 2 Hours be implemented as advertised.</p>	

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ENV6036-57 - Coach Road, Newton Abbot 3 respondents – 2 resident of Coach Road and 1 resident of Old Totnes Road	
Comments	Devon County Council Response
<p>2 respondents support and 1 respondent oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> ○ Respondent states that they've lived along Coach Road for over 2 years and has never seen or heard of any accidents/incidents with collisions due to parked vehicles in the area. ○ Respondent reports that the youth often occupy the road and car parks at night - revving vehicles and racing up and down between the speed bumps. <ul style="list-style-type: none"> ○ They also highlight that the cars parked there stops two vehicles racing side by side and states that if double yellows are implemented then this will keep the road clear for this to be done causing a much worse hazard. ○ Respondent has no driveway and parks beside the stone wall as there are no double yellow lines, putting restrictions here limits parking to the area outside Ashcroft and the cottage, giving the respondent nowhere to park. ○ Respondent adds that as a lone female who works shifts, they are not happy about the idea of walking so far at 3am in the morning once they finish work. <p>Supporting Arguments:</p> <ul style="list-style-type: none"> ○ Respondent reports that since the installation of an all-weather pitch there have been issues with vehicles parked along the length of Coach Road leading to frequent arguments between drivers because they're unable to pass. ○ Excessive parking has caused considerable danger & inconvenience. ○ Respondent reports that in 2019 Teignbridge Council stated there were plans for the installation of double yellow lines as part of the DCFA scheme, but nothing happened. ○ Respondent states that the traffic has been chaotic, and the expensive car park at the all-weather pitch remains largely unused. ○ Installing double yellow lines is essential for safety, financial and traffic management reasons. ○ Respondent states that there is an obstruction to two-way traffic due to the parking, the parking is as a result of the charges in the car park. 	<p>Reason for Proposal:</p> <p>Extend No Waiting At Any Time to prevent obstructive parking.</p> <p>Officer comments: Objections noted.</p> <p>There are no proposals to place double yellow lines outside the respondent's property.</p> <p>Support noted.</p>

<p>Suggestions:</p> <ul style="list-style-type: none"> ○ Respondent urges that the "no waiting at any time" restriction to be extended also to the presently unrestricted small stretch on the south side of Coach Road, immediately SW of the corner with Decoy Road. <p>Questions:</p> <ul style="list-style-type: none"> ○ Is there any scope to make this section resident parking only? This would deter commercial vehicles and those who are just using the football club from using these spaces. <p>Additional info:</p> <ul style="list-style-type: none"> ○ Respondent reports that they usually park in the area just before the section of yellow lines outside of their house but that there has recently been long term parking there by commercial vehicles. <ul style="list-style-type: none"> ○ Adding that these vehicles take up 2 spaces each and cause dangerous obstructions to the view of those exiting their driveways, especially Ashcroft. ○ Parking on the south side of Coach Road, immediately SW of the corner with Decoy Road creates a hazard especially when turning left out of Decoy Road. 	<p>Additional restrictions can be considered as part of a future review.</p> <p>Residents parking schemes would need to be considered in a wider traffic management plan for the town. This is beyond the remit for this waiting restriction programme. Residents can raise this with their County Councillor so they can consider if there is a desire from the community as a whole for residents parking.</p>
<p>Recommendation</p> <p>It is recommended that a 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>	

<p>ENV6036-135 - Road from Nobody Inn to Burnt Meadows, Doddiscombsleigh 28 respondents – Doddiscombsleigh Parish Council, 4 residents of Burnt Meadows, 2 residents of New Buildings, 9 residents of Doddiscombsleigh, 1 resident of Ashwater, 1 resident of Bridford, 3 residents of Chirstow, 2 residents of Dunchideock, 1 resident of Dunsford, 1 resident of Exeter, 1 resident of Exminster, 1 resident of Newton Abbot and 1 resident of Trusham</p>	
Comments	Devon County Council Response
<p>Doddiscombsleigh Parish Council and 6 respondents support and 21 oppose the proposal.</p> <p>Objections:</p> <ul style="list-style-type: none"> ○ Proposals would prevent resident and their son who has a disability and physical mobility problems, to park near the school. Fear proposals would prevent their son attending the school due to his disability unless an exemption for blue badge parking is included. 	<p>Reason for Proposal:</p> <p>Introduce No Waiting At Any Time to prevent obstructive parking.</p> <p>Officer comments:</p> <p>Objections noted.</p> <p>Blue badge holders are permitted to park on double yellow lines for 3</p>

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- Burnt Meadows next to the school is always full and proposals would lead to Burnt Meadows being jammed.
- There's no alternative parking available at the school. School staff would have nowhere to park during the working day unless an alternative car park was constructed.
- Restrictions would lead to closure of the school by providing no parking for staff or parents.
- The school is reliant on children and staff from outside of the area coming into the village.
- There's no other viable parking in the village as it is all country lanes with passing places so parents will have nowhere to drop their children off.
- Need safe and convenient parking to drop off pre-school children.
- No safe walking route to the school.
- Could force people to park in passing places and cause congestion at other points in the village.
- Large HGVs use the village as a cut through from Haldon. Removing the vehicles in this area will cause them to speed through past the school as it would provide a clearer route. This could have catastrophic consequences.
- Large HGVs, tractors with silage trailers with large machinery and large coaches all are able to get through with current parking in place.
- Respondent lives near the school and has never had issues being blocked by parking along this section.
- Restrictions would not help the school.
- Concerned people will park around the village triangle instead, meaning residents of other roads won't be able to get to the main roads.
- Villages that are lucky enough to have a school experience hectic school run, but buses and large agricultural vehicles have always got through.
- New Buildings, opposite the school, has limited parking for residents. Many residents and their visitors have to park in the road opposite the school, either permanently or temporarily. If these parking restrictions are imposed, there is nowhere to park within comfortable walking distance or for delivery vans.
- Some vehicles may not be optimally parked and should just be dealt with on an individual basis.
- Respondent states that the village school has a large proportion of staff and pupils that travel to there from neighbouring villages and hamlets within the designated catchment area.
- If implemented, it will be a major safety risk as large numbers of parents and children will be

hours where they are not causing an obstruction.

It is the responsibility of the County Council to provide parking on the public highway only where it is safe to do so. Parking is only permitted at locations where it does not cause an obstruction to traffic movements or visibility.

walking through narrow lanes which require pedestrians to step into hedges or a single pathway access to a house. Will create bottlenecks and cars will have to reverse along lanes to allow pedestrians and pushchairs to pass.

- Prospective parents may find this risk unacceptable impacting the intake of a thriving village facility.
- Currently the village relies on the good nature of the Pub owners to utilise their parking, however the proposal would cause the car park to be filled at key business times, especially with the pre-school having multiple children collected at lunchtimes utilising morning sessions only.
- Respondent reports that this section of road is the only available parking for the school without it they would be unable to attend work. Public transport is incredibly limited, so they must drive.
- Vehicles use it as a cut through driving fast along the straight section, would be even faster if parking is removed, making it even more unsafe for children and villagers.
- Not being lazy and unwilling to walk from further away, it's that there isn't anywhere else to park.
- Respondent states that 80-90% of the families attending the school and pre-school do not live within walking distance of the school. Driving to drop off and collect is the only way to get to the Pre-School and School.
- The section in question, is the only place for residents and parents to park within the village. There is no village car park or alternative parking area. The roads around this wider section are all single car width.
- If this section was taken away it would be even more difficult and unsafe for the children at school drop off and collections and would also cause road blockages and traffic in this section of the village. Can see some parents being forced to wait in running cars outside the school and children having to climb in to moving vehicles as there really is nowhere else to stop.
- Respondent mentions that they can easily see some parents being forced to move schools if there is not anywhere to park and that this would be a catastrophic loss for the village if the school was forced to close due to falling numbers.
- It is essential for there to be parking in the village to collect children from the school because some grandparents with mobility issues undertake the school run.
- Proposals do not solve the problem. There are pinch points in terms of road width beyond both

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ends of the proposed restriction length. Cars park, for example, opposite 2 Burnt Meadow next to the telephone box. Cars also park on the Nobody Inn side at the other end between the cottages and the school.

- The width of the road is perfectly sufficient for wide vehicles to pass even with cars parked there, if anything lines could be painted on the road to mark where cars should park.

Supporting Arguments:

- The road is very congested the majority of times.
- Farm vehicles cannot get past.
- Resident reports there has been a lot of vehicles mounting the kerb in order to get through.
- Resident states there will be an accident where a child or a person will be seriously injured as trying to navigate the children into school just from their road is very dangerous.
- Resident states it is very tricky as there is no footpath.
- Resident reports all vehicles drive far too fast within the village and especially outside the school and the turning head at the top of Burnt Meadows.
- Parking opposite the Junction blocks visibility when trying to turn in and out of Burnt Meadows.
- Parish Council discussed the proposal and unanimously agreed that there is a need for a parking restriction to allow traffic to get through the area.
- Teachers and other school workers park all day on Burnt Meadows and the road from Nobody Inn to and beyond Burnt Meadows, limiting parking for village residents.
- Burnt Meadows residents have the right to not have access problems to their property. Burnt Meadows is a cul-de-sac with limited parking.
- Deliveries and refuse collections find it difficult to access Burnt Meadows due to parking problems caused by the school, resulting in them having to mount the verge with possible damage to their own and other vehicles as well as verge grass and tree damage.
- Restriction would allow access through the village, removing traffic obstructions for residents, farmers, bus service and particularly emergency services.
- Respondent reports that they park elsewhere but it is dangerous for them and their child to walk over to the school because of parked cars and traffic passing through.
- The road is very narrow for farm equipment and the school's wooden fence was damaged

Support noted.

Additional restrictions can be considered as part of a future review.

recently by a tractor and baler struggling to get through because of people's parking.

- The parking also makes it difficult for fire engines to pass through.
- Fully supports the restrictions but they should be extended beyond Burnt Meadows to the telephone box because there are pinch points beyond the proposed restriction area due to the narrowness of the lane.
- The respondent has felt unsafe when walking around the road whenever a car passes, due to the lack of space caused by parked cars.

Suggestions:

- No HGVs and 20mph through the village would be a much better idea.
- Spend this money on reducing the speed of the local traffic in the village, so it's safe for other road users who aren't in cars. Then maybe more kids, staff and parents would feel safe to walk or cycle to School.
- 20 mph limit would be favourable around the village.
- The Parish Council feels the restricted zone needs to be extended to Leigh House and it needs to include Burnt Meadows and the entrance to Rectory Lane as well. If the no waiting zone only includes the proposed 44m stretch, vehicles will park in Burnt Meadow and further down the lane until Leigh House, so emergency and large vehicles still could not get through.
- Resident states the new restrictions would add to the parking problems in the village, so solutions to the parking problems need to be implemented. Using Burnt Meadows is not a solution.
- If restrictions are to prevent obstructive parking, these should continue on both sides of the road beyond Burnt Meadows running parallel to 1 Burnt Meadows as parked cars along this area cause the same obstruction as those directly outside the school.
- New restrictions will need to be enforced otherwise nothing will change.
- At one time the school had an agreement with the local village pub, The Nobody Inn, allowing teachers and parents to park in their car park. This could be a solution if the current owners were agreeable, and everybody treated the pub landlord and customers with respect.
- The Teign House Pub car park could be used by parents to park their cars, and a shuttle bus used to chauffeur the children to the school, park at the

Changes to speed limits are not within the remit of this scheme. The Parish Council can apply to be placed on a list for a 20mph to be introduced. Details how to apply will be sent to the Parish Council in the Town and Parish Newsletter when submissions are being taken again.

Additional restrictions can be considered as part of a future review.

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village square and met by the teachers. Same for the return.

- The school grounds have ample room to accommodate parking facilities for teachers by making changes.
- Resident suggests new signs to be clear for all.
- Respondents' states that the proposal should include Burnt Meadow and roads further down to History Box.
- Resident suggests that the school creates the parking problems so the school/council need to address the problem by supervising those drivers associated with the school on a daily basis. Respect needs to be shown for all residents of this village.

Questions:

- Where does the council propose parents park when dropping off at school?
- Where do you propose these cars are parked which won't cause actual, significant disruption to traffic?
- Where will the cars from New Buildings park, as there's not much provision there?
- Where else is there a safe place to park and access the School and Pre-school?
- Where will the staff at the School and Pre-school park?
- How will School drop off and pick up work?
- If approved where are staff and parents to park safely and legally? Should the pub owners change their current generous policy, there is literally not enough safe spaces to park in the entire village footprint!
- What provision for the daily supplies and produce delivered to the school, particularly for school meals? These deliveries are made at key morning traffic times, and the proposal would render that very problematic and unsafe.

Additional Info:

- I contacted the Highways Agency and the Council on a number of occasions over the years regarding village parking and waiting times, but I was told that nothing could be done even though highway restrictions were being ignored. Photographs were provided to show the extent of the inconsiderate parking.
- There continues to be no enforcement of current highway regulations, resulting parking on pavement footpaths, zig zag lines and on dangerous bends even parking across the entrance to Burnt Meadows.

There are no signs associated with double yellow lines.

The Council do not have the resources to have a Civil Enforcement Officer visit the location every day to supervise parking. Drivers should be able to identify where they are causing an obstruction or have not parked considerately.

It is the responsibility of the County Council to provide parking on the public highway only where it is safe to do so. Parking is only permitted at locations where it does not cause an obstruction to traffic movements or visibility.

Loading and unloading is permitted on double yellow lines.

The current school keep clear does not have any signs allowing us to enforce. This can be added to a future review via a request from the County Councillor.

<ul style="list-style-type: none"> ○ There is limited on street parking in the centre of the village generally. ○ A proposal of this significance deserves much greater scrutiny and publicity rather than creating a comments window at the end of a busy school term with multiple activities and absences. It's almost as if you have chosen that by design to push this through by stealth? Putting such a timescale and window on a school community is irresponsible and negligent from a council authority. ○ The Pre-School and School raise thousands of pounds each year for the village through many fund raising events, they give so much to the community. It is greatly upsetting that some villagers would propose such a change that would make things near impossible for the Pre-School and School to continue to operate safely and easily for the good of the community. 	<p>The proposals were advertised on site, in the press and postcards sent to surrounding properties, going above and beyond our legal obligation to ensure people affected were made aware. We received a significant number of responses, confirming that people were made aware and have responded to make their views known.</p>
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Recommendation

It is recommended these proposals are dropped and restrictions at pinch points raised in the comments are considered in a future review.

ENV6036-136 - Elm Grove Road, Dawlish
5 respondents – 1 resident of Kingsdown Close, 1 resident of Elm Grove Close, 1 resident of Oak Park Villas and 2 residents of Oak Park Villas.

Comments	Devon County Council Response
<p>2 respondents support and 3 oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> ○ There are multiple educational centres in the local vicinity without sufficient on-site parking for their staff. <ul style="list-style-type: none"> ○ Adding that a lot of staff travel from surrounding villages such as Kenn, Torquay and Ashcombe where there aren't suitable public transport routes that fit well with teaching hours (argues that it's not ideal for staff on the same buses as students). ○ Respondent reports that they already utilise car sharing but they still need parking. ○ Respondent argues that the restrictions will impact the already congested Elm Grove Drive and Kingsdown Crescent. ○ Respondent reports that restrictions will lead to those working or visiting at the two local schools having to park elsewhere. ○ Concerned that proposal will push parking into the already congested roads around the area and causing safety concerns especially for children travelling to and from the local schools. ○ Key congestion times are only around the school start and finish and the current situation already leads to obstructive parking and blocking in local residents. 	<p>Reason for Proposal:</p> <p>Extend No Waiting At Any Time to improve visibility.</p> <p>Officer comments: Objections noted.</p> <p>Proposals could be relaxed to maintain a balance between visibility and available parking.</p>

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<ul style="list-style-type: none"> ○ Reducing available parking would worsen the situation does not remove it. <p>Supporting Arguments:</p> <ul style="list-style-type: none"> ○ Exiting Oak Park Villas onto Elm Grove Road has been hazardous. ○ Proposal would allow exiting a better and clearer view of Elm Grove Road. ○ Respondent's house is on Elm Grove Road, so they observe the problem with vehicles struggling to exit/enter Oak Park Villas every weekday morning during term time because vehicles are parked too close to the junction. <p>Suggestions:</p> <ul style="list-style-type: none"> ○ Propose a lower speed limit of 20mph along the entire length of Elm Grove Road. ○ The schools on this road and the children need better protection from the speeding motorists going to the new estate. ○ Speed humps and cameras are welcome. <p>Questions:</p> <ul style="list-style-type: none"> ○ Given the reason people park in this location is the lack of other suitable local parking options, how has this been factored for and compensated? 	<p>If vehicles are already parking on the existing restrictions at school drop off and pick up times, extending the restrictions won't help the problem during this time.</p> <p>Changes to speed limits are not within the remit of this scheme. The Town Council can apply to be placed on a list for a 20mph speed limit to be introduced. Details how to apply will be sent to the Town Council in the Town and Parish Newsletter when submissions are being taken again.</p> <p>It is the responsibility of the County Council to provide parking on the public highway only where it is safe to do so. Parking is only permitted at locations where it does not cause an obstruction to traffic movements or visibility.</p>
<p>Recommendation</p> <p>It is recommended that the proposals are relaxed to only extended by 5m (approx. one car length) south-east of Oak Park Villas and 2m to the north-west leaving 25m of available parking between Oak Park Villas and Old Gatehouse Road.</p>	

ENV6036-182 - West Cliff Road, Dawlish 23 respondents – 22 residents of West Cliff Road and 1 resident of Marine Parade	
Comments	Devon County Council Response
<p>9 respondents support, 12 respondents oppose, and 1 respondent did not indicate whether they support or oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> ○ Great idea for the residents due to constant ignorant parking and cars being left here for months untaxed and without an MOT, but proposals do not include the parking down the rest of this side of the road, or both sides. 	<p>Reason for Proposal:</p> <p>Introduce and extend No Waiting At Any Time to prevent obstructive parking.</p> <p>Officer comments:</p> <p>Objections noted.</p> <p>Enforcement of vehicles parked across dropped kerbs can be</p>

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- Proposals would lead to a dumping ground outside of respondent's house, causing more desperate ignorant parking beside their driveway.
- Respondent doesn't believe the restrictions will help.
- The local garage reportedly swaps out vehicles parked on the road.
- Restrictions won't slow vehicles down as there will be no cars on one side, especially parents on the school run to West Cliff School.
- Vehicles not owned by residents, are often left on West Cliff Road for long periods of time. Parked inconsiderately close to driveways.
- Parking obstructs visibility coming out of driveways.
- Parking makes access difficult onto and off driveways, so some residents just park in front of their driveways.
- A lot of people who park in West Cliff Road are residents of Marine Parade and Teignmouth Hill, or people who work in the town. A lot of these vehicles are works vans that take up a large space.
- The garages in West Cliff down the hill are constantly parking vehicles here ready for MOT and Servicing, don't mind if they are considerate but when vehicles are left on the road for weeks at a time with sometimes no MOT or road tax, it can be frustrating.
- Road is also used by holiday makers, beach goers and shoppers who don't wish to pay parking fees.
- Builders of new development have parked inconsiderately, sometimes making it impossible for people to use the footpaths and having to walk in the road if you had a pushchair/wheelchair.
- Respondent has lived here for a few years and the parking situation has been getting worse.
- The proposal is not a solution to the parking issues.
- Road provides parking for Marine Parade, West Cliff and Brookdale.
- There is long term parking issues of camper vans and work delivery vans owned by local people. These people need to park somewhere.
- The road is used for local businesses for parking.
- Highways has no way of road sweeping some parts of this road due to long term parking, leaves build up for long enough to become composted in some places.
- The site in question is used by people who work in the town where there is a shortage of parking.

reported via the webpage <https://www.devon.gov.uk/roads-and-transport/report-a-problem/report-a-parking-problem/>
This is not a reactive service but can identify key areas where there are issues.

Drivers should be reversing onto their drives, so they have forward visibility when leaving.

The public highway, where there are no waiting restrictions, is available for anyone to park on, it is not for the sole use of residents in the area.

Abandoned vehicles can be reported to Teignbridge District Council, vehicles without tax or MOT can be reported to the DVLA.

Vehicles should not park on footways, especially where they cause an obstruction. Obstructions should be reported to the police.

The District Council is responsible for road sweeping, this is undertaken when possible.

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- Residents park in the road instead of on their drives (due to other vehicles parking too close) adding to the lack of parking in the area.
- The road is already too fast, because of its width, fears this could increase if restrictions are implemented.
- Respondent sees families going to the beach and unloading with small children and pets and all their bits. They consider that one day there will be a bad accident due to speed, and a child will be injured or worse.
- Respondent understands the issue with obstructive parking and creating risks. Would restrict parking all the way down West Cliff Road but know this is not realistic.
- Applying a partial restriction will only move the problem along West Cliff Road.
- There are many narrow points on West Cliff Road and the proposed area of restricted parking is one of the widest.
- Very shortly new houses will be occupied, this will again add more cars parking on the road and blocking traffic, specifically by a school.
- Restrictions would just compound the problem and not give the desired outcome.
- Respondent reports that there have long been issues about parking on West Cliff Road and it is very unclear why this section of the road has been chosen other than it is outside an ex-counsellor's house.
- Respondent states that thought needs to be given to the impact of proposals on all the other residents many of whom have been arguing for restricted parking on the whole road.
- Parking all along West Cliff Road is horrendous and visibility limited.
- Many vans and cars (some from the local garages) are parked along the road, sometimes for months.
- Respondent reports that many residents cannot park on drives for fear of being blocked in, it has happened to them. This impacts local services like the police, who have come to move offending vehicles.
- Visibility often reduced on either side of the drive with a risk of accidents when trying to manoeuvre out.
- Respondent feels that little thought has gone into the proposal as it doesn't help the majority of residents.
- Proposal will reduce the availability of parking for residents, which is already limited.
- Proposals for parking restrictions on a short stretch of West Cliff Road will not achieve a

There have been no collisions on West Cliff Road between 01/01/2018 and 31/12/2022.

Additional restrictions can be considered as part of a future review.

Abandoned vehicles can be reported to Teignbridge District Council, vehicles without tax or MOT can be reported to the DVLA.

Additional restrictions can be considered as part of a future review.

resolution to the disruptive parking issues. It will not stop long-term or day long parking, nor the operating of car businesses, but will simply displace it to one side of the road.

- This will significantly impact on residents and their visitors.
- Proposal will not address all the hazardous issues caused by parking/congestion/traffic danger on the stretch of highway.
- Respondent reports that due to parked vehicles traffic proceeds on the wrong side.
 - Adding that this takes place upon passing bends in proximity to the BT exchange site and the junction of West Cliff Park Drive.
- Respondent has observed that vehicles parking on both sides of the carriageway, exacerbates this issue after the bend directly opposite number 29 as cars aren't able to pass each other in opposite directions.
- Broader proposal is needed, taking into consideration the need for parking for residents and the safety concerns around the entrance to Westcliff School.
- The parking conditions on the road are horrendous for much of the time. Dawlish simply has limited parking.
- Vehicles blocking driveways are not pleasant to live with and having visitors nearly impossible.
- These issues have been raised with local councillors on numerous occasions by many of us residents, but without resolution.
- Proposal will do nothing to resolve the residents' issues with on street parking in the street. They will make it worse.
- Respondent doesn't see the reason or any benefit for residents of West Cliff Road apart from, potentially, a minor health and safety improvement.
- Respondent argues that there is no evidence of the Local Councils listening to residents and there isn't an explanation for the changes.
- Majority of cars, vans and work lorries parking here are not daily visitors or workforce in Dawlish but park long term and in some cases years.
- Campervans which are used for a few weeks of the year belonging to people as far afield as Haldon and trucks which are a danger to any resident trying to exit safely also park here.
- Double yellow lines on one side of the road will only push these vehicles to the other side.
 - Respondent notes that in previous correspondence from Devon County Council it was stated that 'it is important to keep this road for parking for people wanting to visit

Additional restrictions can be considered as part of a future review.

The proposals are to prevent obstructive parking, which have been reported to DCC via local councillors and residents.

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the town and for people working in Dawlish'.

This would no longer be the case.

- A time restriction would be a far more suitable and preferred action for West Cliff Road.
- Respondent feels it is unfair to take away some parking at West Cliff Road.
- People have driveways so parking shouldn't affect them.
- Local people find it hard enough to find a parking space without paying parking charges or dodging Traffic Wardens.
- Respondent states as we pay road tax, I think we should have a few more places for locals.
- Restrictions will not affect just the part of the road that you are planning to put the restrictions in, it will affect the whole street.
- Since moving to West Cliff Road 8 years ago it has become less desirable and the proposed parking restrictions will only make it worse causing stress to residents living in the street.
- Commercial vehicles parked in West Cliff Road over the weekend, which is usually the worst time of the week, some blocking visibility for residents trying to drive of their drives.

Supporting Arguments:

- Resident supports the proposals between number 1 and 7 West Cliff Road as they are important for traffic turning into the road from the A379, especially with commercial traffic related to the development.
- Welcomes the extension of the parking restrictions.
- Existing restrictions are not correct, restrictions were able to be marked due to a van parked in the way, vehicles parked here causes the respondent an issue when the access their property with a large vehicle and trailer, the restrictions will be very welcome if they are actually applied.
- Resident fully supports the extension of the restrictions and would welcome it to extend beyond my boundaries to allow visibility when moving into the road.
- Resident supports proposals for road safety reasons.
- Resident reports visibility being obstructed when approaching and particularly when exiting their driveway due to parked vehicles.
- Visibility issues are exacerbated when large vehicles are parked in the vicinity.
- Resident reports having experienced near misses and considers the area a danger to themselves and other road users.

Restrictions could be relaxed to allow evening and weekend parking for residents.

The public highway, where there are no waiting restrictions, is available for anyone to park on, it is not for the sole use of residents in the area.

Support noted.

Restrictions have been reduced to match what is on street as part of a corrections order. We would endeavour to implement the full extent of any restrictions that are approved.

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- Road safety should always be paramount in any decision making and respondent fully supports any measures to improve what I consider to be the current danger.
- Respondent is generally supportive BUT doesn't think that the double yellow lines should be across residents' driveways.
 - As well as being helpful to those residents to not have them painted, it may help deter the inevitable uplift in drivers speeds with potentially, having no vehicles along that stretch.
- There are many workers in the town who appreciate the availability of free on street parking and generally no one has anything against that as they haven't been the issue, it is those that stay for long periods and obstruct driveways.
- Respondents states that this is long overdue. Dangerous section of road by virtue of parked vehicles on both sides of the road and a restricted view into the bend on approach from both directions.
- Reporting that the road has become so congested that vehicles are parking partially on the pavement consequently obstructing the path for pedestrians (some with pushchairs), forcing them to walk in the road.
- Respondent describes West Cliff Road as a permanent mess because the Council's road sweeper is unable to clear composted leaves off the road, which have fallen from the trees on the pavement. Has been asking for something to be done for 9 years.
- Long term parking by large vans significantly restricts respondent's visibility when exiting driveway.
- Overall the first section of the road and junction with the A379 is an eyesore.
- Parking has become an increasing problem and resident welcomes the proposals, but the do not go far enough to alleviate the stress and dangers to residents.
- West Cliff Road has become a danger zone, if changes aren't made a serious accident could happen.
- Residents need to feel safe, yellow lines on one side will only solve the problem on one side of the road.

Suggestions:

- This should be the full road as permit parking to stop people ditching their cars constantly.
- Proposals needed along the whole road.

If double yellow lines are not implemented across the full width of the driveways and other drivers see vehicles parked there, they may believe it is ok for them to park there as well.

Vehicles should not park on footways, especially where they cause an obstruction. Obstructions should be reported to the police.

The District Council is responsible for road sweeping, this is undertaken when possible.

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- Respondent suggests residents parking and access protection markings across driveways.
- Would like to see speed bumps.
- Would like a 20mph speed limit.
- Would support the proposed changes if the remaining available parking along West Cliff Road. from the A379 to the junction with West Cliff Park Drive was residents parking.
- When respondent met with Councillor Wrigley, they suggested that the no-waiting restrictions could be time limited, for example, around school drop off and pick up. Preventing the long-term parking issues and a reasonable solution and compromise.
- Consideration should be given to restricting parking in danger areas such as on/opposite school entrances, junctions and bends.
- Possible solution could be “passing bays” if these were implemented wouldn’t have to remove parking.
- “Passing bays” will reduce speed which is also an issue.
- Dawlish needs to have a parking plan for residents, visitors and commercial businesses. Current arrangements are a throw back to a time where less vehicles were on the road.
- Local Councils need to listen to residents and consult properly on options, in order to make a difference to people’s lives.
- Stop wasting Council and resident’s time on such silly proposals.
- People park across drives and in the past respondent has requested white lines showing that these areas should be kept clear enabling residents to access and leave safely from properties and enabling residents to park off the road.
- Extend the restriction further into West Cliff Road beyond number 9.
 - Respondent reports large cars and vans parked on this section of road presenting access issues. Have had to call the police on a number of occasions.
- Passing areas at specific pinch points would be useful particularly with the increase in traffic due to the 18 new properties and the expanding school.
- Respondent suggests limited waiting and residents parking would prevent business van, lorries, mobile homes, abandoned, untaxed and MOT failure vehicles being parked, long term, often for months on end.

Residents parking schemes would need to be considered in a wider traffic management plan for the town. This is beyond the remit for this waiting restriction programme. Residents can raise this with their County Councillor so they can consider if there is a desire from the community as a whole for residents parking.

Access protection markings are only available if a property meets a certain criteria, details can be found on our website

<https://www.devon.gov.uk/roads-and-transport/make-a-request/access-protection/>

Additional restrictions can be considered as part of a future review.

Restrictions could be relaxed to allow evening and weekend parking for residents.

- Would have liked a way to deter commercial vehicles as many of those are the reason for obstructive parking or have 2 to 3 metres double yellow lines painted each side of a driveway which would not result in so many lost parking spaces. Also allows residents to safely enter and exit their driveways, but not across driveways as sometimes that is the only way to get things dropped off or for carers to attend.
- Respondent suggests that consideration should be given to including 'access protection markings' for the driveways not covered by the proposal to address the current dangers faced by residents emerging from their drives due to vehicles parked that can considerably restrict visibility.
- Any improvement is welcome, but there are many narrower and tree areas that are equally or more dangerous than the proposed area.
- Suggests a full solution would be to double yellow line the complete length of West Cliff Road on one side. No preference to side as long as driveways on the opposite side are kept clear with white lines across them or the introduction of parking bays.
- Rotting leaves and other debris get washed into drains and block them. In a deluge of rain the resident and neighbours had foul water back up into their houses.
- Requesting the trees be pollarded again and the road cleared of muck.
- Restricted parking is preferable, but there would still be bumper to bumper parking right along the road all day every day.
- Whatever is decided needs to be implemented quickly before an incident occurs.

Questions:

- Where will the cars, that keep being left in our road for long periods of time, park now?
- There are four flats being developed at the bottom of Teignmouth Hill and other developments on West Cliff Road with inadequate parking, where will they park?
- What are restrictions supposed to change for the better?
- Can the proposals be held and "passing bays" be considered instead?
- Can you let me know the date of the HATOC meeting so I can attend?
- Why was there not any notification/letter posted to every household in West Cliff Road?

Foul water drainage is not connected to the highway drainage.

Overgrown trees can be reported via our website

<https://www.devon.gov.uk/roads-and-transport/report-a-problem/report-overgrown-trees-and-vegetation/>

A notice was put on site and postcards sent to properties within a 25m radius of the proposed restrictions. This goes above and beyond our statutory obligation when consulting.

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<p>Additional Info:</p> <ul style="list-style-type: none"> ○ Highways regularly take dumped cars away. ○ Painting of yellow lines at the main road junction was not completed due to long term parking of a van that has been there for well over 8 months. This has caused dangerous issues with vehicles turning into West Cliff Road from West Cliff. ○ Respondent reports that residents have raised disruptive parking issues along West Cliff Road with Councillor Wrigley a number of times. ○ The road is generally busy, including access to the local primary school. ○ Resident intends to apply for planning permission to widen their drive to avoid the current difficulties. Such work will be expensive, but it will enable them to manage the parking and congestion issues. 	
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<p>Recommendation</p> <p>It is recommended that the proposals are relaxed to a single yellow line preventing parking Mon – Fri 9am – 5pm. The situation should be monitored, and further restrictions proposed if required.</p>
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ENV6036-177 - Hall Lane, Holcombe
10 respondents – 5 residents of Hall Lane, 4 residents of The Orchard, 1 resident of Woodland Avenue and 1 resident of Holcombe

Comments	Devon County Council Response
<p>3 respondents support and 7 oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> ○ Parking issues in Hall Lane are only a problem for less than 10% of the year, when there is heavy use of the beach. ○ Visitors to the beach will still park in the village, just further along Hall Lane and up The Orchard. ○ Vehicles would travel faster along those wide sections of Hall Lane that have parking restrictions creating further risk for pedestrians where there is no pavement. ○ Resident states vehicle speed is already an issue. ○ Vehicles parking along Hall Lane to the west of The Orchard are likely to park on the pavement causing inconvenience to pedestrians and road users, since there is not enough room to park in the road. ○ Vehicles would also be likely to park on the pavement in The Orchard. ○ Residents at the western end of Hall Lane are likely to have more difficulty finding parking spaces. They and residents of The Orchard do not have long gardens to help mitigate the nuisance of parking and traffic, and therefore will be more directly affected by parking. 	<p>Reason for Proposal: Introduce No Waiting At Any Time to prevent obstructive parking and to improve visibility.</p> <p>Officer comments: Objections noted.</p> <p>Vehicles should not park on footways, especially where they cause an obstruction. Obstructions should be reported to the police.</p> <p>It is the responsibility of the County Council to provide parking on the public highway only where it is safe to do so. Parking is only permitted at locations where it does not cause</p>

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- Visitors to homes along Hall Lane with less drive space would be unable to park, so would park further into The Orchard or into the village, thereby inconveniencing themselves and residents in the area they park.
- People parking dangerously close to the junctions is the main problem. It can be difficult and sometimes unsafe to turn in and out of Hall Lane.
- Possible case for double yellow lines at junctions, but restrictions would create more problems than they solve.
- Visitors to the beach will simply park further up Hall Lane and The Orchard.
- Resident states residents fought hard to keep their beach at Holcombe and welcome visitors.
- Restrictions are ludicrous and would cause even more problems to residents.
- Respondent feels that the proposal is unnecessarily restrictive for people looking to visit Holcombe beach, where there is already little suitable parking available. Hall Lane was always used by beach visitors in the summer.
- Respondent states that the beach is a public facility and with increasing limited incomes it's an affordable trip out for locals and holiday makers.
- There is some parking too close to the junction (often work vans) but disproportionate to penalise beach goers by restrictions along the length of Hall Lane.
- Proposed parking restrictions limit use of the beach to mostly Holcombe residents and people who are physically fit and able to walk 1-2 miles to get there.
- Respondent states that this is an injustice, only benefitting those along Hall Lane with large houses/drives, and those in that vicinity who are developing their properties at the expense of access to the beach for the less fortunate in the area.
- Respondent suggests that there could be parties with self interest in attempting to prevent the public legally parking near their properties.
- Respondent reports that recent problems along Hall Lane are more to do with ground works and drainage problems, not beach visitors' parked cars.
- Double yellow lines along Hall Lane will only move the problem further up the village and before long the entire village will have double yellow lines.
- Holcombe beach is public, and people should not be prevented from using it by unnecessary restrictions.

an obstruction to traffic movements or visibility.

Proposals seek to resolve the issue of parking on the junctions.

Proposals are considered where they benefit communities not individual properties.

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- Respondent reports that the proposals go too far, restricting an area where parking can be done safely.
- Although respondent understands the need to address parking issues in Hall Lane, they don't think prohibiting parking across all areas in the proposal is needed as people will still want to park and just move further up Hall Lane and The Orchard.
- Respondent reports that because the parking issues are only during peak holiday times and weekends, they're sure residents can cope.
- Proposed restrictions are likely to cause the same issues further up Hall Lane (and The Orchard), where the lane is narrower and access on and off driveways will also be impaired.
- Respondent feels it unfair to restrict parking in the whole of Hall Lane as there is a safe pull in before the turning into The Orchard where two cars can park.
- People will still want to use the beach at Holcombe, which the community fought hard to save.
- Proposals will push traffic to the north side of Hall Lane, possibly parking on driveway entrances and restricting access to properties.
- Placing restrictions further than just the junction with the main road will take away parking for people who use the beach, forcing more parking in Smugglers Lane which is narrow and steep.
- Restrictions will be detrimental to the Salty Dog kiosk at the bottom of Smugglers Lane and to the whole village, as parking in Holcombe is already difficult.
- Concerns that people that already know of this potential parking area, it may just encourage them to park further up into The Orchard where there are a number of tight bends, a steep hill and only a few areas where you can park safely.

Supporting Arguments:

- Resident states that they're in total agreement.
- Respondent thinks that something needs to be done about car along Hall Lane and The Orchard. On sunny days cars parking for Holcombe beach are all over the place.
 - Disregarding residents or if an emergency vehicle is needed.
- Cars will also most probably just go up further into the dead end close. However, they would like to see something done and this is a start.
- Fully support the intentions to implement some parking restrictions as this area of road is

A single yellow line restriction could be considered to allow parking out of season.

Vehicles parked over a dropped kerb can be issued with a PCN.

Support noted.

particularly problematic with parking during the summer months.

- Respondent reports that if you were to turn off the main road into Hall Lane quite often you find a car literally parked on the corner and it is surprising that no one has driven straight into the back of the parked car.
- Cars are often parked in Hall Lane as far as the junction with The Orchard and sometimes on both sides close to the junction with The Orchard.
- On many occasions particularly on busy summer days there are cars parked on Hall Lane right opposite the junction with The Orchard making it difficult to view any oncoming traffic such as vehicles or pedestrians.
- Respondent reports that particularly in July and August, parking can also be an issue in Smugglers Lane. Respondent has observed over 20 vehicles in the past.
 - Whilst there are no houses at the bottom there are two properties towards the top of Smugglers Lane, which would make it difficult for emergency services to turn around and reversing up Smugglers Lane would be extremely difficult if not impossible.

Suggestions:

- Respondent highlights that there are already laws about parking too close to junctions and suggests that these could be enforced to address this issue.
- Respondent feels that all that is needed are restrictions on the corner of Hall Lane and The Orchard and on the corner of Hall Lane and Teignmouth Road.
- Respondent suggests that the only part that should be double yellowed lined is from the entrance of Hall Lane from the A road up to the utility station next to the field gate, if there is traffic waiting to leave Hall Lane onto the A road then you have to stop and wait on the A road which will cause an accident soon.
- Respondent suggests that the parking restriction should be carried up into The Orchard to approx. opposite number 12 (opposite end of a long area of common grass located on the southern boundary to the main route into The Orchard).
- Respondent supports restrictions just at the entrance to Hall Lane from the main road, as vehicles parked close to the junction cause a danger by restricting visibility and making it too narrow to pass.

Smugglers Lane is not within the remit of this proposal, additional restrictions can be considered as part of a future review.

The rule in the Highway Code regarding no parking within 10m of a junction is guidance, not a “must do” instruction.

Additional restrictions can be considered as part of a future review.

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<p>Questions:</p> <ul style="list-style-type: none"> ○ The parking near the junctions is dangerous and since some drivers don't appear to know their highway code. ○ Some restrictions might be needed at the junctions but why can't the rules about parking near junctions be enforced? ○ Why are you not putting in place double yellow lines on the opposite side of Hall Lane? Although there is less space to park one could still park some cars there, surely you are pushing the cars from one side to the other. ○ Could you not double yellow line both sides of Hall Lane? ○ Does this mean double yellow lines being used, no waiting signs? ○ How will the restrictions be controlled, policed? ○ Concerned whether the restriction, once in place, will receive regular monitoring by traffic wardens, at the weekends in particular? <p>Additional Info:</p> <ul style="list-style-type: none"> ○ A resident has put out DCC cones to prevent parking outside their property. Meaning there is less parking available in the wider (and safer) part of Hall Lane. ○ Respondent reports that the main road footpath from Teignmouth towards the beach is dangerously narrow and isn't an acceptable, safe route for pedestrians and dog walkers looking to access the beach from the Teignmouth direction - cars, buses and lorries speed past often in excess of 40mph. 	<p>The rule in the Highway Code regarding no parking within 10m of a junction is guidance, not a “must do” instruction, and therefore cannot be enforced without the introduction of restrictions.</p> <p>This is mainly drives/accesses and therefore enforceable should someone park in front of them.</p> <p>The No Waiting At Any Time restriction is indicated by double yellow lines only, no signs are required.</p> <p>Enforcement of the restriction would be carried out when there is a Civil Enforcement Officer in the area, this would not be every weekend.</p> <p>Comments will be passed to the appropriate Devon County Council Officer to investigate.</p> <p>Changes to speed limits are not within the remit of this scheme.</p>
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Recommendation
 It is recommended that the proposals are relaxed to allow lengths of parking in between sections of No Waiting At Any Time.

ENV6036-58 - Highweek Village, Newton Abbot 1 respondent – 1 resident of Highweek Village	
Comments	Devon County Council Response
<p>1 respondent opposes the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> ○ Respondent reports inadequate parking in the village and allowing this change in waiting restrictions would mean that several houses would be unable to park their cars within a reasonable distance of their homes. ○ Respondent lives close to the proposed site and feels that the parking opposite the end of Coombeshead Road doesn't causes any impairment in visibility. 	<p>Reason for Proposal:</p> <p>Introduce No Waiting At Any Time to improve visibility.</p> <p>Officer comments: Objections noted.</p> <p>Restricting the parking around the junction will also help avoid obstructive parking for larger</p>

<p>Suggestions:</p> <ul style="list-style-type: none"> ○ Respondent suggests it would be more effective for the Council to focus on speed restrictions and other means of preventing the village being used as a 'rat run' to improve road safety - as this is actually dangerous and results in accidents. 	<p>delivery vehicles turning and a passing place if there are oncoming vehicles.</p> <p>Changes to speed limits are not within the remit of this scheme.</p>
<p>Recommendation</p> <p>It is recommended that the proposals are implemented as advertised.</p>	

ENV6036-129 - Manor Road, Bishopsteignton 19 respondents – 1 resident of Cockhaven Close, 8 residents of Cleland Court, 7 residents of Manor Road, 1 resident of Oak Hill Road, 1 resident of Teign View Road and 1 resident of Coffinswell	
Comments	Devon County Council Response
<p>9 respondents support and 8 oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> ○ Proposed changes would further restrict on-street parking - causing major inconvenience to residents and their visitors. ○ Parking is already difficult. ○ Restrictions would reduce parking for residents. ○ The problem is parents dropping their kids off to school. ○ Restrictions impact on parking during school holiday and not allow residents to park in front of their own property. ○ Resident reports it is often difficult to get a car through when cars are parked on both sides of Manor Road. ○ Restrictions would displace at least three vehicles and force them to block the road on a regular basis. ○ Risk and hazard caused by lack of visibility further down Manor Road is far greater than proposal site. ○ If the consequences of the proposal are not properly assessed, they would be creating a bigger problem for other residents on the same road. ○ Respondent opposed as yellow lines should also be included opposite the telegraph pole outside number 37 Manor Road as cars park against the wall. <ul style="list-style-type: none"> ○ Parking in this area makes it impossible for larger cars and emergency vehicles to pass along the road - which is already a pinch point without parked cars. ○ Respondent reports that residents believe that the proposal should extend further past 22 Manor Road and beyond as they currently only reach Cleland Court 	<p>Reason for Proposal: Introduce No Waiting At Any Time to prevent obstructive parking.</p> <p>Officer comments: Objections noted.</p> <p>Restrictions are removing just enough parking to ensure visibility out of Cleland Court is maintained.</p> <p>It is the responsibility of the County Council to provide parking on the public highway only where it is safe to do so. There are no rights to park on the highway. Parking is only permitted at locations where it does not cause an obstruction to traffic movements or visibility.</p> <p>Additional restrictions can be considered as part of a future review.</p>

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- Adding that the current proposal will push vehicles up towards a bad pinch point if it is implemented in isolation.
- This is the main pinch point that obstructs large vehicles.
- Respondent reports that a significant number of flats have been granted planning permission directly behind the proposed restriction area - their understanding is the proposed changes stem principally from some individuals living in these flats, however they each have 2 private, allocated parking spaces within their development, protected behind gates.
 - Adding that residents of the flats want to restrict parking opportunities for neighbours and visitors, while enjoying plentiful private parking themselves.
 - Respondent feels that this is inherently wrong - adding that those proposing the changes haven't considered the impact on the wider community.
- Already difficult to drive along Teign View Road as it's so narrow - causing lorries difficulties.
- Respondent reports that in the 23 years they've lived at their property, other residents in the impacted area - including 20+ houses on Teign View Road - have had their parking spaces restricted/reduced in different ways many times.
- Existing restrictions behind the Commercial Inn are already very squeezed with the respondent highlighting that additional restrictions may benefit the few but would negatively impact many other people who live in Bishopsteignton and outside of the flats' gated community.
- Respondent has mobility issues and the changes would cause them great physical & emotional distress if they are unable to secure a space that is a reasonable distance from their home.
 - many residents/visitors are retired and infirm, with some having disabilities, who would directly experience the negative impacts.
- If the proposed changes were to be made, all of the adjoining roads would need to be made wider as well, which would be a large-scale project and hardly warranted at a time when budgets are under pressure.
- Respondent reports that while there are houses with drives or garages, many more residents and any visitors have to park on the street.
- Restricting on-street parking will just move the parking issue to other surrounding roads.
- Respondent reports that they usually park in the area set for proposed changes due to compromised mobility.

Even at locations without restrictions, parking is only permitted where it does not cause an obstruction to traffic movements or visibility.

If residents have a blue badge they are able to apply for a disabled parking bay to aid access to their homes. Requests for disabled bays need to be directed to our Customer Service Centre on 0345 155 1004, to ensure applicants meet all the criteria.

- Respondent reports that certain residents from flats behind the proposed site (who have their own private parking) have taken to imposing their own version of the proposals by leaving out cones in the area.
 - Residents and visitors have been frustrated by the selfishness and seemingly entitled approach by these people - it has been regularly discussed in the road, and the cones are quickly moved.
- Respondent feels it would be a waste of spending resources from the council's already limited budget.
- Parking is hard to find.
- Respondent reports that they have been assisting a resident who is recovering from a hip operation.
- Respondent reports that existing access roads are all narrow, so unless all are to be widened for greater access, it doesn't make sense to implement the proposed changes without other major work.
- The proposed extent of the double yellow lines is insufficient - the very limited yellow lines will give the impression that pavement parking and obstructions caused in the area not covered by the yellow lines are legitimised - worsening the significant existing problem.
- Parking in the area opposite 22/22a Manor Road, where the road narrows, routinely blocks the pavement.
- Respondents argue that there's no issue with running yellow lines along the entire stretch of road because no legal parking will be lost.

Supporting Arguments:

- Resident reports incident of an emergency vehicle not being able to get through to someone.
 - Respondent reports that the road is frequently blocked to large vehicles including rubbish collection, delivery lorries and emergency vehicles.
 - Residents report ambulances frequently getting block and one instance last year of an ambulance getting blocked while trying to reach a young girl.
 - Two residents could have lost their lives due to parking in the areas preventing ambulance from turning into or out of the property (both instances were heart attacks and vital time was lost).
 - Residents suggest it would be difficult for an ambulance to get through when cars are parked on both sides of Manor Road.
- People are being forced off the pavement and onto the road due to obstructive parking, which will lead to someone getting injured.

Additional restrictions can be considered as part of a future review.

Support noted.

Vehicles should not park on footways, especially where they cause an obstruction.

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- If cars parked fully on the road, it would be completely blocked.
- Resident reports that both the bin lorry and numerous deliveries have been unable to get past the illegally parked cars.
 - Also states that if they ever had a fire, the fire engine would be unable to get to them.
 - Respondent reports that their rubbish is regularly left uncollected due to the collection vehicles being unable to travel through this section.
- Car's parking on both sides of their entrance means it's very difficult to get in or out.
 - Resident reports not being able to turn right due to vehicles parked too close to the entrance. Resident reports delivery vehicles to Cleland Court turning back due to parked cars restricting access.
 - Resident reports access issues to Cleland Court.
 - At times it is not possible to turn out of Cleland Court in the required direction.
 - Respondent reports regularly having problems when driving out of their front gate due to cars inconsiderately parked near their property on both sides of the road making it impossible to swing around.
- Restrictions are badly needed. Resident reports irresponsible and selfish parking, leading to visibility and access issues.
- Parked vehicles prevent seeing approaching traffic from either direction.

Cars parked on both sides of the road make it almost impossible to drive along the road without the risk of hitting cars on one side and/or the other.

- Road is a narrow rural village road and thus parking on both sides is not acceptable.
 - Resident suggests access issues for emergency services, deliveries, and health care provision.

Resident reports cars parked half on the pavement.

- Restrictions would make road and local environment safer for all.
- Resident reports finding driving out of Cleland Court hazardous.
- Resident states that they regularly have to go the longer way around the village due to access problems caused by parking.

Suggestions:

- The school should stop parents using the close as a car park.
- Respondent argues that if more space is required, perhaps a better, more cost-effective solution - that

Obstructions should be reported to the police.

is less selfish and impactful on the community - would be to make the north-side pavement narrower.

- Reporting that it is currently around 10ft wide, suggesting that this is wider than required - so narrowing the pavement may be a sensible option.
- Respondent would support this proposal in the event that the proposed double yellow lines ran the whole length of road, where illegal parking is taking place - which in total is only about 25 yards.
- Double yellow lines are essential; however, this must also be policed, otherwise respondent argues that they will just be ignored with no penalty.

Questions:

- Will you be making arrangements in parking for the loss of residents parking, like funding residents to have driveways put in?
- Surely the money would be better spent on maintenance of local roads?

Additional Info:

- Respondent reports that cars and trade vehicles routinely (every day and night, and throughout weekends) park on the pavement, entirely blocking the stretch of pavement, with vehicles either parked with all 4 wheels on the pavement, or with 2 wheels on the pavement and 2 on the road.
 - vehicles use the pedestrian drop kerb sections to drive their vehicles onto the pavement.
 - Pedestrians, including school children, the elderly and infirm, and parents with pushchairs, are forced to walk in the road.
- Resident reports that sometimes access to and from the property can be made difficult (or impossible) by people parking on the pavements, sometimes overhanging the gateway to Cleland Court.
- Resident reports road safety issue associated with school drop off.
- Resident reports people storing commercial vehicles and parking in the narrow exit of the cul-de-sac on to Manor Road.
- Resident reports speeding past the end of their junction.
- Resident reports inconsiderate parking making it very difficult for the two houses at the top of their road to get off the driveway, let alone exiting.
- Respondent reports that they have an extensive gallery of photos of the issues and are happy to forward them on.
- Respondent reported issues via the DCC form on numerous occasions but reports getting no

Narrowing the footway is outside the remit of these proposals.

Enforcement is undertaken across Devon at all times, as resources allow. If there are particular times of day or instances where enforcement is required, this can be reported via the webpage

<https://www.devon.gov.uk/roads-and-transport/report-a-problem/report-a-parking-problem/>

It is the responsibility of the County Council to provide parking on the public highway only where it is safe to do so. There are no rights to park on the highway. Parking is only permitted at locations where it does not cause an obstruction to traffic movements or visibility. Residents can apply to drop the kerb to their own property, Devon County Council do not provide these

<https://www.devon.gov.uk/roads-and-transport/make-a-request/vehicle-crossing-or-dropped-kerb/>

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response whatsoever so gave up a while ago despite these issues being a daily problem.	
Recommendation It is recommended that the proposals are implemented as advertised.	

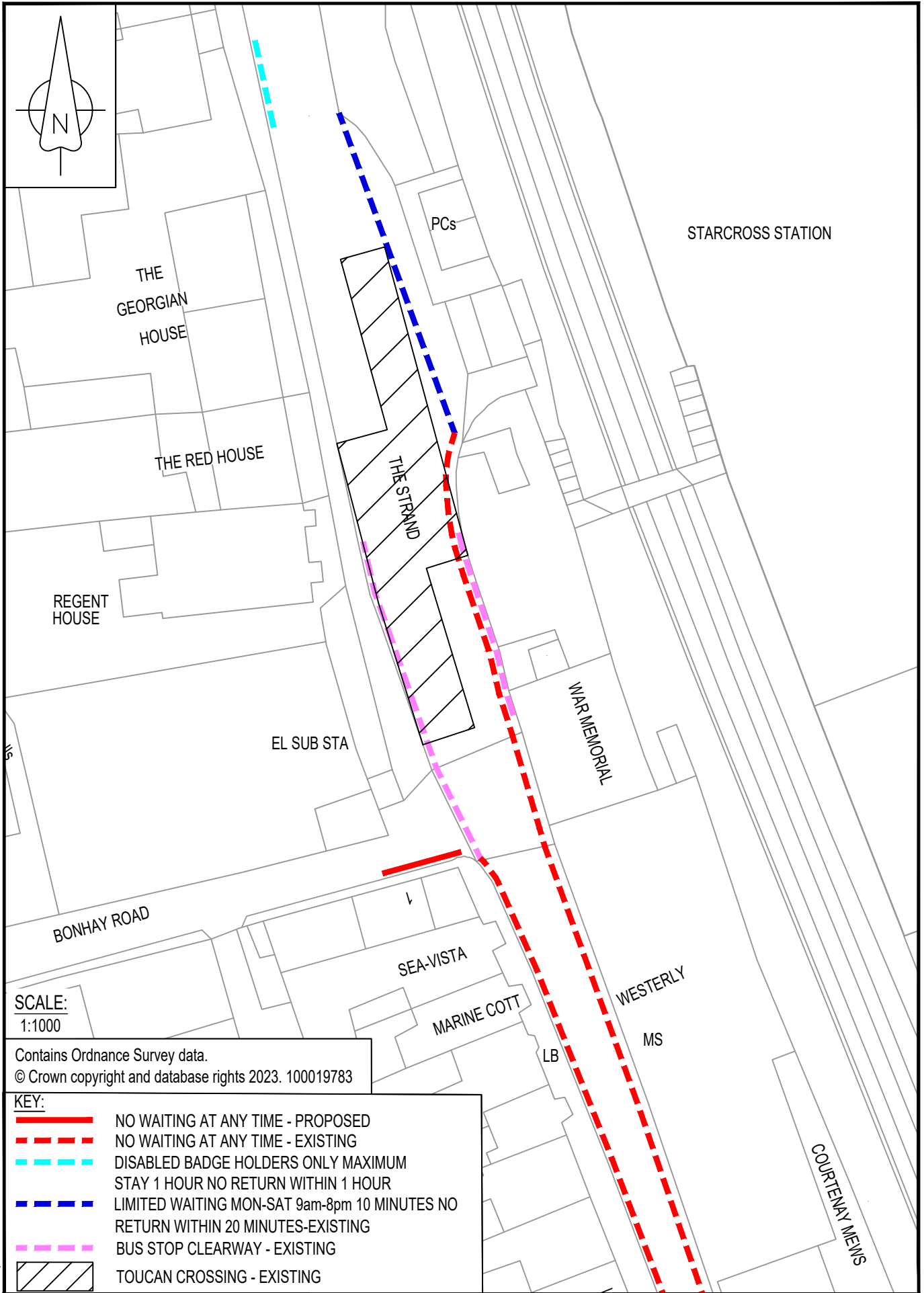
ENV6036-130 - Village Centre, Ideford 1 respondent – 1 resident of Ideford	
Comments	Devon County Council Response
<p>1 respondent oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> ○ Parking in the village is limited. ○ Restrictions would prohibit parking beside the bus hut/grit bin on the north east side, where parking would not impede visibility or traffic. ○ Vehicles have parked beside the bus hut/grit bin for years without hindering farm vehicles, emergency vehicles or other traffic. ○ The road widens around the proposals. <p>Additional Info:</p> <ul style="list-style-type: none"> ○ The plan is inaccurate at this point as it does not show the road widening at this point by approximately a vehicle's width. 	<p>Reason for Proposal:</p> <p>Introduce No Waiting At Any Time to improve visibility and road safety.</p> <p>Officer comments: Objections noted.</p> <p>We have received requests from the police and the Parish Council requesting restrictions to improve safety in the centre of the village.</p> <p>It is not appropriate for vehicles to be parked in front of or just beyond the bus shelter as this will prevent the bus access to the stop and ease of manoeuvring when setting off.</p> <p>The plan's base map is taken from OS mapping.</p>
Recommendation It is recommended that the proposals are implemented as advertised.	

ENV6036-55 - Sandygate Mill, Kingsteignton 1 respondent – 1 resident of Firleigh Road	
Comments	Devon County Council Response
<p>1 respondent did not indicate whether they support or oppose the proposals.</p> <p>Supporting Arguments:</p> <ul style="list-style-type: none"> ○ Respondent commends council for taking action to aid the flow of traffic and enhance public safety at the Sandy gate Mill junction. <p>Suggestions:</p> <ul style="list-style-type: none"> ○ Respondent feels that the proposal hasn't considered the continuing parking problems on Firleigh Road, which they report is just as great. ○ To resolve the problems re by respondent, they suggest an extension of the no waiting/parking zone both Exeter Road and Firleigh Road. <p>Additional Info:</p> <ul style="list-style-type: none"> ○ Respondent has previously raised concerns about parking at Sandygate Mill and Firleigh Road. 	<p>Reason for Proposal:</p> <p>Extend No Waiting At Any Time to improve visibility.</p> <p>Officer comments:</p> <p>Support noted.</p> <p>The respondent's previous correspondence had been answered in the Customer Enquiry system, unfortunately this has not been relayed to the customer. We will ensure a letter is sent out with the response to their concerns.</p>
<p>Recommendation</p> <p>It is recommended that the proposals are implemented as advertised.</p>	

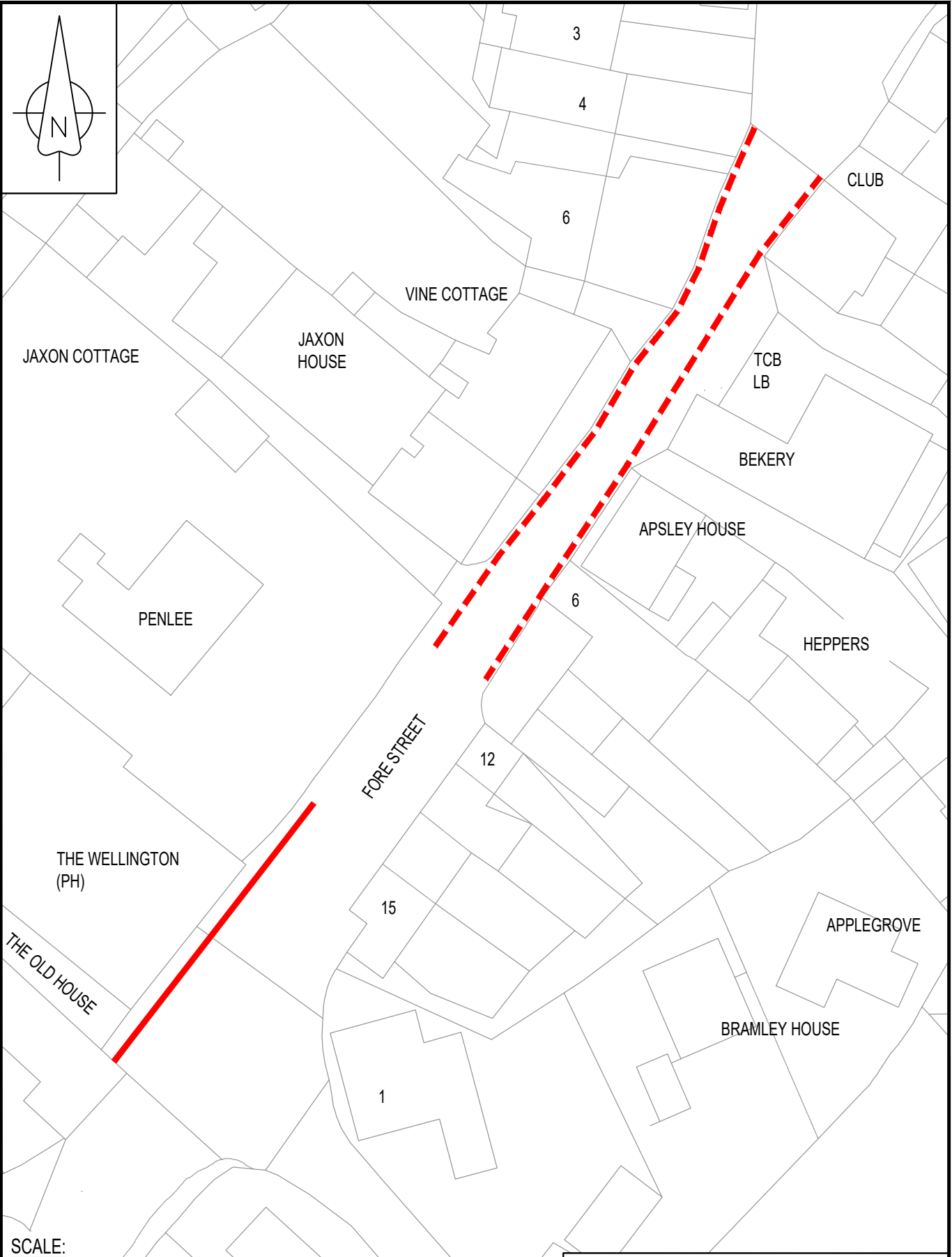
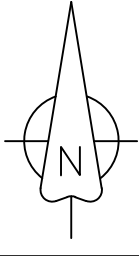
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ENV6036-218 - Church Path, Ashburton 23 respondents – 3 residents of Stonepark, 1 resident of Orchard Road and 19 signatories of a petition	
Comments	Devon County Council Response
<p>1 respondent supports, 3 oppose the proposals and 19 signatories on a petition opposing the proposals (3 of which have also submitted their own individual objections).</p> <p>Objections:</p> <ul style="list-style-type: none"> ○ Restrictions would lead to locals parking in Stonepark which is already very narrow. ○ Restrictions would lead to reduced access to properties and emergency services accessing Stonepark and Tuckers Close. ○ Already limited parking on Stonepark. ○ Resident suggests restrictions would prevent a property from parking in their only parking space and it does not restrict access. ○ Restrictions would exacerbate congestion further up Stonepark for all residents. ○ There is a serious lack of parking and restricting parking further for no reason, is crazy. ○ Proposals will leave enough room for 1-2 cars to park between the end of the proposed restrictions and up to the garage of The Downs. The parking bay opposite means access would be restricted at this point. Need restrictions at this point rather than where they are proposed. ○ Petition header: Stop double yellow lines on Church Path. A car parked here has never caused an obstruction or danger to other traffic or pedestrians. There is no alternative parking for residents. ○ Additional comments made by signatories: <ul style="list-style-type: none"> ○ Agree with petition. ○ Unnecessary. ○ No need for restrictions. ○ Cannot see the reason for yellow lines. ○ We already lack parking. ○ Ridiculous. ○ Makes no sense. ○ This is not what local people want. ○ Will cause more parking problems elsewhere. ○ Double yellows need to be further up [from the white garage] – Emergency vehicles need access to Orchard Road. ○ Weekly recycling lorry driver does not feel cars parked here block access. 	<p>Reason for Proposal:</p> <p>Introduce No Waiting At Any Time to improve access for emergency services.</p> <p>Officer comments: Objections noted.</p> <p>Drivers should not park where they cause an obstruction.</p> <p>Access into Tuckers Close would be improved with the proposed restrictions.</p> <p>There is no allocated/resident permit parking. Roads that are highway maintainable at public expense are available for anyone to use to travel over or to park on as long as they do not cause an obstruction.</p> <p>Additional restrictions can be considered as part of a future review.</p>

<p>Supporting Arguments:</p> <ul style="list-style-type: none"> ○ Wholeheartedly support the proposals. ○ Currently cars park right on the corner and along the area indicated, making it difficult for residents of Orchard Road to access their homes. ○ It would be impossible for emergency service vehicles to access properties, leaving residents vulnerable. <p>Suggestions:</p> <ul style="list-style-type: none"> ○ Consider give way lines and signs at the bottom of Stonepark and coming out of Tuckers Meadow. <ul style="list-style-type: none"> ○ There have been several near misses when cars shoot across without consideration of other vehicles or pedestrians. ○ [If restrictions are implemented], then you need to put official council signage in Tuckers Meadow estate that it's public parking on the free bays they have, so we have a place to park without getting our cars vandalised, or another alternative. ○ Respondent would like the team to arrange a site visit to discuss this proposal further. <p>Additional Info:</p> <ul style="list-style-type: none"> ○ Resident reports vandalism to cars when parking in Tuckers Meadow. <ul style="list-style-type: none"> ○ Resident reports receiving threatening letters on their car stating it's a private road and the police have been called. ○ Resident states Rendles won't let them park in their car park, even though it's only used 4 days a month. 	<p>Support noted.</p> <p>This is beyond the remit of the waiting restrictions scheme. Comments will be passed to the appropriate officer to consider.</p> <p>Tuckers Meadow is a private road.</p> <p>Tuckers Meadow is a private road.</p> <p>It is at the discretion of the owners of private car parks how they are used.</p>
<p>Recommendation</p> <p>It is recommended that a 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>	





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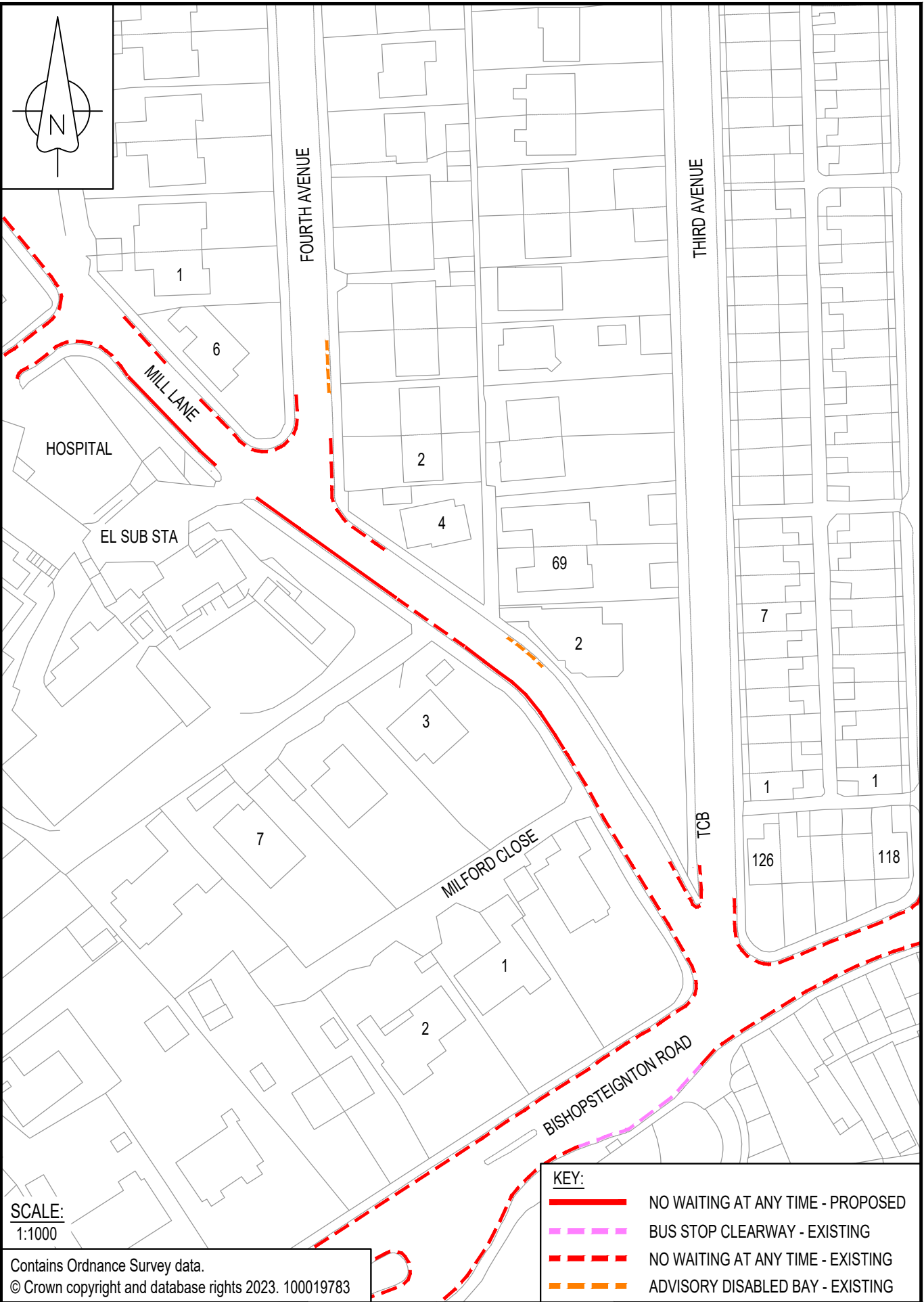
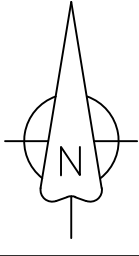
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-  NO WAITING AT ANY TIME - EXISTING



TITLE:
TEIGNBRIDGE HATOC
FORE STREET, IPPLEPEN
283574 066637
Page 58

FIGURE No:
ENV6036-180



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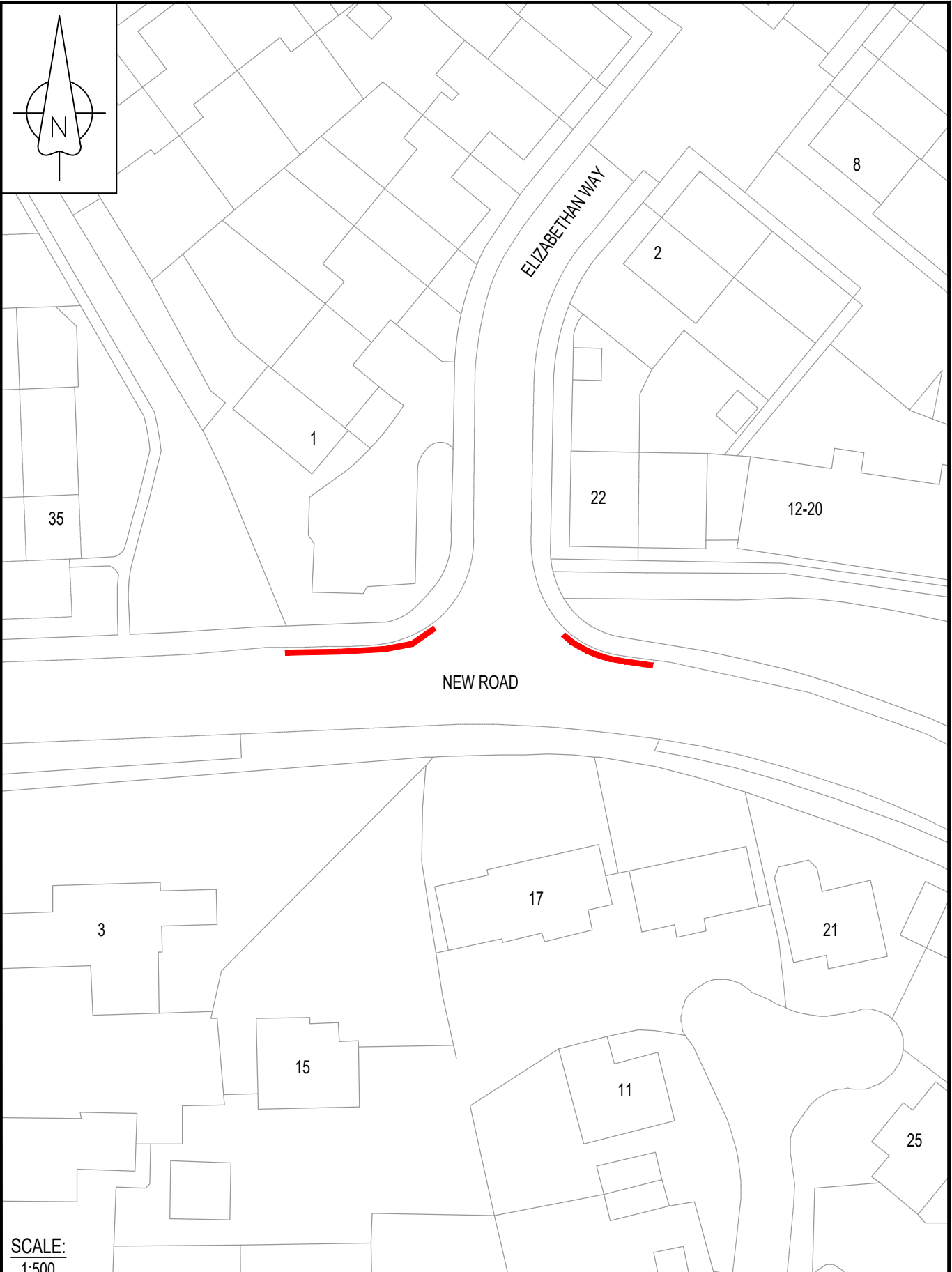
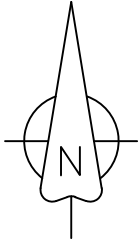
- NO WAITING AT ANY TIME - PROPOSED
- - - BUS STOP CLEARWAY - EXISTING
- - - NO WAITING AT ANY TIME - EXISTING
- - - ADVISORY DISABLED BAY - EXISTING



TITLE:
TEIGNBRIDGE HATOC
MILL LANE,TEIGNMOUTH
2023150.073042
Page 59

FIGURE No:
ENV6036-181

File name C:\USERS\INGR0502\1DESKTOP\WORKING FILES\HATOC PROJECT\CADWORKING DRAWINGS\ADVERTISING PLAN\STEIGNBRIDGE\2023.02.13\ENV6036-183-NEW ROAD, TEIGNMOUTH.DWG, printed on 13 February 2023 10:54:20 by Rajasekhar, Gaddavallasa



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KEY:

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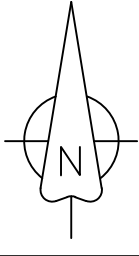


TITLE:

TEIGNBRIDGE HATOC
NEW ROAD, TEIGNMOUTH
204594-074252
Page 60

FIGURE No:

ENV6036-183



MORVIEW DRIVE

TEIGNMOUTH AFC

PAVILLION

HEADWAY CROSS ROAD

FOURTH AVENUE

OUR LADY AND ST PATRICK'S
RC PRIMARY SCHOOL

8

14

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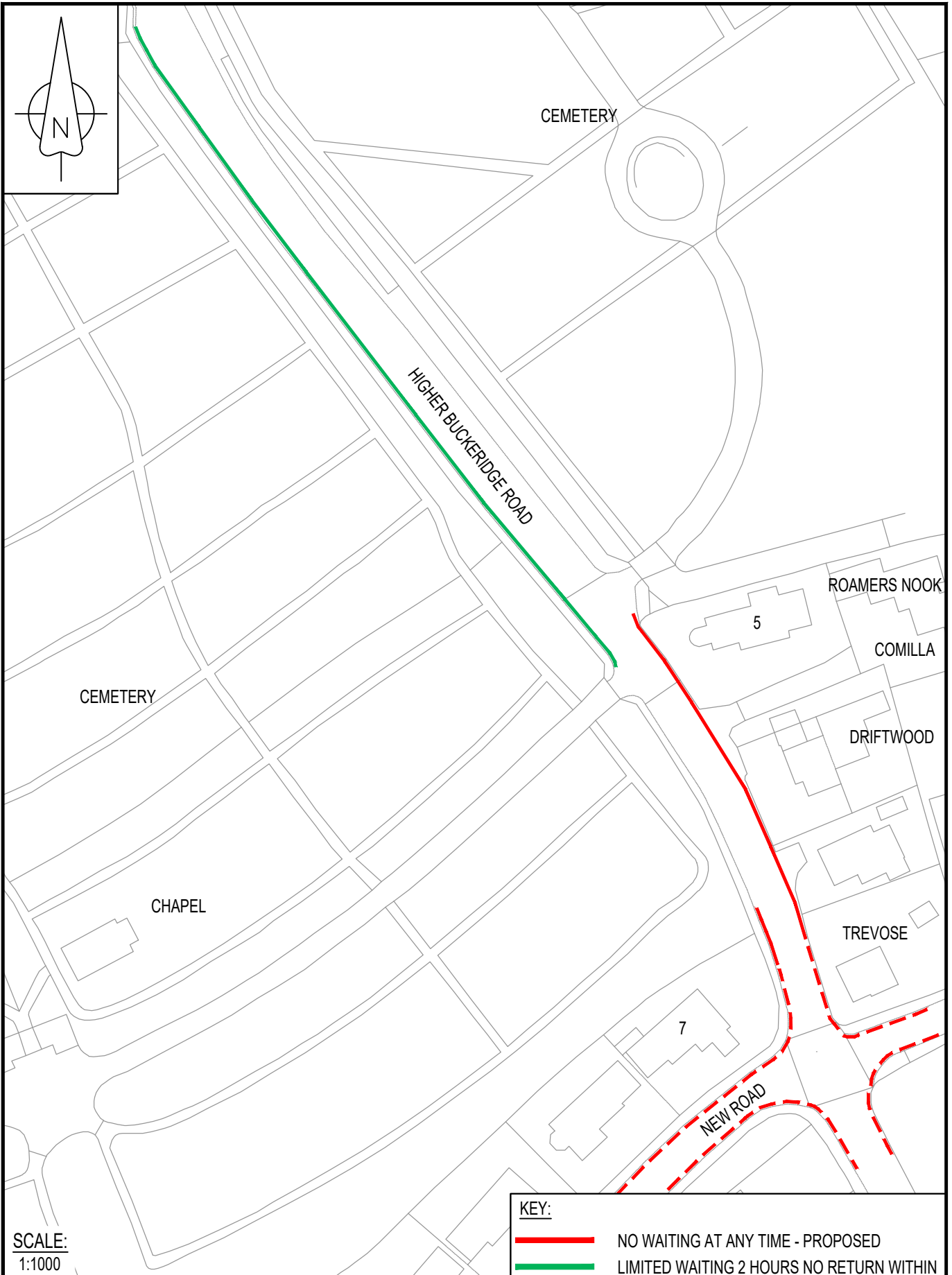
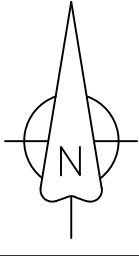
KEY:

 NO WAITING AT ANY TIME - PROPOSED



TITLE:
TEIGNBRIDGE HATOC
HEADWAY CROSS ROAD,TEIGNMOUTH
203002.073847
Page 61




FIGURE No:
ENV6036-199 a



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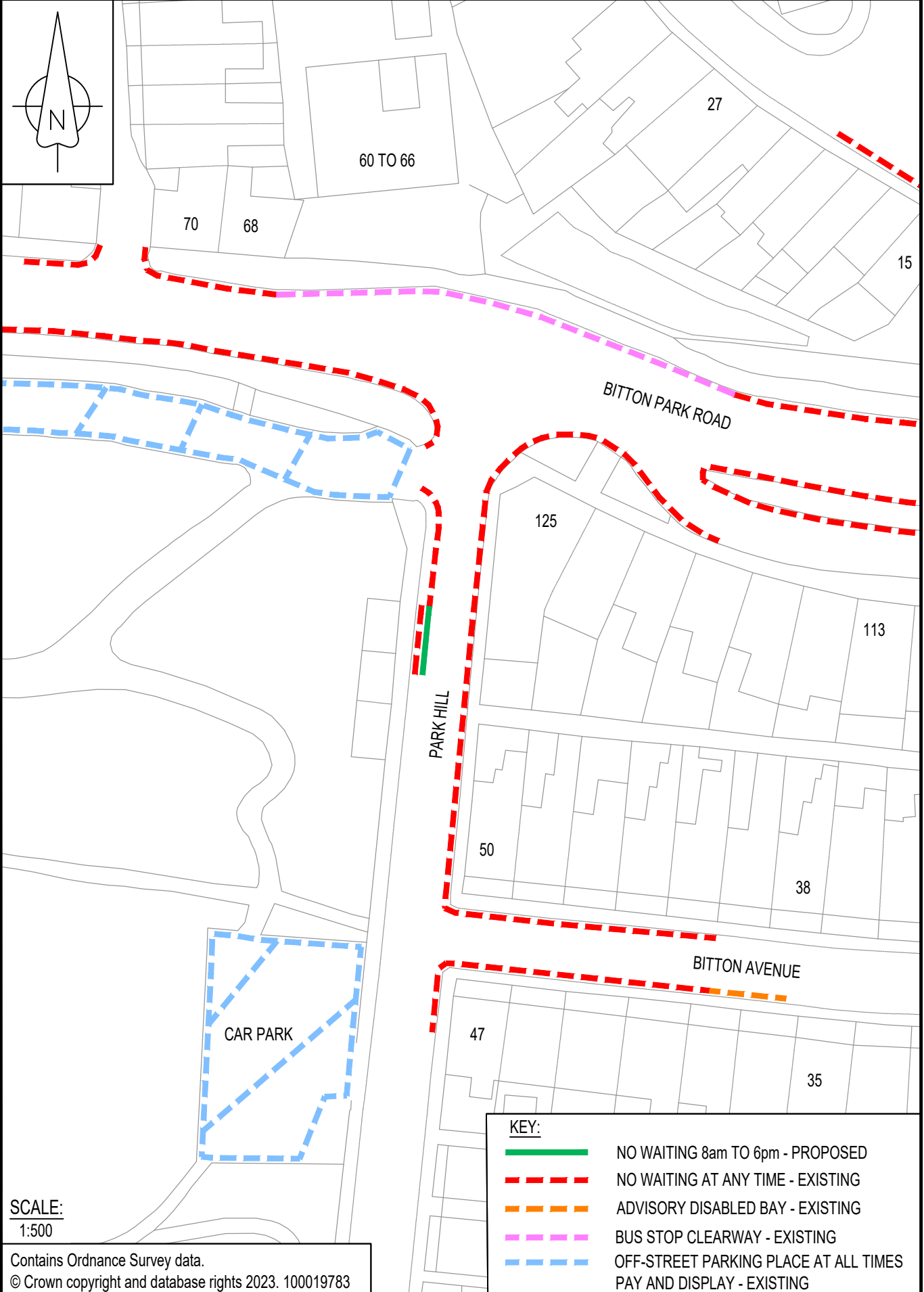
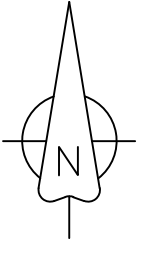
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-  LIMITED WAITING 2 HOURS NO RETURN WITHIN WITHIN 4 HOUR-PROPOSED
-  NO WAITING AT ANY TIME - EXISTING



TITLE: TEIGNBRIDGE HATOC
HIGHER BUCKERIDGE ROAD,
TEIGNMOUTH
Page 62
100019783

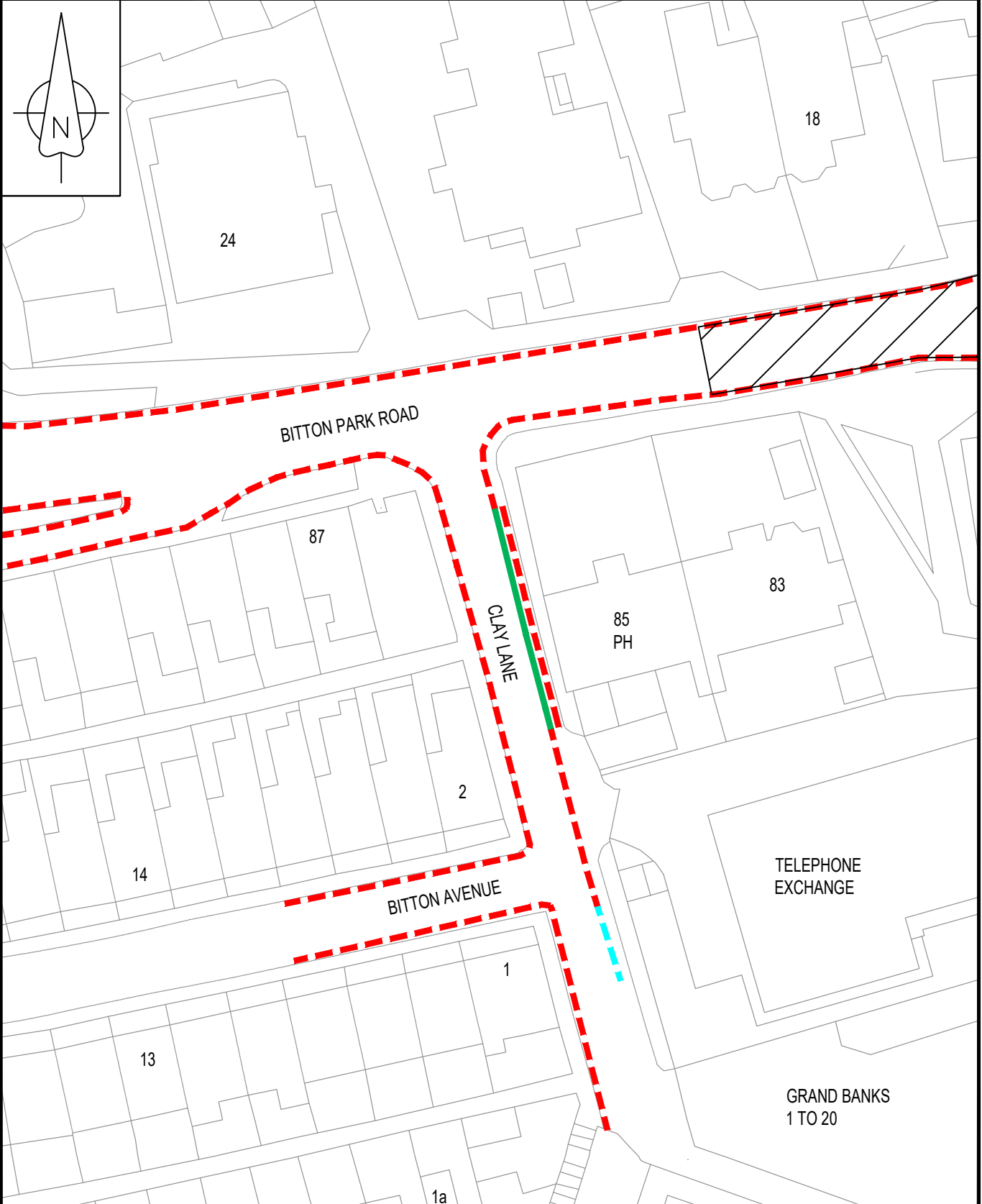
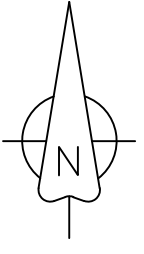
FIGURE No: ENV6036-201



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	NO WAITING AT ANY TIME - EXISTING
	ADVISORY DISABLED BAY - EXISTING
	BUS STOP CLEARWAY - EXISTING
	OFF-STREET PARKING PLACE AT ALL TIMES PAY AND DISPLAY - EXISTING



SCALE:
1:500

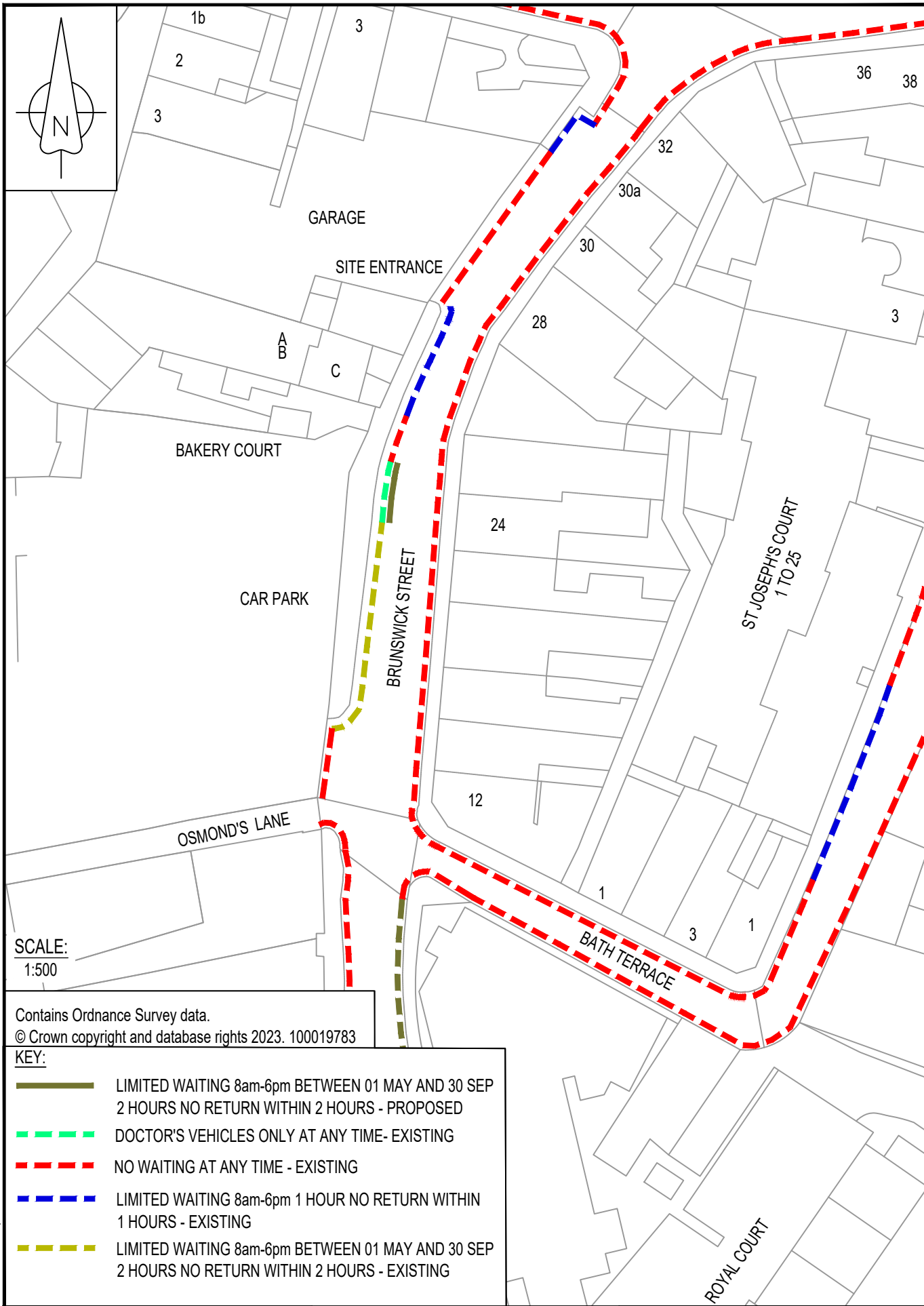
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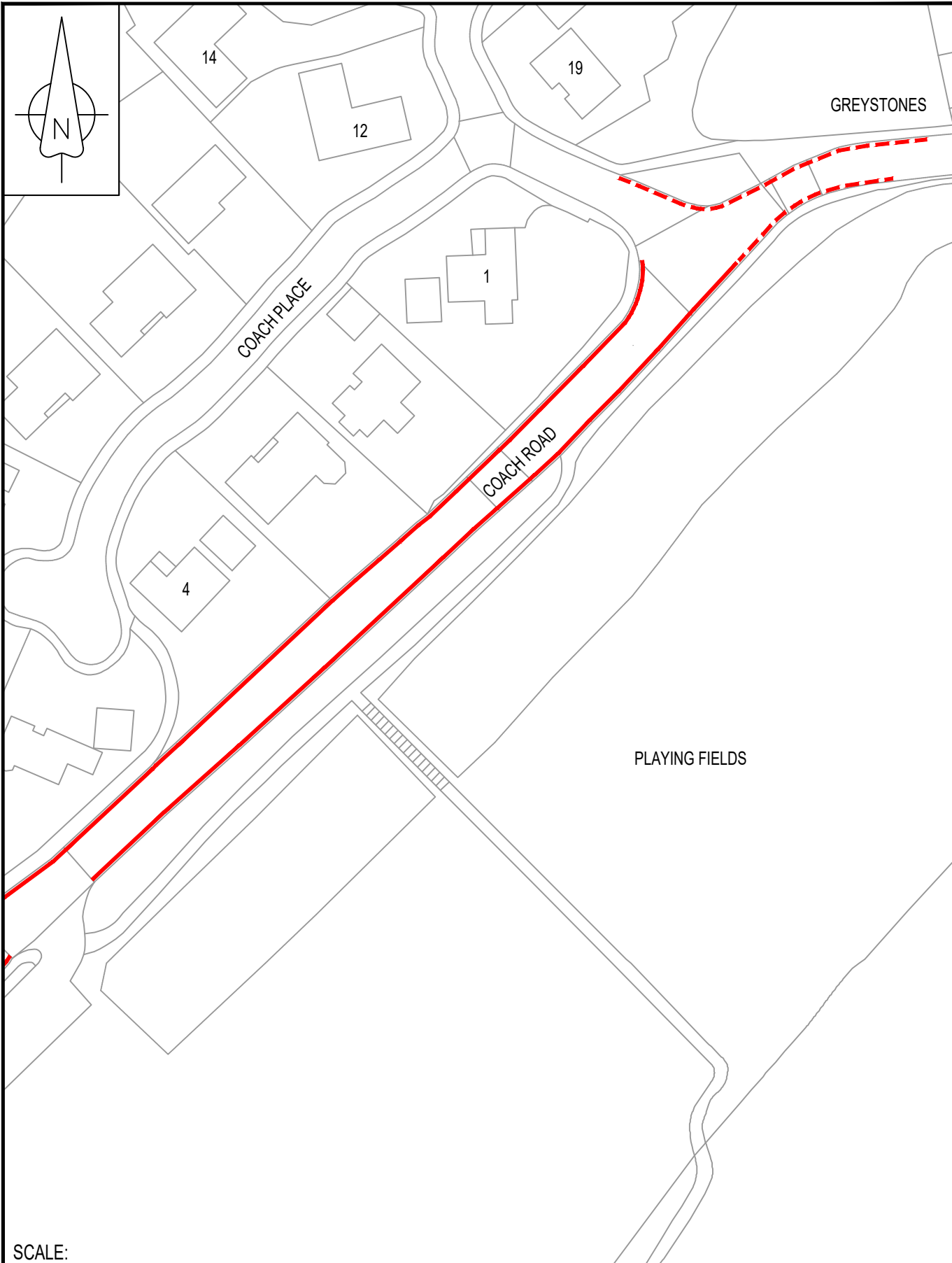
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	NO WAITING AT ANY TIME - EXISTING
	DISABLED BADGE HOLDERS ONLY AT ANY TIME - EXISTING
	PUFFING CROSSING - EXISTING



TITLE: TEIGNBRIDGE HATOC
CLAY LANE, TEIGNMOUTH
203557-073045
Page 64

FIGURE No: ENV6036-202b







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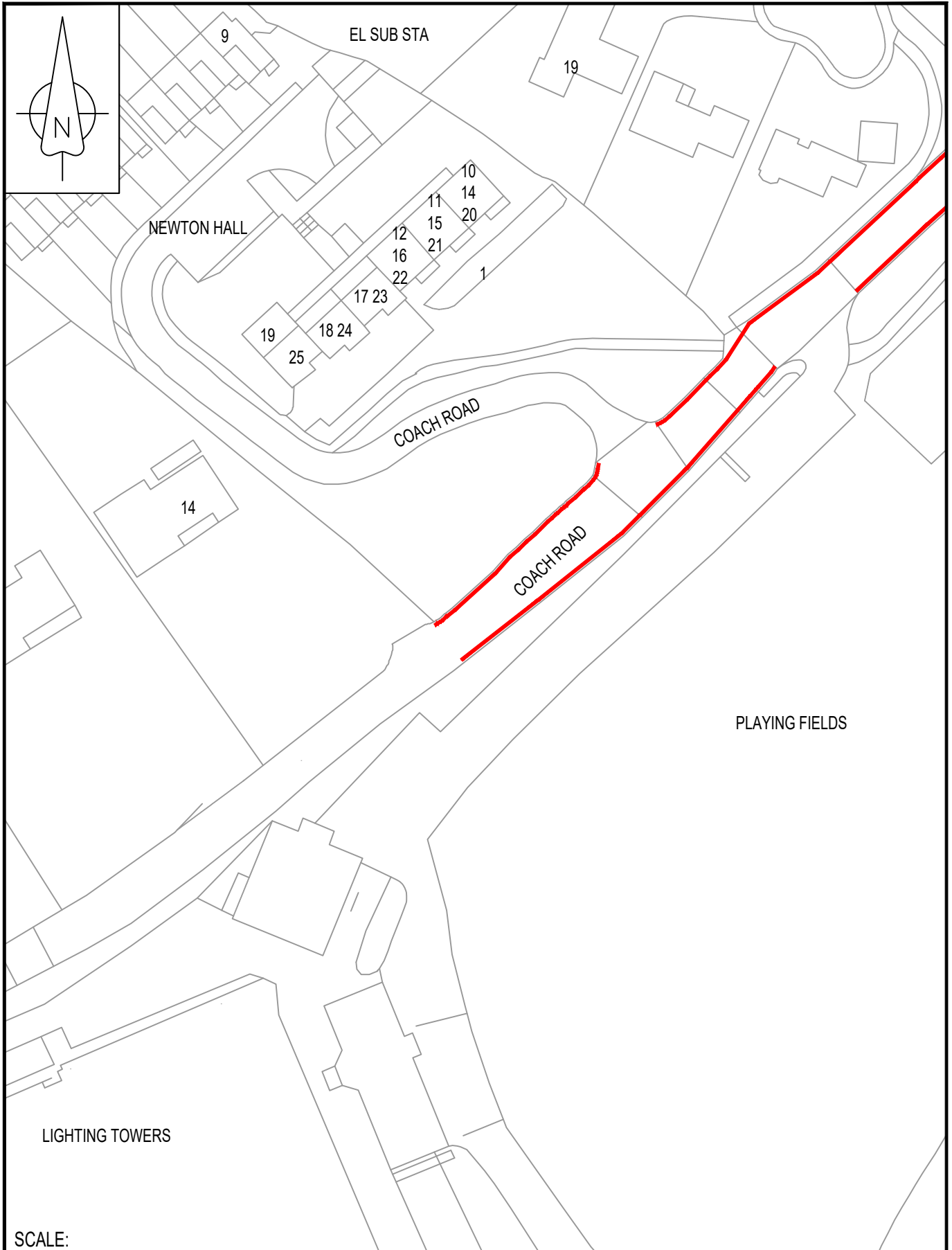
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TITLE:
TEIGNBRIDGE HATOC
COACH ROAD, NEWTON ABBOT
286281 070499
Page 66

FIGURE No:
ENV6036-57/1



SCALE:
1:800

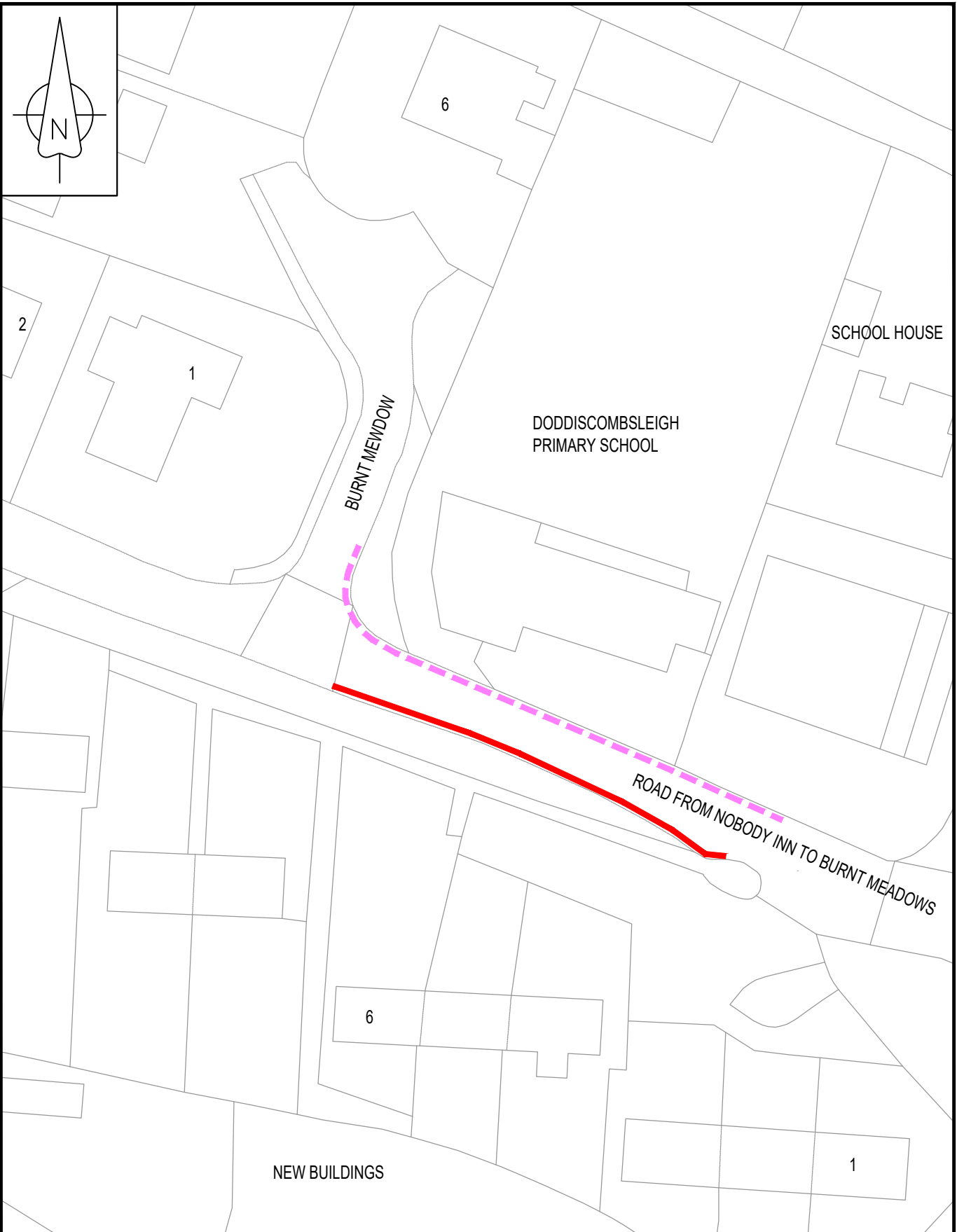
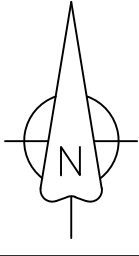
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KEY:
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- - - NO WAITING AT ANY TIME - EXISTING



TITLE:
TEIGNBRIDGE HATOC
COACH ROAD, NEWTON ABBOT
286281.070499
Page 67



FIGURE No:
ENV6036-57/2



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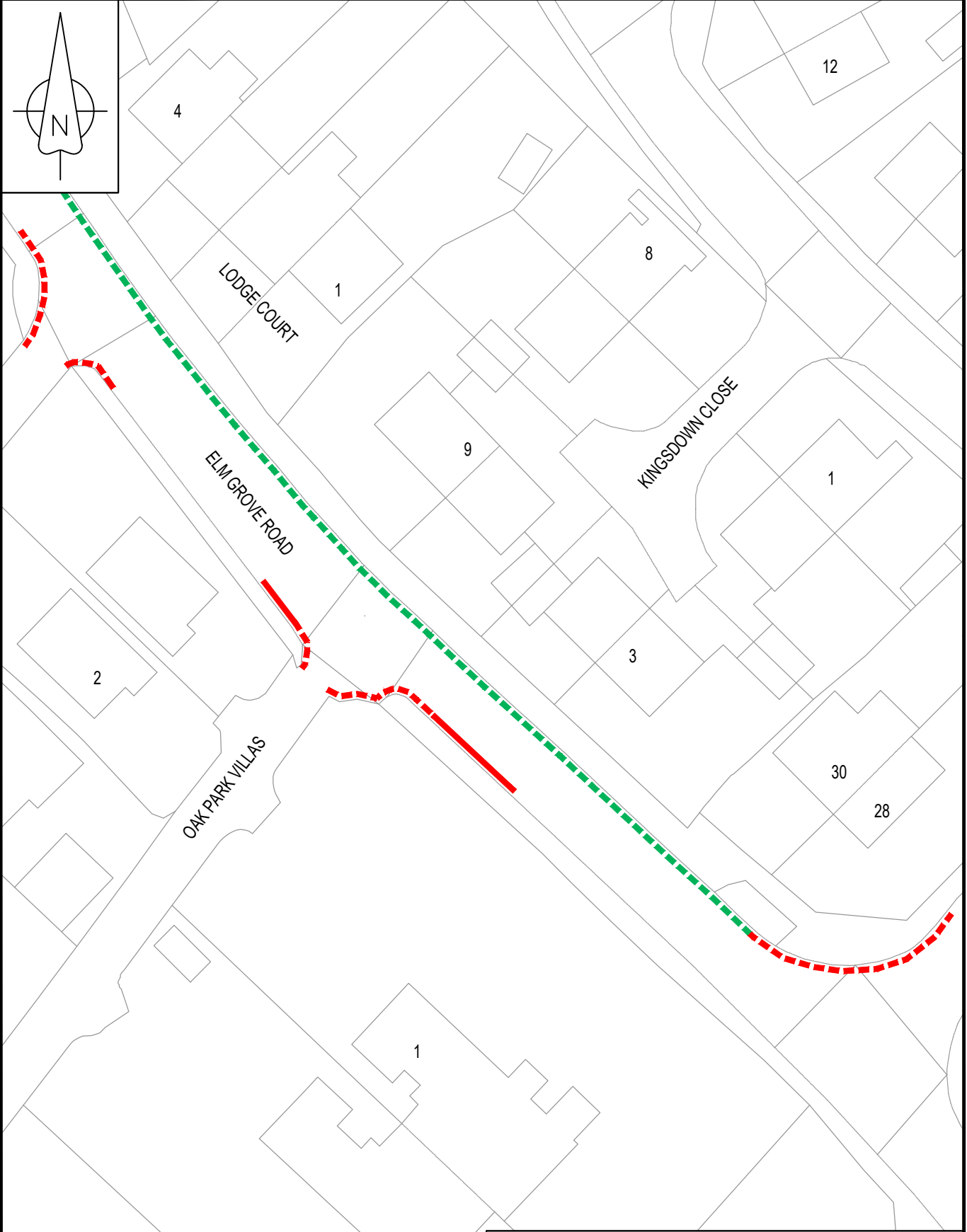
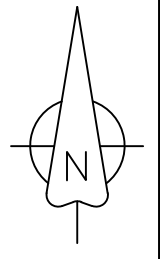
-  NO WAITING AT ANY TIME - PROPOSED
-  SCHOOL ENTRANCE CLEARWAY - NO STOPPING AT ANY TIME - EXISTING



TITLE:
TEIGNBRIDGE HATOC
ROAD FROM NOBODY INN TO BURNT
MEADOWS, DODDISCOMBSLEIGH
Page 68
06879,06677

FIGURE No:
ENV6036-135

File name C:\USERS\INGR0502\1DESKTOP\WORKING FILES\HATOC PROJECT\CAD\WORKING DRAWINGS\ADVERTISING PLAN\STEIGNBRIDGE\2023\02_13\ENV6036-136-ELM GROVE ROAD, DAWLISH.DWG, printed on 13 February 2023 10:09:15, by Rajasekhar, Gaddavallasa



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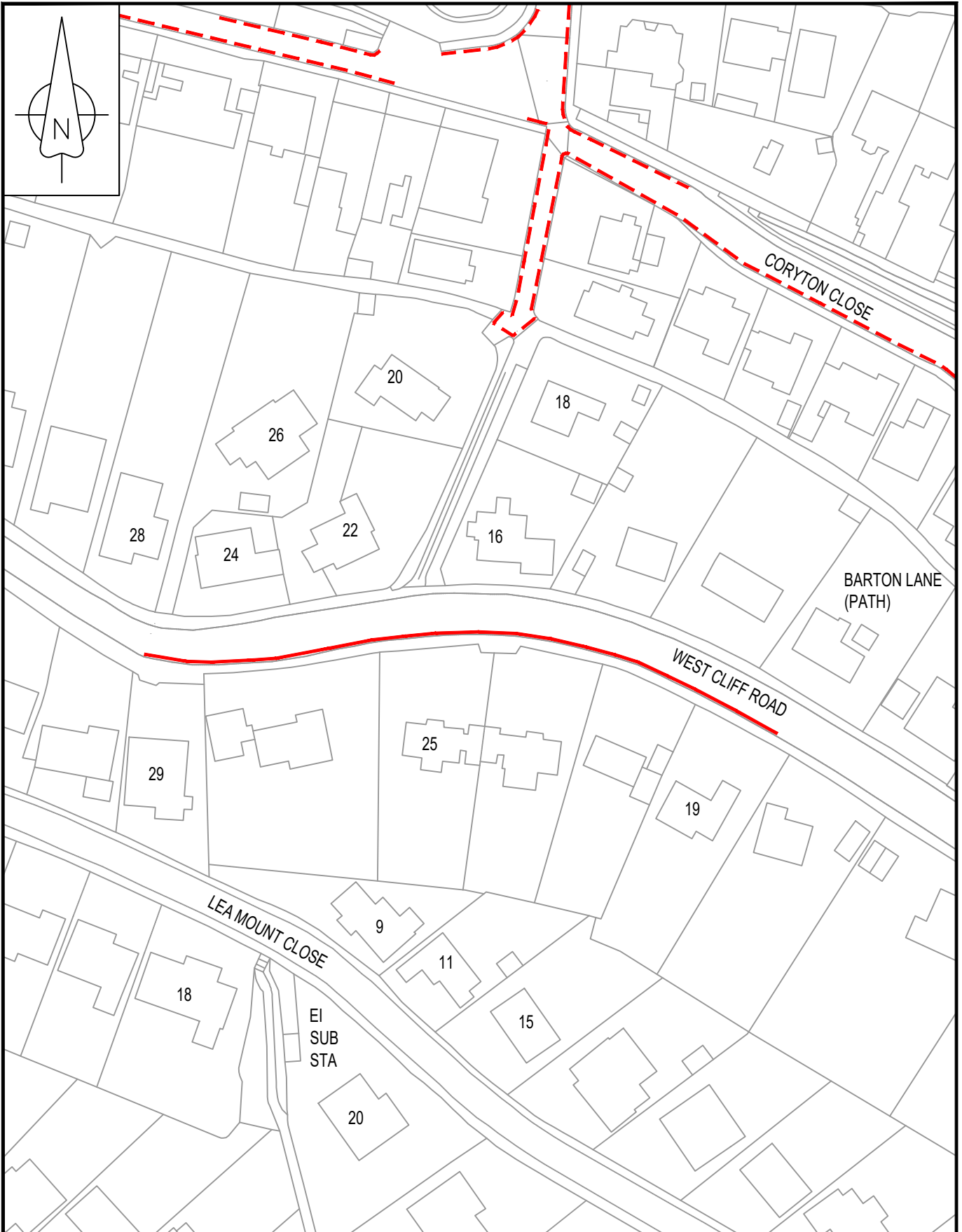
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	NO WAITING AT ANY TIME - EXISTING



TITLE:
TEIGNBRIDGE HATOC
ELM GROVE ROAD, DAWLISH
206363.077065
Page 69



FIGURE No:
ENV6036-136



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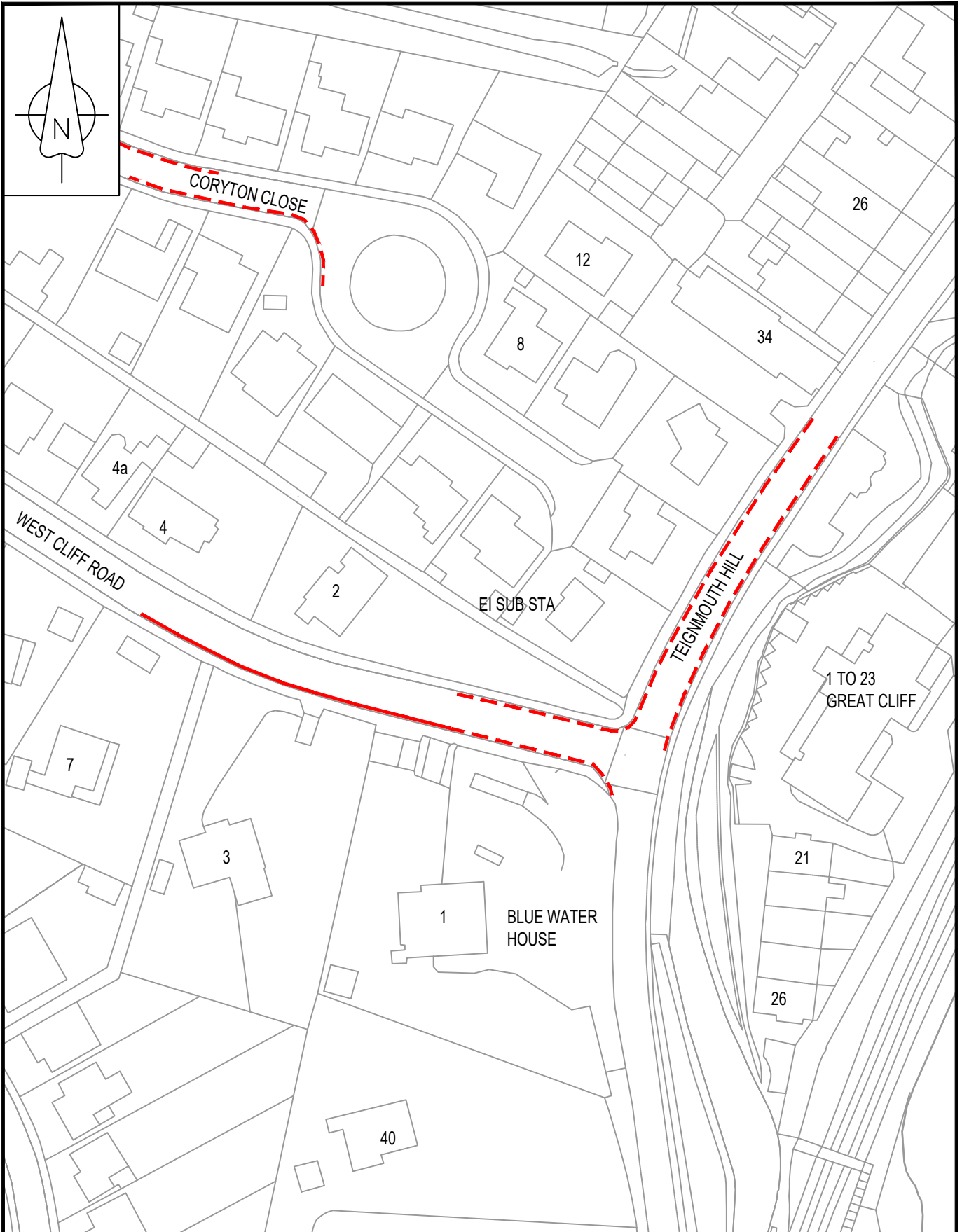
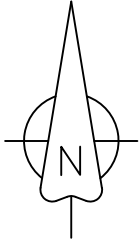
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-  NO WAITING AT ANY TIME - EXISTING



TITLE:
TEIGNBRIDGE HATOC
WEST CLIFF ROAD, DAWLISH
206129.076387
Page 70

FIGURE No:
ENV6036-182/1



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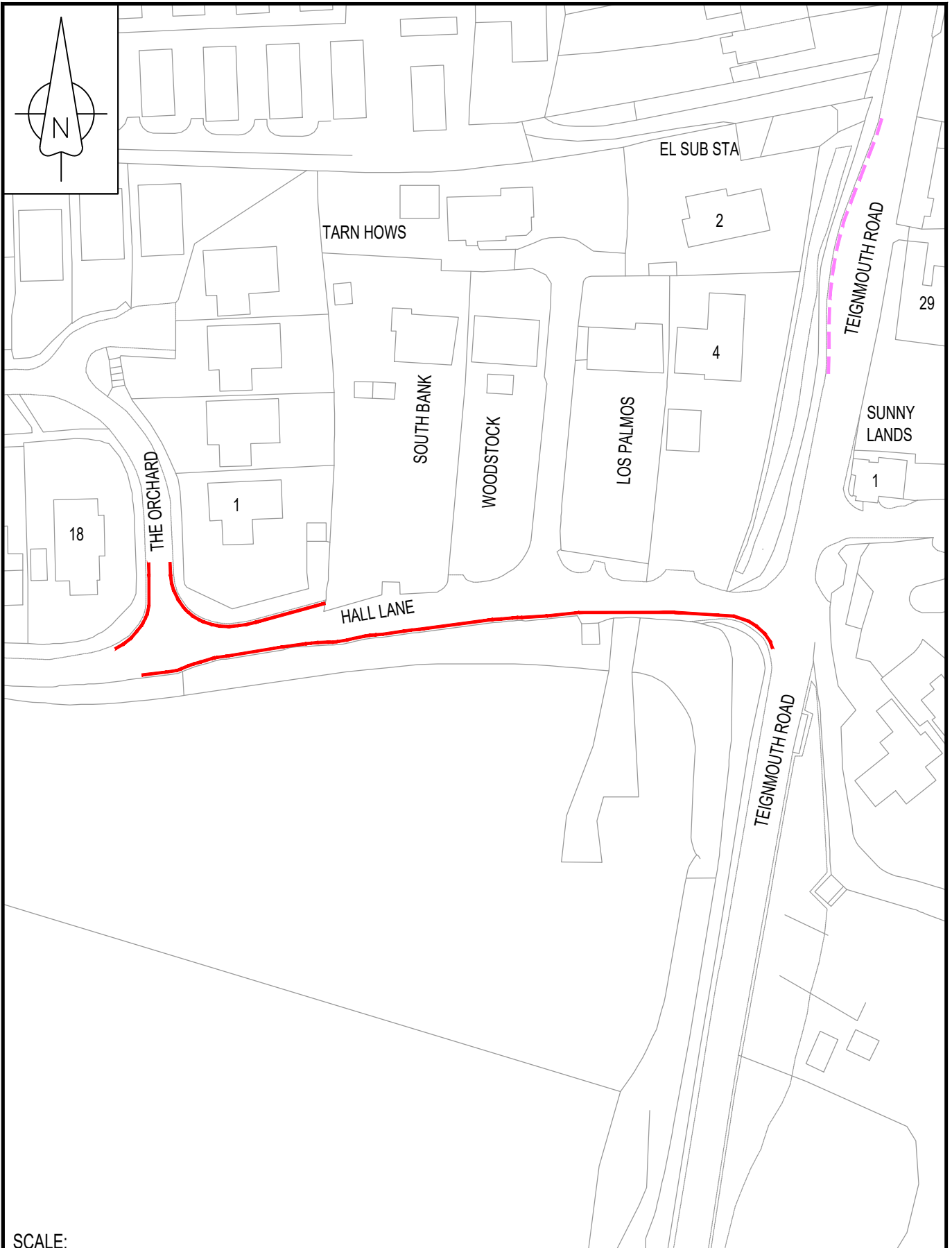
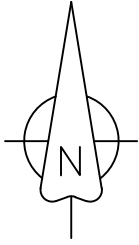
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- NO WAITING AT ANY TIME - EXISTING



TITLE:
TEIGNBRIDGE HATOC
WEST CLIFF ROAD, DAWLISH
206123.076287
Page 71



FIGURE No:
ENV6036-182/2



SCALE:
1:1000

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KEY:

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-  BUS STOP CLEARWAY - EXISTING

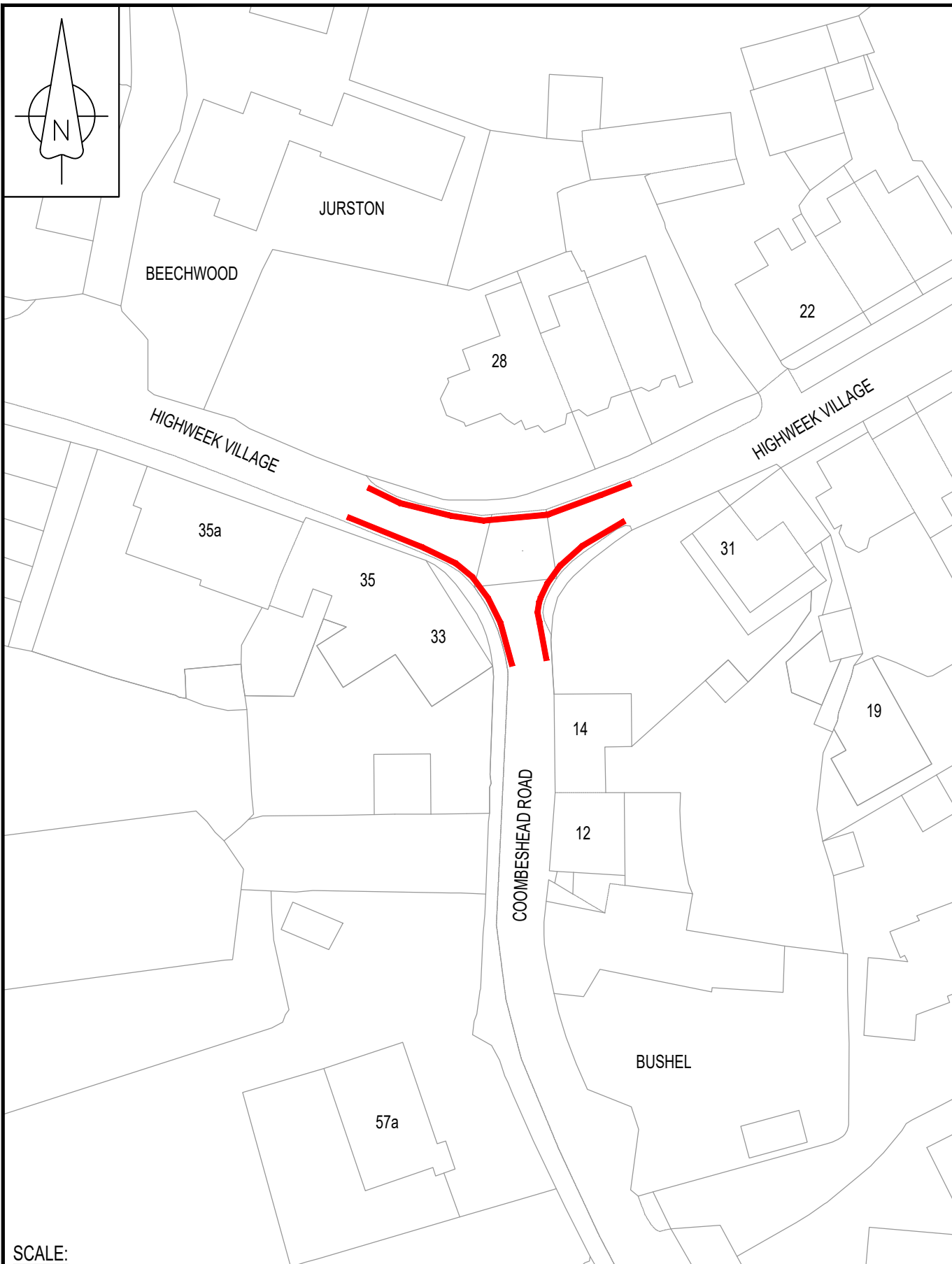
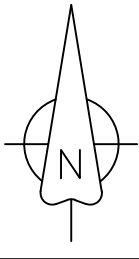


TITLE:

TEIGNBRIDGE HATOC
HALL LANE, HOLCOMBE
205477/074829
Page 72

FIGURE No:

ENV6036-177



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KEY:

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TITLE:

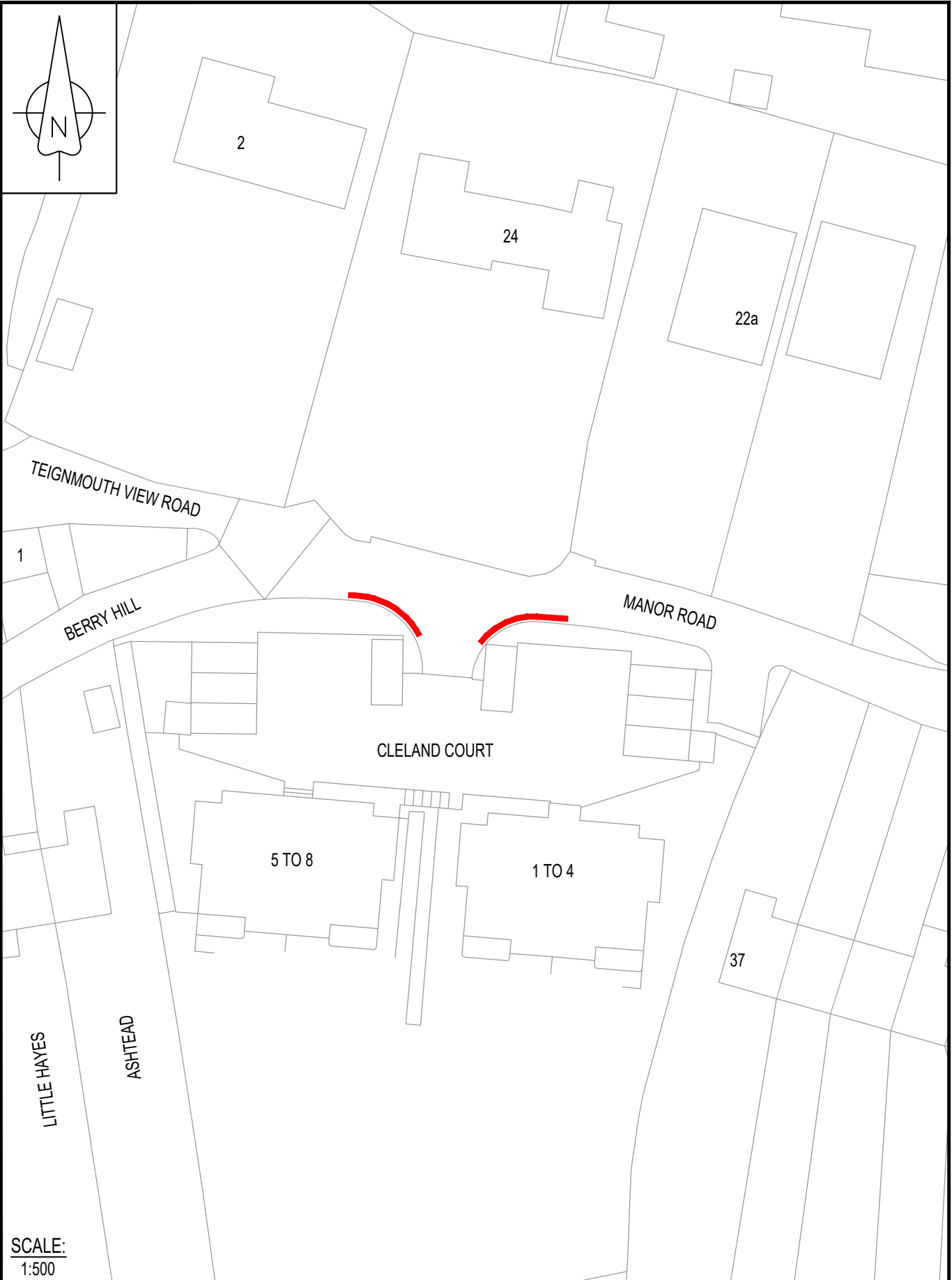
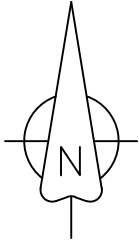
TEIGNBRIDGE HATOC
HIGHWEEK VILLAGE, NEWTON ABBOT

284713.072008
Page 73

FIGURE No:

ENV6036-58

File name C:\USERS\INGR0502\1\DESKTOP\WORKING FILES\HATOC PROJECT\CAD\WORKING DRAWINGS\ADVERTISING PLAN\STEIGNBRIDGE\2023.02.13\ENV6036-129-MANOR ROAD, BISHOPSTEIGNTON.DWG, printed on 13 February 2023 10:01:54, by Rajasekhar, Gaddavallasa



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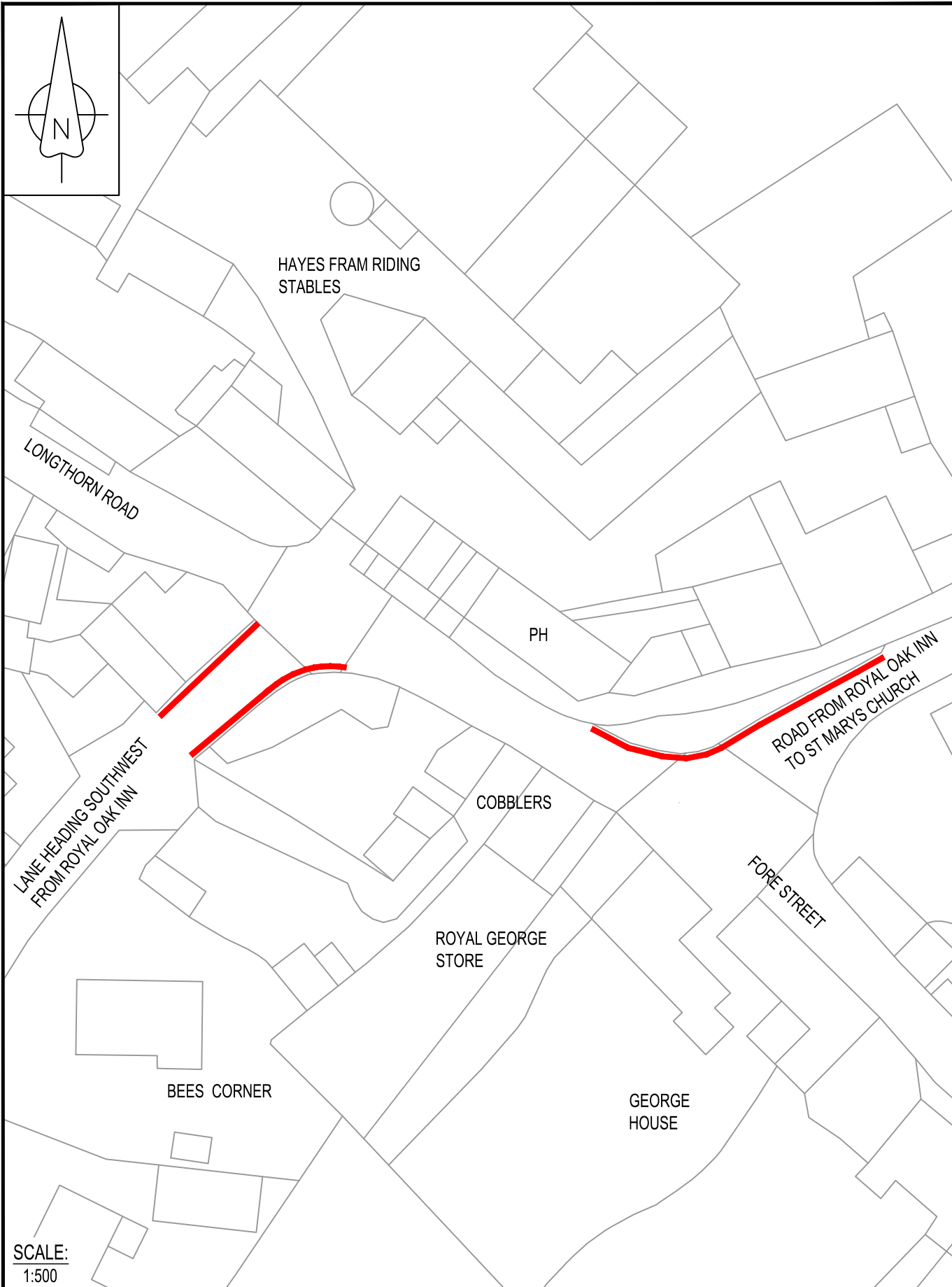
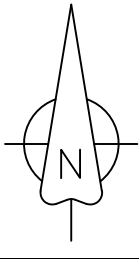


TITLE:

TEIGNBRIDGE HATOC
MANOR ROAD, BISHOPSTEIGNTON
200879.073903
Page 74

FIGURE No:

ENV6036-129



SCALE:
1:500

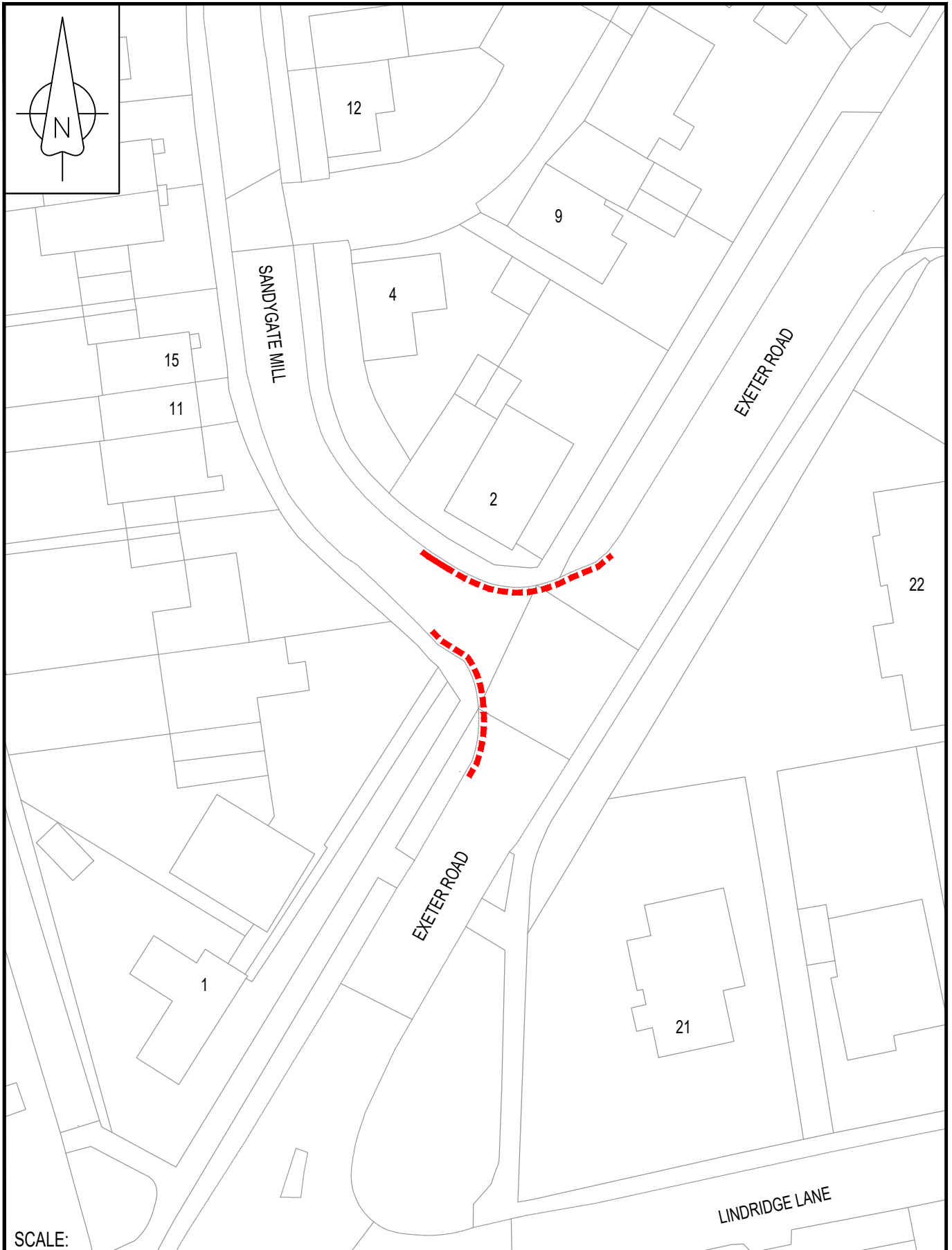
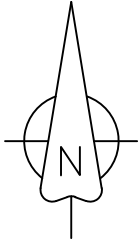
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KEY:
 NO WAITING AT ANY TIME - PROPOSED



TITLE:
TEIGNBRIDGE HATOC
VILLAGE CENTRE, IDEFORD
289238.077609
Page 75



FIGURE No:
ENV6036-130



SCALE:
1:500

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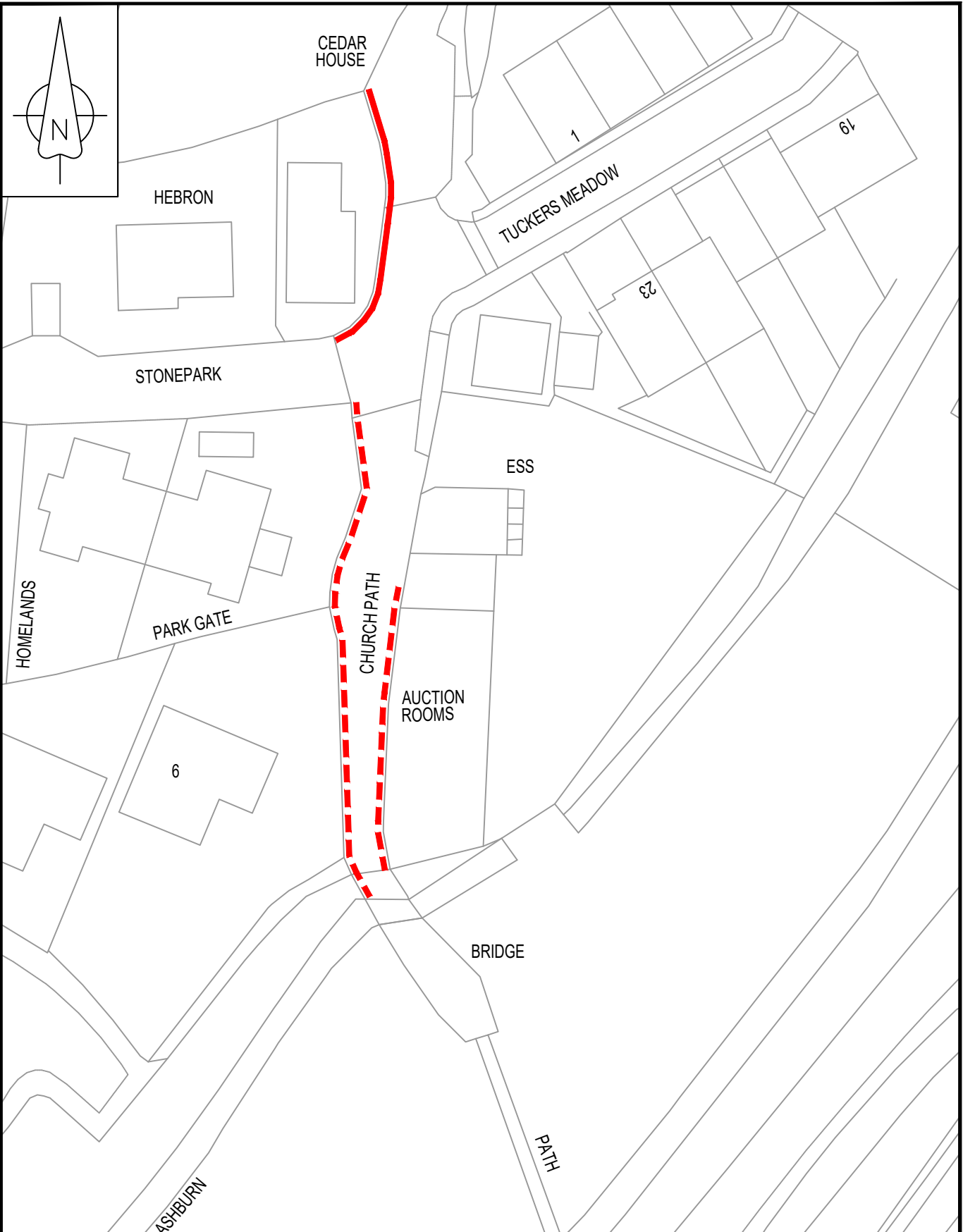
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-  NO WAITING AT ANY TIME - EXISTING



TITLE:
TEIGNBRIDGE HATOC
SANDYGATE MILL, KINGSTEIGNTON
286806774595
Page 76

FIGURE No:
ENV6036-55



SCALE:
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KEY:

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



TITLE:
TEIGNBRIDGE HATOC
CHURCH PATH,ASHBURTON.
275550.000487
Page 77

FIGURE No:
ENV6036-218



BUS (Bus Users and Stakeholders) Forum, 11th January, 2024

Summary Report of the Meeting – prepared for designated representatives from each of the Highways and Traffic Orders Committees (HATOC)

Purpose/role of the Forum

- The Forum acts as an informal body to consider current issues and opportunities relating to all aspects of bus services across the Devon County Council (DCC) administrative area.
- The Forum will represent the views of bus users and stakeholder across the county and provide a united voice through the invited representatives.

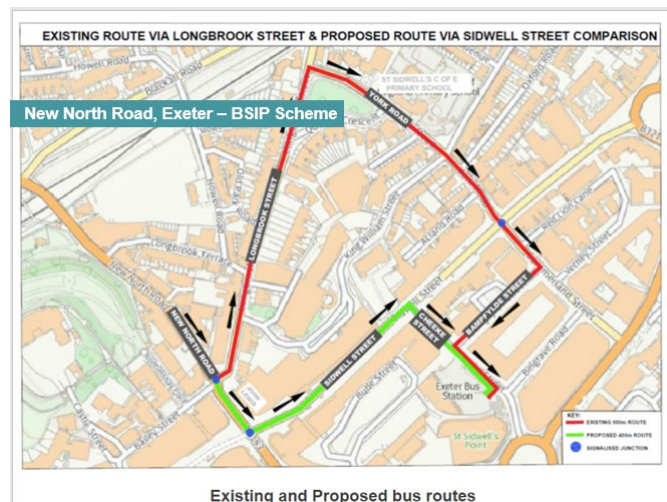
The Forum meets quarterly, and each of the eight HATOCs have an invited representative at the meeting. Bus operators are also invited to join. Terms of reference for the forum have been circulated previously.

1) DCC Officer Update (Rachel Phillips, Integrated Public Transport DCC)

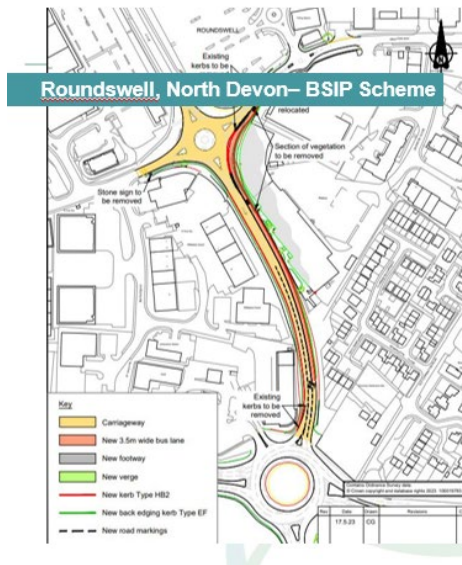
ZEBRA2 Fund (Zero Emission Bus Rural Areas Scheme)

- DfT announced the ZEBRA2 Fund (Zero Emission Bus Rural Areas Scheme) - £129M funding for ZEBs (Zero Emission Buses) including £25M ring fenced for rural schemes
- Competitive bid process, applications had to be made by Local Transport Authority (Devon County Council) – however does require **significant investment** from bus operators
- Stagecoach and Devon County Council have put in a bid – awaiting a decision from the DfT which will be in March 2024
- Proposal includes electrifying routes in both Exeter and North Devon

2) BSIP Capital Schemes Update



Agenda Item 7



- New bus lane (500m) between Gratton Way and Roundswell roundabout
- Improve bus journey times for services from Barnstaple towards Roundswell
- Priority for buses and taxis to avoid the queuing traffic, ensuring more reliable bus services onto the A39

Scheme	Update	Timings
Exeter		
New North Road - Bus Gate	Approved by Cabinet – contractors are being appointed	work will start late-Spring 2024
Cowick/Preston Street	Improvements to Preston St junction, traffic signalling and bus lane timings – consultation complete.	HATOC approval at January HATOC
Heavitree & Pinhoe corridors	Still in design phase – consultation to begin in February	Completion in 24/25 following consultation and Cabinet approval
Newton Abbot		
Highweek Street improvements	Improvements to junction layout and signalling to improve access and priority for buses.	Completion in 24/25 following consultation and Cabinet approval
North Devon		
Gratton Way Bus Gate, Roundswell	Approved by Cabinet – contractors are being appointed	Following approval, work will start in Summer 2024
Braunton Road	Consultation currently underway: Bus Services Improvement Plan (BSIP) in North Devon - Have Your Say	Completion in 24/25 following consultation and Cabinet approval
Barnstaple Rail Station – improved access for bus passengers	Approval given by DFT to move funds – now in design stage	Timeline TBC

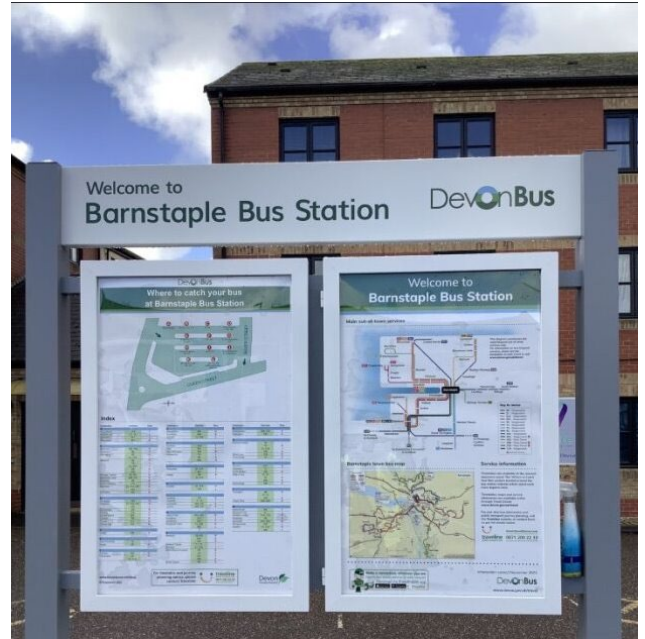
Bus Station Improvements	
Barnstaple	Site visit complete – works have started to replace shelters and update signage (see photos below).
Tavistock	Site visit complete – plan in progress to update signage, real time and cycle parking
Tiverton	Site visit pending
Countywide	
Street Lighting Upgrades	COMPLETE

Agenda Item 7

Bus Stop Infrastructure	£1M of investment – completed Y1 / Y2	Plan in place to spend remaining fund in Y2 & Y3
Bus Stop Multi-Modal Integration	<ul style="list-style-type: none"> • Drumbridges pilot project – HATOC approval – work to start spring/summer 2024 • Design proposal in place for Yelverton and Tavistock 	
Countywide Pinchpoint Scheme	Work underway on identified schemes	

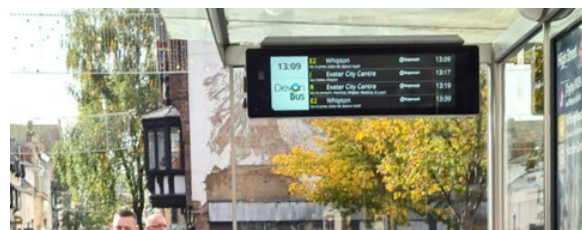
Barnstaple Bus Station

- Upgrades to shelters – replacement of perspex
- All signage replaced
- New real time signs will follow



Upgrades to Real Time Estate

20 screens going in imminently – mainly in Exeter. Longer term plan to replace existing estate. Following this we will identify new locations around the county.



Q&A

Q: May I request a reminder as to what the Braunton road scheme entails?

A: Improved bus priority coming into Barnstaple from Braunton. (this has now gone to consultation - full details are on the DCC "Have your say" website: [Bus Services Improvement Plan \(BSIP\) in North Devon - Have Your Say](#))

Q: regarding Barnstaple Rail Station; does improving access mean matching bus & train times? Particularly regarding East-the-Water services?

A: It is capital investment, so this means physical improvements at the rail station. Quite a few bus routes have been re-timetabled, improving connections. The main bus service between Bideford and Barnstaple is at a 15 minute frequency, which does link to rail services.

Q: In Exeter High Street, the screens are displaying timetabled information rather than real time information?

Agenda Item 7

A: We do not understand this as have seen real time on these screens - the limitation in the High Street could be when buses have just started their journey, so there is no previous vehicle tracking for the journey (DCC have since checked the system and provided evidence to the individual that the screens do in fact show real time information – this will, on occasion, default to scheduled information if real time information is not available)

Q: Will further bus/rail links be added in 2024?

A: We are always looking for opportunities to do more.

3) Update from Stagecoach (Peter Knight, Managing Director)

Headlines

- Reminded attendees whilst Stagecoach represent 90% of the bus market in Devon, there are other operators.
- Stagecoach had a very busy Christmas period with 5% increase in passenger numbers in the run up, compared to last year. Situation has improved regarding service reliability. However, it has been extremely challenging regarding current levels of congestion in Exeter causing punctuality to drop. Whilst the congestion problems have mainly been within the city, most services touch upon Exeter at some point so this causes delays across the county.
- From a service delivery standpoint, Stagecoach has a full complement of staff across the business and has made significant investment in driver recruitment and training to achieve this and ensure that services operate per the published timetables. However, the variable levels of traffic congestion do cause issues with services being operated punctually.
- The wider view and Government policy: The £2 fare cap runs until the end of December 2024 and Stagecoach are expecting to participate for this length of time. It has helped grow patronage and helps customers knowing their fare; therefore addressing uncertainty.

Q&A

Q: Any news on the new vehicles coming in the Spring? Is it dependent on winning the ZEBRA 2 bid?

A: 10 new diesel vehicles are still coming to Devon very shortly.

Q: Will new vehicles have audio announcements?

A: Yes, they will be equipped with next stop information and a hearing loop. This is a government requirement for any new passenger service vehicles which are purchased.

Q: Regarding usage increase, what is the percentage increase in Exeter? Also, £2 fare cap – what if people have to travel and change buses - are there thoughts on a through ticket system?

A: Percentage increase for Exeter was 6.9% in the 4 weeks running up to Christmas. Re the £2 Fare; this is for one single journey. There are barriers to technology regarding fare-capping and therefore enabling 2 hour tickets that allow multiple journey's in that timeframe. Stagecoach as a group are investigating options but it will not be achievable particularly quickly. If there are 2 bus journeys to a destination, plus 2 return journeys; then a day ticket or flexi-bundle may be the best value option.

Q: For many years, there was a half-hourly evening service in Exeter, now late evening is hourly on the 2, 5, 9 services. It is quite a sever drop to get back from an evening event.

A: It is challenging in the context of hourly services not being as attractive. However, there is also the challenge of a structural change post-covid and there are not as many people around in the evenings, coupled with inflationary increases with £40+/hour operating costs now. The economics don't warrant a more frequent service. Vehicles might look busy (eg from Exmouth) but would look a lot less busy if we halved the numbers onto a more regular service; but incurred twice the cost - it wouldn't necessarily generate more passengers. Stagecoach do tailor their service to actual travel patterns and therefore do review services regularly.

In conclusion, Cllr Andrea Davis (Chair) reminded all that we must use services or lose them.

4) Equality Impact Assessment Discussion – ZEBRA 2 Bid (Rachel Phillips)

- As part of our ZEBRA2 bid DCC, have conducted an equality impact assessment (EIA) to ensure due regard to the Public Sector Equality Duty (s149 Public Sector Equality Duty – Equality Act 2010), and how people with

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protected characteristics will benefit from the scheme and to ensure any possible negative impacts are mitigated early on.

- We must consider how ZEBRA 2 positively or negatively affects people.
- Rachel talked through the slides and EIA consultation completed so far and asked if anyone had anything to add.
- Comments from the discussion have now been incorporated into the EIA which will be published in due course with our ZEBRA2 bid.

5) Connecting You – project summary and update (Karen Rose, Devon County Council)

- Devon Connecting You final report was submitted to DfT at the beginning of November. There is an embargo on sharing it until DfT have had the opportunity to review all 12 pilots and release their report. This is anticipated to be February.
- Karen was able to share some examples of the life changing stories which the pilot received from the transport projects funded through the Connecting You pilot.
- There is no news of further DfT funding to address loneliness but some of the Connecting You projects have used their experience gained from this pilot to apply to other sources to continue their work.

A comment was made about the positive results from the pilot and suggested that social prescribing could be a good way to link people to public transport.

6) Questions from the Floor (raised in advance)

None received.

- Cllr Andrea Davis (acting Chair) thanked everyone for attending and reminded all that this meeting represents the end of the first year of the forum and we need to consider electing a new Chair. Nominations to rachel.phillips@devon.gov.uk please.
- Date of Next Meeting – 11th April 2024

