

Proposed Changes to Waiting Restrictions in Exmouth

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

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

Recommendation: It is recommended that:

- (a) the comments submitted are noted; and**
- (b) the traffic regulation order is modified as detailed in section 3 and made and sealed.**

1. Introduction

Following a review of restrictions in the Queens Drive area, a traffic order to amend the waiting restrictions has been advertised. This report is to consider the submissions received to the statutory consultation and make a final decision on the proposals.

2. Proposal

Following a review of the prohibition of motor caravans on Queens Drive it is proposed to merge the prohibition with the existing pay and display restriction to aid enforcement and simplify the sign along the sea front.

At the same time, it is proposed to introduce pay and display on Maer Road with an overnight motorcaravan prohibition and No Waiting At Any Time across various accesses to provide additional capacity during the summer months and manage parking all year round.

Pay & display has previously been proposed for Maer Road in 2018. The committee considered the responses submitted at the time and resolved to implement the restrictions. However, following the review on Queens Drive it was recognised that the restrictions proposed for Maer Road should be amended to match those proposed for Queens Drive, which required the original Maer Road proposals to be re-advertised.

Plans showing the proposed restrictions can be found in Appendix I.

3. Consultations

Following consultation with the local County Councillor and Chair of HATOC, the proposals were formally advertised on 12 May until 16 June 2021 by notices on-street and in the local press and by postcard to residents in the vicinity of the changes.

The council has received 17 responses and a summary of responses and the council's response can be found in Appendix II.

After reviewing the comments, it is recommended that the bay south of Dunsinane is shortened and the double yellow lines increased by 5 metres to increase the visibility when exiting the access.

4. Options

The option of not implementing the changes on Queens Drive has been considered but the proposals are viewed to be necessary to improve the enforcement of the ban on motor caravan parking, which is part of the Exmouth wide strategy.

Allowing parking all year round on Maer Road will provide additional parking capacity/options and calm the traffic using the road.

5. Financial Considerations

The cost of the changes is being funded from the on-street parking account at a cost of £25,000.

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)

It is considered that providing additional parking options will reduce the need for drivers to circulate looking for a parking space in busy periods.

8. Equality Considerations

No equality issues have been identified

9. Risk Management Considerations

No risks have been identified.

10. Public Health Impact

It is not considered there are any impacts on public health.

11. Reasons for Recommendations

After considering the comments received, it is recommended that the proposals are implemented as advertised, subject to the bay being modified south of the access to Dunsinane.

Meg Booth
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Division: Exmouth & Budleigh Salterton

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Ref.
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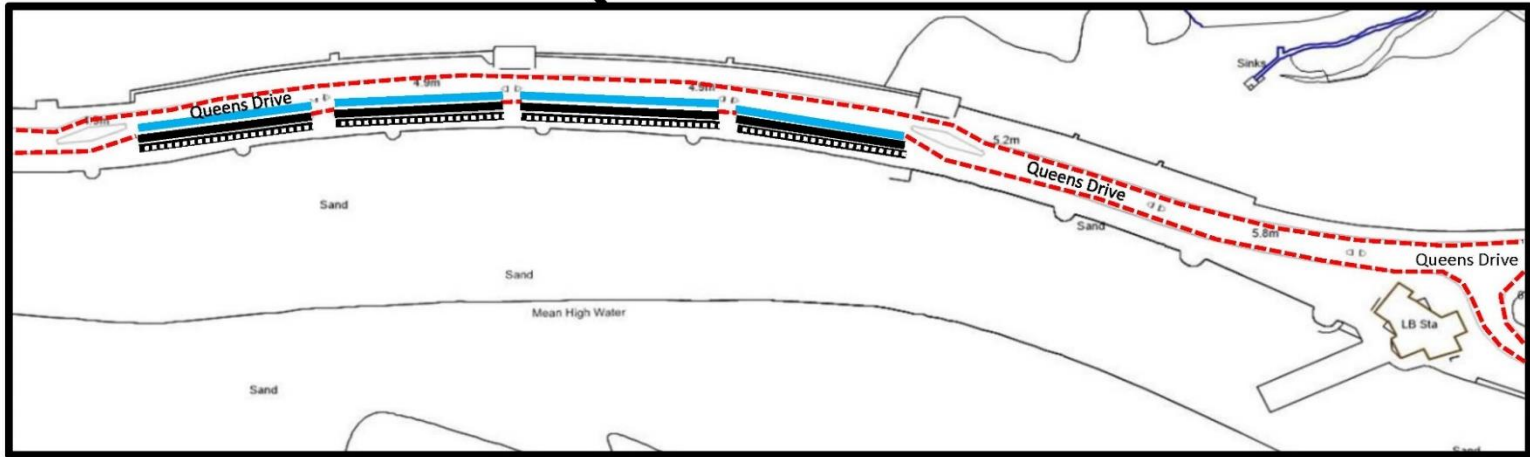
Nil

jb130721edh
sc/cr/Proposed Changes to Waiting Restrictions in Exmouth
03 140721



Legend

	Proposed	Revocation of Pay & Display (Tariff Exmouth B)
	Proposed	Revocation of Prohibition of Motor Caravans At Any Time
	Proposed	Pay & Display (Tariff Exmouth B) Max Stay 24 Hours No Motor Caravans At Any Time
	Existing	No Waiting At Any Time
	Existing	No Waiting 10am - 10pm, 01 Apr - 30 Sep



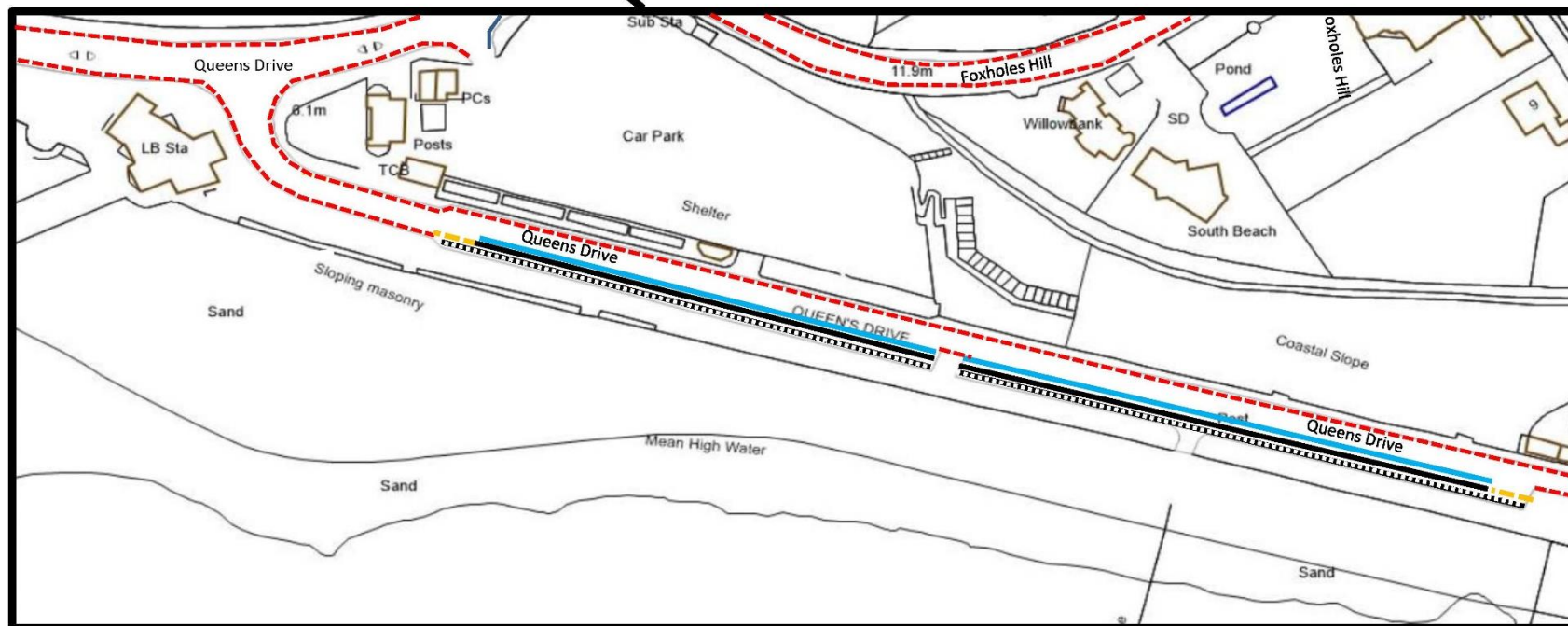
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Legend

	Proposed	Revocation of Pay & Display (Tariff Exmouth B)
	Proposed	Revocation of Prohibition of Motor Caravans 8pm to midnight & midnight to 8am
	Proposed	Pay & Display (Tariff Exmouth B) Max Stay 24 Hours, No Motor Caravans 8pm-8am
	Existing	Disabled Badge Holders Only At Any Time
	Existing	No Waiting At Any Time



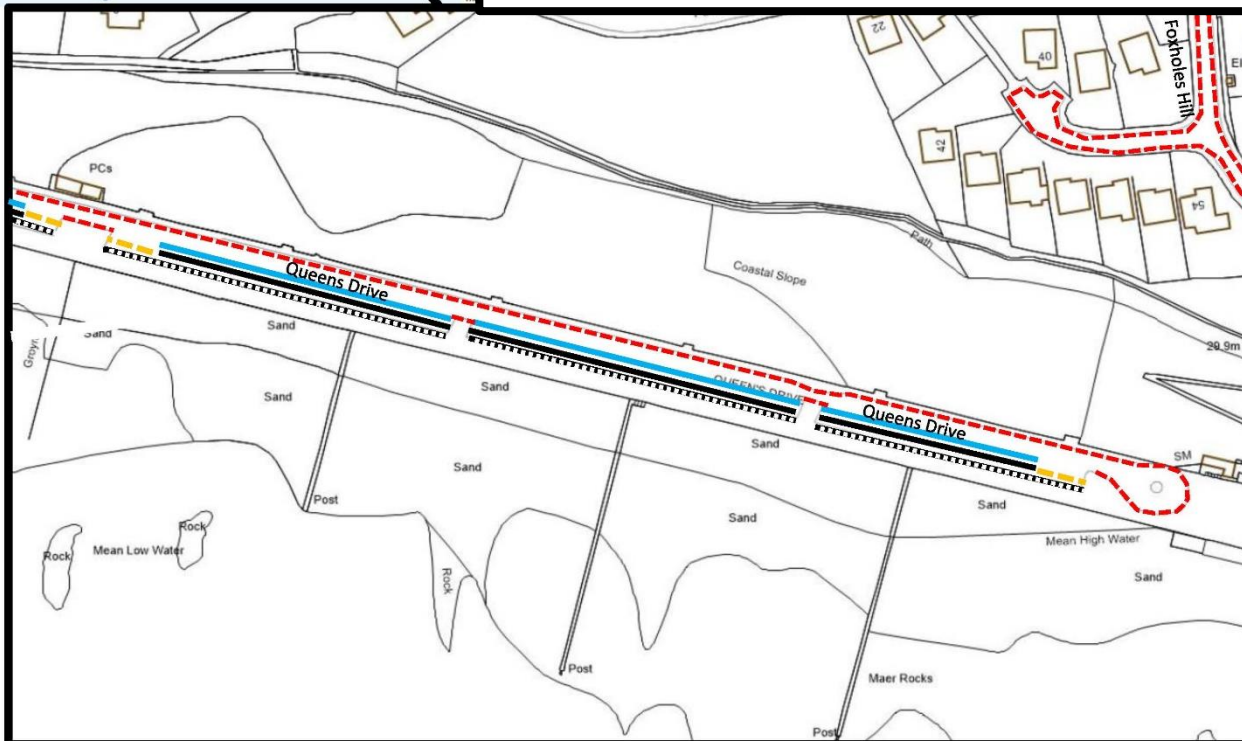
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Legend

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	Existing	Disabled Badge Holders Only At Any Time
	Existing	No Waiting At Any Time

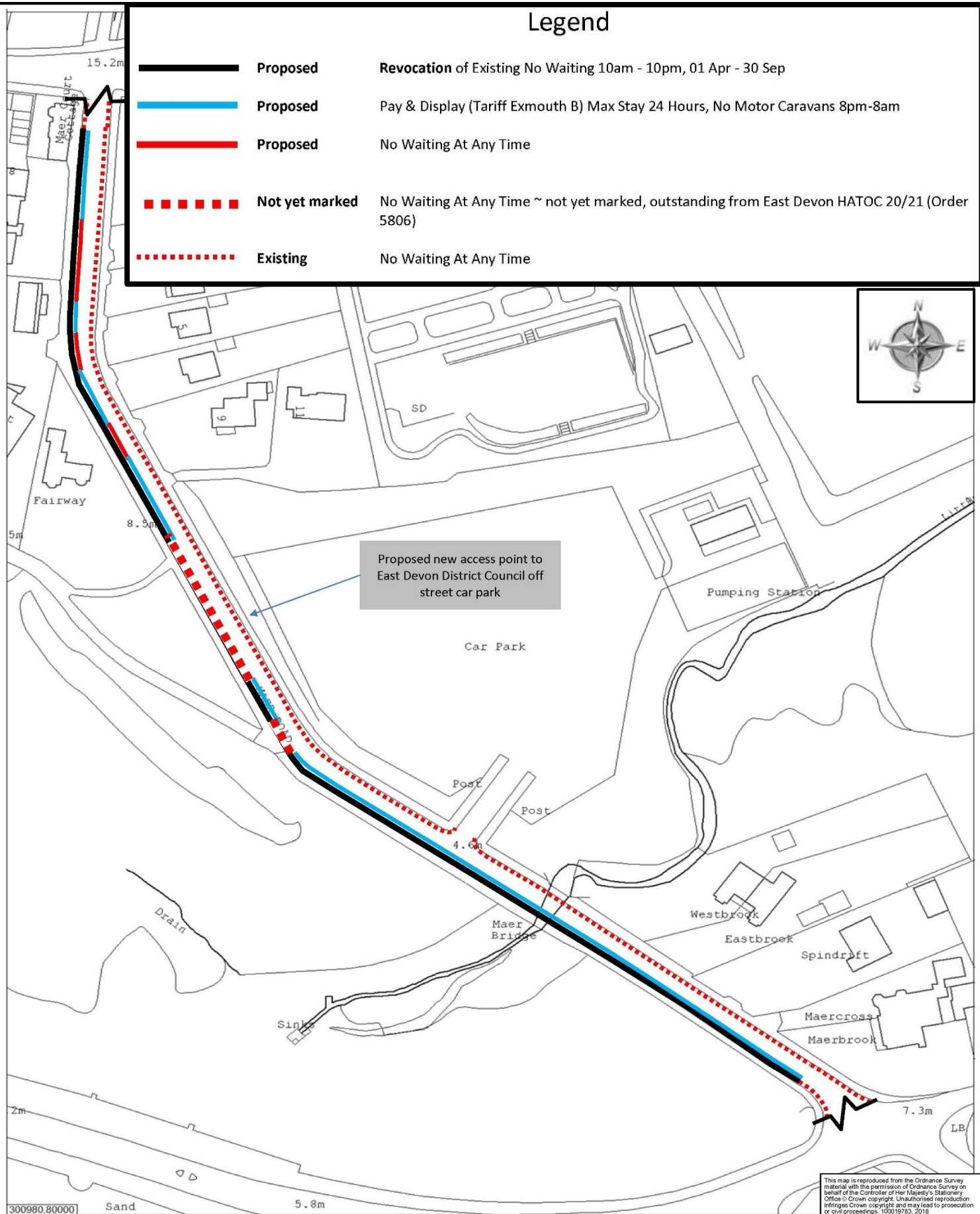


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Legend

	Proposed	Revocation of Existing No Waiting 10am - 10pm, 01 Apr - 30 Sep
	Proposed	Pay & Display (Tariff Exmouth B) Max Stay 24 Hours, No Motor Caravans 8pm-8am
	Proposed	No Waiting At Any Time
	Not yet marked	No Waiting At Any Time ~ not yet marked, outstanding from East Devon HATOC 20/21 (Order 5806)
	Existing	No Waiting At Any Time



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SCHEME

Exmouth - P&D With Motorcaravan Exclusion

DRAWING

MAER ROAD, EXMOUTH

Drawn by

NO

Scale

nts

Date

18-Jan-2021

O.S. Ref

301063,80140

Drawing number

ENV5838-004 (Rev1)

Summary of Comments Received

Devon County Council (Queens Drive and Maer Road, Exmouth)
(No Waiting At Any Time and Pay & Display) Amendment Order
Ref 5838

Comment	Response
Respondent 1: Resident of Douglas Avenue, Exmouth	
Maer Road has a long-term problem with boy racers, speeding cars and a much-increased volume of very large sewage and fertiliser tankers and HGVs.	The provision of on-street parking along the road will narrow the road which will encourage drivers to reduce speeds. There are gaps in the parking to provide passing places for larger vehicles.
Parking to one side of Maer Road naturally restricts the speed of these vehicles. Removing restrictions would allow for a much faster, unrestricted and dangerous flow of traffic. This is especially dangerous at a point specifically design for parking for access to the Maer and beach.	The proposal is to relax the existing prohibition and allow parking all year road within the proposed pay & display bays. Only small sections are proposed with No Waiting At Any Time (double yellow lines) and this is to improve accesses, including the car park, or improve visibility for pedestrians crossing the road.
If parking is removed, then speed restrictions should be put in place with a marked pedestrian crossing. There are no marked pedestrian crossings anywhere along Douglas Avenue, Maer Road, Queens Drive, Marine Drive. Priority should be given to pedestrians in these areas.	Dropped kerbs are provided for pedestrians to cross at appropriate locations in these roads but the locations do meet the criteria for a controlled pedestrian crossing.
HGV traffic should be restricted.	HGV's will only be using the road to access local properties. Therefore, it would not be appropriate or possible to prohibit them.
Respondent 2: Resident of Maer Road, Exmouth	
Pay and display parking along Maer Road is dangerous to pedestrians crossing the road and people entering/exiting parked cars At present parking is only allowed during quieter months of the year and is safer. During the summer the road is busy with cars (many driving fast) and pedestrians (many of whom are using the car park) and allowing parking here during the day and at this time of year is extremely dangerous.	View noted. No Waiting At Any Time (Double yellow lines) are being proposed both sides of the road and either side of the carpark entrance to ensure visibility of traffic entering/exiting the car park and for pedestrians to cross the road safely. No Waiting At Any Time is also being extended across the exits from The Maer which will provide greater visibility for pedestrians crossing the road.

Comment	Response
	The provision of on-street parking along the road will narrow the road which will encourage drivers to reduce speeds.
There is ample car parking already provided at the two nearby large car parks to satisfy demand.	The on-street parking is provided as additional capacity when the car parks are full during the summer months.
Respondent 3: Resident of Maer Road, Exmouth	
Objects to pay and display on Maer Road.	Objection to Pay and Display noted.
Why encourage parking on a small busy road when the Maer Road carpark is only full once or twice a year?	The on-street parking is provided as additional capacity when the car parks are full during the summer months. It will also act to calm the traffic using the road.
The existing restrictions means we can enter and exit our homes safely as parking is not permitted throughout the majority of the day. Parking should be banned on Maer Road all year. There is no need for people to park in the road if introducing parking charges.	View noted. No Waiting At Any Time has been proposed across all accesses to ensure they are kept clear of parked vehicles. The introduction of parking all year road will calm the traffic travelling along the road.
Motor Homes should be banned from parking overnight on all roads - public roads are not camp sites and do not have the correct sanitation facilities to cater for people living in campervans throughout the year on our roads.	Support noted for the on-street prohibition motor caravan restrictions in Exmouth.
Respondent 4: Resident of Maer Road, Exmouth	
Objects to pay and display on Maer Road.	Objection noted.
The proposed order will not preserve or improve the amenities of the area through which Maer Road runs but will increase danger to persons or other traffic using this road.	View noted. The proposed changes will improve the parking availability for The Maer and help control the traffic along the road.
Maer Road is signed as a main access to the beach and is busy, particularly in summer. The road has: <ul style="list-style-type: none"> • bus route with a bus stop • a bend • a number of residential accesses. 	Noted. This has been taken into account when designing the restrictions.
Parked vehicles on either side of entrances on the west side of the road will reduce visibility making exiting their property more hazardous, particularly in the vicinity of the bend in the road.	View noted. After further consideration, it is recommended that the proposed bay south of the access is shortened by 5 metres to provide additional visibility.

Comment	Response
The introduction of 24 hour 'pay and display' all year on this section of road, with camper vans permitted to park during the day, will be detrimental to residents and to the safety of all road users. In view of the above, the order should be amended to 'No waiting at any time' on the whole of the section of Maer Road from Douglas Avenue to the EDDC car park entrance. There is adequate alternative parking in the EDDC car park.	View noted. Allowing parking all year round will narrow the road and help reduce the speed of traffic along the entire length of road.
Respondent 5: Resident of Maer Road, Exmouth	
When exiting their property on Maer Road, the line of sight (especially when turning left) is restricted by cars parked too close to the entrance/exit. The extent of the double yellows across the entrance/exit needs to be sufficiently wide to enable exit with clear visibility of traffic on Maer Road.	View noted. After further consideration, it is recommended that the proposed bay south of the access is shortened by 5 metres to provide additional visibility.
Respondent 6: Resident of Maer Road, Exmouth	
Asks that the parking bays allow good vision for anyone exiting their property - particularly to the left. At the present time some motorists have been parking very close to the exit and it's then not possible to see clearly any traffic coming for the direction of Douglas Avenue.	See Respondent 5.
Questions the map used for the proposals.	The background mapping is supplied by the Ordnance Survey. The restrictions have been designed following visits to the road.
Respondent 7: Resident of Maer Road, Exmouth	
Their entrance should be given a sensible visibility splay. Currently cars often park too close thus restricting view, which is dangerous.	See Respondent 5.
Respondent 8: Resident of Maer Road, Exmouth	
Unhappy about the proposals in Maer Road making the winter parking all year round.	Objection noted.
During the winter months parked vehicles, particularly large vans and caravans, make it extremely difficult and dangerous to exit their property.	View noted. See respondent 5.

Comment	Response
Suggests pay and display from Queens drive to the car park entrance. This would remove the problems residents have exiting their properties as they will be able to see oncoming traffic.	See above.
Alternatively ban parking on the whole as the car park is rarely full apart from the height of the season.	The on-street parking is provided as additional capacity when the car parks are full during the summer months. It will also act to calm the traffic using the road.
Respondent 9: Resident of Maer Road, Exmouth	
Does not support Pay & Display parking between Douglas Avenue and car park.	Objection noted.
Parking in the winter can restrict visibility when exiting their property. It is even necessary to cross onto the far side of the road to turn left onto Maer Road.	See respondent 5.
Does not think pay & display is suitable as Maer Road is one of the sign-posted main routes to the sea front which carries a lot traffic in the summer months, including regular buses. Agrees with no parking at any time on Maer Road as it is a main route to the Sea Front and it works best like this.	The road is wide enough to allow for parking and two-way traffic. There are gaps in the parking which will serve as passing places if drivers feel it necessary. However, the parking will narrow the road and calm the traffic.
The Maer Road car park is rarely full and is the best place for cars to park off road. Exmouth Town Council is grassing over the overflow car parking area behind the new Side-shore sea front development; presumably because they have established that additional parking capacity is not required.	Having off street and on street parking provides options for drivers and overflow capacity on busy days in the high season.
Respondent 10: Resident of Maer Road, Exmouth	
This is a busy through route to the sea front in both directions. It has a regular bus service and the land train uses this road. There are two large car parks in close proximity, Maer Road and Foxholes where cars can park easily and safely without causing hazards.	Having off street and on street parking provides options for drivers and overflow capacity on busy days in the high season.
Variation of parking in Maer Road will cause significant danger, to the users of the car park and the residential properties. Entering and exiting these properties by vehicle or on foot can be extremely dangerous even with normal daily traffic flow.	Visibility has been taken into account when designing the proposal.

Comment	Response
<p>Cars jostling to park (facing either direction) can only exacerbate the danger. The road has insufficient width to accommodate buses, land train, parking, residential access and pedestrians from the car parks.</p>	<p>The road is wide enough to allow for parking and two-way traffic. There are gaps in the parking which will serve as passing places if drivers feel it necessary.</p> <p>However, the parking will narrow the road and calm the traffic.</p>
<p>The existing no waiting 10am to 10pm between April and September works well. It enables traffic to flow at these busy times and preserves the character of the Maer. To quote Wild East Devon 'a fantastic green space so close to the famous seafront. Ideal for a quiet stroll just away from the busy beaches and a secret haven for wildlife.'</p> <p>This area is regularly used by Exmouth residents for early morning and evening recreation and exercise. 24 hour charging would be a further imposition on local taxpayers who suffer from the influx of visitors.</p>	<p>View noted.</p> <p>Having off street and on street parking provides options for drivers and overflow capacity on busy days in the high season.</p> <p>The parking will narrow the road and calm the traffic all year round.</p>
<p>Respondent 11: Resident of Maer Road, Exmouth</p>	
<p>Objects to the proposals at the Douglas Avenue end of Maer Road.</p>	<p>Objection noted.</p>
<p>There is currently no parking on Maer Road in the summer months because the road is so busy. There are the Sandy Bay buses, lots of campervans, and other larger vehicles.</p>	<p>View noted.</p>
<p>Cars speed along the road and would be more dangerous in the summer with parking allowed.</p> <p>If you allow parking throughout the year, particularly it will force all the large vehicles (and all the cars) into the middle of the road.</p>	<p>The road is wide enough to allow for parking and two-way traffic. There are gaps in the parking which will serve as passing places if drivers feel it necessary.</p> <p>However, the parking will narrow the road and calm the traffic.</p>
<p>The bend in the road is almost a blind bend in this location. Vehicles heading south will be faced with a vehicle in the middle of the road. This is clearly a dangerous situation, and would probably cause traffic jams.</p>	<p>See above.</p>
<p>Respondent 12: Resident of Maer Road, Exmouth</p>	
<p>Disagrees with proposal for 24-hour pay and display on Maer Road.</p>	<p>Objection noted.</p>

Comment	Response
<p>The Maer is popular with dog walkers and having to pay to park to use the area each day will prevent a lot of people from being able to access this area on a daily basis.</p> <p>The current restrictions are sufficient and indeed could be lifted in the summer at say, 6pm, to allow dog walkers to use the area in the evening as well.</p>	<p>Dog walkers will still be able to park to use the beach or to walk their dogs.</p> <p>The proposed restrictions will better manage parking and ensure turnover of spaces.</p>
<p>The prevention of overnight parking by camper vans can be achieved by adjusting the signage - this is all that is needed if this is the problem and reason for the change.</p>	<p>View noted.</p>
<p>Respondent 13: Resident of Woodbury</p>	
<p>No justification to penalise local residents who are dog walkers using the free parking every morning. After all we all already pay the local council tax.</p>	<p>Dog walkers will still be able to park to use the beach or to walk their dogs.</p> <p>The proposed restrictions will better manage parking and ensure turnover of spaces.</p>
<p>It is reasonable to charge after 10 am when tourists start to arrive and who should rightly pay to use the amenities provided.</p>	<p>View noted.</p>
<p>This smacks of being yet another council targeted move against dogs and their owners.</p>	<p>The proposed restrictions will better manage parking and ensure turnover of spaces.</p>
<p>Respondent 14: Resident of Maer Road, Exmouth</p>	
<p>Objects to the proposed changes along Maer Road as they will have several adverse impacts for the area, and the reasons stated within the Order are not well founded.</p>	<p>Objection noted.</p>
<p>Maer Road is a residential road and is not wide to allow two-way flow of traffic when cars are parked along one side.</p>	<p>The road is wide enough to allow for parking and two-way traffic. There are gaps in the parking which will serve as passing places if drivers feel it necessary.</p> <p>However, the parking will narrow the road and calm the traffic.</p>
<p>The road is a busy route to the seafront especially during the summer months, with lots of traffic accessing the car park and seafront, as well as regular bus services and the land train.</p>	<p>View noted.</p>

Comment	Response
<p>It is also busy with pedestrians crossing between traffic to walk from the Maer road car park to the beach, as there is no pedestrian crossing in place, as well as people accessing the properties along the road.</p>	<p>View noted</p> <p>No Waiting At Any Time (Double yellow lines) are being proposed both sides of the road and either side of the carpark entrance to ensure visibility of traffic entering/exiting the car park and for pedestrians to cross the road safely.</p> <p>No Waiting At Any Time is also being extended across the exits from The Maer which will provide greater visibility for pedestrians crossing the road.</p> <p>The provision of on-street parking along the road will narrow the road which will encourage drivers to reduce speeds.</p>
<p>Having pay and display parking is likely to increase the risk of danger and accidents, rather than reduce it, as it will increase the number of people getting in and out of their vehicles along the busy road, with limited visibility between parked cars, and is likely to increase the traffic as cars drive back and forth looking or waiting for a space to become free and pull in and out of any spaces as traffic cannot pass easily in either direction.</p>	<p>See above.</p>
<p>During the hours and dates when parking is currently allowed, the road is not generally busy with other traffic, hence this is safe and a much appreciated and valued amenity.</p>	<p>View noted.</p>
<p>By introducing pay & display charging 24 hours all through the year, people are no longer able to benefit from this, and the amenities of the area are in fact reduced.</p>	<p>View noted.</p> <p>The proposed changes will improve the parking availability for The Maer and help control the traffic along the road.</p>
<p>Currently Maer Road is popular with locals during the off season and outside peak hours, as a convenient place to park for free and access the Maer or beach, for recreation such as walking or swimming.</p>	<p>The proposed restrictions will better manage parking throughout the year and ensure turnover of spaces for visitors to the area.</p>
<p>Proposal creates a disadvantage and increased danger to the community, the considerations at Maer Road are rather different from those on Queen's Drive and it does not appear that this has been fully taken into account.</p>	<p>View noted.</p> <p>The conditions of each road have been considered as part of the design of the scheme.</p>

Comment	Response
Respondent 15: Resident of Foxholes Hill, Exmouth	
Supports the proposed No Waiting At Any Time.	Support Noted.
Would like additional lengths of No Waiting At Any Time.	See respondent 5. It is considered that the remaining lengths of No Waiting are sufficient to protect the accesses they cover and to provide options for passing.
The long segment of proposed pay and display parking should be broken up with one or two no waiting segments of 15m to allow vehicles and cyclists some space and refuge.	The road is wide enough to allow for parking and two-way traffic.
Motorists should be reminded by signs that they should park in the direction of traffic.	The Department for Transport do not permit such signs on the public highway.
Would prefer pay and display to also prohibit light commercial vehicles to allow for all variations of Motor Caravans.	The regulations do not permit the introduction of such a restriction.
Restrictions will need to be enforced.	The proposed restriction will aid enforcement.
Signage is required setting the maximum length for the spaces provided with over length vehicles being prohibited. Caravans have also been parked here.	Such signage is not permitted for on-street parking bays.
Very poor enforcement continues in Exmouth.	The locations raised have been passed to the enforcement team.
Restrictions are required on LCVs and motor caravans on Foxholes Hill.	Respondent has previously been told that further restrictions in this area will be considered as part of the next review of restrictions in East Devon.
The eastern spur of Queens Drive could be changed into a car park to bring in revenue and help to stop the anti-social driving that is common on this road.	Options have previously been explored regarding the anti-social issues. However, the area is public highway and limits options.
The junction between the eastern spur of Queens Drive and Queens Drive and the roundabout at the junction of Queens Drive, Maer Road, Maer Lane and Foxholes Hill are too wide and should be narrowed.	View noted. The junctions are appropriate for the traffic that require access to these routes and there are no collisions to suggest there is a problem here.
Consideration could be given to calming on Queens Drive and giving much more space to cyclists and pedestrians.	View noted.
Respondent 16: Resident of Foxholes Hill, Exmouth	
I particularly object to the pay and display tariff proposal for Maer Road.	Objection to P&D in Maer Road noted.

Comment	Response
Motor homes should be allowed to park overnight. It's a progressive step to allow it in one of the car parks.	View noted. It is proposed that Motor Caravans stop in the nearby off-street car parks overnight as they have facilities suitable for these vehicles.
The current restriction (no parking between 10am-10pm) services this area very well. There are currently very few places in Exmouth where you can park for a short time without paying. The Maer is used every morning by dog walkers and a community of people has grown there. Most people only come for a short time in the morning and parking tariffs are likely to destroy this community and opportunity for people. I would urge you to consider keeping the option to park for free up to 10am, even if you go ahead with parking charges after this time.	View noted. The proposed changes will improve the parking availability for The Maer and help control the traffic along the road.
Respondent 17: Resident of Isca Road, Exmouth	
The No Waiting At Any Time sections to the SW of Maer Road should be increased to encompass both corners as visibility is poor and parked cars force traffic into the centre of the road.	The extents of the No Waiting restrictions have been considered and the road is wide enough to allow for parking and two-way traffic.
The large amount of Pay & Display on Maer Road seems to be about revenue rather than traffic safety when there is a perfectly good car park that is underutilised.	Having off street and on street parking provides options for drivers and overflow capacity on busy days in the high season.
The conditions on motor homes would appear to be irrelevant as the orders are never enforced.	The proposed restriction will aid enforcement.