

Annual Local Waiting Restriction Programme

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

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

Recommendation: It is recommended that:

- (a) work on the annual waiting restrictions programme process for 2019/2020 is noted;**
- (b) the recommendations contained in Appendix II to this report are agreed.**

1. Background

A list of proposals for consideration for the South Hams HATOC Annual Waiting Restriction Review for 2019 was presented to this Committee on 5 April 2019. The specific details have been agreed with the appropriate local members and HATOC Chair and the traffic order has now been advertised.

2. Proposal

The agreed proposals have now been advertised and a summary can be found in Appendix I. The council has received responses to a number of the proposals.

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

3. Consultations

Following advertisement:

- Proposals which did not attract objections will be implemented without the need to report back to Committee.
- Proposals attracting objections and comments are detailed in Appendix II to this report. Plans of these proposals are included in Appendix III.

4. Financial Considerations

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

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

5. 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.

6. Equality Considerations

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

7. Legal Considerations

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

When making a Traffic Regulation Order it is the County Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, secures the expeditious, convenient and safe movement of traffic and provision of parking facilities. It is considered that the proposals comply with Section 122 of the Act as they practically secure the safe and expeditious movement of traffic in South Hams.

8. Risk Management Considerations

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

9. Public Health Impact

There is not considered to be any public health impact.

10. Reasons for Recommendations

The proposals rationalise existing parking arrangements within South Hams by:

- Enabling enforcement to be undertaken efficiently.
- Encouraging those working in the town 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 South Hams and therefore comply with S 122 of the Road Traffic Regulation Act 1984.

Meg Booth
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: Dartmouth & Marldon, Ivybridge, Kingsbridge, Salcombe, South Brent & Yealmpton and Totnes & Dartington

Local Government Act 1972: List of Background Papers

Contact for enquiries: Amy Garwood

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Background Paper	Date	File Ref.
None		

ag191119shh
sc/cr/Annual Local Waiting Restriction Programme
02 201119

Details of Proposals Advertised

Plan Reference	Electoral Division	Location	Town	County Councillor	Proposals	Statement of Reasons
ENV5714/001	Totnes & Dartington	Lownard Cross to Shinnars Bridge	Dartington	Jacqi Hodgson	Introduce No Waiting At Any Time	To prevent obstructive parking of the playing field vehicular access.
ENV5714/002	Dartmouth & Marldon	Anzac Street	Dartmouth	Jonathan Hawkins	Introduce No Waiting At Any Time	Replace the yellow boxes with the correct road marking to prevent inappropriate and obstructive parking.
ENV5714/003	Dartmouth & Marldon	North and South Embankment	Dartmouth	Jonathan Hawkins	Introduce No overnight Camper Van parking	To preserve the amenities of the area by preventing long term parking/storage of camper vans.
ENV5714/004	Ivybridge	Blachford Road	Ivybridge	Roger Croad	Introduce No Waiting At Any Time	To prevent inappropriate and obstructive parking.
ENV5714/005	Ivybridge	Bridge Cottages, Exeter Road	Ivybridge	Roger Croad	To include Bridge Cottages into Residents Parking Zone B	To correct omission error when original scheme was implemented.
ENV5714/006	Ivybridge	Crescent Road	Ivybridge	Roger Croad	Introduce No Waiting At Any Time	To prevent obstructive parking at pinch point.
ENV5714/007	Ivybridge	Leland Grove/ Marshall Drive/ Greenfield Drive	Ivybridge	Roger Croad	Introduce No Waiting At Any Time	To prevent inappropriate and obstructive parking.
ENV5714/008	Ivybridge	MacAndrew Walk/ Brunel Way	Ivybridge	Roger Croad	Introduce No Waiting At Any Time	To prevent inappropriate and obstructive parking.
ENV5714/009	Ivybridge	St Johns Road	Ivybridge	Roger Croad	Introduce No Waiting At Any Time	To ease congestion and assist with flow of traffic by preventing parked cars affecting the function of the traffic lights.
ENV5714/010	Ivybridge	St Peters Way	Ivybridge	Roger Croad	Introduce No Waiting At Any Time	To prevent inappropriate and obstructive parking.

Plan Reference	Electoral Division	Location	Town	County Councillor	Proposals	Statement of Reasons
ENV5714/011	Kingsbridge	Ashleigh Road/Balkwill Road	Kingsbridge	Julian Brazil	Introduce No Loading at Any Time	To ease congestion by preventing obstructive parking on junction at school drop off/pick up times.
ENV5714/012	Kingsbridge	Belle Cross Road	Kingsbridge	Julian Brazil	Introduce No Waiting	Introduce No Waiting at a pinch point to allow passage of the town bus.
ENV5714/013	Kingsbridge	Embankment Road & Highfield Drive	Kingsbridge	Julian Brazil	Change times to limited parking. Introduce extension of existing No Waiting At Any Time	Increase maximum stay times to provide more time for use of the leisure facilities or for shoppers to walk to the town centre. To improve visibility on the bend.
ENV5714/014	Kingsbridge	Estuary Edge, Embankment Road	Kingsbridge	Julian Brazil	Introduce No Waiting At Any Time	To prevent inappropriate parking obscuring visibility exiting private shared car park.
ENV5714/015	Kingsbridge	Henacre Road	Kingsbridge	Julian Brazil	Introduce No Waiting	Introduce No Waiting to allow passage of town bus.
ENV5714/016	Kingsbridge	Saffron Park	Kingsbridge	Julian Brazil	Introduce No Waiting At Any Time	To prevent inappropriate parking on bend and provide passing place.
ENV5714/017	Kingsbridge	Hurrell Road/ Higher Union Road	Kingsbridge	Julian Brazil	Introduce No Waiting At Any Time	To prevent inappropriate parking on inside of bend.
ENV5714/018	Dartmouth & Marldon	Higher Contour Road	Kingswear	Jonathan Hawkins	Introduce No Waiting At Any Time	To prevent obstructive parking at junction.
ENV5714/019	Salcombe	Brownston Street	Modbury	Rufus Gilbert	Remove section of No Waiting At Any Time	Amend Traffic Regulation Order to reflect the restrictions on the highway.
ENV5714/020	Salcombe	Galpin Street/ New Road	Modbury	Rufus Gilbert	Remove section of No Waiting At Any Time and introduce No Loading	To provide additional parking in this area and prevent obstructive parking.
ENV5714/021	Salcombe	Scalders Lane	Modbury	Rufus Gilbert	Introduce No Waiting At Any Time	To prevent inappropriate and obstructive parking.
ENV5714/022	South Brent & Yealmpton	Station Approach/ Vicarage Road	South Brent	Richard Hosking	Introduce No Waiting At Any Time	To prevent obstructive parking on bend and junction.

Plan Reference	Electoral Division	Location	Town	County Councillor	Proposals	Statement of Reasons
ENV5714/023	Totnes & Dartington	Between Staverton Bridge and Staverton level crossing	Staverton	Jacqi Hodgson	Introduce No Waiting At Any Time	To ease congestion on the road after level crossing gates open.
ENV5714/024	Salcombe	Various	Thurlestone	Rufus Gilbert	Convert all existing No Waiting 9am-6pm 01 Apr - 30 Sep to No Waiting At Any Time	To prevent inappropriate parking.
ENV5714/025	South Brent & Yealmpton	Fore Street	Yealmpton	Richard Hosking	Revoke No Waiting At Any Time	To increase parking by increasing length of limited waiting bay.
ENV5714/026	South Brent & Yealmpton	New Road/ Torr Hill	Yealmpton	Richard Hosking	Introduce No Waiting At Any Time	To prevent obstructive parking on bend.

Devon County Council
(Various Roads, South Hams)
(Waiting Restrictions) Amendment Order

Summary of Representations

Comment	Devon County Council (DCC) Response
ENV5714/003(A) – North & South Embankment, Dartmouth 4 respondents (2 residents of the West Midlands, 1 resident of South Town and 1 resident of Coombe Road)	
<p>Objections</p> <ul style="list-style-type: none"> 1 Respondent strongly disagrees with recommendations. Totally unfair on the motor-homers that are good upstanding citizens. <p>Support</p> <ul style="list-style-type: none"> 1 Respondent supports the proposals provided it is applied for all year round. <p>Comments</p> <ul style="list-style-type: none"> 1 Respondent states this is only a partial solution to a problem of people parking these vehicles along stretches of road in Dartmouth throughout Winter without moving them. 1 Respondent states the stretches of road identified in the order include lengths of road which are unrestricted in Winter. 1 Respondent asks will the order prevent long term parking during the Winter months? If it applies all year round that is ok. 1 Respondent states if the ban only applies to designated stretches of road the result is likely that these vehicles will just be left elsewhere in Dartmouth where they can be parked on the road. 1 Respondent states the blue badge holder uses the letter of the law to take summer motor caravan holidays in Dartmouth – whilst this may be the letter of the blue badge regulations it is not the spirit of the regulations. 1 Respondent states often a blue badge equipped motor caravan is parked for days at a time while the occupant gets a free holiday – the regulations need to ensure that this is legislated against. 1 Respondent states enforcement will always be an issue – there is no point in regulating against overnight parking of this class of vehicle unless it is enforced. 1 Respondent now visits several times a year in camper van with family member as unable to stay in rented flat due to stairs and states if proposals implemented this would put a stop to current activities i.e. family member's 6.30am run followed 	<p>Reason for proposal</p> <p>To preserve the amenities of the area by preventing long term parking/storage of camper vans.</p> <p>Officer comments</p> <p>The proposed restrictions will be all year and in all limited waiting parking bays along North and South Embankment.</p> <p>Blue badge regulations are not within the remit of the proposals and we cannot change these as they are decided by Department for Transport. However, blue badge holders will be permitted to park here for 3 hours as they would on any other yellow line.</p> <p>Vehicles parked in contravention may receive a Penalty Charge Notice (PCN). The times of operation allow enforcement activity to be conducted.</p> <p>The nearest campsite facilities are 2.2 miles from the South Embankment.</p> <p>There are a number of other limited waiting bays in close proximity to North and South Embankment, within the town that campervans may use as an alternative to park.</p> <p>Vans as described in the comments would not be considered a motorhome and would therefore not be subject to the proposed restrictions.</p>

Comment	Devon County Council (DCC) Response
<p>by breakfast in town and meeting friends for dinner in the evening. If campsite used would not be allowed back into town before 9.00am.</p> <ul style="list-style-type: none"> • 1 Respondent appreciates that there is a need to legislate to prevent abuse of hospitality but could a time restriction of 7 days no return for 28 days be implemented to allow genuine tourists into town but banning those that would abuse it. • 1 Respondent comments a plain white van (same size as motorhome) arrived overnight. Driver bedded down on a mattress. At 5am ran engine for an hour to warm up adding to pollution. This van would be allowed to park under the new rules whereas a fully equipped motorhome would be banned. • 1 Respondent comments two vans definitely stay too long and are abusing the town's generous hospitality (although now left the area and nowhere to be seen) – understand order is to stop this happening again but to totally ban everyone for the selfish attitude of two people is very unfair. • 1 Respondent comments motor-homers have money to spend. By putting the ban so early in the evening you are making anyone who wants an evening meal go elsewhere and when businesses are struggling in this climate is this wise? • 1 Respondent comments do not take the easy option and ban everyone as in this day and age tourists have a lot to offer. <p>Suggestions</p> <ul style="list-style-type: none"> • 1 Respondent suggests the ban needs to cover all areas of on road parking • 1 Respondent suggests a 2 or 3 night maximum limit – this is done successfully in Council run car parks in Appledore, Torrington, Bideford and Westward Ho! • 1 Respondent suggests limit the parking to the top of North Embankment by the higher ferry. There are no properties overlooking there and Coronation Park acts as a great buffer – hardly noticeable to the locals. • 1 Respondent suggests as most people would be happy to pay for parking another option is to sell a 2/3 day pass at the Tourist Information Centre. £5/day would definitely discourage anyone who is after a long-term stay giving genuine Dartmouth lovers a chance to stay and not feel punished for the selfish actions of others. 	
<p>Recommendation: Further investigation on impact to the community required and the matter should be delegated to the Chief Officer for Highways, Infrastructure, Development & Waste in consultation with the Local County Councillor and Chair.</p>	

Comment	Devon County Council (DCC) Response
ENV5714/004(A) – Blachford Road, Ivybridge 1 Respondent (Resident of Bittaford Terrace)	
Objections <ul style="list-style-type: none"> • Objects to proposals Comments <ul style="list-style-type: none"> • Feels this will force people who work in the town to park in other places putting pressure on residential areas. • Do not understand how introducing this restriction will help reduce traffic in this road as the road is not wide enough for two cars to pass at all points. • Parking in Ivybridge is already limited for people who cannot afford to park in the car parks and this will limit people even further. 	Reason for proposal. To prevent inappropriate and obstructive parking. Officer comments The proposed restriction in this location is to prevent parking on a section of highway that should not be parked on, as it is in front of dropped kerbs for access to properties.
Recommendation: Proceed as advertised.	

Comment	Devon County Council (DCC) Response
ENV5714-006(A) Crescent Road, Ivybridge 7 Respondents (1 Resident of Bittaford Terrace, 4 Residents of Crescent Road & 2 Residents of Park Street)	
Objections <ul style="list-style-type: none"> • 1 Respondent objects to proposals. • 1 Respondent strongly objects to proposals – the necessity, citing a “pinch point” is not borne out by measurement and is illusory. • 1 Respondent very concerned and surprised at proposals. • 2 Respondents concerned about proposals Comments <ul style="list-style-type: none"> • 1 Respondent feels this will force people who work in the town to park in other places putting pressure on residential areas. • 1 Respondent states parking in Ivybridge is already limited for people who cannot afford to park in the car parks and this will limit people even further • 3 Respondents have lived in Crescent Road for a very long time and have never seen or experienced traffic hold-ups in this section of Crescent Road. • 1 Respondent comments traffic problems arise at east end of Beacon Road at its junction with Station Road where unrestricted parking on both sides of this junction regularly create a dangerous chicane with single lane traffic and poor visibility. • 1 Respondent comments that as it stands the proposal will deprive 2 houses of on-street parking, one of which has no off-road parking at all but will contribute nothing to traffic flow, there is no congestion at the south-west end of this road by the Beacon Road junction. • 1 Respondent states the width of the carriageway varies between 4.8m and 5.0m. 	Reason for proposal. To prevent obstructive parking at pinch point. Officer comments Devon County Council have received complaints from the farmers, have photographic evidence and when undertaking a site visit in April we noted obstruction of the carriageway due to a parked vehicle. Devon County Council were only requested to consider restrictions on this section of Beacon Road. Additional locations can be requested via the Town Council or County Councillor. The current width and alignment of Station Road together with vehicles parking to access the Public Right of Way and foundation stones in the wall on the opposite side make this route inappropriate for large vehicles. Station Road is not a designated route for agricultural vehicles or HGVs. Beacon Road is the most appropriate

<ul style="list-style-type: none"> • 1 Respondent comments currently one small hatchback is parked with any regularity outside Moat House as others are tradesmen and occasional visitors. Traffic including heavy farm vehicles, if slowed, are never obstructed and no car has ever been asked to be moved even for large hay lorries with trailers. • 1 Respondent comments the current arrangement should be welcome in deterring inappropriate and excess speed often seen on this downhill stretch of Crescent Road. This is to the benefit not only to the houses with direct access on to the road but also to the Beacon Road junction traffic. • 1 Respondent comments the slowing of this traffic increases the safety of pedestrians and dog walkers, regularly crossing this wide junction to access Long Timber Woods. • 1 Respondent comments they are unaware of any traffic incidents at the Crescent/Beacon Road junction as opposed to a recent accident at the junction of Beacon Road/Station Road. • 1 Respondent comments these proposals will cause great inconvenience to Moat House and to property opposite which has no formal alternative parking. • 1 Respondent comments small number of residential parked cars act as traffic calming reducing traffic speeds significantly. • 1 Respondent comments the only time there are problems is when farm traffic try and use this section (harvesting contractors run through here in convoy and at speed). Their designated route through this area is via "Station" and "Beacon" road deliberately designed to alleviate the safety conflict and damage between this narrow residential road and the increasingly oversized farm vehicles being used. There has always been farm traffic here, but problem has only occurred in last few years. • 1 Respondent comments the proposals will have no effect on traffic flow as road is narrow over its entire length. • 1 Respondent comments this is not the route designated for HGV and oversized farm vehicles and nothing should be done to encourage this. • 2 Respondents comments there is no pinch point; normal traffic flows very well and safely as it stands. • 1 Respondent comments the proposals will cause displacement in adjacent areas. • 1 Respondent comments the proposals have an unreasonable and disproportionate affect on the two properties adjacent to the restrictions causing a substantial devaluation of their properties – especially relevant to 'Cresta' which has no off-street parking. It is grossly unfair to expect these owners to be victimised for this scheme. 	<p>route to take due to the number of parked vehicles and the subsequent width of the road.</p> <p>Subject to not causing obstruction of the highway, motorists are permitted to load and unload on double yellow lines.</p> <p>It is not the responsibility of the authority to provide parking spaces on the public highway, it is to ensure the free flow of traffic.</p> <p>Vehicles are able to park where it is safe and legal and does not cause an obstruction.</p>
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- 2 Respondents concerned that the proposed double yellow lines would prevent elderly relative being picked up/dropped home.
- 1 Respondent concerned that proposals would mean parking further away from elderly relative's property when assisting with recyclable garden waste. Proposals would mean carrying the waste along the road (logical place to park would be on opposite side of Beacon Road junction) and would likely mean that I would be forced to cross a wide junction to dispose of waste in a responsible manner.
- 1 Respondent confused as to why restrictions proposed on Crescent Road – it is a minor road which just gives access to the properties along it.
- 1 Respondent comments in the 35 years they have been parking outside "Cresta" they have not had an issue with vehicles not being able to get by and have never been asked to move.
- 1 Respondent concerned that if elderly relative requires carers in the future where would they park?
- 1 Respondent can see no reason for proposals on Beacon Road. Road is excessively wide here and has minimal traffic so could never be considered a pinch point.
- 1 Respondent comments they have no off-road parking and proposals will take away the option for parking without providing any alternative.
- 1 Respondent states their property will be virtually unsaleable.
- 1 Respondent feels they are being treated unfairly as restrictions will only be outside their property. The proposals will follow their boundary and the road opposite, the entire remainder of the road being unaffected – what will this achieve?
- 1 Respondent thinks access and convenience issues this will cause them are unreasonable especially as there are no major problems, but it will significantly affect quality of life and have a large financial impact.

Suggestions

- 1 Respondent suggests if traffic order were amended to simply replace "Crescent Road" with "Station Road" it would make complete sense and is wondering if there has been a drafting error.
- 1 Respondent suggests traffic flow would be better served with parking restrictions at its north-east end at the junction with Station Road where walkers frequently park cars that obstruct this junction requiring a 3-point turn from Crescent Road into Station Road and vice versa.
- 1 Respondent respectfully suggests that the imposition of double yellow lines to the part of Crescent Road outside the Moat House is

unnecessary and that priority should be given to congested local roads.	
Recommendation: Proceed as advertised and monitor.	

Devon County Council (DCC)	
Comment	Response
ENV5714/007(A) – Leland Grove/Marshall Drive/Greenfield Drive, Ivybridge 4 respondents (1 resident of Marshall Drive, 1 resident of Leland Grove, 1 resident of Greenfield Drive and 1 resident of Bittaford Terrace)	
<p>Objections</p> <ul style="list-style-type: none"> 1 Respondent objects to the proposals <p>Comments</p> <ul style="list-style-type: none"> 1 Respondent feels this will force people who work in the town to park in other places putting pressure on residential areas. 1 Respondent feels parking in Ivybridge is already limited for people who cannot afford to park in the car parks and this will limit people even further. 1 Respondent comments they find it difficult to understand that the Council is considering resident parking permits to resolve minor local issues or possible danger to persons. 1 Respondent concerned that proposals for Leland Grove/Marshall Drive (easterly) will displace cars to park next to their property. It makes sense to place lines on both sides of the junction i.e. easterly and westerly to prevent junction parking. 1 Respondent asks why these parking restrictions are being put in place at end of Greenfield Drive and Leland Grove. They appear to have no practical benefit to the walking public for safety or drivers exiting/entering the named roads? 1 Respondent comments about more serious traffic problems along Ermington Road outside the industrial estate and David Mays Motors – vehicles parked along this road are dangerous to other road users and should not be parked on the road. Vehicles along this road that are either untaxed or no MoT. Do Not Park sign is never enforced. This road should be no waiting with either single or double yellow lines with a restriction enforced. <p>Suggestions</p> <ul style="list-style-type: none"> 1 Respondent suggests if restrictions should be implemented to gain a safer free flowing traffic situation Permit Parking on the estate of The Paddocks, Greenfield Drive, Marshall Drive and Leland Grove could be introduced. 	<p>Reason for proposal</p> <p>To prevent inappropriate and obstructive parking.</p> <p>Officer comments</p> <p>Presence of dropped kerbs can be enforced by CEO or police</p> <p>The purpose of the restrictions at the end of Greenfield Drive and Leland Grove is to protect the pedestrian dropped kerb.</p> <p>Initial request was to consider restrictions in the areas identified. Additional locations can be requested via the Town Council or County Councillor.</p>
Recommendation: Proceed as advertised and monitor.	

Comment	Devon County Council (DCC) Response
ENV5714/008(A) – MacAndrew Walk/Brunel Way, Ivybridge 1 respondent (1 resident of Bittaford Terrace)	
<p>Objections</p> <ul style="list-style-type: none"> • Objects to the proposals. <p>Comments</p> <ul style="list-style-type: none"> • Feels this will force people who work in the town to park in other places putting pressure on residential areas. • Parking in Ivybridge is already limited for people who cannot afford to park in the car parks and this will limit people even further. 	<p>Reason for proposal</p> <p>To prevent inappropriate and obstructive parking.</p> <p>Officer comments</p> <p>This is a residential street and the restrictions will prevent parking on a junction that causes issues for those turning.</p> <p>The comments are not relevant to the proposal.</p>
Recommendation: Proceed as advertised.	

Comment	Devon County Council (DCC) Response
ENV5714/009(A) – St Johns Road, Ivybridge 1 respondent (1 resident of Bittaford Terrace)	
<p>Objections</p> <ul style="list-style-type: none"> • Objects to the proposals. <p>Comments</p> <ul style="list-style-type: none"> • Feels this will force people who work in the town to park in other places putting pressure on residential areas. • Parking in Ivybridge is already limited for people who cannot afford to park in the car parks and this will limit people even further. 	<p>Reason for proposal</p> <p>To ease congestion and assist with flow of traffic by preventing parked cars affecting the function of the traffic lights.</p> <p>Officer comments</p> <p>The proposed restrictions are to ease congestion associated with parked vehicles on the approach to the signalised junction.</p> <p>The existing advanced loops which detect vehicles on the approach to the traffic lights are currently parked on creating false demand for St Johns Road and therefore delays on Western Road, the proposals will address this false demand.</p>
Recommendation: Proceed as advertised.	

Comment	Devon County Council (DCC) Response
ENV5714/010(A) – St Peters Way, Ivybridge 1 respondent (1 resident of Bittaford Terrace)	
Objections <ul style="list-style-type: none"> Objects to the proposals. Comments <ul style="list-style-type: none"> Feels this will force people who work in the town to park in other places putting pressure on residential areas. Parking in Ivybridge is already limited for people who cannot afford to park in the car parks and this will limit people even further. 	Reason for proposal To prevent inappropriate and obstructive parking. Officer comments This is a residential street and the restrictions will prevent parking at a pinch point and improves visibility for vehicles coming up to the pinch point and coming out of the junctions. The comments are not relevant to the proposal.
Recommendation: Proceed as advertised.	

Comment	Devon County Council (DCC) Response
ENV5714/011(A) – Ashleigh Road/Balkwill Road, Kingsbridge 1 respondent (Kingsbridge Town Council)	
Support <ul style="list-style-type: none"> Supports the proposals. 	Reason for proposal To ease congestion by preventing obstructive parking on junction at school drop off/pick up times. Officer comments Noted.
Recommendation: Proceed as advertised.	

Comment	Devon County Council (DCC) Response
ENV5714/012(A) – Belle Cross Road, Kingsbridge 5 respondents (3 residents of Belle Cross Road, 1 resident of Church Street and Kingsbridge Town Council)	
Objections <ul style="list-style-type: none"> 1 Respondent objects to the proposals. If implemented, then ability to maintain operation of holiday let will cease. Support <ul style="list-style-type: none"> 2 Respondents support the proposals. Comments <ul style="list-style-type: none"> 2 Respondents comment proposals will force the end of the ability to offer the property for let. During this time it has contributed positively to the local community by being operated as a holiday let it has supported many business interests in the area both directly and indirectly. 	Reason for proposal Introduce No Waiting at a pinch point to allow passage of the town bus. Officer comments The hedge and bank at this location when inspected were not impeding or over growing into the road, there was no evidence of 2 sets of double yellow lines. However, it is agreed that there is sufficient width for the bus to get through as long as vehicles park

Comment	Devon County Council (DCC) Response
<ul style="list-style-type: none"> • 1 Respondent accepts that parking and access to this particular area is an issue. • 1 Respondent states in their opinion the current and present restrictions are perfectly adequate and the lack of enforcement and flagrant disregard by road users is the direct cause. Addressing the direct cause as opposed to introducing additional rules and signage that will almost certainly be ignored will not address the direct cause and issue and furthermore remove a valuable contributor to the local area. • 1 Respondent comments in the last 2 years the Council has renewed the present double yellow line restrictions opposite this location running parallel to the school boundary. The boundary has been allowed to significantly overgrow and cause narrowing of the road. The double yellow lines have been covered by undergrowth and the Council has just repainted another set alongside the originals. If the boundary was restored it would uncover the original lines and we would have 4 yellow line markings. • 1 Respondent comments the proposals, exacerbated by the fact there are few additional on road parking options in immediate locality will impact directly on the appeal of the venue as a holiday destination, making it uneconomic to run as a holiday home as a result of the reduced bookings that will be a consequence of this decision. • 2 Respondents comment it is accepted proposals are close to a primary school with the inevitable traffic congestion at school times but cannot see how such an alteration to parking restrictions will be of benefit as it will cause displacement/bottlenecks further up the lane. • 1 Respondent comments any existing congestion is of a relatively short duration, but the proposals would not appear to resolve the short-term congestion caused by the school and further limits parking in a residential lane with few available parking areas. • 1 Respondent comments this will cause displacement. • 1 Respondent comments property is mainly rented out during school holidays and weekends so has little impact on this time frame, so the proposals seem to be of no use. <p>Suggestions</p> <ul style="list-style-type: none"> • 1 Respondent suggests the Council consider enforcement of the existing rules and simply restore the correct road width boundary. 	<p>sensibly. It would be prudent for the Town Council to liaise with residents and the school with parents that park here, to ensure they park considerately to prevent issues for the bus.</p> <p>Liaison with the school is required to ensure they keep the hedge cut back to allow maximum width of the road.</p>

Comment	Devon County Council (DCC) Response
<ul style="list-style-type: none"> 1 Respondent suggests if parking restrictions have to be introduced as a compromise, they are confined to school times. 	
Recommendation: Drop proposals and monitor situation to ensure school maintains the hedge to provide maximum width for bus to get through.	

Comment	Devon County Council (DCC) Response
ENV5714/013(A) – Embankment Road & Highfield Drive, Kingsbridge 1 respondent (Kingsbridge Town Council)	
Support <ul style="list-style-type: none"> Supports the proposals. 	Reason for proposal Increase maximum stay times to provide more time for use of the leisure facilities or for shoppers to walk to the town centre. To improve visibility on the bend. Officer comments Noted.
Recommendation: Proceed as advertised.	

Comment	Devon County Council (DCC) Response
ENV5714/014(A) – Embankment Road, Kingsbridge 3 respondents (Kingsbridge Town Council)	
Support <ul style="list-style-type: none"> Support the proposals. 	Reason for proposal To prevent inappropriate parking obscuring visibility exiting private shared car park. Officer comments Noted.
Recommendation: Proceed as advertised.	

Comment	Devon County Council (DCC) Response
ENV5714/015(A) – Henacre Road, Kingsbridge 3 respondents (1 resident of Henacre Road, 1 resident of Belle Cross Road and Kingsbridge Town Council)	
<p>Objections</p> <ul style="list-style-type: none"> 2 Respondents object to proposals. <p>Support</p> <ul style="list-style-type: none"> 1 Respondent supports the proposals. <p>Comments</p> <ul style="list-style-type: none"> 1 Respondent asks why should we all be penalised for the odd inconsiderate person's parking. 1 Respondent comments this will cause displacement. 1 Respondent comments the road above (also Henacre Road) is far worse for passing as majority of vehicles are parked on both sides of the road with no room for the lower part of Henacre Road to park so where are we supposed to park? 1 Respondent comments South Hams HATOC on 5 April 2019 had considered and approved progression of the introduction of no waiting at various pinch points to allow passage of the town bus. However, these proposals report restrictions for an uninterrupted length of Henacre Road. Members recommended single yellow lines at 2 or 3 locations only at 9.30am-3pm along Henacre Road to replace the current order to provide passing places. <p>Suggestions</p> <ul style="list-style-type: none"> 1 Respondent suggests making the pavements smaller which will make the road wider and safer for bigger vehicles to pass through safely. Most people park on the pavement to allow bigger vehicles to pass through and to protect their cars from losing wing mirrors as people drive this road at speed. 1 Respondent suggests sleeping policemen for traffic calming. 	<p>Reason for proposal</p> <p>Introduce No Waiting to allow passage of town bus.</p> <p>Officer comments</p> <p>There are no pinch points along Henacre Road, this was an error in wording in the original report. There are no comments in the HATOC minutes suggesting lines at a few locations.</p> <p>According to DfT's Manual for Streets, the typical width of a car and its wing mirrors is 2.0m, the width of a minibus and wing mirrors is 2.4m, it is therefore not feasible to allow parking on both sides of Henacre Road and the width of the remaining highway to be sufficient for the bus to get through.</p> <p>Devon County Council promotes green and healthier travel, we would not seek to make the footways narrower and therefore a less desirable option for pedestrians.</p> <p>It is not the responsibility of the authority to provide parking spaces on the public highway, it is to ensure the free flow of traffic.</p>
Recommendation: Proceed as advertised.	

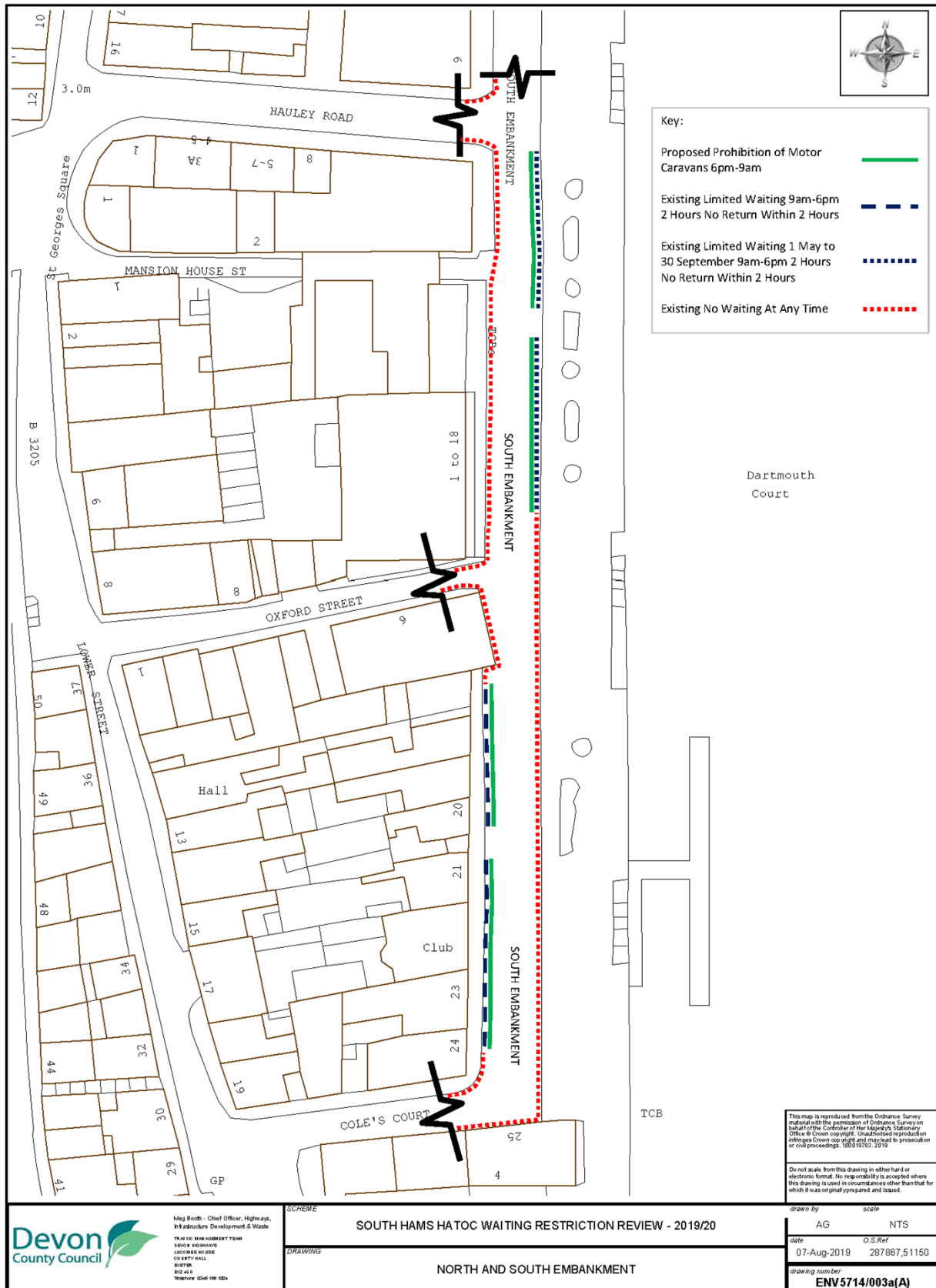
Comment	Devon County Council (DCC) Response
ENV5714/016(A) – Saffron Park, Kingsbridge 1 respondent (Kingsbridge Town Council)	
<p>Support</p> <ul style="list-style-type: none"> Support the proposals. 	<p>Reason for proposal</p> <p>To prevent inappropriate parking on bend and provide passing place.</p> <p>Officer comments</p> <p>Noted.</p>
Recommendation: Proceed as advertised.	

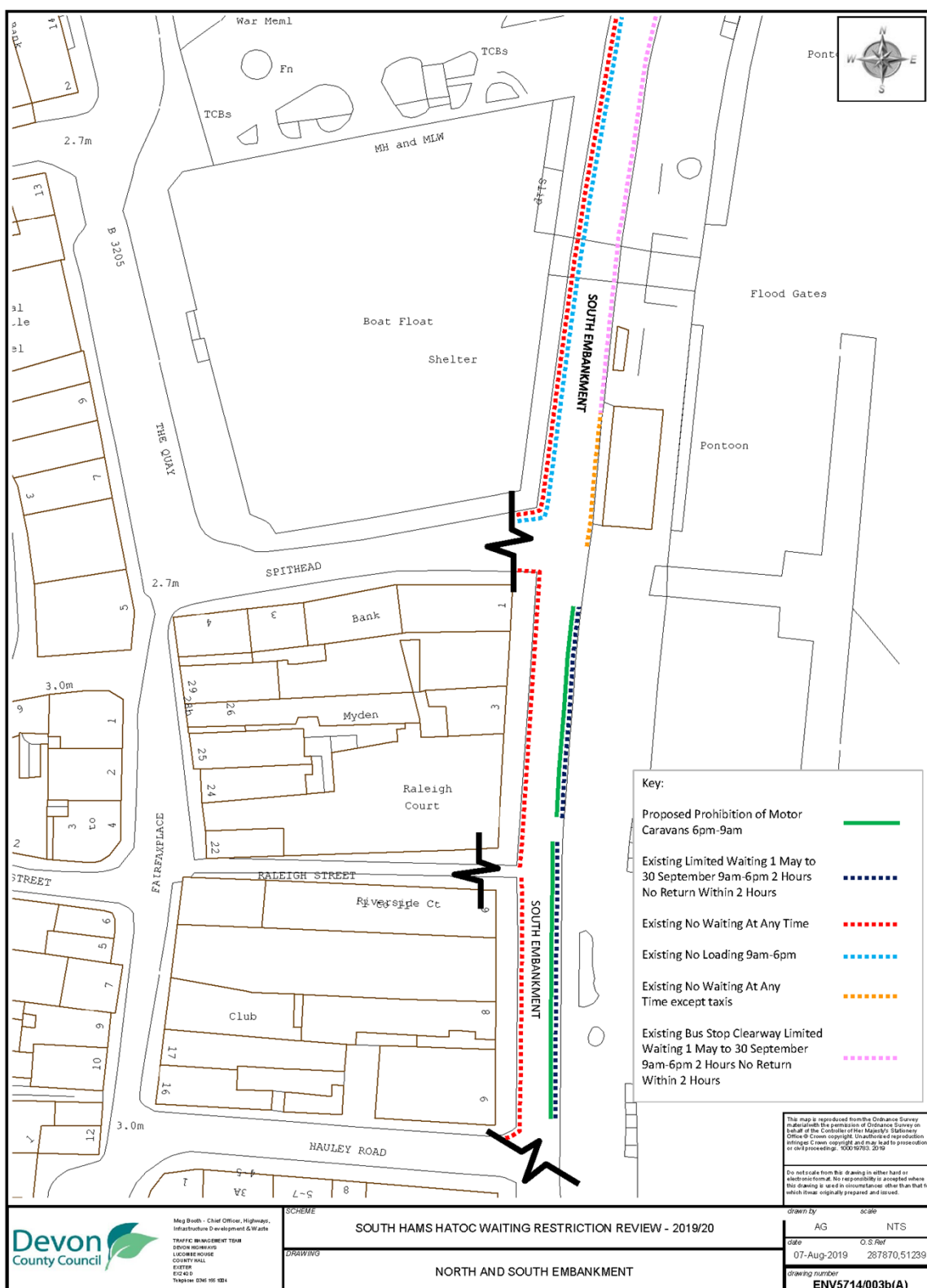
Comment	Devon County Council (DCC) Response
ENV5714/017(A) – Hurrell Road/Higher Union Road, Kingsbridge 1 respondent (Kingsbridge Town Council)	
Support <ul style="list-style-type: none"> Supports the proposals. 	Reason for proposal To prevent inappropriate parking on inside of bend. Officer comments Noted.
Recommendation: Proceed as advertised.	

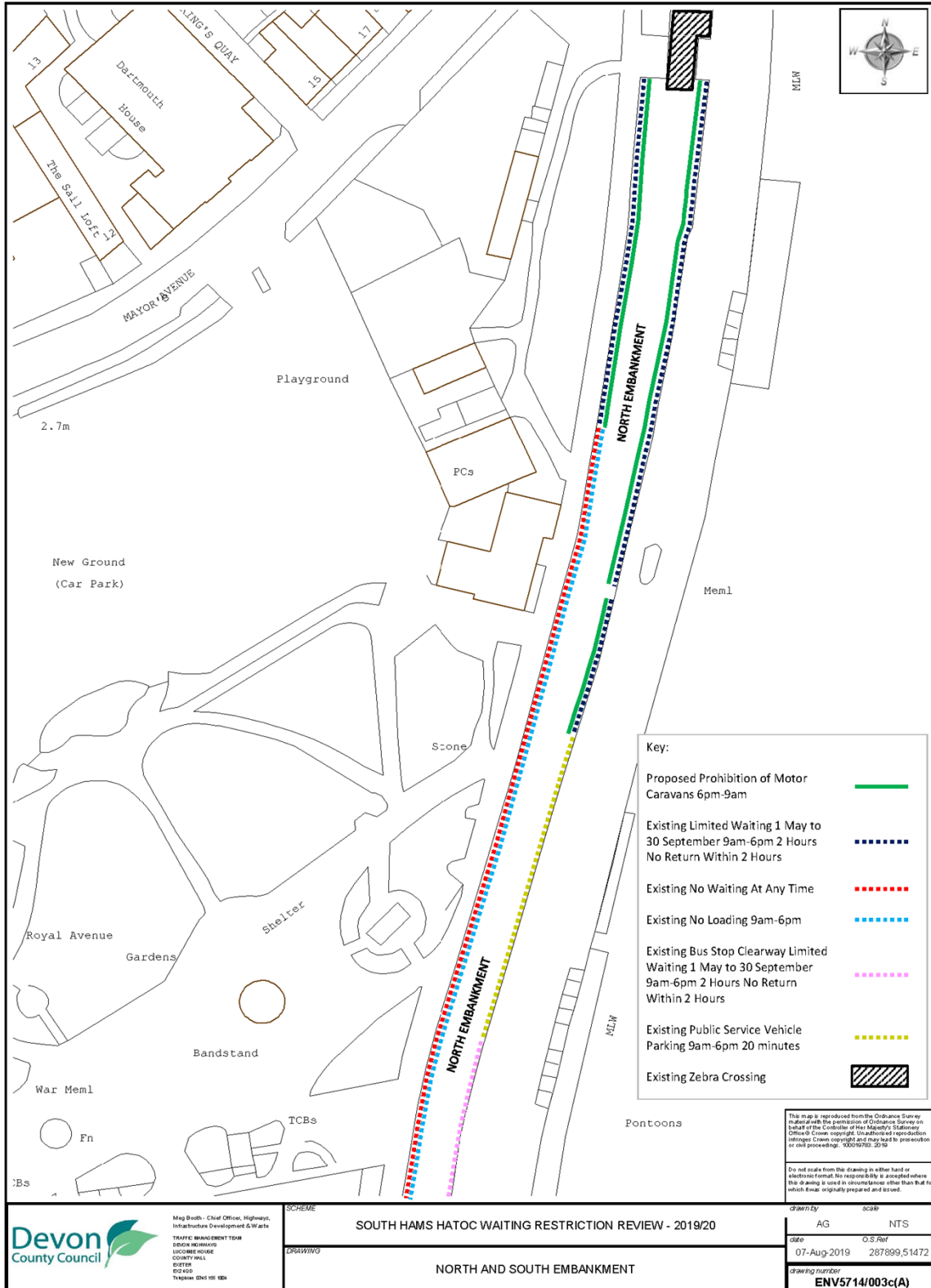
Comment	Devon County Council (DCC) Response
ENV5714/023(A) – Huxhams Cross to Staverton Bridge, Staverton 1 respondent (1 resident of Dartington)	
Objections Objects to proposals on east side of Staverton Bridge between the bridge and railway station. Comments <ul style="list-style-type: none"> East side of Staverton Bridge between the bridge and railway station is popular area for people to park and enable access to the riverside path provided by Staverton Parish Council. There is no alternative parking available for access to this path – restricting parking would be of a great disadvantage to those wishing to use the path. The area is naturally slow because of the railway level crossing and one-way bridge. Slow means safe. Why restrict parking here? To speed up traffic flow as this could be hazardous to pedestrians? As this is an AONB painting yellow lines would mean urbanisation and an eye sore. There is no alternative parking provided for access to this important local beauty spot. Please leave well alone. 	Reason for proposal To ease congestion on the road after level crossing gates open. Officer comments Space for approximately 2 to 3 vehicles has been left to allow people access to the path. The restrictions are only proposed where necessary to prevent vehicles being parked where they block access to the bridge especially when traffic is released after the level crossing barriers are raised. This is a narrow section of road and drivers must approach the bridge with care to ensure they do not hit the posts, making it difficult to have increased speeds on this short section. The lines will be marked as sympathetically as possible to preserve the sensitive nature of the area. Lines are deep cream and only 50mm wide each.
Recommendation: Proceed as advertised.	

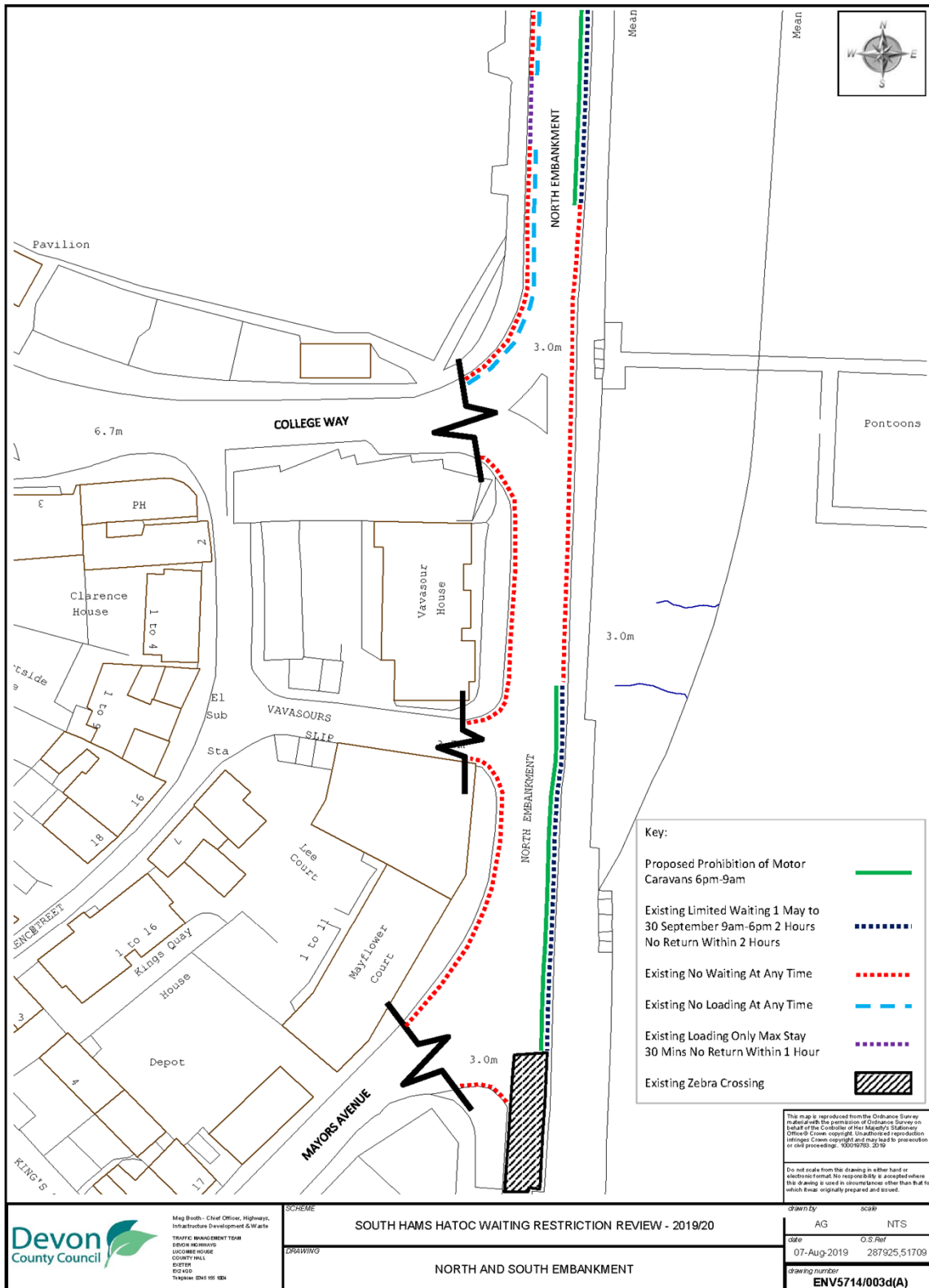
Comment	Devon County Council (DCC) Response
ENV5714/024(A) – Various, Thurlestone 3 respondents (2 residents of South Milton and South Hams District Council)	
<p>Support</p> <ul style="list-style-type: none"> 2 Respondents fully support the proposals. <p>Comments</p> <ul style="list-style-type: none"> 1 Respondent comments short term parking at least out of season and after hours should be permitted outside the public toilets across the road from the golf club and next door to and immediately north west of the pumping station. There is a small pull in here and the road is wide enough not to be obstructed by a parked vehicle. 	<p>Reason for proposal</p> <p>To prevent inappropriate parking.</p> <p>Officer comments</p> <p>The “pull in” is directly opposite the junction, it would not be appropriate to allow parking in this location. There is potential for vehicles to block the access to the public toilets or pumping station and there is on street unrestricted parking available opposite.</p>
Recommendation: Proceed as advertised.	

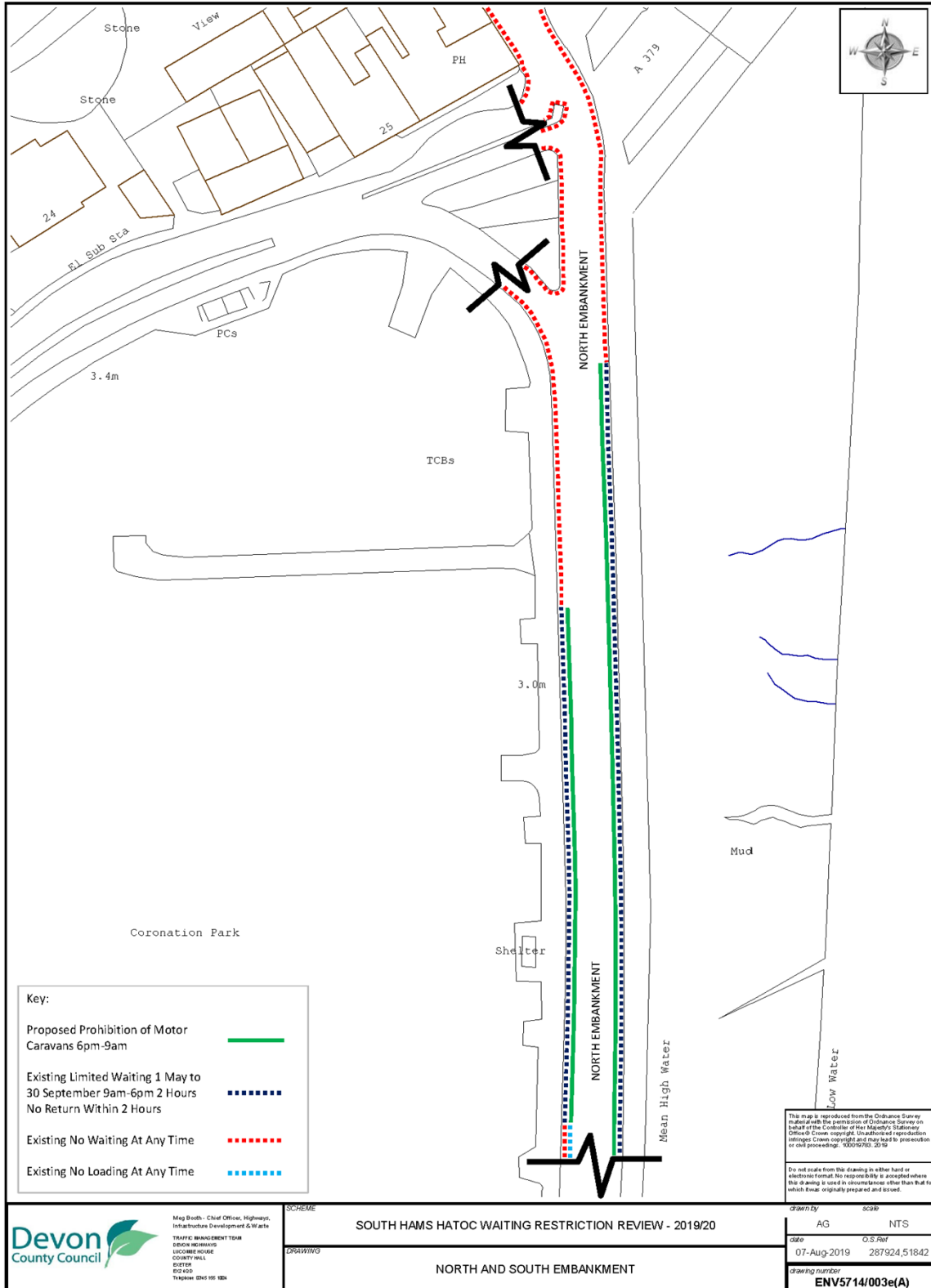
Appendix III To HIW/19/104

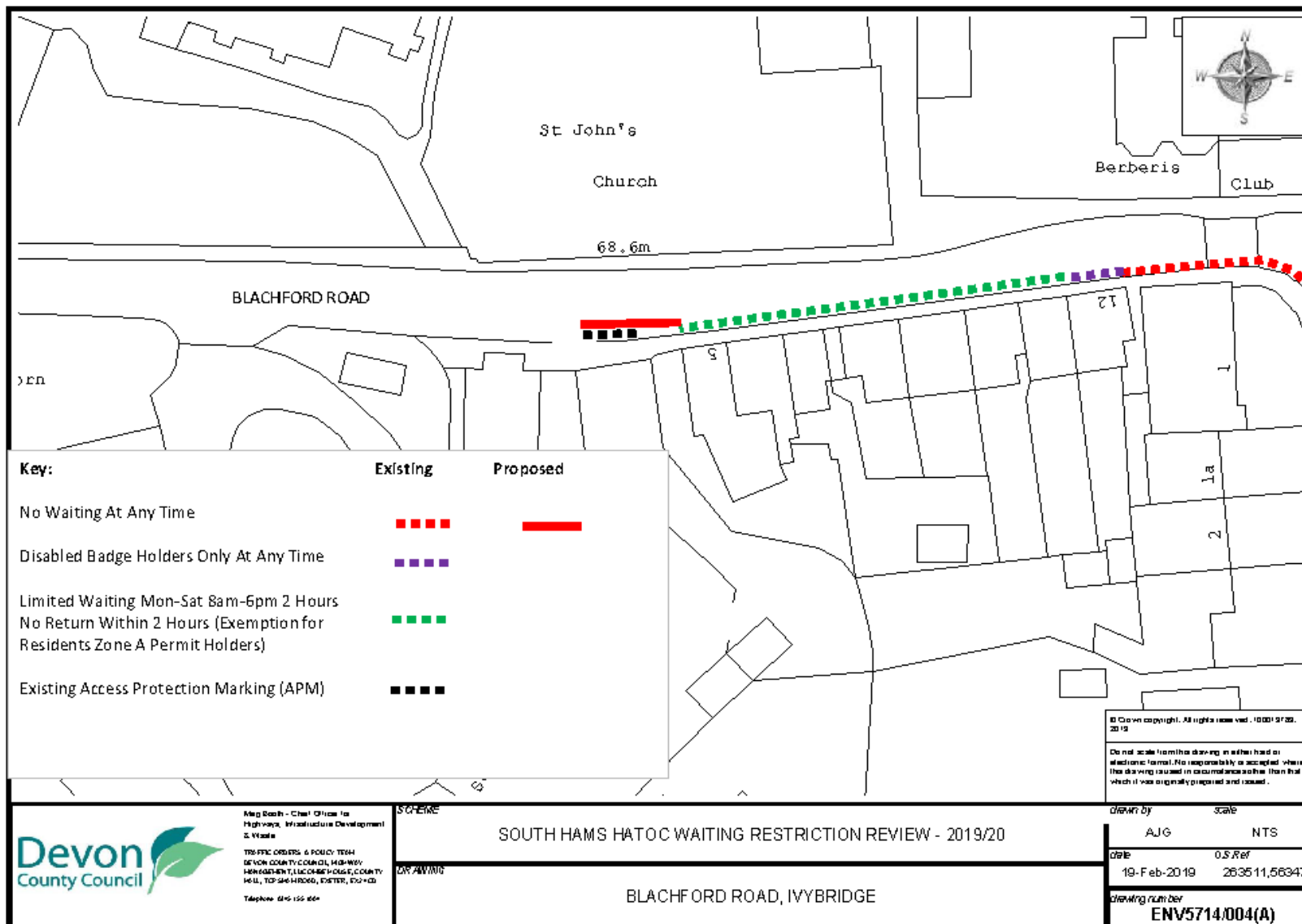


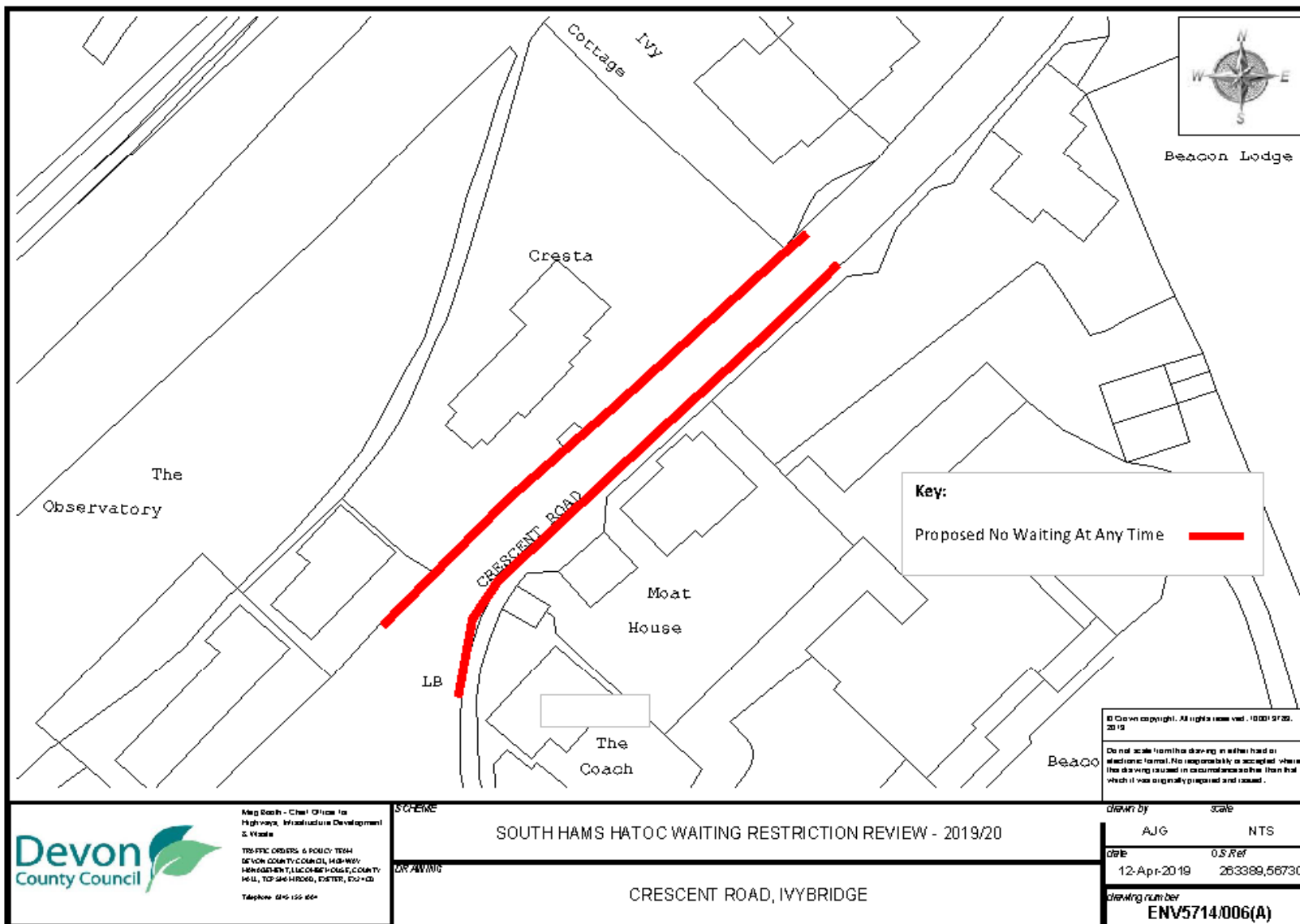


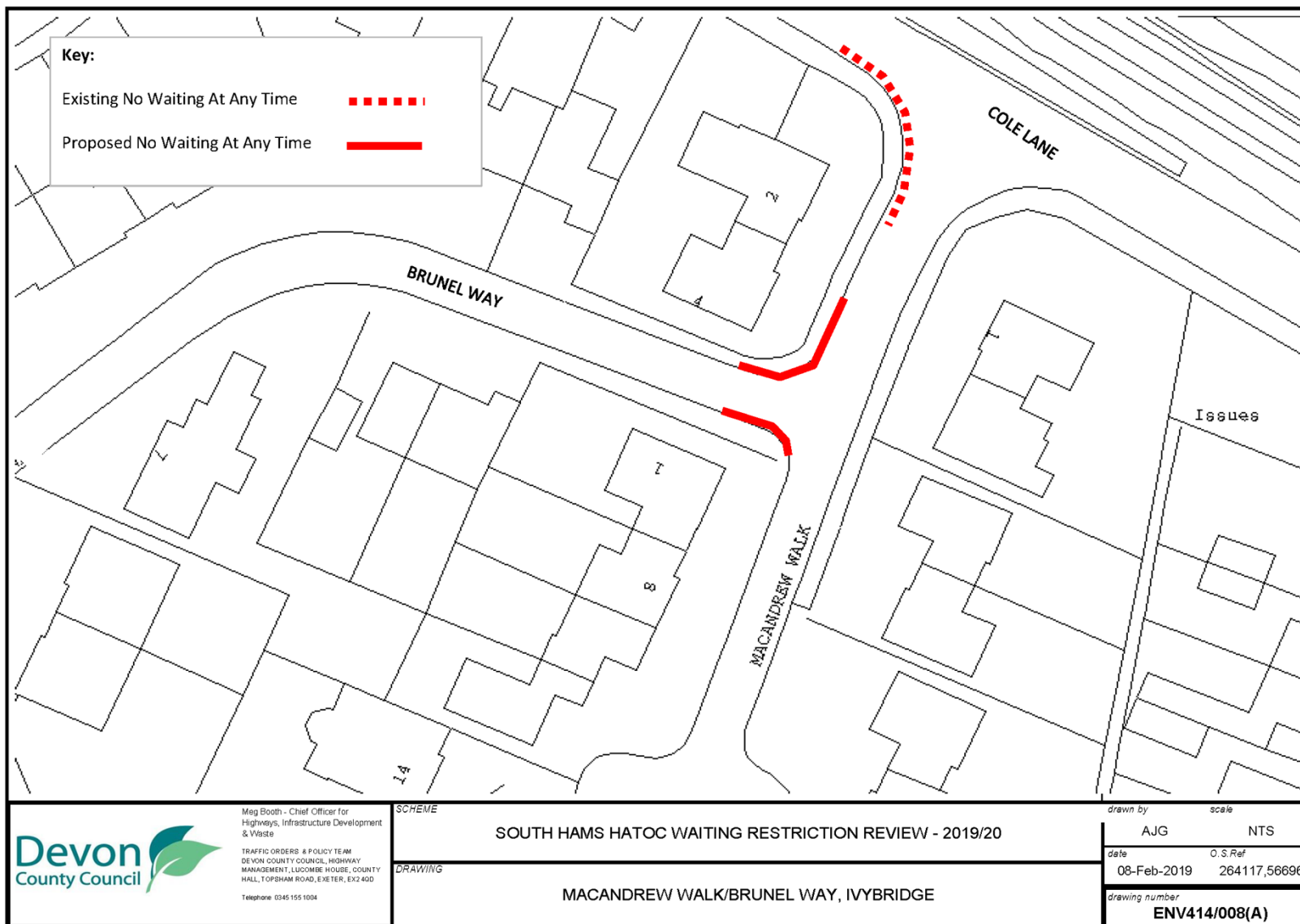


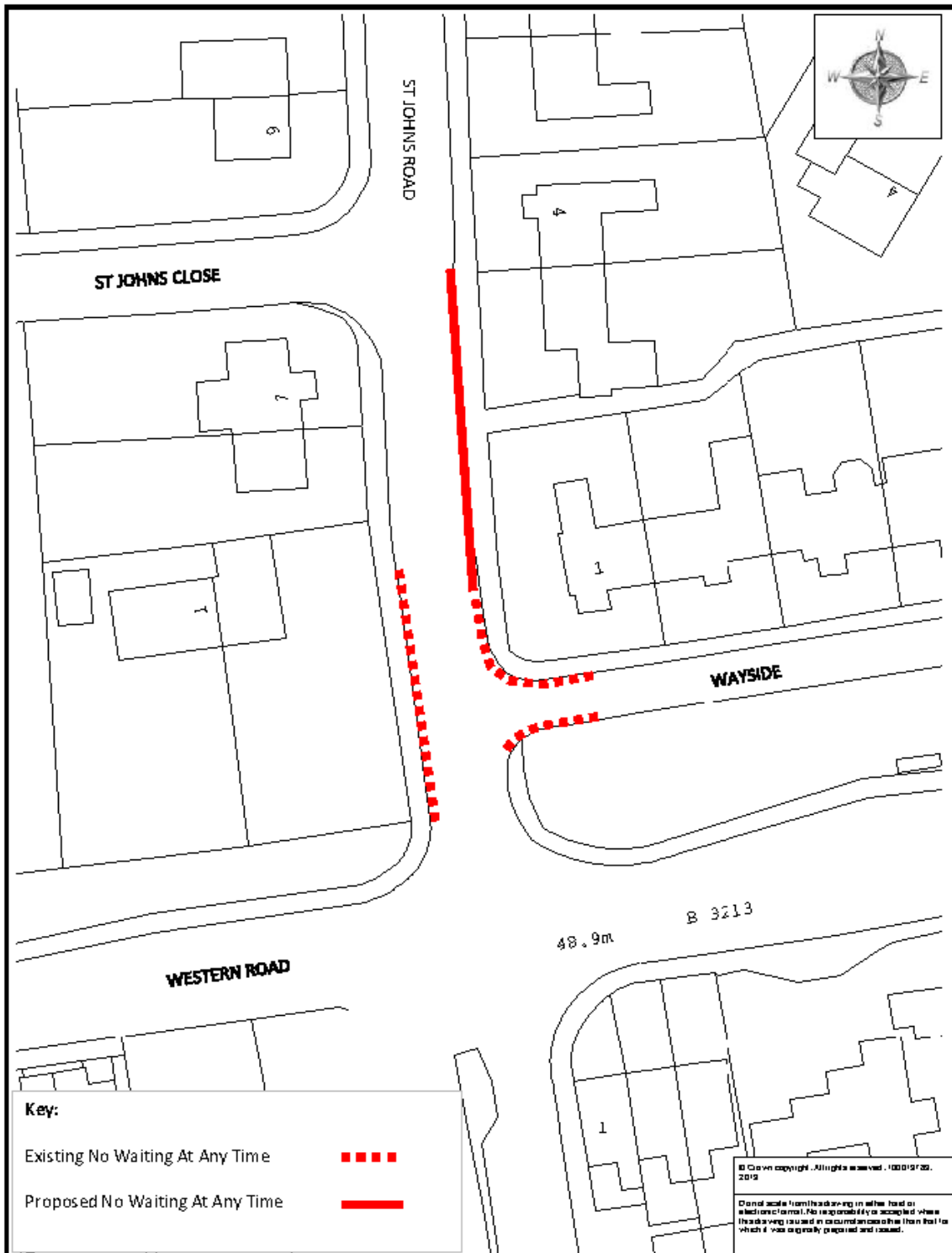


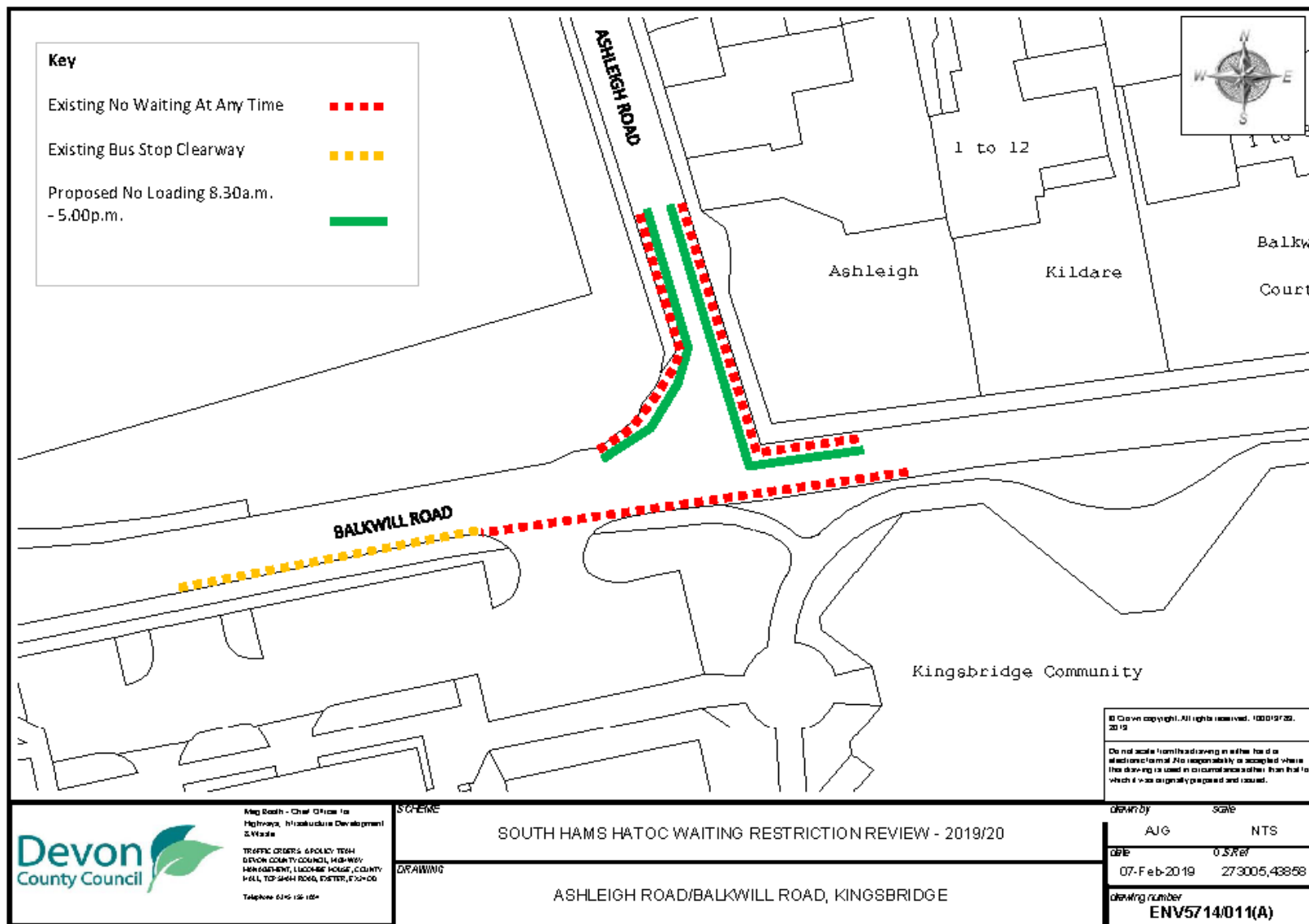


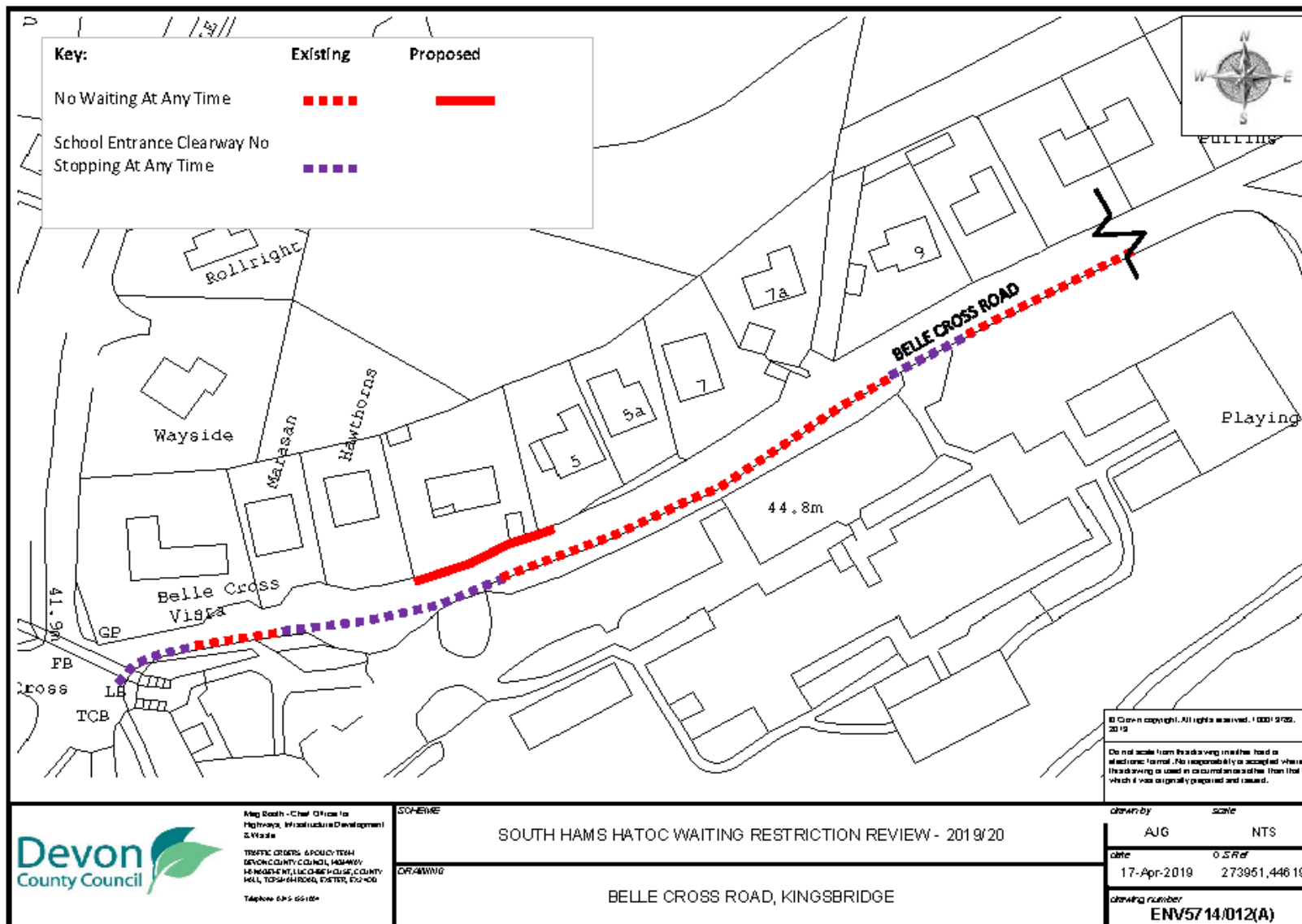


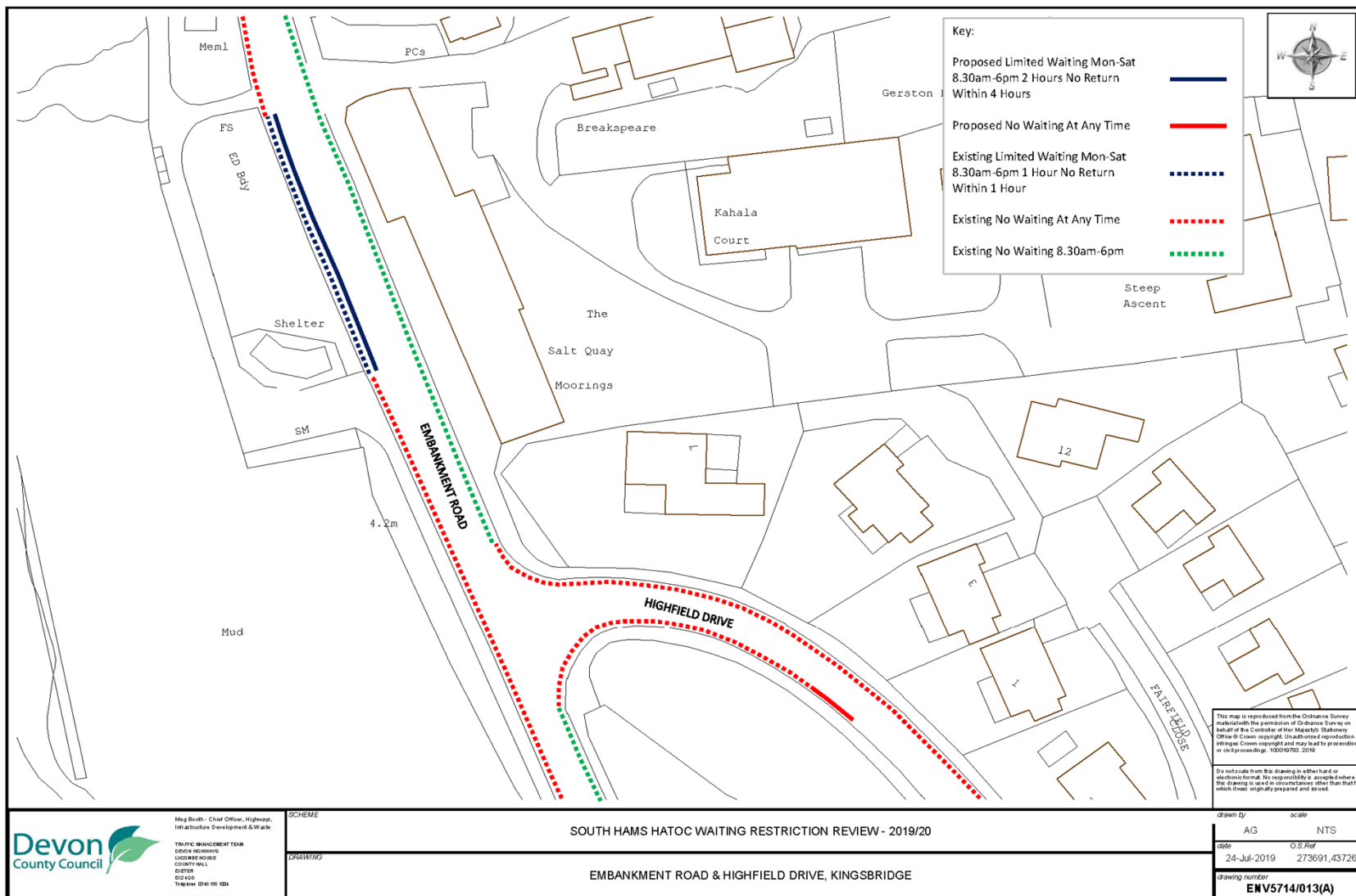


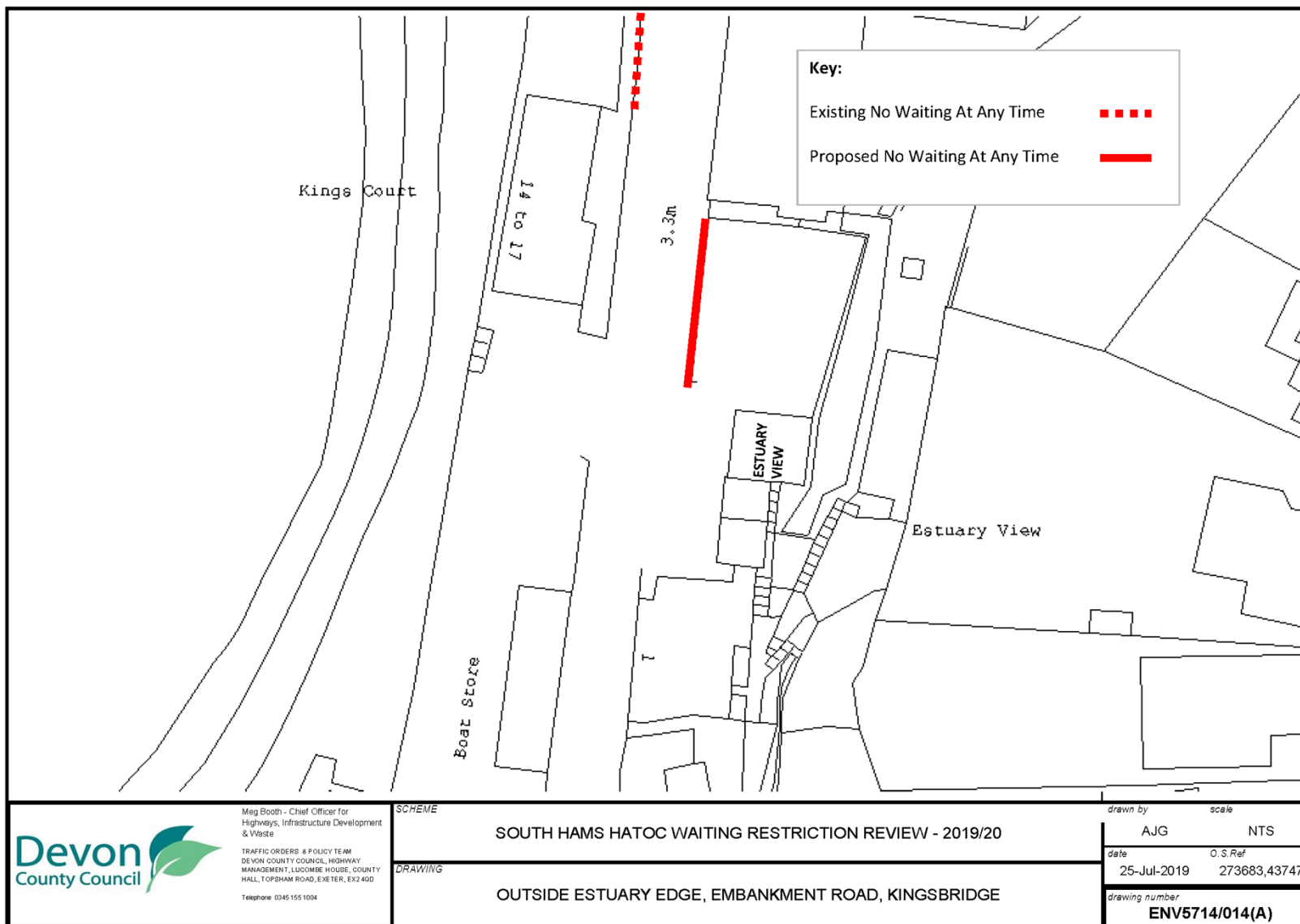


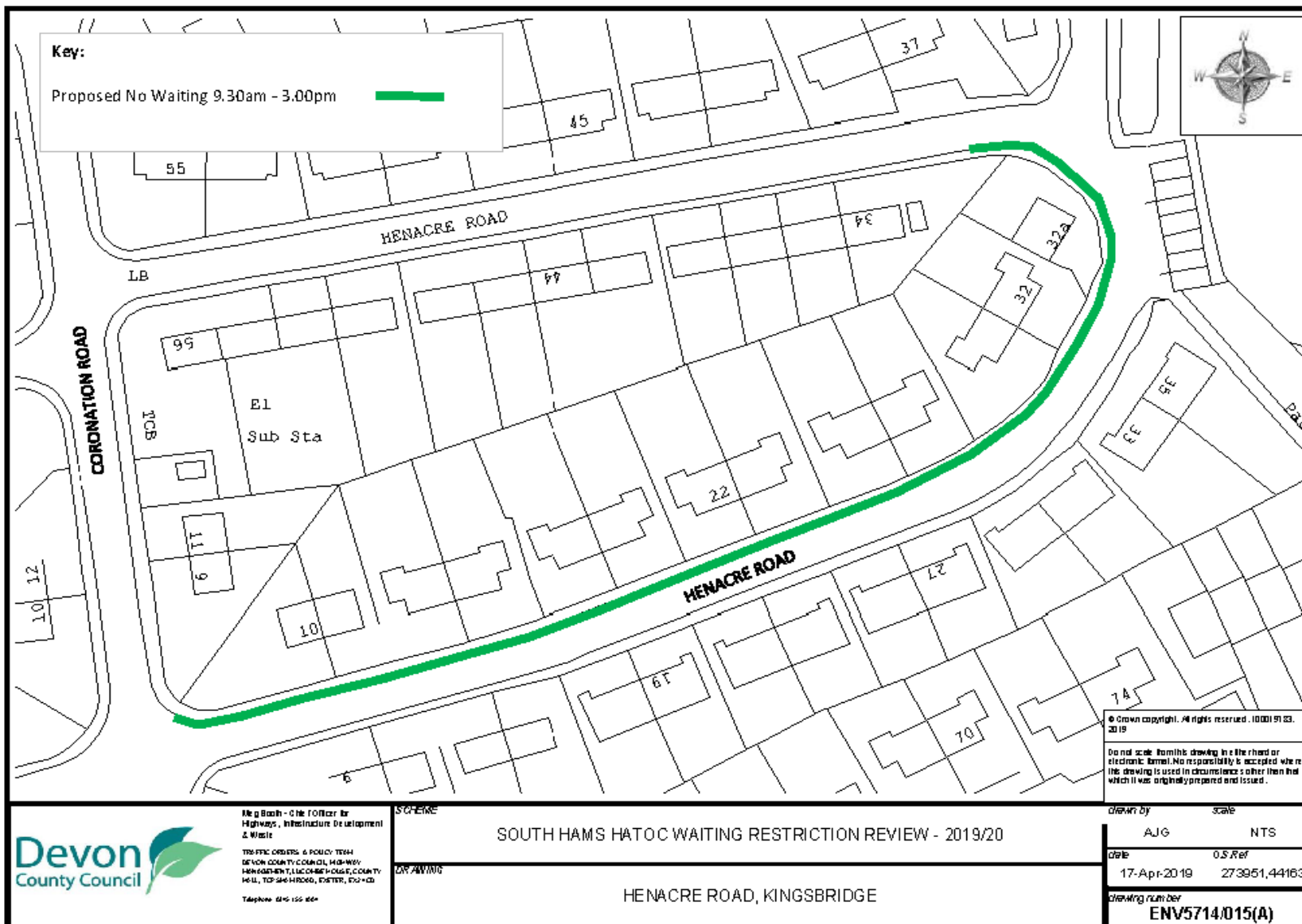












Mr G Booth - Chief Officer for
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SCHEME

SOUTH HAMS HATOC WAITING RESTRICTION REVIEW - 2019/20

CAR ZONING

HENACRE ROAD, KINGSBRIDGE

Drawn by

Scale

AJG

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Date

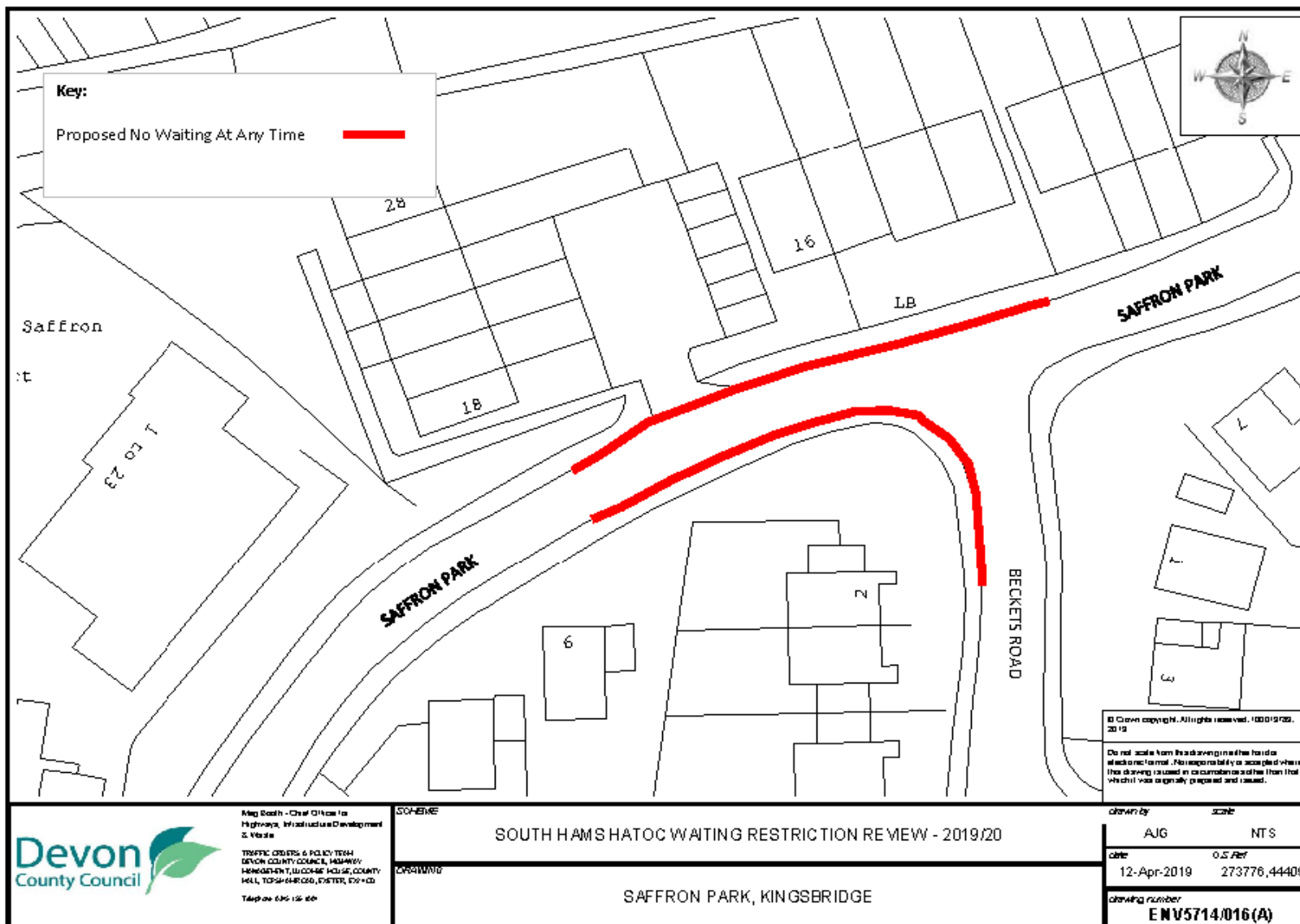
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17-Apr-2019

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Drawing number

ENV5714/015(A)



Map Data - Civil Office for
Highways, Infrastructure Development
& Works
TRAFFIC ORDERS & POLICY TEAM
DEVON COUNTY COUNCIL, HIGHWAY
MANAGEMENT, LINCOLN HOUSE, COUNTY
HILL, TOPSHAM ROAD, EXETER, EX4 0D
Telephone 0303 136 406

SCHEME

SOUTH HAMS HATOC WAITING RESTRICTION REVIEW - 2019/20

DRAWING

SAFFRON PARK, KINGSBRIDGE

drawn by

scale

AUG

NTS

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12-Apr-2019

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ENV5714/016(A)

