

**Proposed amendments to Parking Restrictions on Western Road and Wayside, Ivybridge and the implementation of a Zebra Crossing on Western Road, Ivybridge**

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 the Committee be asked:

- (a) the results of the consultation be noted;
- (b) the committee approve the implementation of the Traffic Regulation Order as advertised.

**1. Summary**

This report considers the comments received in relation to the advertised Traffic Regulation Orders (TROs) for the Western Road, Ivybridge Parking Relocation.

**2. Introduction**

In May 2019 a report was submitted to Cabinet regarding Western Road in Ivybridge which is the main arterial entry and egress from the town and currently suffers from congestion and is an Air Quality Management Area (AQMA). A scheme was proposed to relocate the existing on-street parking on Western Road, Ivybridge to alleviate these problems.

This report considers the comments received in relation to the statutory consultation for the TRO required.

**3. Proposal**

The scheme proposes to introduce double yellow lines where parking is removed on Western Road. The 21 on-street car parking spaces will be relocated to the verge between Wayside and Western Road. This will remove the existing on-street pinch point and enable two-way flow of traffic along Western Road. The smoother traffic flows and reduction in idling engines will address the existing air quality issues.

It is proposed that the newly created spaces are retained in the existing Ivybridge zone 'C' permit area, ensuring that the spaces represent a 'like for like' replacement of the existing spaces on Western Road. Those who can currently park on Western Road will be able to park in the new spaces. This will also ensure that the scheme does not introduce an unacceptable impact on the availability of spaces in zone 'C'.

A plan of the proposals can be found in Appendix I.

#### **4. Options/Alternatives**

A number of alternatives were considered prior to the preparation of the original Cabinet report, which are detailed within that report.

A review was also undertaken into three options for the location of the pedestrian crossing.

#### **5. Consultations**

The statutory consultation took place between 17 September and 22 October 2020. The consultation was advertised on site, in the South Hams Gazette, on our website, and a mail drop to properties within an approx. 25m radius of the proposals.

Twelve responses have been received and they are summarised in Appendix II along with the County Council's response.

#### **6. Financial Considerations**

The scheme is being funded through a combination of Local Transport Plan funds and Section 106 contributions. Design work has continued on the scheme since the scheme cost of £450,000 was agreed by Cabinet on 15 May 2019. This has resulted in the estimated cost of the scheme increasing to £500,000. Devon County Council have continued to seek Section 106 contributions from local developments in order to meet the increased scheme cost estimate.

#### **7. Legal Considerations**

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

When making a TRO it is the County Council responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, secures the expeditious, convenient and safe movement of traffic and provision of parking facilities.

#### **8. Environmental Impact Considerations (Including Climate Change)**

The key scheme objective is to improve the air quality of the Western Road AQMA through improved traffic flow. By removing the existing pinch points and enabling two-way traffic flow, engine idling will be reduced, and smoother speeds will be achieved.

In addition, the scheme will increase the attractiveness of walking and provide facilities for a range of other users. This will allow better access to the town centre and local amenities, including schools, and contribute towards discouraging short distance vehicle trips, reducing carbon emissions and improving the air quality of the area.

The scheme does involve the loss of greenspace and trees. It is suggested that this is mitigated through some improvement to the remaining greenspace with some form of planting or landscaping. In addition, the removal of a local eye-sore will be achieved through the demolition of the fire station building.

## **9. Equality Considerations**

In progressing this particular scheme, an Impact Assessment has been prepared which was circulated as part of the original Cabinet report and also is available on the Council's website at <https://www.devon.gov.uk/impact/western-road-ivybridge/>, which Members will need to consider for the purposes of this item.

## **10. Risk Management Considerations**

The scheme cost estimate makes allowance for 20% contingency. However, it is noted that some amendments may be required to the scheme which could impact the scheme cost. Whilst the contingency should be sufficient to cover this, there is a risk the scheme cost estimate could increase. These cost increases will need to be met through further developer contributions, as and when development comes forward in the local area, or through Devon County Council Local Transport Plan budget.

Both Road Safety Audits Stage 1 and Stage 2 have been undertaken and designer responses returned. A Stage 3 Road Safety Audit will be undertaken on completion.

Western Power Distribution have been consulted along with Openreach and Virgin with regards to potential issues associated with their apparatus in the area of the car parking and footway widening. Whilst trial pits and CAT scans have been undertaken to locate apparatus, there is a risk of cost increases if further issues are identified when works start.

A planning application has been submitted to South Hams District Council for the relocated disabled parking bay. Should approval not be received this could result in the scheme being unable to progress.

An agreement needs to be met with South Hams District Council with regards to the transfer of the land for the car park. Should an agreement not be made, this could result in the scheme being unable to progress.

## **11. Public Health Impact**

This scheme aims to improve air quality and encourage more walking, both of which will improve Public Health.

## **12. Reasons for Recommendations**

Reason for accepting the recommendation (e.g. Value for Money, compliance with policy, cost, public interests, consultations or statutory obligations).

Meg Booth  
Chief Officer for Highways, Capital Development and Waste

**Electoral Division: Ivybridge**

Local Government Act 1972: List of Background Papers

Contact for Enquiries: Amy Garwood

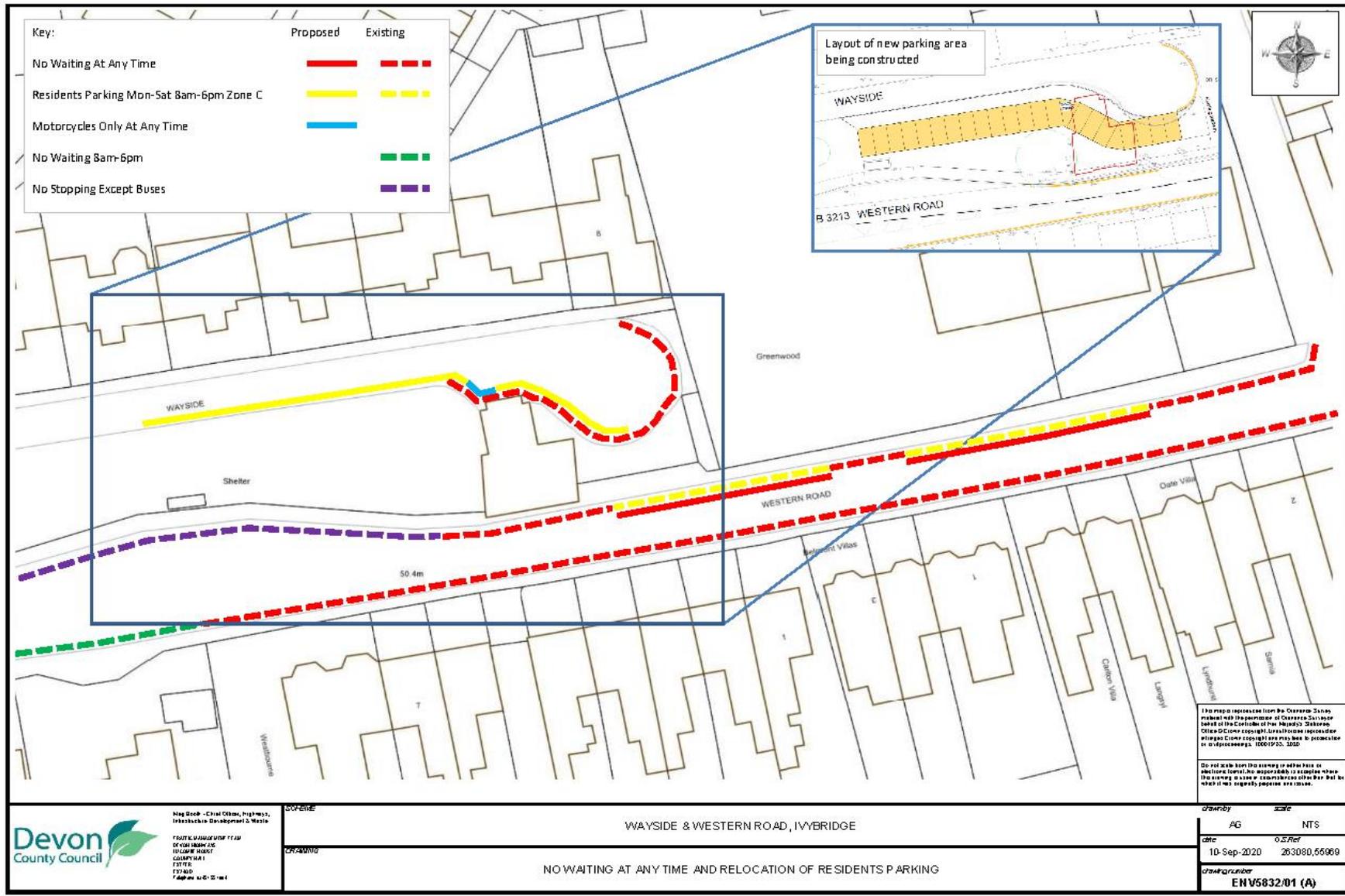
Tel No: 0345 155 1004 Room: Great Moor House

Background Paper	Date	File Reference
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None

ag271020shh  
sc/cr/Proposed amendments to Parking Restrictions Western Road Ivybridge and  
Zebra Crossing Western Road Ivybridge  
04 291020

# Appendix I To HIW/20/42



High Road - Cheltenham, Highway,  
 Infrastructure Development & Waste  
 TECHNICAL DRAWING TEAM  
 DECON DESIGN AND  
 CONSULTANTS  
 17777  
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 17777

DATE: 10-Sep-2020  
 SCALE: 0.5:1

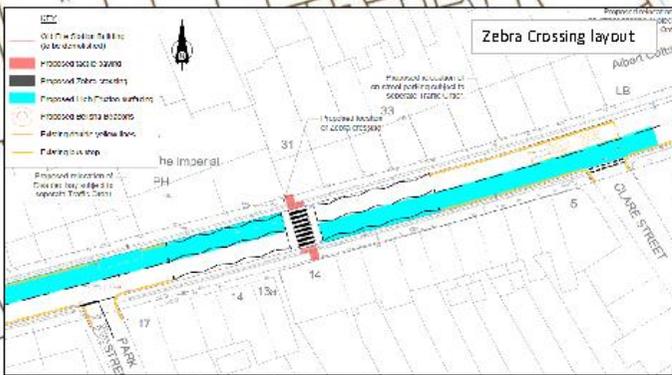
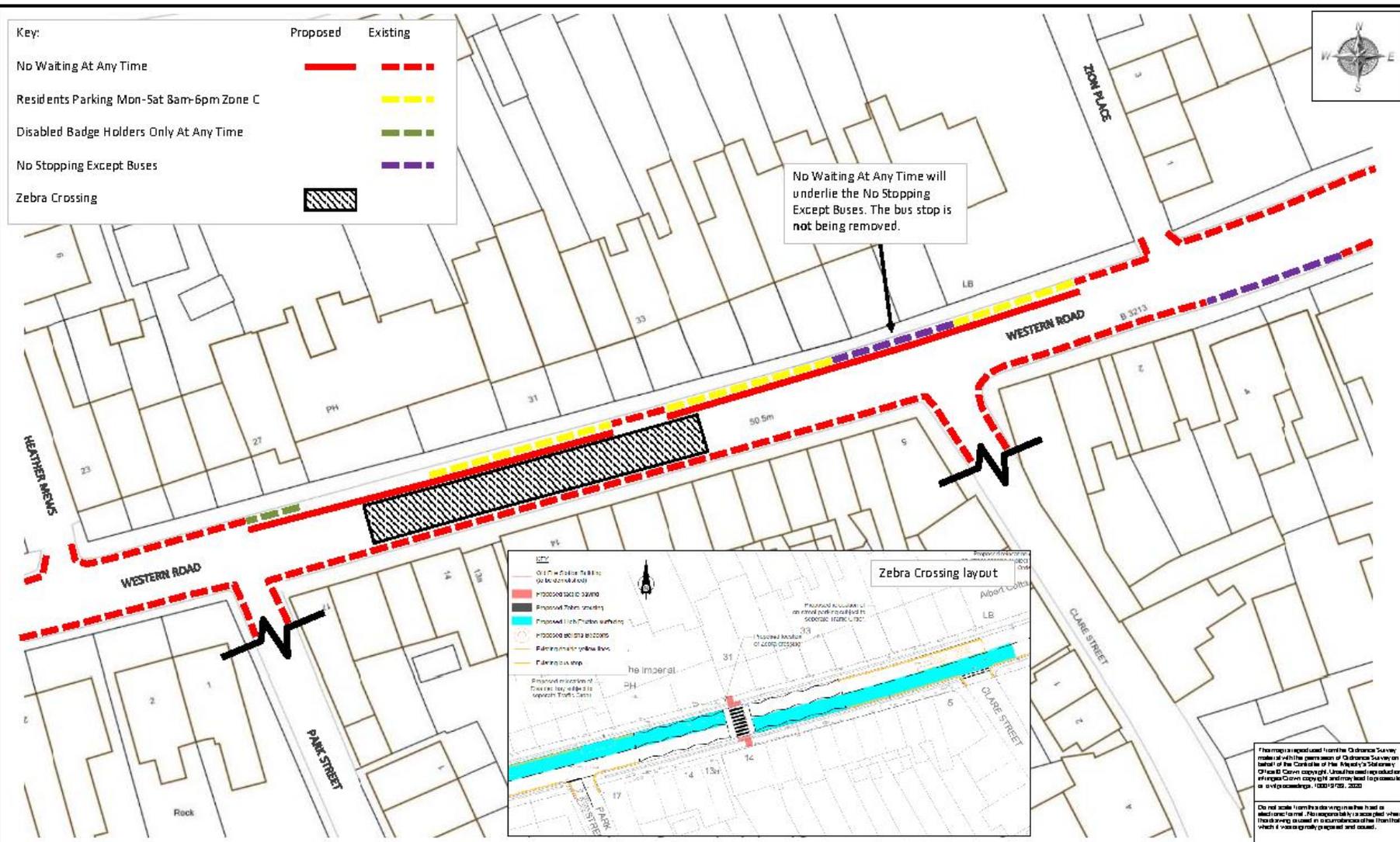
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 263080,55069  
 ENVS832/01 (A)



Key:

	Proposed	Existing
No Waiting At Any Time		
Residents Parking Mon-Sat 8am-6pm Zone C		
Disabled Badge Holders Only At Any Time		
No Stopping Except Buses		
Zebra Crossing		

No Waiting At Any Time will underlie the No Stopping Except Buses. The bus stop is not being removed.



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Meg Bash - Chief Officer, Highway Infrastructure Development & Works  
 THE COUNTY ENGINEER  
 COUNTY HOUSE  
 CLIFFY MEAD  
 EXETER EX1 1JF  
 Tel: 01392 261111

SCHEME: WESTERN ROAD, IVYBRIDGE

DRAWING: NO WAITING AT ANY TIME AND REMOVAL OF RESIDENTS PARKING

Drawn by	Scale
AG	NTS
CHK	0.5/Ref
10-Sep-2020	263231/55992
Drawing number	EMV5832/02 (A)

**Appendix II  
To HIW/20/42**

**5832 – Devon County Council  
(Western Road, Ivybridge)  
(Residents Parking) Amendment Order**

**Summary of Representations**

<b>Comment</b>	<b>Devon County Council Response</b>
<b>First Respondent: Resident of Western Road</b>	
Respondent is concerned that there is no mention of the footway widening.	These proposals are solely to consult on amendments to and implementation of parking restrictions and to notice the new zebra crossing. The associated works relating to the footway widening and other aspects of the scheme will be progressed but do not require further consultation.
Respondent is the only resident along this stretch of road with a driveway and when on road parking is removed it will become extremely difficult for them to exit their driveway safely as they do not have safe line of site of oncoming traffic until our vehicle's nose is in fact in the road itself. Believes that speed management/mitigation will be required.	This is a 30mph road and the removal of parking will increase visibility and the increased footway width will allow vehicles exiting the property to pull further forward before entering the carriageway. Whilst it is the intention that the scheme improves the traffic flow, it is not the intention that traffic speeds will significantly increase. Instead, the overall speeds should be more consistent and without start-stop conditions. The proposed scheme removes parking but also widens the footway/narrows the carriageway which will impact how drivers proceed and behave along the road.
<b>Second Respondent: Resident of Western Road</b>	
Overall resident is in favour of the scheme.	Support noted.
Resident objects to the zebra crossing for a number of reasons listed on the below rows	
It will prevent loading and unloading in front of their property and for others in the vicinity.	The proposed zebra crossing is 40m long and therefore loading is available within 20m of any property along this section.
If their family's health continues to deteriorate then they will need to board and alight vehicles outside the house.	See above.
Vehicles pulling away from standstill will generate high levels of fumes, the scheme should reduce them.	The vehicles will only need to stop when pedestrians are crossing, this is an improvement on the current situation where vehicles have to stop more regularly and often for longer to allow vehicles to pass before pulling away. The existing gradient and road speed should also not require vehicles to produce excessive noise and fumes when pulling away.
Vehicles waiting at the crossing will generate high levels of noise, especially when pulling away.	As above, in addition it is not anticipated that vehicle will be waiting for long periods at the crossing.
Flashing beacons will shine into the property 24 hours a day.	The beacons will be fitted with shields to reduce the impact of light on nearby properties.
The value of their property may decrease. The road and pub noise already discourage potential buyers from viewing the property. A Zebra crossing will further reduce interest.	The proposals aim to improve the air quality which would benefit public health.

Comment	Devon County Council Response
<p>Respondent believes another crossing is unnecessary as there is a signal-controlled crossing 200 metres to the west, and a traffic island 100 metres to the east of the proposed crossing. Also, with parking moved, the only people that might use the crossing are visiting the Imperial Inn public house and those who live opposite.</p>	<p>The requirement for an additional crossing arose from the public consultation. Concern was expressed by respondents that existing crossing opportunities created by traffic having to stop for parked cars would be removed with the parking and that with an anticipated steady flow of traffic an alternative would be required. Various options were considered by the design team in consultation with the safety audit team.</p>
<b>Third Respondent: Resident of Woodburn Close, Ivybridge</b>	
<p>Proposal aims to improve air quality by stopping idling engines, yet the proposal suggests a Zebra crossing that will cause idling engines only approximately 100 yards from the existing traffic light controlled crossing at the junction of Western Road/St Johns Road. As there is no proposal to remove the existing crossing, is this sensible?</p>	<p>The requirement for an additional crossing arose from the public consultation. Concern was expressed by respondents that existing crossing opportunities created by traffic having to stop for parked cars would be removed with the parking and that with an anticipated steady flow of traffic an alternative would be required. Various options were considered by the design team in consultation with the safety audit team.</p>
<b>Fourth Respondent: Resident of Kimberley Villas, Western Road</b>	
<p>Respondent has needed to stand in gardens to avoid being hit by passing traffic whilst walking to their house along the southern pathway. It is unclear what widening of the footways there is going to be.</p>	<p>The footway is being widened on the north side from the bus stop to the roundabout and on the south side from the roundabout to Oate Villa. However, the removal of parking will improve two-way traffic flow reducing the need to encroach the footway.</p>
<p>With regard to parking I feel it would be essential to continue with Zone C parking for residents.</p>	<p>The same number of residents parking spaces are being relocated to Wayside for Zone C residents.</p>
<p>Respondent does not accept that by having a zebra crossing that this will alleviate the idling of cars on the road. The houses where the zebra crossing will be placed will still experience the fumes from idling engines as they do not have front gardens.</p>	<p>The vehicles will only need to stop when pedestrians are crossing, this is an improvement on the current situation where vehicles have to stop more regularly and often for longer to allow vehicles pass before pulling away. The existing gradient and road speed should also not require vehicles to produce excessive noise and fumes when pulling away. It is not anticipated that vehicles will be waiting for long periods at the crossing.</p>
<p>Believes a second exit from the A38 would be the best option, but they know this has not been considered, even with all the new housing on the eastern side of Ivybridge.</p>	<p>The delivery of a southern link road has been suggested as an option to alleviate traffic from the town centre and provide an alternative access to the A38 from the new developments in the east of Ivybridge. However, traffic forecasts evidence that this option provides limited relief in the key town centre roads, including Western Road.</p>
<b>Fifth Respondent: Resident of Western Road</b>	
<p>Objects to the proposals.</p>	<p>Objection noted.</p>
<p>Respondent does not have any rear access to their property, therefore everything they require from weekly shopping to logs for the wood burner, household goods and furniture has to come in via the front door. With the implementation of double yellow lines along the entire length of Western Road there will be nowhere for them to park close enough to do this and therefore have a significant detrimental effect on their lives.</p>	<p>Loading and unloading is permitted on No Waiting At Any Time (double yellow lines).</p>

Comment	Devon County Council Response
<p>Parked cars have been blamed for the congestion. Respondent believes the overriding reason for the congestion is that there is only one road in and out of Ivybridge, and it cannot cope with the sheer volume of traffic.</p> <p>An alternative has been deemed unnecessary and too expensive, but this is an ever growing problem with more houses being built. To widen footways, add a zebra crossing and remove parking it will not help with congestion.</p>	<p>Western Road, Ivybridge was declared an AQMA in 2009 due to poor levels of Nitrogen Dioxide (NO2) in breach of the national objective levels. The on-street parking provision between the A38 roundabout and Marjorie Kelly Way roundabout creates a pinch point and causes 'stop-start' conditions where the carriageway narrows, preventing two-way flow of traffic. The gradual build-up of queues causes congestion and the idling of engines waiting to pass creates a build-up of NO2. Traffic modelling has demonstrated that the removal of the on-street parking would smooth flows of traffic along Western Road. The removal of the existing bottleneck would reduce levels of pollution and form an important element of alleviating the poor air quality within the AQMA. The scheme also supports alternative travel options through the improvement of the pedestrian environment, which includes widening the footways and the provision of a zebra crossing.</p>
<p>Of the four bus stops on Western Road, there is only one that the bus can pull into to allow traffic past, hinders traffic. Deliveries being made stopping on double yellow lines also hinders traffic.</p>	<p>It is accepted that buses stop on the running carriageway as it is easier for them to continue their journey providing them priority over other traffic. Loading and unloading is permitted on double yellow lines where it is safe to do so.</p> <p>Consideration has been given to creating bus laybys for the remaining stops however existing constraints do not make this possible without causing detriment to other users.</p> <p>Whilst vehicles may have to wait to pass buses etc they will not be a permanent obstruction and a freer flow of traffic is still anticipated compared with the current situation.</p>
<p>The road is also increasingly being used by tractors and trailers, large tipper construction lorries for the ever-increasing number of construction sites, and numerous school buses twice a day.</p>	<p>The removal of parking will improve two way traffic flow for all vehicles.</p>
<p>Speeds at which vehicles travel along the road is a concern, and it will become even more of a concern when parking is removed.</p>	<p>Whilst it is the intention that the scheme improves the traffic flow, it is not the intention that traffic speeds will significantly increase. Instead, the overall speeds should be more consistent and without start-stop conditions.</p> <p>The proposed scheme removes parking but also widens the footway/narrows the carriageway which will impact how drivers proceed and behave along the road.</p>
<p>These "improvements" are considered to be improving the air quality in the area. Being in close proximity to the heavily used A38, there must be some contribution to the pollution from that and the funnel effect coming from Park Street and exiting on to Western Road?</p> <p>It remains to be seen if anyone bothers to check the air quality once these "improvements" have been completed.</p>	<p>Air quality will continue to be monitored by South Hams District Council post scheme.</p> <p>We are unable to comment on the levels of pollution generated by the A38 and the effect this has on the levels on Western Road.</p>

Comment	Devon County Council Response
<b>Sixth Respondent: Employee of Dame Hannah Rogers Trust</b>	
<p>In the original proposals there were intentions to widen the footways. Concerns that this is not shown in the proposals. The footway widening will benefit their service users due to the size of some of the wheelchairs and their feeling of safety without parked vehicles as a buffer against traffic. Fully supports the removal of parking to improve air quality and traffic flow, but feels the access to town should be made more accessible at the same time.</p>	<p>Support noted. The footway is being widened on the north side from the bus stop to the roundabout and on the south side from the roundabout to Oate Villa.</p>
<b>Seventh Respondent: Resident of Belmont Road, Ivybridge</b>	
<p>Respondent objects to the proposals</p>	<p>Objection noted.</p>
<p>Respondent believes that 15% of the new parking on Wayside will not be usable based on observations of people parking supermarket parking areas. Also, the elderly or people with movement difficulty, small children, pushchairs or shopping etc will need to open car doors wide open, they won't be able to do this in the new spaces.</p>	<p>The same number of residents parking spaces are being relocated to Wayside for Zone C residents and they will be 2.4m wide in compliance with the Department for Transport regulations. A few of the new parking spaces have additional space to the side which will allow for doors to be opened wider.</p>
<p>Vehicles in the Wayside parking slots will be easy targets for theft as they know the owners are not close by. Generally, residents who park in Western Road manage to park close to their house. This information is from a relative who lives in Western Road. If a car alarm is activated the owner will never know until they go to their car at their normal time. The residents of Wayside will know but can do nothing about it.</p>	<p>In many areas residents are not able to park in close proximity to their home without problems. The parking area in Wayside is overlooked by residential properties and will act as a deterrent. Streetlighting will be installed to cover the parking area on Wayside.</p>
<p>Respondent feels that residents who live between Park Street and Clare Street or Clare Street and the Masonic Lodge, will try to park in Park Street or Clare Street that are all covered by the same parking permit rather walk to the Wayside. If this happened, the overspill would find an alternative like Belmont Road or Bowden Road where you do not need a permit to park. Residents of these roads are not permitted to apply for parking permits, so where do they go?</p>	<p>It is not possible to predict the parking habits of local residents, however, if spaces are likely to be available in Wayside they may be more inclined to use this as a first choice. However, the situation will be monitored.</p>
<p>Western Road without cars parked in it will become a race track, this was proved a few weeks ago when all parking was suspended for 5 days for drainage work Does not believe a zebra crossing will stop the speed as not enough people walk along the south side to want to cross over when less than 100 yards up the road is a roundabout with islands to aid crossing.</p>	<p>Whilst it is the intention that the scheme improves the traffic flow, it is not the intention that traffic speeds will significantly increase. Instead, the overall speeds should be more consistent and without start-stop conditions. The proposed scheme removes parking but also widens the footway/narrows the carriageway which will impact how drivers proceed and behave along the road.</p>
<p>Respondent suggests moving the bus stops to Marjorie Kelly Way as these are the main causes of congestion.</p>	<p>It is accepted that buses stop on the running carriageway as it is easier for them to continue their journey providing them priority over other traffic. Loading and unloading is permitted on double yellow lines where it is safe to do so. Moving the stops to Marjorie Kelly Way would be quite a walk for those wishing to use the stops, potentially detracting from the accessibility of the bus service.</p>

Comment	Devon County Council Response
<p>With the abandonment of the proposals plus the removal of the two bus stops to Marjorie Kelly Way, most of Devon County Council's concerns will be greatly reduced. Residents will feel more secure in having their vehicles close by, and the risk of theft and vandalism will be greatly reduced. The ease of transporting the elderly or the very young and their requirements or family groceries etc will be far less arduous than with the proposal. The anxiety of the Bowdens Road and Belmont Road residents will be relieved. The only negative to their suggestion is the distance bus passengers will have to walk further.</p>	<p>Comment noted.</p>
<p><b>Eighth Respondent: Resident of Summerfield Court, Ivybridge</b></p>	
<p>Respondent objects to the proposals, especially the zebra crossing which will be directly outside the property they own on Western Road.</p>	<p>Objection noted</p>
<p>Understands the need to improve air quality in the area but believes the zebra crossing will increase the following</p>	
<p>Noise pollution from vehicles stopping and starting, idling and accelerating engines. People stood outside the property talking etc particularly late at night.</p>	<p>The vehicles will only need to stop when pedestrians are crossing, this is an improvement on the current situation where vehicles have to stop more regularly and often for longer to allow vehicles pass before pulling away. The existing gradient and road speed should also not require vehicles to produce excessive noise and fumes when pulling away. It is not anticipated that vehicles will be waiting for long periods at the crossing. It is not possible to predict the habits of residents and it is not the intention of the scheme to create such a situation.</p>
<p>Light pollution - respondent assumes that the crossing will be lit in some way that will affect the light directly outside the living room and two front facing bedrooms.</p>	<p>The beacons will be fitted with shields to reduce the impact of light on nearby properties.</p>
<p>Air pollution due to concentration of idling and accelerating cars in that part of the street.</p>	<p>See above.</p>
<p>Health and safety risks due to the extent of the no stopping zone either side of the zebra crossing and the inability to stop outside or in a close distance to the property to safely load and unload children/shopping/other goods.</p>	<p>The proposed zebra crossing is 40m long and therefore loading is available within 20m of any property along this section.</p>
<p>Respondents property is three bedrooms so attracts families with young children. Believes there will now be a safety issue as it will be impossible to load and unload anything outside the property. Or a parent with child/pushchair/shopping etc safely enter or leave the property</p>	<p>See above.</p>
<p>It will make deliveries and tradesmen visiting the property impossible.</p>	<p>Loading and unloading is permitted on No Waiting At Any Time (double yellow lines) where it is safe to do so. Tradesmen can apply for a waiver to park on no waiting at any time if there is no other suitable parking in the area.</p>

Comment	Devon County Council Response
<p>It will restrict the type of people the respondent could let or sell her property to and they cannot put in the dropped kerb they have been considering and has been afforded to a neighbour's property. Believes all this will reduce the value of their property.</p>	<p>Comment noted Concerns regarding the dropped kerb are noted and with a minor adjustment to the crossing it would be possible for a dropped kerb to be installed however this is dependent on the respondent gaining the necessary approvals.</p>
<p>Understands the reasons for carrying out the works to improve traffic flow and increase pedestrian safety, but problems that are trying to be alleviated will be concentrated outside the property they own. Does not understand the logic of a zebra crossing outside residential properties.</p>	<p>See above. As a result of the nature of the road it is difficult to install a crossing without it having an impact on residential properties as is the case at other locations. However careful consideration has been given to the location and various options have been considered for the zebra crossing prior to selection.</p>
<p>Respondent hopes that having read the reasons for their objection to the proposed scheme that DCC will reconsider the plans and come up with an alternative that will benefit drivers, pedestrians AND residents on the street, particularly those most impacted by the proposals.</p>	<p>Comment noted.</p>
<p><b>Nineth Respondent: Resident of Kimberley Villas, Western Road</b></p>	
<p>Respondent has been a resident for 35 years and acknowledges an increase in traffic, but states it is ONLY evident at peak times. Whilst a pedestrian crossing is good for pedestrians it will further interrupt the traffic flow. Respondent does not believe that reducing the parking will solve the congestion problem, as this is caused by the roundabout at the western end and the traffic lights at the junction with Wayside. Particularly in the morning Plymouth bound.</p>	<p>Western Road, Ivybridge was declared an AQMA in 2009 due to poor levels of Nitrogen Dioxide (NO2) in breach of the national objective levels. The on-street parking provision between the A38 roundabout and Marjorie Kelly Way roundabout creates a pinch point and causes 'stop-start' conditions where the carriageway narrows, preventing two-way flow of traffic. The gradual build-up of queues causes congestion and the idling of engines waiting to pass creates a build-up of NO2. Traffic modelling has demonstrated that the removal of the on-street parking would smooth flows of traffic along Western Road. The removal of the existing bottleneck would reduce levels of pollution and form an important element of alleviating the poor air quality within the AQMA.</p>
<p>Removing parking will increase speeds. Excessive speeds are already a problem. There is section of footway between the lights and Park Street that is less than a metre wide, which is regularly used. Unless the speed of traffic is controlled and enforced by reducing the speed limit and enforced with cameras at either end casualties will result. Hopes that DCC take this point on board and face the consequences of a road death or serious injury in due course.</p>	<p>Whilst it is the intention that the scheme improves the traffic flow, it is not the intention that traffic speeds will significantly increase. Instead, the overall speeds should be more consistent and without start-stop conditions. The proposed scheme removes parking but also widens the footway/narrows the carriageway which will impact how drivers proceed and behave along the road.</p>
<p><b>Tenth Respondent: Resident of Western Road</b></p>	
<p>Understands the council wish to reduce congestion and air pollution but does not understand the logic of a zebra crossing directly outside a residential property. Does not feel it serves a purpose in its proposed location as there are no shops, schools or any other reason to cross at that particular place.</p>	<p>The requirement for an additional crossing arose from the public consultation. Concern was expressed by respondents that existing crossing opportunities created by traffic having to stop for parked cars would be removed with the parking and that with an anticipated steady flow of traffic an alternative would be required. Various options were considered by the design team in consultation with the safety audit team.</p>

<b>Comment</b>	<b>Devon County Council Response</b>
Will cause problems for them trying to load and unload anywhere near their front door. Further it will cause problems for deliveries and trades people coming to the property.	Loading and unloading is permitted on No Waiting At Any Time (double yellow lines) where it is safe to do so. Tradesmen can apply for a waiver to park on no waiting at any time if there is no other suitable parking in the area.
Traffic stopping directly outside their home with engines running will make a noise anytime of the day or night.	The vehicles will only need to stop when pedestrians are crossing, this is an improvement on the current situation where vehicles have to stop more regularly and often for longer to allow vehicles pass before pulling away. The existing gradient and road speed should also not require vehicles to produce excessive noise and fumes when pulling away.
People will be stood at the crossing chatting, which if this happens at night and they have had a few drinks voices will be louder.	It is not possible to predict the habits of residents and it is not the intention of the scheme to create such a situation.
The crossing will be lit that will shine directly into the living room and two front facing bedrooms.	The beacons will be fitted with shields to reduce the impact of light on nearby properties.
Respondent feels that in efforts to help the flow of traffic along the road it will be stopped at the traffic lights and then some 100 meters or so further down to stop again. How is that effective?	As above. In addition, it is not anticipated that vehicles will be waiting for long periods at the crossing.
Placing the zebra crossing in front of their home will subject them to higher levels of noise and air pollution. Strongly request reconsidering the location of the zebra, or if one is needed at all.	As above.
<b>Eleventh Respondent: Resident of Western Road</b>	
Respondent feels that the proposed changes will lead to Western Road becoming a racetrack than it already is. Whilst the crossing will help in theory, unless there are cameras, the speeds and safety of pedestrians cannot be guaranteed.	Whilst it is the intention that the scheme improves the traffic flow, it is not the intention that traffic speeds will significantly increase. Instead, the overall speeds should be more consistent and without start-stop conditions. The proposed scheme removes parking but also widens the footway/narrows the carriageway which will impact how drivers proceed and behave along the road. Should speeding become a problem this can be monitored.
Unless residents can procure the registration of a speeding vehicle, no action can be taken. This is difficult to do whilst doing everyday tasks or asleep in the middle of the night.	Comment noted.
Council members have stated that parking permits are always oversold and as such there is insufficient spaces at the moment and more spaces will be needed than has been shown on the plans of the proposed parking. Respondent already has difficulty finding a space and are afraid to use the car for anything other than necessity of work, which impacts their freedoms of choice.	The proposed parking on Wayside replaces the number of spaces lost on Western Road. Resident parking schemes don't guarantee a parking space, but do help manage parking for people living in those areas.
Concern about loading and unloading along Western Road. Clarification of how this is to be handled needs to be made available.	Loading and unloading is permitted on No Waiting At Any Time (double yellow lines) where it is safe to do so.
<b>Twelfth Respondent: Resident of Western Road</b>	
In the original consultation leaflet it mentioned the relocation of the bus stop at the western end of Western Road. Why has this been dropped?	Additional design work was undertaken after the close of the public consultation which identified a number of safety concerns associated with the proposed bus stop location and as such this option was not progressed.

<b>Comment</b>	<b>Devon County Council Response</b>
When the parking was suspended recently for several days, the smell of diesel fumes was still very noticeable at peak times.	The air quality will continue to be monitored by South Hams District Council post scheme.