

Local Waiting Restriction Programme

Report of the Director of Climate Change, Environment and Transport

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

1) Recommendation

That the Committee be asked to:

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

2) Background

In October 2022, a list of requests for new or amended waiting restrictions for the area was collated by the council. These requests have been considered by officers and proposals drafted. Officers have consulted the relevant local County Councillors and Chair/Vice Chair before they were advertised from 9 May until 2 June 2023.

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, Sustainability and Socio-economic)

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) Summary/Conclusions/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

Background Paper Nil

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sc/cr/Local Waiting Restriction Programme

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Appendix 1 to CET/23/58**Details of Proposals Advertised**

Councillor	Plan Reference	Location	Parish/Town	Proposals	Statement of Reasons
Frank Letch	ENV6033-89	Churchill Drive	Crediton	Extend existing "No Waiting at Any Time" on West side of Churchill Drive from its junction with Alexandra Road to the "Advisory Disabled Bay".	To prevent obstructive parking.
Frank Letch	ENV6033-50	Church Street	Crediton	Replace "Access Protection Marking" at the entrance of Holy Cross Church to "No Waiting At Any Time".	To prevent obstructive parking.
Frank Letch	ENV6033-34	St Martins Lane	Crediton	Extend existing "No Waiting at Any Time" on the East side of St Martin's Lane, southward in front of the properties Dell Quay and Trebarwith and upgrade both "School Keep Clear (Advisory)" markings to "School Keep Clear (Mandatory)".	To prevent obstructive parking.
Richard Chesterton	ENV6033- 11	Bolham Lane	Bolham	Introduction of a Bus Bay outside of Bolham Primary School.	To prevent obstructive parking.

Appendix 2 to CET/23/58

Summary of Submissions

ENV6033-89 Churchill Drive, CREDITON 2 respondents – 1 resident of Churchill Drive and 1 response from Town Council	
Comments	Devon County Council Response
<p>2 respondents support proposals.</p> <p>Supporting arguments:</p> <ul style="list-style-type: none"> • Restricted road space is mainly due to non-residents parking. • Resident states that non-residents do not consider emergency and refuse services needing access. • Resident states access must already be difficult for emergency vehicles and refuse collectors, without cars being parked thoughtlessly. 	<p>Reason for Proposal: Extend existing "No Waiting at Any Time" on West side of Churchill Drive from its junction with Alexandra Road to the "Advisory Disabled Bay" to prevent obstructive parking.</p> <p>Officer comments: Support Noted.</p>
<p>Recommendation: It is recommended that the proposals are implemented as advertised.</p>	

ENV6033-50 Church Street, CREDITON 2 respondents – 1 resident of Church Street and 1 response from Town Council	
Comments	Devon County Council Response
<p>1 respondent (Crediton Town Council) supports and 1 opposes the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> • Church Street already has very limited parking capacity. • Church Street has a high demand for parking. • Resident states that there is a longstanding voluntary informal agreement concerning allowing space for Church events. • The proposed area for parking restriction is not needed by the Church on a regular or a continual basis. • Restrictions will make the parking situation worse. • Restrictions would have no benefit to the Church or residents. • 	<p>Reason for Proposal: Replace "Access Protection Marking" at the entrance of Holy Cross Church to "No Waiting At Any Time" to prevent obstructive parking.</p> <p>Officer comments: Parking is only permitted at locations where it does not cause an obstruction to traffic and we have received reports of obstructive parking at this location.</p>
<p>Recommendation: It is recommended that the proposals are implemented as advertised.</p>	

ENV6033-34 St Martins Lane, Crediton**1 respondent – 1 response from Town Council**

Comments	Devon County Council Response
<p>1 respondent support the proposals.</p> <p>Additional Info:</p> <ul style="list-style-type: none">• Respondent states that reducing carparking amenity will increase traffic speed along the lane.	<p>Reason for Proposal: Extend existing "No Waiting at Any Time" on the East side of St Martin's Lane, southward in front of the properties Dell Quay and Trebarwith and upgrade both "School Keep Clear (Advisory)" markings to "School Keep Clear (Mandatory)" to prevent obstructive parking.</p> <p>Officer comments: Support noted.</p>
<p>Recommendation: It is recommended that the proposals are implemented as advertised.</p>	