

Local Waiting Restriction Programme

Report of the Director of Climate Change, Environment and Transport

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

Recommendation: It is recommended that:

- (a) work on the local waiting restriction programme is noted;**
- (b) the recommendations contained in Appendix 2 to this report are agreed.**

1. Summary

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

2. Background

In October 2021, a list of requests for new or amended waiting restrictions for the area was collated by the council. These requests have been considered by officers and proposals drafted. Officers have consulted the relevant local County Councillors and Chair/Vice Chair before they were advertised from 26 July until 19 August 2022.

A summary of the proposals advertised can be found in Appendix 1 and the associated plans have been attached as supplementary information to this report.

3. Consultations/Representations

Details of the objections received to these proposals, and the County Council's response are shown in Appendix 2 to this report.

Following advertisement:

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

4. Strategic Plan

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

5. Financial Considerations

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

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

6. Legal Considerations

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

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

7. Environmental Impact Considerations (Including Climate Change)

The proposals are intended to rationalise on street parking and improve mobility and access within the district and are designed to:

- Enable enforcement to be undertaken efficiently.
- Encourage commuters to make more sustainable travel choices e.g. Car Share, Public Transport, Walking and Cycling.
- Assist pedestrians and other vulnerable road users in crossing the highway.

The Environmental effects of the scheme are therefore positive.

8. Equality Considerations

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

9. Risk Management Considerations

No risks have been identified.

10. Public Health Impact

There is not considered to be any public health impact.

11. Reasons for Recommendations

The proposals rationalise existing parking arrangements within the HATOC area by:

- Enabling enforcement to be undertaken efficiently.
- Encouraging those working in the town to make more sustainable travel choices e.g. Car Share, Public Transport, Walking and Cycling.
- Assist pedestrians and other vulnerable road users in crossing the highway.

The proposals contribute to the safe and expeditious movement of traffic in the area and therefore comply with Section 122 of the Road Traffic Regulation Act 1984.

Meg Booth
Director of Climate Change, Environment and Transport

Electoral Divisions: All in Mid Devon

Local Government Act 1972: List of Background Papers

Contact for Enquiries: James Bench

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Background Paper	Date	File Reference
Nil		

jb161122mdh
sc/cr/Local Waiting Restriction Programme
02 181122

Details of Proposals Advertised

Councillor	Plan Reference	Location	Parish/Town	Proposals	Statement of Reasons
John Berry	ENV5935-01	West End Road	Bradninch	No Waiting At Any Time outside nos. 13 & 30.	To prevent obstructive parking.
John Berry	ENV5935-02	Millway	Bradninch	No Waiting at Any Time on north side between Fore Street and the narrowing.	To prevent obstructive parking and improve visibility.
John Berry	ENV5935-03	Kensham Avenue	Bradninch	No Waiting at Any Time opposite entrance to the recreation ground.	To prevent obstructive parking.
John Berry	ENV5935-04	Cullompton Hill	Bradninch	No Waiting at Any Time outside Nos.10 to 16.	To prevent obstructive parking.
John Berry	ENV5935-05	Hen Street	Bradninch	No Waiting at Any Time outside Hen House.	To prevent obstructive parking.
John Berry	ENV5935-06	Saunders Way	Cullompton	No Waiting at Any Time around and opposite accesses on the estate.	To prevent obstructive parking.
John Berry	ENV5935-07	Crow Green	Cullompton	Extend No Waiting at Any Time on both sides up to no. 17.	To prevent obstructive parking.
John Berry	ENV5935-08	Pound Square	Cullompton	Shorten Limited Waiting Bays and introduce No Waiting at Any Time across driveway to no. 17.	To improve visibility and access to properties.
John Berry	ENV5935-09	St Andrews Road	Cullompton	Upgrade the Keep Clears outside of the school.	To prevent obstructive parking outside school.

Councillor	Plan Reference	Location	Parish/Town	Proposals	Statement of Reasons
Richard Chesterton	ENV5935-10	Castle Street	Bampton	Extend No Waiting at Any Time on the north side between Frog Street and Mount Cottage.	To prevent obstructive parking.
Richard Chesterton	ENV5935-11	Morebath Hill	Bampton	No Waiting at Any Time on the south side at the junction with Castle Street.	To prevent obstructive parking and improve visibility.
Richard Chesterton	ENV5935-12	Higher Wellbrook Street	Tiverton	Extension to No Waiting at Any Time to include the park entrance.	To prevent obstructive parking.
Colin Slade	ENV5935-13	Lowman Green	Tiverton	Introduce a Restricted Parking Zone (zonal No Waiting at Any Time).	To prevent obstructive parking.
Richard Chesterton	ENV5935-14	Orkney Mews	Tiverton	No Waiting at Any Time around the turning head.	To prevent obstructive parking.
Frank Letch	ENV5935-15	Venbridge Hill	Cheriton Bishop	No Waiting at Any Time outside Limerick House.	To prevent obstructive parking.
Frank Letch	ENV5935-16	George Hill (South)	Crediton	No Waiting at Any Time on both sides at the junction with Alexandra Road.	To prevent obstructive parking.
Frank Letch	ENV5935-17	George Hill (North)	Crediton	No Waiting at Any Time on the north side opposite Avranches Avenue.	To prevent obstructive parking.
Frank Letch	ENV5935-18	Dokkum Road	Crediton	Extend the No Waiting and No Waiting at Any Time at the junction of Park Road.	To prevent obstructive parking.

Councillor	Plan Reference	Location	Parish/Town	Proposals	Statement of Reasons
Frank Letch	ENV5935-19	Albert Road	Crediton	Extend No Waiting at Any Time to include the rest of the public highway.	To prevent obstructive parking.
Frank Letch	ENV5935-20	Commonmarsh Lane	Crediton	Extend No Waiting at Any Time for the entire south side of the western spur.	To prevent obstructive parking.
Frank Letch	ENV5935-21	Peoples Park Road	Crediton	Extend No Waiting at Any Time on both sides to remove the gap at the Deep Lane junction.	To prevent obstructive parking.
Frank Letch	ENV5935-22	Road from Fordton Cross to Station Cross	Fordton Crediton	No Waiting at Any Time on the east side from the south platform access road to the access to Rodan.	To prevent obstructive parking leading up to the level crossing.
Margaret Squires	ENV5935-23	Godolphin Close	Newton St Cyres	No Waiting at Any Time on the north and west sides at the junction with the A377.	To prevent obstructive parking.
Margaret Squires	ENV5935-24	Rose and Crown Hill	Sandford	Extend no Waiting at Any Time on the west side and at the junction with Back Lane.	To prevent obstructive parking.
Margaret Squires	ENV5935-25	Silverdale	Silverton	Extend No Waiting at Any Time outside no. 5.	To prevent obstructive parking.
Margaret Squires	ENV5935-26	C308 Road from Five Crosses to Nomansland	Nomansland	No Waiting at Any Time at the junction with B3137.	To prevent obstructive parking at the junction.

Summary of Submissions

ENV5935-01 West End Road, Bradninch 2 respondents – 1 resident of West End Road & 1 resident of Fore Street	
Comment	Devon County Council Response
<p>1 respondent supports and 1 respondent opposes the proposal.</p> <p>Objections:</p> <ul style="list-style-type: none"> • Parking is insufficient; • Most properties do not have off road parking; • A large proportion of the population has more than one vehicle. <p>Suggestions:</p> <ul style="list-style-type: none"> • Road is too narrow; • Parking along the street is bigger problem as non-residents are using it. 	<p>Reason for Proposal: No Waiting At Any Time outside nos. 13 & 30 to prevent obstructive parking.</p> <p>Officer comments: Parking is only permitted at locations where it does not cause an obstruction to traffic.</p> <p>The restrictions are considered necessary to prevent parking that prevent larger vehicles accessing the road.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

ENV5935-02 Millway, Bradninch 2 respondents – 1 resident of Millway & 1 resident of Fore Street	
Comment	Devon County Council Response
<p>2 respondents oppose the proposal.</p> <p>Objections:</p> <ul style="list-style-type: none"> • Parking is insufficient; • Most properties do not have off road parking; • A large proportion of the population has more than one vehicle; <p>Suggestions:</p> <ul style="list-style-type: none"> • Would be supportive if there was an alternative place to park. 	<p>Reason for Proposal: No Waiting at Any Time on north side between Fore Street and the narrowing to prevent obstructive parking and improve visibility.</p> <p>Officer comments: Parking is only permitted at locations where it does not cause an obstruction to traffic, including pedestrians.</p> <p>The restrictions are considered necessary to prevent parking that obstructs pedestrians. Parking on the private land is not affected by this proposal.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

ENV5935-03 Kensham Avenue, Bradninch
1 respondent – 1 resident of Fore Street

Comment	Devon County Council Response
<p>1 respondent opposes the proposal.</p> <p>Objections:</p> <ul style="list-style-type: none"> • Parking is insufficient; • Most properties do not have off road parking; • A large proportion of the population has more than one vehicle. 	<p>Reason for Proposal: No Waiting at Any Time opposite entrance to the recreation ground to prevent obstructive parking.</p> <p>Officer comments: Parking is only permitted at locations where it does not cause an obstruction to traffic.</p> <p>The restrictions are considered necessary to prevent parking that prevent vehicles accessing the car park.</p>

Recommendation
 It is recommended that the proposals are implemented as advertised.

ENV5935-04 Cullompton Hill, Bradninch
4 respondents – 2 residents of Cullompton Hill, 1 resident of Fore Street and 1 resident of Heggadon Close

Comment	Devon County Council Response
<p>1 respondent supports and 3 oppose the proposal.</p> <p>Objections:</p> <ul style="list-style-type: none"> • Restrictions would have a negative impact on local residents; • Traffic is not an issue; • Traffic is not caused by parking in this area; • Parking for residents and where these would need to park has not been considered; • Parking is extremely limited in Bradninch; • Reducing parking would exacerbate the existing parking problem; • Restrictions would displace cars to Heggadon Close; • Most properties do not have off road parking; • A large proportion of the population has more than one vehicle. <p>Suggestions:</p> <ul style="list-style-type: none"> • Car Park at Heggadon Close to be partly opened up to non-residents of the Close. 	<p>Reason for Proposal: No Waiting at Any Time outside Nos.10 to 16 to prevent obstructive parking.</p> <p>Officer comments: Parking is only permitted at locations where it does not cause an obstruction to traffic.</p> <p>The restrictions are considered necessary to prevent parking that prevents access to properties fronting the road.</p> <p>The car park in Heggadon Close is outside the jurisdiction of the County Council.</p>

Recommendation
 It is recommended that the proposals are implemented as advertised.

ENV5935-05 Hen Street, Bradninch**10 respondents – 7 residents of Hen Street, 1 resident of Fore Street, Bradninch Town Council and 1 unknown**

Comment	Devon County Council Response
<p>10 respondents oppose the proposal.</p> <p>Objections:</p> <ul style="list-style-type: none">• There is insufficient parking already;• Restrictions would make existing lack of parking worse;• Restrictions are not necessary, visibility is good and drivers are considerate;• There are no access issues with larger vehicles;• Parked cars provide traffic calming, which benefits safety of all residents;• Restrictions only benefit one property in the street to the detriment of the rest of the community;• Parking at the access point to the footpath is not an issue as the footpath is not suitable for user of mobility scooters and buggies;• Majority of properties on Hen Street do not have off road parking;• There is a splay at the entrance to the drive which gives vehicles extra space to pass any vehicles parked opposite;• Proposals are at the widest point of the road;• If vehicles block access for deliveries, owners move cars out of the way;• Unfair to remove a parking space which has been in use for many years without issues raised;• Restrictions are a waste of council funds to enforce it;• Restrictions would reduce number of spaces to 10 for 13 properties;• Space outside No14-16 provides a very necessary space for residents;• Restriction would have a knock on effect for parking in Fore Street, Parsonage Street and the Parsonage Street Car Park;• There are rarely 2 cars parked in the proposed restriction area, although there is plenty of room for a second vehicle without it impinging on vehicular movement along the street;• There is a reluctance by tradespeople to take on jobs in Hen Street because of the lack of parking;• Location of the proposal is one of the few locations where an EV charge point could be installed;• Parked vehicles have led to fewer accidents;• Restrictions would be highly disruptive to residents of Hen Street;• Suggestion that restricting parking in this space would alleviate a highway obstruction or danger is not credible and highly misleading;• There is very little through traffic;• Proposed parking restrictions lack credibility;	<p>Reason for Proposal: No Waiting at Any Time outside Hen House to prevent obstructive parking</p> <p>Officer comments: Comments noted.</p> <p>After consideration of the comments and removal of support from the town council, it is recommended that the restrictions are not progressed.</p> <p>It should be noted that the typographical error in the draft order does not invalidate the process as the plan clearly shows the length of road that is intended for the restriction.</p>

<ul style="list-style-type: none"> • Lack of detailed explanation/justification encourages divisive speculation; • Cars parked out of driveways don't obstruct exits; • Town Council does not support proposals following a town meeting where residents voiced and explained their opposition. <p>Suggestions:</p> <ul style="list-style-type: none"> • Problem would solve itself if person reverses into the driveway. <p>Other Comments:</p> <ul style="list-style-type: none"> • Resident objects as the draft order incorrectly describes the length. 	
<p>Recommendation It is recommended that the proposals are not progressed.</p>	

ENV5935-06 Saunders Way, Cullompton 1 respondent – 1 business of Kingsmill Industrial Estate	
Comment	Devon County Council Response
<p>1 respondent supports the proposals.</p> <p>Supporting arguments:</p> <ul style="list-style-type: none"> • Supports introduction of 'No Waiting' along sections of Saunders Way. <p>Suggestions:</p> <ul style="list-style-type: none"> • 'No Waiting' sections should be all along south side of the road to prevent parking on both sides of the road. <p>Additional Info:</p> <ul style="list-style-type: none"> • Some drivers traveling along the M5 will park along the road all day. 	<p>Reason for Proposal: No Waiting at Any Time around and opposite accesses on the estate to prevent obstructive parking.</p> <p>Officer comments: Support noted.</p> <p>The restrictions are proposed to protect junctions and accesses along the road.</p> <p>It is not possible to extend the restrictions as part of this order. Therefore it is recommended that they are implemented as advertised and the situation is monitored. If needed, further restrictions can be considered as part of a future waiting restriction review.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

ENV5935-07 Crow Green, Cullompton**7 respondents – 6 residents of Crow Green and 1 resident of New Street**

Comment	Devon County Council Response
<p>3 respondents support and 4 oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none">• There is no parking for vehicles as it is;• Crow Green is the only non-payment/restrictive parking in the area;• New Street and Exeter Hill residents and people working on Exeter Hill use Crow Green to park;• Restrictions would displace parking to further along the road;• Residents would be penalised for other people's inconsiderate use of Crow Green;• Residents do not support restrictions for North side of Crow Green;• Restrictions on the northern side would create road safety issue as vehicles will not slow down;• Restrictions would reduce the parking available to local residents;• Restrictions would lead to people parking on grass verges and so destroying a local amenity;• Restrictions would lead to more inconsiderate parking in other areas; <p>Supporting arguments:</p> <ul style="list-style-type: none">• Parking is an issue in the evenings and on weekends;• Residents support the restrictions for the South side of Crow Green;• Residents have issues accessing drives due to obstructive parking;• Existing parking restricts access for emergency services. <p>Suggestions:</p> <ul style="list-style-type: none">• Introduce resident parking;• Only introduce the restriction along the southern side of Crow Green.	<p>Reason for Proposal: Extend No Waiting at Any Time on both sides up to no. 17 to prevent obstructive parking.</p> <p>Officer comments: Comments noted.</p> <p>After further consideration, it is recommended that the restrictions on the north side are not progressed and the restrictions on the south side are implemented as advertised to ensure there is access to the off-street parking and prevent through traffic.</p>
<p>Recommendation It is recommended that the proposals are only implemented on the south side.</p>	

ENV5935-08 – Pound Square, Cullompton
1 respondent – 1 resident of Luxton Court

Comment	Devon County Council Response
<p>1 respondent supports the proposals.</p> <p>Suggestions:</p> <ul style="list-style-type: none"> No Waiting At Any Time should be extended along the front of the building south of the junction with Way's Lane as parking may impact through traffic and emergency services. 	<p>Reason for Proposal: Shorten Limited Waiting Bays and introduce No Waiting at Any Time across driveway to no. 17 to improve visibility and access to properties.</p> <p>Officer comments: Support noted.</p> <p>There has not been any contact from the emergency services to suggest the parking is a problem and requires additional restrictions.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

ENV5935-10 – Castle Street, Bampton
56 respondents – 12 residents of Castle Street. 32 residents of Bampton, 1 resident of Dulverton, 4 residents of Shillingford, 2 residents of Morebath, 2 residents of Tiverton and 3 unknown
And a petition with 326 signatures

Comment	Devon County Council Response
<p>7 respondents support and 49 oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> Restrictions would greatly increase risk of injury to pedestrians; The road is not wide enough to allow passage of a large commercial vehicle in each direction simultaneously/Two vehicles will still have to pass each other and if they are wide, would still have to mount a pavement; Parking of vehicles on the northwest side provides protection for pedestrians from traffic incursions onto the pavement; The pavement is in constant use; Parked cars provide traffic calming; Restrictions would inconvenience residents by taking away their right to park outside or close to their properties; Properties would be reduced in value due to removal of parking; There is no alternative parking for the vehicles parked on street during the day and most evenings/No alternative parking provided/proposed; Restrictions do not benefit the town; Restrictions would encourage more HGV traffic; Restrictions would displace cars; 	<p>Reason for Proposal: Extend No Waiting at Any Time on the north side between Frog Street and Mount Cottage to prevent obstructive parking.</p> <p>Officer comments: Parking is only permitted at locations where it does not cause an obstruction to traffic or pedestrians. It is noted that there is a history of vehicles mounting the eastern pavement putting pedestrian safety at risk as well as residents leaving their properties.</p> <p>It is not appropriate to introduce a ban on larger vehicles from using the road as there is no suitable alternative to the B road.</p> <p>It is also recognised that there is significant objection to the removal of parking along Castle Street, including the residents of Castle Street. As it is the wish of the community to retain the parking it is recommended that the restriction is not implemented.</p>

- Restrictions would materially disadvantage businesses them as customers would be unable to park locally to visit them;
- Current parking arrangements work/No problem with cars parked on one side of Castle Street;
- Idea has been raised twice in the recent past and abandoned;
- Restrictions would lead to significant damage to listed properties;
- Period of consultation is too short and during a time when people are on holiday;
- Restrictions would invite an accident/Restrictions would lead to a child or elderly person to be injured at best or killed;
- Restrictions are not logical;
- The problem is excessive sized HGV traffic using this road as a cut through/causing:
 - Risk to pedestrians;
 - Obstruction of single file road layout;
 - Light to be blocked out;
 - Repetitive noise;
 - Carbon deposits which are a severe health risk.
- Exacerbated parking issues would damage the image of Bampton with tourists;
- The road is wide enough that traffic can pass without causing too many issues, as there are clear lines of sight from both ends;
- There have been no accidents;
- Previous trial with no parking from May to October lead to negative effects;
- The current situation creates a higher perceived (rather than actual) risk which modifies driver behaviour;
- A council meeting was held on this issue and there was zero support for this proposal;
- The minor inconvenience some vehicles may currently experience does not outweigh the risk to pedestrians;
- Passing a parked car is safer than passing a moving car;
- Restrictions would cause more issues than they would solve;
- Displacement of cars would cause visibility issues for pedestrians crossing;
- Vehicles traveling at higher speed due to restrictions would not be seen by traffic attempting to turn up Castle Street;
- During the summer season it would be impossible for residents to park near their houses;
- Difficult situation would arise due to restrictions with regards to deliveries, postal services, waste disposal/recycling;
- Restrictions benefit large vehicles over residents who pay council tax and support the economy and community;

The request for a 20mph restriction has been considered and prioritised against the 100 other requests received across Devon.

It is not the responsibility of the council to create parking. However, if residents believe there is scope to relax some of the existing restrictions, these should be discussed with the local County Councillor and parish council and could be considered as part of a future review of waiting restrictions.

- There are alternative routes more suitable to over-large vehicles;
- Yellow lines on their own are not the answer;
- It is a B road and it should not be used by the lorries;
- Double yellow lines were deployed in the same location some 20 years ago but were removed as unworkable;
- Resident is unable to find technical analysis on the part of the highway authority as to how the parking restriction would resolve any existing problem, nor an analysis of other potential solutions and an analysis of reported accidents or near misses that might lend support to the proposed scheme;
- Higher traffic speeds due to the proposals will make pedestrians and cyclists in particular at greater risk.

Supporting arguments:

- Ideal solution which allows traffic to flow freely in both directions through Castle Street/ Restrictions would ensure easier traffic to flow between Bampton through to Shillingford and villages to Taunton;
- Restrictions would also provide a greater sense of safety to pedestrians passing up/down castle street from the risk of vehicles (especially HGVs)/Restrictions would make the road safer for pedestrians;
- Restrictions make sense;
- Restrictions would ease congestion;
- Given the narrowness of this stretch of Castle Street and the size and volume of trucks and farm vehicles that pass along it, supporting this proposal makes common sense;
- Restrictions would stop one side of the road from constantly breaking up and having to be repaired;
- Restrictions would ensure lorries/tractors and emergency services do not have to mount the pavement;
- There is always enough room in both car parks to park no need for double parking on the main road.

Suggestions:

- Introduce white lines;
- Introduce signage at the top and bottom of the street, indicating that drivers coming from one direction have priority and that drivers coming from the opposite direction should give way until the road ahead is clear;
- Introduce a weight/height limit;
- Heavy traffic making deliveries to local addresses should enter and exit Bampton from the A396 Exe Valley Road along the B3227 South Molton Road;
- Introduce speed restrictions/ Introduce a 20mph speed limit throughout the village/on ALL approach roads to Bampton and through the town but particularly on the South Molton approach road where

traffic frequently comes at 30mph plus round a blind corner where people are crossing the road. Include:

- Calming & enforcement measures, e.g. speed humps/chicane, speed signage & CCTV.
- Police new restrictions otherwise they are pointless;
- Consider the onward consequences thoroughly, including giving consideration as to where the residents of Castle St will now be able to park;
- In general parking in Bampton is terrible and should be made better to make it safer for all concerned;
- If parking would be restricted further still, introduce a residents parking scheme/Resident parking permits 6pm-6am (over night) should be introduced with a distinct safety bay to accommodate emergency vehicles, oil deliveries, recycling lorries etc;
- All Bampton residents should have been informed as cars will be parked anywhere and everywhere;
- Without any extra provision for those who park on Castle Street you are unlikely to get the cooperation of the locals. Surely some clever road designer could come up with an idea to use the Old Morebath road and unused land at the junction! The money saved on road, curb and pavement repairs could be put towards the cost;
- Give residents more parking;
- A solution would be to restrict traffic to one-way via pinch points and to widen the pavements on each side of the road;
- Position digital speed displays where traffic enters the village before the bend to remind drivers to check their speed ahead of going around the bend;
- Spend money on more serious issues, like a pedestrian crossing at the entrance to the Mott and Bailey.

Questions

- Resident presumes that all property owners on Castle Street who only have car parking outside their property will be financially compensated if the proposals go ahead and the value of our properties is reduced?
- Resident ask why this has been proposed again and who locally supports it?
- Where are the proposed alternative parking arrangements for the residents of Castle Street?
- Are there any plans to install speed restrictive measures along this stretch of road?
- Is there an account of all the repairs done in the last 10 years?
- Was the North Devon Link Road not constructed to relieve the villages of this heavy traffic?

Recommendation

It is recommended that the proposals are not progressed.

ENV5935-11 - Morebath Hill, Bampton**4 respondents – 1 resident of Castle Street, 1 resident of Briton Street, 1 resident of Frog Street and 1 resident of Brook Street****Comment**

4 respondents oppose the proposal.

Objections:

- Restrictions would massively detract from parking for local businesses and the value of our homes;
- Young children walking to the park will lose protection of the parked vehicles on the North side of the street;
- The parked vehicles are the only mechanism that slows traffic cresting the hill into the town;
- The restrictions would not solve the issue whereby the road is too narrow as vehicles will meet at that point anyway;
- A council meeting was held on this issue and there was zero support for this proposal;
- Resident has never witnessed any congestion worthy of proposed restrictions;
- The minor inconvenience some vehicles may currently experience does not outweigh the risk to pedestrians;
- Restrictions would encourage speeding;
- Removal of parked cars will encourage more through heavy trucks;
- Bampton is very short of residential parking places;
- Current parking doesn't cause a problem;
- Restrictions would cause more issues than they would solve;
- People would simply park elsewhere;
- Residents has never seen a vehicle parked opposite Motte & Bailey on the B3190;
- Bampton in general needs more parking provision for residents and visitors;
- There are gravel side places where people from Castle Street can park.

Suggestions:

- Install a sign opposite the B3190 junction on Castle Street advising motorists that oncoming vehicles may be in the middle of the road.

Devon County Council Response**Reason for Proposal:**

No Waiting at Any Time on the south side at the junction with Castle Street to prevent obstructive parking and improve visibility.

Officer comments:

Parking is only permitted at locations where it does not cause an obstruction to traffic. It is considered that the prevention of parking at this junction will improve visibility and access for traffic.

Recommendation

It is recommended that the proposals are implemented as advertised.

ENV5935-12 - Higher Wellbrook Street, Tiverton
1 respondent – 1 resident of Higher Wellbrook Street

Comment	Devon County Council Response
<p>1 respondent supports the proposal.</p> <p>Objections:</p> <ul style="list-style-type: none"> Blue badge holders and those loading/unloading will still park in the same location and cause the same obstructions; Restrictions would lead to a decrease in road safety for pedestrians; Restrictions would move the problem to other streets. <p>Supporting arguments:</p> <ul style="list-style-type: none"> Respondent supports the theory of the restrictions. <p>Suggestions:</p> <ul style="list-style-type: none"> Display a "NO WAITING AT ANY TIME" sign and/or yellow lines put on the kerbs. 	<p>Reason for Proposal: Extension to No Waiting at Any Time to include the park entrance to prevent obstructive parking.</p> <p>Officer comments: Support noted.</p> <p>It is not possible to introduce additional restrictions as part of this order. Therefore it is recommended that the restrictions are introduced as proposed. If issues continue then further restrictions can be considered as part of a future waiting restriction review.</p>

Recommendation
 It is recommended that the proposals are implemented as advertised.

ENV5935-13 - Lowman Green, Tiverton
1 respondent – 1 resident of Chapel Street

Comment	Devon County Council Response
<p>1 respondent supports the proposal.</p> <p>Supporting arguments:</p> <ul style="list-style-type: none"> Some cars do not move for weeks; Some cars block the flood gate; Current parking arrangements also make it difficult for waste disposal and deliveries. 	<p>Reason for Proposal: Introduce a Restricted Parking Zone (zonal No Waiting at Any Time) to prevent obstructive parking.</p> <p>Officer comments: Support noted.</p>

Recommendation
 It is recommended that the proposals are implemented as advertised.

ENV5935-14 - Orkney Mews, Tiverton
1 respondent – 1 resident of Orkney Mews

Comment	Devon County Council Response
<p>1 respondent supports the proposal.</p> <p>Supporting arguments:</p> <ul style="list-style-type: none"> Restrictions would make it safer for pedestrians, drivers of large delivery vehicles and ambulances. <p>Suggestions:</p> <ul style="list-style-type: none"> Suggests a sign to highlight that the area is for turning only and not for parking. <p>Additional Info:</p> <ul style="list-style-type: none"> Respondent reports that other residents of Orkney Mews have concerns about other areas of the street, and suggests a meeting between residents and a member of the Highway Team to discuss other parking issues. 	<p>Reason for Proposal: No Waiting at Any Time around the turning head to prevent obstructive parking.</p> <p>Officer comments: Support noted.</p> <p>Double yellow lines will be marked to highlight that parking is not permitted.</p> <p>Further requests for restrictions should be discussed with the local County Councillor and could be considered as part of a future review of restrictions.</p>

Recommendation
 It is recommended that the proposals are implemented as advertised.

ENV5935-15 - Cottage Cross to Froggy Mill Cross (Venbridge Hill), Cheriton Bishop
4 respondents – 4 residents of Venbridge Hill

Comment	Devon County Council Response
<p>1 respondent supports and 3 respondents oppose the proposal.</p> <p>Objections:</p> <ul style="list-style-type: none"> The area with proposed restrictions is used for residential and school overflow parking; Parking does not restrict the flow of traffic; Restrictions would exacerbate parking issues and would move this parking along the road; Parking creates more of an obstruction outside of the school main entrance and the church; Parking reduces traffic speeds and helps keep vehicle speeds within the 20mph speed limit; Resident opposes based on pedestrian safety; Resident opposes based on the rationale behind the proposals; To put this parking restriction on the grounds of obstruction is questionable; Restrictions would be a waste of taxpayers' money; Restrictions would not benefit the locality; Restrictions would make parents and guardians collecting children from school park on both sides of the over bridge; There are far worse areas of danger in the village. 	<p>Reason for Proposal: No Waiting at Any Time outside Limerick House to prevent obstructive parking.</p> <p>Officer comments: Parking is only permitted at locations where it does not cause an obstruction to traffic.</p> <p>We have received reports that parking at this location causes obstruction to the driveways for neighbouring properties but as the majority of properties do not support the proposal it is recommended that the restrictions are not progressed.</p> <p>Any concerns on the action of school children on the A30 bridge should be reported to the school or the police.</p>

<p>Supporting arguments:</p> <ul style="list-style-type: none"> • Resident reports many near misses pulling out of their drive over the last when cars are parked along the length of the proposed restrictions; • Resident states school pick up traffic sometimes block access to their drive. <p>Suggestions:</p> <ul style="list-style-type: none"> • Extend the length of the proposed parking restriction to extend from the A30 overbridge and across the access road to properties on the left; • Solve worse problems in following areas: outside of school, playing field and southern end of Church Lane. <p>Additional Info:</p> <ul style="list-style-type: none"> • If someone is harmed or killed due to Devon County Council's malfeasance, there shall be repercussions; • Respondent states there are issues with children distracting A30 traffic from the bridge. 	
<p>Recommendation It is recommended that the proposals are not progressed.</p>	

ENV5935-16 - George Hill Junction with Alexandra Road, Crediton 2 respondents – 1 resident of Avranches Avenue and Crediton Town Council	
Comment	Devon County Council Response
<p>1 respondent supports and 1 respondent opposes the proposal.</p> <p>Objections:</p> <ul style="list-style-type: none"> • Cars parked are resident's who do not want to obstruct the street in the event of an emergency; • Restrictions would displace parking. 	<p>Reason for Proposal: No Waiting at Any Time on both sides at the junction with Alexandra Road to prevent obstructive parking.</p> <p>Officer comments: Parking is only permitted at locations where it does not cause an obstruction to traffic.</p> <p>It is considered the restrictions are needed to protect the junction.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

ENV5935-17 - George Hill, Crediton 16 respondents – 11 residents of Avranches Avenue, 1 resident of St Lawrence Green, 2 residents of George Hill, 1 resident of Alexandra Road and Crediton Town Council	
Comment	Devon County Council Response
<p>16 respondents oppose the proposal.</p> <p>Objections:</p> <ul style="list-style-type: none"> • Road is wide enough to allow parking; • There will be nowhere for residents and visitors to park; 	<p>Reason for Proposal: No Waiting at Any Time on the north side opposite Avranches Avenue to prevent obstructive parking.</p>

- Would displace parking onto and around Avranches Avenue and George Hill Crescent;
- Parking does not cause obstruction;
- Resident never experienced issues when leaving or turning into Avranches Avenue;
- Emergency vehicles have enough space to navigate that area;
- Restrictions would severely restrict access to the recreation field Beacon Park for those who don't live nearby & those with disabilities;
- Parking in the area is already limited;
- Restrictions would lead to more pressure on parking which would cause friction and difficulties;
- Large lorries can turn at the junction without any problems;
- Restrictions would be a waste of resources;
- Current parking practices are less obstructive;
- Visibility for drivers is not affected by parking;
- Restrictions would make parking on George Hill more dangerous as it allows parking on the narrowest part of the hill;
- Permission to build 2 Avranches Avenue on car parking area is why the top of George Hill is now used for car parking;
- Parked cars provide traffic calming;
- Problem is cars parked on Higher Road by the viewing point.

Supporting arguments:

- Parking next to the reservoir bench area can cause an obstruction when entering George Hill.

Suggestions:

- Requested that the bays be kerbed and properly marked out and tarmacked because part of the strip of land used is not highway but a grass verge.
- Ban parking for a car's length near the junction as anyone parking there reduces visibility dangerously for those turning out from George Hill.
- Only area where double yellow lines are required is for approx.. 50 metres when you turn in to George Hill from Higher Road;
- Use an area of the playing field for parking, this would alleviate a lot of problems that your proposal will no doubt create;
- There is dangerous parking in the lay-by on higher road.

Officer comments:

Parking is only permitted on the carriageway at locations where it does not cause an obstruction to traffic.

Parking is currently parking on the verge which is why there appears to be sufficient space.

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

The proposals did not extend outside the reservoir, therefore it is not possible to introduce restrictions along this section of road as part of these proposals. If there is a request for additional restrictions this should be discussed with the County councillor. If approved, they could then be considered as part of a future review of waiting restrictions.

Recommendation

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

ENV5935-18 - Dokkum Road, CREDITON**2 respondents – 1 resident of Park Road and CREDITON Town Council**

Comment	Devon County Council Response
<p>1 respondent supports and 1 respondent opposes the proposal.</p> <p>Objections:</p> <ul style="list-style-type: none"> • The area is very crowded with cars during all times; Restrictions would create parking and access issues further into the estate; • Housing developments are proposed all of which have inadequate parking provision and as such will park and further load the parking in Dokkum Road. <p>Supporting arguments:</p> <ul style="list-style-type: none"> • Resident supports the extension of the No Waiting on the East side of Dokkum Road. <p>Suggestions:</p> <ul style="list-style-type: none"> • Residential permit parking would reduce the number of additional vehicles parking in Dokkum Road but this would need to be adequately monitored. <p>Questions:</p> <ul style="list-style-type: none"> • An introduction of a No Waiting Area on the West side from Mon-Sat only - please can you explain why this is only during daytime? If it is safe to use this area outside these hours then why not during these hours? 	<p>Reason for Proposal: Extend the No Waiting and No Waiting at Any Time at the junction of Park Road to prevent obstructive parking.</p> <p>Officer comments: Parking is only permitted at locations where it does not cause an obstruction to traffic. It is considered that the prevention of parking at this junction will improve visibility and access for traffic.</p> <p>All new developments will consider parking as part of the planning application process to ensure that the appropriate level of parking is provided.</p> <p>The proposal is to extend the existing restrictions from Park Road further into the junction. It is considered that this should be sufficient to advise drivers not to park here, but if problems arise then this could be reconsidered as part of a future review.</p>

Recommendation

It is recommended that the proposals are implemented as advertised.

ENV5935-19 - Albert Road, CREDITON**2 respondents – 1 resident of Albert Road and CREDITON Town Council**

Comment	Devon County Council Response
<p>2 respondents oppose the proposal.</p> <p>Objections:</p> <ul style="list-style-type: none"> • Parking is the only spaces available to visitors of Kenwyn Care Home which has limited parking; • Parking is a suitable place for an ambulance to park; • Parking in this area will not lead to any sort of obstruction to pedestrians or access to adjacent parking spaces; • Visitors to residents are often elderly and frail and need the facility to park outside the home where there is currently space for two cars; • The nearest car parking would be at a considerable distance beyond the capability of many visitors. 	<p>Reason for Proposal: Extend No Waiting at Any Time to include the rest of the public highway to prevent obstructive parking.</p> <p>Officer comments: Parking is only permitted at locations where it does not cause an obstruction to traffic.</p> <p>Parking on the highway in this location prevents access/egress from the off-street parking areas.</p>

Supporting arguments:

- No objection to yellow lines opposite the care home.

Recommendation

It is recommended that the proposals are implemented as advertised.

ENV5935-20 - Commonmarsh Lane, Crediton

9 respondents – 2 businesses of Commonmarsh Lane, 2 residents of Prince of Wales Road, 1 resident of Primrose Way, 1 resident of Glen Creedy Court, 1 resident of Willow Walk, 1 resident of Marsh Lane and Crediton Town Council

Comment

8 respondents oppose 1 respondent does not object to the proposal,

Objections:

- Proposals appear to prevent an issue on a lightly used no through road;
- Restrictions would cause severe impact on businesses;
- Road is used by large vehicles and no access issues;
- Respondent has not witnessed any problems caused by parking along this short road;
- Road is covered by CCTV system and footage shows no issues caused by parked cars;
- Business relies on on-street parking;
- Both employees & customers use on road parking;
- Never had to move cars due to vehicles unable to pass;
- Allotment holders require parking;
- Restrictions have implications under the Equality Act;
- Parking provides spaces for residents of the East Street and Charlotte Street area;
- seems crazy to stop this in a community like Crediton;
- Resident asks why it's okay to have planters left in the road to restrict parking for one company;
- No nearby options for overnight parking.

Suggestions:

- Concerns were raised around long-term parking, abandoned vehicles and living in vehicles on this road and the wider Industrial Estate. The enforcement of such use of the roads would be preferential to the proposed restriction.

Devon County Council Response**Reason for Proposal:**

Extend No Waiting at Any Time for the entire south side of the western spur to prevent obstructive parking.

Officer comments:

Parking is only permitted at locations where it does not cause an obstruction to traffic.

We have received reports that some vehicles are unable to travel along the road.

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

Recommendation

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

ENV5935-21 - Peoples Park Road, Crediton**8 respondents – 1 resident of Peoples Park Road, 4 residents of Deep Lane, 1 resident of Avranches Avenue, 1 resident of Parliament Street and Crediton Town Council****Comment****Devon County Council Response**

1 respondent partially supports and 7 respondents oppose the proposal.

Objections:

- Parking is already a problem;
- Parking is insufficient;
- Parking is used by people working in town, leaving the residents with no where to park;
- Restrictions would be detrimental to neighbours;
- Parked cars help with traffic calming;
- Restrictions would increase traffic speed;
- There are no problems with the vehicles parked in these 2 spaces indeed the road is wider at this point;
- The single file parking further west along People Park Road is harder to pass than the 2 parked vehicles adjacent to no 14/Deep Lane junction;
- The restrictions are more extensive than is necessary;
- It is perfectly safe to park on the South side of People's Park Road, from the junction with Deep Lane for a distance of approx 20 metres westwards;
- Losing this parking will further exacerbate the already sparse parking situation in central Crediton;
- Restrictions would lead people's park to become a rat run for fast traffic;
- Lots of children from the secondary school walk this way and resident is concerned an accident could happen if the removal of parking increases traffic speeds;
- Residents have already lost 8 parking spaces due to changes to road layout;
- Even with cars parked past the junction and before the road narrows, there is still more width available than along most of Peoples Park Road;
- Loss of 2/3 of parking spaces would be catastrophic;
- Restrictions would inconvenience the residents of Deep Lane;
- Residents need their car;
- Lack of parking already caused residents to change some residential gardens into driveways;
- The first 3 existing parking spaces when occupied along Peoples Park as are easily wide enough to accommodate the passage of an emergency vehicle.

Supporting arguments:

- Resident does not fully oppose the restrictions;
- Resident is in favour of the new double yellow lines on the north side of the road and on the south side running along the length of the wall of Southlands.

Reason for Proposal:

Extend No Waiting at Any Time on both sides to remove the gap at the Deep Lane junction to prevent obstructive parking.

Officer comments:

Parking is only permitted at locations where it does not cause an obstruction to traffic.

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

However, it is also recognised that there is a demand for parking in this location and it is recommended that the restrictions are relaxed to allow 2 parking spaces (10 metres) on the south side of the road adjacent to 14 Deep Lane.

Requests for enforcement can be made via the councils website and can include details of timing to facilitate better targeting of the enforcement resource.

Suggestions:

- South side proposal should be reduced by 10m at the Deep Lane junction to ensure some parking is retained.
- The first 12 yards of Peoples Park Road leading from Deep Lane is wider than the following section further east, where there is an issue with parking and obstruction, and so could be left.

Additional Info:

- Resident reports parking issues due to visitors of local amenities; Vehicles are regularly left on double yellow lines on People Park Road and Deep Lane but it is rare to see any enforcement officers in the area.
- Consider either leaving the 2 remaining spaces or removing the short section of pavement (that goes nowhere!) to create 2 spaces and achieve your goal;
- Leave the 2 spaces next to the junction to minimise the impact on the local residents;
- Exempt the western section from restrictions, thereby preserving two much needed parking spaces for local residents without compromising road safety or access;
- Leave the parking for this distance (20/30m) until the road narrows and then implement no waiting for the further 80m;
- Introduce resident parking.

Recommendation

It is recommended that the restrictions are relaxed to allow 2 parking spaces (10 metres) on the south side of the road, adjacent to 14 Deep Lane.

ENV5935-22 - Road from Fordton Cross to Station Cross, Fordton, Crediton

2 respondents – 1 resident of Fordton Terrace and Crediton Town Council

Comment	Devon County Council Response
<p>2 respondents oppose the proposal.</p> <p>Objections:</p> <ul style="list-style-type: none"> • Restrictions would displace vehicles; • Insufficient parking provision in this area; • Parking problem will already be exacerbated by Crediton Park and Ride car being taken over by GWR as residents who currently park here will be forced back to roadside parking. And GWR will introduce parking charges. 	<p>Reason for Proposal: No Waiting at Any Time on the east side from the south platform access road to the access to Rodan to prevent obstructive parking leading up to the level crossing.</p> <p>Officer comments: Parking is only permitted at locations where it does not cause an obstruction to traffic. It is considered that the prevention of parking at this location will improve visibility at the junction and around the bend.</p> <p>The park and ride was created to be used as a Railway Station Car Park and not for local residents to use as a parking area. The car park will be retained for parking associated with the railway, regardless of discussions with GWR. The car park is now being used far more by rail users, as the frequency of services to Crediton increases. Also it is increasingly important this car park supports users of rail services and they are not discouraged by park and ride spaces being blocked by residents and sustainable travel options denied. This car park needs to support a better used station.</p>

Recommendation

It is recommended that the proposals are implemented as advertised.

ENV5935-23 - Godolphin Close, Newton St Cyres
6 respondents – 6 residents of The Village

Comment	Devon County Council Response
<p>6 respondents oppose the proposal.</p> <p>Objections:</p> <ul style="list-style-type: none">• Restrictions would prevent resident from parking outside their house;• Resident has never received complaints of obstructive parking, even when the post office was open;• Any problems have been caused by footway extension due to the new pedestrian crossing, forcing cars to be parked further forward;• Current parking allows large vehicles, such as refuse lorries to pass without difficulty;• It remains possible to park by the bus shelter which completely blocks access to Godolphin Close from the Crediton side;• Restrictions will force parking further into Godolphin Close;• Unfair to apply double yellow lines in front of the cottages 4 to 6 the village as parking and access has already been reduced;• No reason to extend restrictions on Godolphin Close through to the front of 4, 5, and 6 The Village• Restrictions would cause problems to the owners and tradesmen;• Obstruction is caused by people parking inside of the bus layby which will not be solved by the proposed restrictions;• Restrictions would move the problem;• Restrictions would cause more annoyance to residents;• Restrictions would have a disproportionate effect on residents who live along the proposed restrictions;• Resident needs parking outside their property;• Restrictions would have a high impact on the value of properties. <p>Supporting arguments:</p> <ul style="list-style-type: none">• Parking at pavement by the bus stop makes accessing Godolphin Close difficult for all vehicles. <p>Suggestions:</p> <ul style="list-style-type: none">• Review restrictions around the bus stop to see whether they will resolve access issues. Speak to Belluno (restaurant) to reduce the amount of parked cars on the road;• Put up no parking signs between for the days that refuse is collected;• Consider resident parking;	<p>Reason for Proposal: No Waiting at Any Time on the north and west sides at the junction with the A377 to prevent obstructive parking.</p> <p>Officer comments: Parking is only permitted at locations where it does not cause an obstruction to traffic. We have received reports that some parked vehicles obstruct traffic along the road.</p> <p>It is recognised that the area available for parking will have been affected by the new layout for the pedestrian crossing, but it is considered the crossing is of greater benefit to the community.</p> <p>However, it is also recognised that there is a demand for parking in this location and it is recommended that further discussion take place with the local County Councillor and Chair of HATOC to review the proposed restrictions to identify whether the extent of restrictions can be relaxed.</p> <p>The consultation has been carried out in line with the legal requirements and the council's process and proposes restrictions on the public highway which is not affected by any easements placed on the subsoil.</p>

<ul style="list-style-type: none"> Introduce parking restrictions to the other side of the entrance to Godolphin Close to stop cars being parked there. <p>Questions</p> <ul style="list-style-type: none"> Who will patrol/enforce the no parking? <p>Additional Info:</p> <ul style="list-style-type: none"> There has been insufficient community consultation; The plans may be unlawful and resident states it is arguable that they have an easement to park there. 	
<p>Recommendation</p> <p>It is recommended that a site meeting is undertaken with the local County Councillor to review objections and the site prior to making a decision on whether the advertised restriction (or any part of that restriction) should be progressed with the final decision delegated to the Director of Climate Change, Environment and Transport in consultation with the local County Councillor and HATOC Chair.</p>	

ENV5935-24 - West Lodge Cross to Rose and Crown Hill Cross, Sandford 21 respondents – 1 resident of Rose and Crown Hill, 4 residents of Back Lane, 3 residents of The Square, 12 residents of Sandford and 1 resident of Crediton	
Comment	Devon County Council Response
<p>3 respondents support and 18 respondents oppose the proposal.</p> <p>Objections:</p> <ul style="list-style-type: none"> Restriction are not necessary; There is no obstruction problem on Back Lane; Road is only occasionally obstructed; Restrictions would create further issues; Proposals would displace parking; Businesses need local parking; Better for the local community to monitor the situation themselves; Proposals are based on a single letter to parish council with no further consultation; Parked vehicles provide traffic calming; Restrictions would be a waste of public expenditure; Parking in the indicated areas is not dangerous since the road is wide enough for normal traffic; Restrictions will put pressure on parking spaces nearby; Most residents do not have off-road parking; Restrictions would increase the probability of irresponsible parking elsewhere; Restrictions would make it more difficult for people to access the local businesses; As long as emergency services can get through, other vehicles are simply inconvenienced occasionally; Restrictions would cause issues with school pick up and drop off; 	<p>Reason for Proposal: Extend no Waiting at Any Time on the west side and at the junction with Back Lane to prevent obstructive parking.</p> <p>Officer comments: Parking is only permitted at locations where it does not cause an obstruction to traffic.</p> <p>It is considered that the prevention of parking at this junction and along the narrower section of Rose and Crown Hill will improve visibility and access for traffic.</p> <p>The consultation has been carried out in line with the legal requirements and the council's process.</p> <p>If there is a request for additional restrictions then this should be discussed with the County councillor. If approved, they could then be considered as part of a future review of waiting restrictions.</p>

- Only the very top 8m of Rose & Crown Hill is at all narrow/The short section of the hill below the concrete wall is quite wide enough to allow parking;
- There is no need to exclude parking in places where the road width exceeds 5.2m;
- Parking in Sandford is at a premium;
- Rose & Crown Hill is the only available location for people at The Lynch and Gosses Cottages;
- Restrictions would remove essential and safe parking spaces;
- Extending the no waiting lines by 17m is disproportionate and unnecessary;
- Everything needs to be done to increase parking for community shop and the Lamb public house in order to keep employment and village amenities;
- Restrictions would impact on shared thoroughfares also used by pedestrians, cyclists and horse riders;
- Traffic experiments have shown that fewer road markings slow traffic down and make people drive more carefully;
- Restrictions would turn Sandford into a town-like environment;
- Increased road markings take a sense of responsibility away from motorists;
- Other measures are available;
- Restrictions would encourage less considerate drivers to park in more hazardous or inconvenient spots which would lead to more restrictions;
- Restrictions on The Lynch would only move problem to a narrower part of the road, causing access issues for farm vehicles, HGVs and buses;
- Only the space at the northern end of the proposals on Rose and Crown Hill impedes traffic;
- Traffic speed and the inappropriate density of HGV traffic in the village are a greater concern;
- Restrictions do not increase safety or access for vehicles including farm traffic and emergency services.

Supporting arguments:

- Much needed intervention;
- Inconsiderate parking in these areas causes constant problems with traffic and large vehicles being unable to pass on a nearly daily basis;
- Restrictions address issues with parking;
- Traffic hold ups and blockages occur several times a day because of parking in these narrow spaces;
- Parking significantly disrupts traffic flow and restricts visibility and mobility;
- Parking regularly obstructs deliveries, local bus services and tractors;
- There are several small incidents and near misses with traffic attempting to navigate past blockages caused by parking in these areas;

- Vulnerable pedestrians regularly cross the road where visibility is impeded by parked cars;
- Blockages have caused increasing pollution levels.

Suggestions:

- Restrictions for just a single car length at top of Rose and Crown Hill;
- Restrictions need to be further implemented going up Church Street from the square. Often there are cars parked there for hours on a through road;
- Pinch point is further down Rose and Crown Hill where the road narrows and occasionally people park here. White lines to delimit safe parking would be a good solution;
- Any new lines should not extend into safe parking places. 8m instead of 17m of restrictions is adequate;
- Remove or re-examine existing restrictions;
- The village needs more traffic calming measures, including: include a 20mph speed restriction throughout the village, vehicle width restriction notices on entry points to the village and a pedestrian crossing at the top of Rose and Crown Hill;
- Business should have been consulted;
- Allocated spaces.

Additional Info:

- A public meeting in Sandford on Wednesday demonstrated a clear wish amongst residents to work together to find an informal solution to the issue of access in preference to further formal restrictions;
- Insufficient time has been made available for the public to consider proposals.

Recommendation

It is recommended that the proposals are implemented as advertised.

ENV5935-25 - Silverdale, Silverton

3 respondents – 2 residents of Silverdale and 1 resident of High Street

Comment

3 respondents oppose the proposal.

Objections:

- Residents living on the High Street have limited access to on street parking;
- Residents of Silverdale have access to off-street parking;
- Restrictions would move the problem elsewhere;
- Resident states they need their car for work as public transport is not an option;
- The issue is with people parking on the right-hand side, running down from the corner;
- Double yellow lines down the left-hand side will cause major issues with emergency vehicles accessing Silverdale;

Devon County Council Response

Reason for Proposal:

Extend No Waiting at Any Time outside no. 5 to prevent obstructive parking.

Officer comments:

After consideration of the comments, it is recommended that the restrictions are not progressed.

If there is a request for additional restrictions this should be discussed with the County Councillor. If approved, they could then be considered as part of a

- This road is also used by local farmers, and they will not be able to drive their tractors/combine harvesters down this road;

Suggestions:

- Implement a length of No Waiting At Any Time on the opposite side of the road from the existing restrictions to allow a free flow of traffic outside the boundary of 24 Silverdale, in particular for larger vehicles such as agricultural equipment.

Questions

- Resident seeks clarification on what is proposed.

Additional Info:

- Resident refers to photographic evidence plus Parish Council approval for double yellow lines on the right hand side;
- Resident wonders which resident has been able to drive this through without prescience for those who need to park somewhere.

future review of waiting restrictions.

Recommendation

It is recommended that the proposals are not progressed.