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To: The Chair and Members
of the Teignbridge
Highways and Traffic
Orders Committee

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

Date: 5 March 2025

Contact: Fiona Rutley 01392 382305

TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Thursday, 13th March, 2025

A meeting of the Teignbridge Highways and Traffic Orders Committee is to be held on the above date at 10.30 am at Committee Rooms, Teignbridge District Council to consider the following matters.

Donna Manson
Chief Executive

A G E N D A

PART I - OPEN COMMITTEE

- 1 Apologies for absence
- 2 Declarations of Interest

Members of the Council will declare any interest they may have in any item to be considered at this meeting, prior to any discussion taking place on that item.

The other registrable interests of Councillors of Devon County Council, arising from membership of City, Town or Parish Councils and other Local Authorities will automatically be recorded in the minutes:

[✘ A list of county councillors who are also district, borough, city, parish or town councillors](#)

3 Minutes (Pages 1 - 6)

Minutes of the meeting held on 14 November 2024, attached.

4 Items Requiring Urgent Attention

Items which in the opinion of the Chair should be considered at the meeting as matters of urgency.

STANDING ITEMS

5 Petitions/Parking Policy Reviews

[An item to be taken under s18 of the Traffic Management Act 2004 relating to any reviews of parking policy sought in line with the Council's [Petition Scheme](#).]

MATTERS FOR DECISION

6 Local Waiting Restrictions (minute 85(a), 14 November 2024) (Pages 7 - 28)

Report of the Director of Climate Change, Environment and Transport (CET/25/38), together with separate Plans, attached.

(Electoral Divisions: Exminster & Haldon, Kingsteignton & Teign Estuary and Teignmouth)

MATTERS FOR INFORMATION

7 Bus Users and Stakeholders (BUS) Forum

Hatoc representative to give any update on the work of the BUS Forum. The last meeting was held on 3 March 2025, with a summary to be published at [Devon BUS Forum - Travel Devon](#)

8 Actions Taken Under Delegated Powers (Pages 29 - 30)

Report of the Director of Climate Change, Environment and Transport (CET/25/39), attached.

In accordance with Minute *3 of the Meeting of this Committee on 27 June 2003 this report details the actions taken in respect of traffic regulation orders under Delegated Powers since the last meeting.

(Electoral Division: All in Teignbridge)

9 Calendar of Meetings

All meetings at 10.30am.

Please check meetings arrangements using link below for County Council
Calendar of Meetings

<http://democracy.devon.gov.uk/mgCalendarMonthView.aspx?GL=1&bcr=1>

Thursday 24 July 2025

Thursday 6 November 2025

Thursday 12 March 2026.

**PART II - ITEMS WHICH MAY BE TAKEN IN THE ABSENCE OF THE PRESS
AND PUBLIC**

Part II Reports

Members are reminded that Part II reports contain exempt information and should therefore be treated accordingly. They should not be disclosed or passed on to any other person(s). Members are also reminded of the need to dispose of such reports carefully and are therefore invited to return them to the Democratic Services Officer at the conclusion of the meeting for disposal.

Agenda Items and Attendance of District & Town/Parish Councillors

Under the provisions of Standing Order 23, any member of the HATOC (including the District Council representatives) may put an item on the Agenda for the HATOC relevant to the functions of the Committee, subject to them giving notice in writing to the Chief Executive of the matter to be discussed by 9.00am on the eighth working day before the meeting.

Any member of the District Council for the area covered by the HATOC who is not a member of the Committee, or a Town or Parish Councillor within the area covered by the HATOC, may, after giving 24 hours' notice in writing to the Chief Executive, attend and speak to any item on the Agenda with the consent of the Committee. For further information please contact the relevant Clerk.

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Access to Information

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In relation to Highways and Traffic Orders Committees, any member of the District Council or a Town or Parish Councillor for the area covered by the HATOC who is not a member of the Committee, may attend and speak to any item on the Agenda with the consent of the Committee, having given 24 hours' notice.

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Anyone wishing to film part or all of the proceedings may do so unless the press and public are excluded for that part of the meeting or there is good reason not to do so, as directed by the Chair. Filming must be done as unobtrusively as possible without additional lighting; focusing only on those actively participating in the meeting and having regard to the wishes of others present who may not wish to be filmed. Anyone wishing to film proceedings is asked to advise the Chair or the Democratic Services Officer in attendance.

Members of the public may also use social media to report on proceedings.

Declarations of Interest for Members of the Council

It is to be noted that Members of the Council must declare any interest they may have in any item to be considered at this meeting, prior to any discussion taking place on that item. A reminder will be on every Committee agenda.

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Induction Loop available



TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

14 November 2024

Present:-

Devon County Council

Councillors D Cox (Chair), J Bradford, J Brook, P Bullivant, A Dewhirst, R Peart (Vice-Chair) and M Wrigley,

Teignbridge District Council

Councillors C Parker, J Hook and G Taylor

Apologies:-

Councillors A Connett and G Gribble

Members attending in accordance with Standing Order 8

Councillor R Phipps, Teignmouth Town Council

* 82 **Declarations of Interest**

Councillors Wrigley and Dewhirst declared interests in agenda items 6(a) and 8 respectively (see minutes 85(a) and 87 respectively below), over and above the other registrable interests of Councillors of Devon County Council, arising from membership of City, Town or Parish Councils and other Local Authorities. [A list of county councillors who are also district, borough, city, parish or town councillors](#)

* 83 **Minutes**

It was **MOVED** by Councillor Cox and **SECONDED** by Councillor Peart and

RESOLVED: that the minutes of the meeting held on 25 July 2024 be signed as a correct record.

* 84 **Petitions/Parking Policy Reviews**

There was no petition received from a Member of the public or the Council.

With regard to parking policy review, Officers undertook to look into a matter raised by a local County Councillor regarding parking zone limitations across Newton Abbot, preventing motorists from being able to re-park some distance away across the town, on the expiry of the purchased parking duration.

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TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

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* **85(a) Local Waiting Restrictions Programme**

(Councillor Wrigley declared both a Personal and a Disclosable Pecuniary Interest in this item by virtue of renting a premises in a street and an adjoining street under consideration).

The Committee considered the Report of the Director of Climate Change, Environment and Transport (CET/24/93), together with supplementary plans. The restrictions aimed to rationalise existing parking arrangements, enabling efficient enforcement, sustainable travel, assist pedestrians and other vulnerable road users, contributing to the safe and expeditious movement of traffic.

Following the collation of restrictions requests in September 2023, these were considered by Officers, including consultation with local County Councillors and Chair/Vice Chair of HATOC, then advertised (closing 17 October 2024), see Appendix 1 to this Report.

All sites were listed in section 3 of the Report, with 3 proposed approaches:-

(a) 18 sites received no comments and therefore were to be implemented as advertised;

(b) 14 sites were supported and/or had minor objections (see Appendix 2 to this Report for representations and the Council's response); and

(c) substantial responses were received for 4 of the 36 sites, but with insufficient time to properly consider the responses, it was proposed to bring these back to the next meeting.

It was **MOVED** by Councillor Cox and **SECONDED** by Councillor Peart and

RESOLVED:

(a) that the work on the local waiting restriction programme be noted;

(b) that the recommendations contained in Appendix 2 to Report (CET/24/93) be approved; and

(c) that a Report on the remaining 4 restrictions (attracting substantial responses) not considered in Report (CET/24/93) be brought to the next meeting.

(In accordance with Standing Order 32(4), Councillor Wrigley requested that his abstention from voting be recorded in the minutes in relation to the aspects of resolution (b) above for the areas the interest had been declared).

* **85(b)** **Item raised by Councillor Wrigley - Waiting Restrictions**
Review: Dawlish, Hospital Hill, removal of 3 parking places

The local County Councillor had requested the Committee consider this matter in accordance with SO23(2), due to concerns of vehicles regularly mounting the pavement to pass vehicles parked a greater distance from the kerbside, as a result of one way directions making it difficult to access parked vehicles from the driver's side.

It was **MOVED** by Councillor Wrigley and **SECONDED** by Councillor Dewhirst and

RESOLVED:

That this request be added to the next tranche of restrictions to be considered, in accordance with the usual process (i.e. 2025/26 financial year).

* **86** **Teignmouth, Upper Den Carriageway - Proposal to reopen over summer periods (minute *52, 2 March 2023)**

(Councillor Phipps, Teignmouth Town Councillor, spoke to this matter with the consent of the Committee, seeking to open the Upper Den Carriageway for parking through the summer months).

The Committee considered the Report of the Director of Climate Change, Environment and Transport (CET/24/94), following this matter being raised by the local County Councillor at the last meeting.

Teignmouth Town Council had requested that the Upper Den Carriageway remain open through the summer months. Currently it was closed for vehicles between 1 May and 10 September each year.

Appendix 1 to Report (CET/24/94) set out Teignmouth Town Council's report of the Town Council proposals (which also included letters of support from a local trader, a member of the public and the Chair of Teignmouth Chamber of Trade and Commerce).

Whilst the proposal would increase on-street parking revenue for the County Council, (currently no revenue during summer road closure period), it raised safety issues and conflicts with some of the County Council's policies, as set out in section 6 of Report (CET/24/94).

Several summer events (e.g. Air Show) required the road to be closed on specific dates, so if it was reopened for the remaining summer this was considered to be confusing for residents and visitors, who had been able to cross this road freely during the summer for several years.

Historically the Town Council had favoured closing the road over the summer period, with concerns of camper vans and the emptying of waste into

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highways drains, draining directly onto the beach potentially affecting bathing water quality.

Teignbridge District Council recommended that further consultation be undertaken before any consideration was taken to reopen the road.

A very similar proposal was brought before this Committee on 25 July 2022, at that time it was resolved that the Upper Den Carriageway remain closed through the summer.

Safety, environmental and policy issues had led to the Report (CET/24/94) recommendation for it to remain closed until any further agreed consultation. The Report further considered issues of finance (with no identified budget), equality, risk management (including concerns regarding RNLI emergency use) and public health.

The local County Councillor whilst supporting the Teignmouth Town Council proposals, would welcome further consultation to help inform any future consideration.

Members of this Committee also felt they could not fully consider this without further consultation to help determine whether there was a case made to reopen, or otherwise. Some representations objecting to the proposals had been submitted to this Committee's last meeting.

Officers advised that a full consultation would need to be carried out by the Town Council at its own expense, to the County Council's satisfaction. The County Council would assist the Town Council with advice on the consultation process.

It was **MOVED** by Councillor Dewhirst and **SECONDED** by Councillor Cox and

RESOLVED: that the Upper Den Carriageway remain closed through the summer period until a further full consultation on the proposals put forward by Teignmouth Town Council could be undertaken by it (with the assistance of the County Council as described above), taking place over the summer period to also include the views of visitors and the tourism sector.

* 87 Approach to Inclusive Design

(Councillor Dewhirst declared a Personal Interest in this item by virtue of being a Trustee of Exeter Deaf Academy)

The Committee considered the Report of the Director of Climate Change, Environment and Transport (CET/24/95), regarding the County Council's commitment to ensuring its transport network enabled mobility for all and prevented barriers to opportunities, with the needs of all disabled people considered from the outset in walking and cycling infrastructure, including

engagement with the RNIB and Living Options Devon. This supported the Council's decisions taken in accordance with the Equality Act 2010 and Public Sector Equality Duty.

Officers further advised that the inclusive design approach applied to new schemes. There may be some locations where accessibility design for all may require the balancing of other specific design considerations and/or limitations (e.g. historic streets layout), as well as other routine environmental and financial factors, to be fully considered on a case by case basis.

Member comments and discussion included:-

-noting the report's references to design for the visually impaired, as well as all disabilities, but Members' also recognising the challenges for other user groups e.g. the hearing impaired;

-concerns that quiet electric vehicles and potentially other technology improvement factors, posed a greater safety risk to all pedestrians and cyclists;

-challenges with existing infrastructure e.g. gutters, gullies and junctions without dropped kerbs affecting wheelchair and mobility scooter users;

-infrastructure to encourage cycling;

-pedestrian/cyclist conflicts with shared use routes, which should be considered as a last resort, with examples of schemes only recently completed where there could potentially be design improvement (e.g. Newton Abbot sites including:- Jetty Marsh Road, Bakers Park, Ashburton Road, as well as the Exe Estuary) where better marking could give clearer indications to all users to reduce conflict.

In response Officers advised there was a small but oversubscribed budget for any aids to movement works. Member comments would be further considered including whether any updated designs could be implemented this financial year.

It was **MOVED** by Councillor Cox and **SECONDED** by Councillor Peart and

RESOLVED: that the approach to the inclusive design of walking and cycling infrastructure be noted.

* 88

Bus Users and Stakeholders (BUS) Forum

Members noted that the last meeting was held on 7 October 2024, with a summary available at [Devon BUS Forum - Travel Devon](#)

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TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

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It was noted that this Committee's existing representative on the BUS Forum was seeking to relinquish this role, due to his increased commitments.

It was **MOVED** by Councillor Peart and **SECONDED** by Councillor Wrigley and

RESOLVED: that Councillor Cox be appointed this Committee's representative on the BUS Forum (with immediate effect).

* **89** **Actions Taken Under Delegated Powers**

The Committee received the Report of the Director of Climate Change, Environment and Transport (CET/24/96), on actions taken in respect of a number traffic regulation orders under Delegated Powers at various sites within Teignbridge, following consultation with the Chair or Vice-Chair and local County Councillors.

* **90** **Calendar of Meetings**

All meetings at 10.30am.

Please check meetings arrangements using link below for County Council Calendar of Meetings

<http://democracy.devon.gov.uk/mgCalendarMonthView.aspx?GL=1&bcr=1>

Thursday 13 March 2025

Thursday 24 July 2025

Thursday 6 November 2025

Thursday 12 March 2026.

* **91** **Mr John Fewings, Neighbourhood Highway Manager**

It was **MOVED** by Councillor Bullivant and **SECONDED** by Councillor Cox and

RESOLVED: that this Committee's formal appreciation be placed on record of John Fewings' work and support in this role over the last 9 years, this being his last meeting prior to retirement.

NOTES:

1. *Minutes should always be read in association with any Reports for a complete record.*
2. *If the meeting has been webcast, it will be available to view on the [webcasting site](#) for up to 12 months from the date of the meeting*

* **DENOTES DELEGATED MATTER WITH POWER TO ACT**

The Meeting started at 10.30 am and finished at 12.00 pm

CET/25/38
Teignbridge Highways and Traffic Orders Committee
13 March 2025

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/Introduction

In September 2023, 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 September until 17 October 2024.

A summary of all the proposals advertised can be found in Appendix 1.

At the previous HATOC in November 2024, 32 sites were approved to proceed and 4 sites deferred due to the number of comments received, and to be brought to this meeting for consideration.

3) Consultations/Representations

A total of 36 sites were advertised, 30 sites were approved to proceed as advertised, 2 sites approved with minor relaxations to the advertised proposals and 4 sites deferred which are being considered in this report. The relevant plans are attached as supplementary information to this report.

Details of the comments received for the 4 sites together with the County Council's response are shown in Appendix 2 to this report.

- The following proposals considered in this report are:
 - ENV6141-370 - Church Street, Kingsteignton
 - ENV6141-390 - Captains Road, Kingsteignton
 - ENV6141-461 - The Triangle, Kenton
 - ENV6141-464 - New Road, Teignmouth

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- The 30 sites approved to proceed as advertised are listed below:
 - ENV6141-232 - Osborne Street, Newton Abbot
 - ENV6141-237 - Rydon Acres, Kingsteignton
 - ENV6141-254 - Dawlish Road, Exminster
 - ENV6141-266 - Powderham Terrace, Teignmouth
 - ENV6141-304 - Old Quarry Drive, Exminster
 - ENV6141-331 - Old Exeter Road, Newton Abbot
 - ENV6141-332 - St Lukes Close, Newton Abbot
 - ENV6141-333 - Abbotsbury Road, Newton Abbot
 - ENV6141-358 - Teign Road, Newton Abbot
 - ENV6141-359 - Devon Square, Newton Abbot
 - ENV6141-364 - Darran Road, Kingsteignton
 - ENV6141-388 - Manor Road, Bishopsteignton
 - ENV6141-389 - Grandison Avenue, Bishopsteignton
 - ENV6141-394 - North Street, Ashburton-North Street
 - ENV6141-395 - Canon Road, Heathfield, Bovey Tracey
 - ENV6141-409 - Newton Road, Bovey Tracey
 - ENV6141-427 - Windsor Close, Newton Abbot
 - ENV6141-429 - Devon Square, Newton Abbot
 - ENV6141-440 - Station Road, Buckfastleigh
 - ENV6141-456 - The Green, Shaldon
 - ENV6141-459 - Fore Street, Ide
 - ENV6141-462 - Lower Kingsdown Road, Teignmouth
 - ENV6141-463 - Royal Way, Starcross
 - ENV6141-466 - Holland Road, Teignmouth
 - ENV6141-467 - Raleigh Road, Teignmouth
 - ENV6141-468 - Gloucester Road, Teignmouth
 - ENV6141-478(A) - Shaldon Road, Newton Abbot
 - ENV6141-478(B) - Twickenham Road, Newton Abbot
 - ENV6141-529 - Main Road, Exminster
 - ENV6141-542 - Road from Church Street to Royal British Legion, Starcross

- The 2 sites approved with minor relaxations to the advertised proposals are listed below:
 - ENV6141-305 - The Green, Ide
 - ENV6141-465 - New Road, Teignmouth

4) Strategic Plan

The proposed restrictions 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.

For highway schemes, there is a requirement for the Council to give due consideration to the Road Traffic Regulation Act 1984, Traffic Management Act 2004, The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and all other enabling powers.

Specific consideration has been given to Section 122 of the Road Traffic Regulation Act 1984 which states that it is the duty of the local authority in exercise of its functions under the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic and the provision of suitable and adequate parking facilities having regard, so far as it is practicable, to the following factors:

(a) the desirability of securing and maintaining reasonable access to premises;

Officer recommendation: Proposals aim to improve access, including access to properties.

(b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run.

Officer recommendation: Not relevant to these proposals.

(bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy)

Officer recommendation: Not relevant to these proposals.

(c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles

Officer recommendation: Not relevant to these proposals.

(d) any other matters appearing to the local authority to be relevant

Officer recommendation: other relevant matters for consideration are outlined in the body of this Report.

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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.

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.

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: Exminster & Haldon, Kingsteignton & Teign Estuary and Teignmouth

Local Government Act 1972: List of background papers

Background Paper Nil

Contact for enquiries:

Name: Amy Garwood

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Address: Fox Tor, Great Moor House, Bittern Road, Exeter

ag250225teih

sc/cr/Local Waiting Restriction Programme

02 040325

Appendix 1 to CET/24/38

Details of Proposals Advertised

Councillor	Plan Reference	Location	Parish/ Town	Proposals	Statement of Reasons
Alan Connett	ENV6141-254	Dawlish Road	Exminster	Introduce Bus Stop Clearway.	To prevent obstructive parking.
Alan Connett	ENV6141-304	Old Quarry Drive	Exminster	Extend No Waiting At Any Time.	To prevent obstructive parking.
Alan Connett	ENV6141-305	The Green	Ide	Introduce No Waiting At Any Time.	To prevent obstructive parking.
Alan Connett	ENV6141-459	Fore Street	Ide	Introduce No Waiting At Any Time.	To prevent obstructive parking.
Alan Connett	ENV6141-461	Church Street (The Triangle)	Kenton	Extend No Waiting At Any Time.	To prevent obstructive parking.
Alan Connett	ENV6141-463	Royal Way	Starcross	Extend and introduce No Waiting At Any Time.	To improve visibility and prevent obstructive parking.
Alan Connett	ENV6141-529	Main Road	Exminster	Amend permit holders bay to Limited Waiting Mon-Sat 9am-6pm 20 Minutes No Return Within 40 Minutes.	To improve on street parking capacity.
Alan Connett	ENV6141-542	Road from Church Street to Royal British Legion	Starcross	Upgrade existing advisory School Keep Clear to a mandatory School Entrance Clearway – No Waiting At Any Time.	To prevent obstructive parking.
Alistair Dewhirst	ENV6141-456	The Green	Shaldon	Extend No Waiting At Any Time.	To prevent obstructive parking.
David Cox	ENV6141-266	Powderham Terrace	Teignmouth	Upgrade No Waiting At Any Time Between 01 May and 30 Sep to No Waiting At Any Time.	To prevent obstructive parking.
David Cox	ENV6141-462	Lower Kingsdown Road	Teignmouth	Introduce No Waiting At Any Time.	To improve visibility and prevent obstructive parking.

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Councillor	Plan Reference	Location	Parish/ Town	Proposals	Statement of Reasons
David Cox	ENV6141-464	New Road	Teignmouth	Extend No Waiting At Any Time.	To prevent obstructive parking.
David Cox	ENV6141-465	New Road	Teignmouth	Extend and introduce No Waiting At Any Time.	To prevent obstructive parking.
David Cox	ENV6141-466	Hollands Road	Teignmouth	Introduce No Loading At Any Time. Shorten a Limited Waiting bay replacing it with No Waiting and No Loading At Any Time.	To prevent obstructive parking.
David Cox	ENV6141-467	Raleigh Road	Teignmouth	Introduce No Waiting At Any Time.	To prevent obstructive parking.
David Cox	ENV6141-468	Gloucester Road	Teignmouth	Extend No Waiting At Any Time.	To prevent obstructive parking.
George Gribble	ENV6141-395	Cannon Road	Heathfield, Bovey Tracey	Introduce No Waiting At Any Time.	To prevent obstructive parking.
George Gribble	ENV6141-409	Newton Road	Bovey Tracey	Introduce No Waiting At Any Time.	To improve visibility and prevent obstructive parking.
Janet Bradford	ENV6141-332	St Lukes Close	Newton Abbot	Introduce No Waiting At Any Time.	To improve visibility and prevent obstructive parking.
Janet Bradford	ENV6141-427	Windsor Close	Newton Abbot	Introduce "No Waiting At Any Time.	To improve visibility and prevent obstructive parking.
Janet Bradford	ENV6141-478 A	Shaldon Road	Newton Abbot	Introduce No Waiting At Any Time.	To improve visibility and prevent obstructive parking.
Janet Bradford	ENV6141-478 B	Twickenham Road	Newton Abbot	Extend and introduce No Waiting At Any Time.	To improve visibility and prevent obstructive parking.

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Councillor	Plan Reference	Location	Parish/ Town	Proposals	Statement of Reasons
Phil Bullivant	ENV6141-232	Osborne Street	Newton Abbot	Upgrade No Waiting Mon - Sat 8am - 6pm to No Waiting At Any Time and introduce No Waiting At Any Time.	To prevent obstructive parking.
Phil Bullivant	ENV6141-331	Old Exeter Road	Newton Abbot	Introduce No Loading at Any Time.	To improve road safety and to prevent obstructive parking.
Phil Bullivant	ENV6141-333	Abbotsbury Road	Newton Abbot	Introduce No Waiting At Any Time.	To prevent obstructive parking.
Phil Bullivant	ENV6141-358	Teign Road	Newton Abbot	Adjust Goods Vehicles Loading Only Mon-Fri 8am-6pm to Goods Vehicles Loading Only Mon-Fri 8am-8pm.	To improve access to loading for local businesses.
Phil Bullivant	ENV6141-359	Devon Square	Newton Abbot	Adjust existing Pay and Display (Tariff Newton Abbot A) Mon-Sat 9am-5pm Max Stay 1 Hour to Pay and Display (Tariff Newton Abbot D) Mon-Sat 08.30am – 5.30pm Max Stay 4 Hour.	To improve on street parking capacity.
Phil Bullivant	ENV6141-429	Devon Square	Newton Abbot	Upgrade No Waiting Mon-Sat 8am-6pm to No Waiting At Any Time.	To prevent obstructive parking.
Ron Peart	ENV6141-237	Rydon Acres	Kingsteignton	Extend No Waiting At Any Time.	To prevent obstructive parking.
Ron Peart	ENV6141-364	Darran Road	Kingsteignton	Introduce No Waiting At Any Time.	To improve visibility and prevent obstructive parking.
Ron Peart	ENV6141-370	Church Street	Kingsteignton	Introduce No Waiting At Any Time.	To prevent obstructive parking.
Ron Peart	ENV6141-388	Manor Road	Bishopsteignton	Extend No Waiting At Any Time.	To prevent obstructive parking.
Ron Peart	ENV6141-389	Grandison Avenue	Bishopsteignton	Introduce No Waiting At Any Time.	To improve visibility and prevent

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Councillor	Plan Reference	Location	Parish/ Town	Proposals	Statement of Reasons
					obstructive parking.
Ron Peart	ENV6141-390	Captains Road	Kingsteignton	Extend No Waiting At Any Time.	To improve visibility and prevent obstructive parking.
Sarah Khan	ENV6141-394	North Street	Ashburton	Revoke Loading only 8am-6pm.	To improve on street parking capacity.
Sarah Khan	ENV6141-440	Station Road	Buckfastleigh	Upgrade No Waiting Mon-Sat 9am-6pm to No Waiting At Any Time.	To prevent obstructive parking.

Appendix 2 to CET/25/38

Summary of Submissions

ENV6141-370 - Church Street, Kingsteignton 11 Respondents – 2 Respondents from Church Court, 5 Respondents from Church Street, 1 Respondent from Gestridge Road and 3 Respondents from Sandpath Road	
Comments	Devon County Council Response
<p>4 respondents support and 7 respondents oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> ○ Traffic obstructions only occur beyond the space opposite the gate to No. 18. ○ There is already limited parking. ○ There is space for two vehicles to park before the proposals should start. <ul style="list-style-type: none"> ○ Parking in the spaces opposite No. 18 does not cause an obstruction – the only issue is if a third vehicle tries to park, which is usually caused by school drop off/collection, bowling matches and churchgoer, and residents know not to do this. ○ Church Street and Sandpath Road comprises of old houses with no personal parking facilities, so rely on on-road parking. <ul style="list-style-type: none"> ○ People from surrounding areas also try to park in Church Street and Sandpath Road. ○ Parking capacity is taken up by non-residents: <ul style="list-style-type: none"> ○ With a school, church, chapel and bowling green, there is already a lack of parking for residents. ○ Parking on Sandpath is a nightmare due to parking from Church Street, Fore Street and school parents driving around to find a space and will be made worse by removing parking. ○ Most of the paid council parking spaces on Cottey Meadow are occupied by people who live in Church Street, meaning parking for others from Sandpath Road in this area is almost impossible. ○ Concerned removal of parking will lead to an increase in aggravation and vehicle damage by people trying to find spaces and reversing. <p>Supporting arguments:</p> <ul style="list-style-type: none"> ○ 4 respondents support the proposals but wish for them to be extended further. 	<p>Reason for Proposal: Introduce no waiting at any time to prevent obstructive parking.</p> <p>Officer comments: Objections noted.</p> <p>The right to pass and repass along the road surpasses the privilege to park on the highway. Parking is only permitted at locations where it does not cause an obstruction to traffic movements or visibility.</p> <p>The public highway is for the use of all highway users.</p> <p>Drivers not local to the area are unlikely to drive down here in the search of a parking space. Those that are familiar with the area will know that there are no longer any spaces and therefore unlikely to search for a parking space further along Church Street.</p> <p>Support noted. Proposed restrictions cannot be extended at this stage of the</p>

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- Respondent supports the proposals where the road narrows.
- Suggestions:**
- Allow for two spaces opposite the gate to No. 18.
 - Restrict parking for a third vehicle which would potentially block access.
 - There is room for one vehicle either side of the fire hydrant.
 - Parking here still leaves plenty of room for vans, refuse collections and emergency services.
- Extend the restrictions up to No. 25 in the northern side:
 - This section is always blocked by poor parking which restricts visibility and vehicle access got large cars and vans (e.g. for deliveries).
 - This will also provide a passing place, saving vehicles from reversing back up to the church or down to Church Mews.
- Extend the restrictions beyond the corner of No. 25:
 - Parking prevents safe access by foot to the churchyard and onwards to other footpaths.
 - Parking on the corner prevents safe passing of a car and pedestrians and cycles, as there is no visibility around the corner when a car is parked on the apex.
 - Parking at this location blocks emergency service access.
 - The bin lorry can only pass as vehicles are specifically moved for collection days.
 - The residents who always parks at this location have a driveway they do not use.
- Extend the proposals up to the church keep clear zone:
 - Approximately 5-8 metres.
 - When vehicles park opposite the Church Court driveway its often difficult to access.
 - The angle of the area people try to park in at this location narrows the access dramatically to the rest of Church Street.
- Convert the green space in Cottey Meadow into parking spaces.
- Improve enforcement:
 - Better management of illegal parking would help as we rarely see parking wardens in the area.
 - We only ever see a traffic enforcement officer at 7am on a Sunday morning, we require them when the school is arriving and departing and Sundays during church service times.
 - This would be far preferable to penalising the residents who wish to park and go into their

TRO process. The situation can be monitored and if necessary additional restrictions can be considered as part of a future review.

Suggestions noted.

There is the potential to relax the proposals to allow parking opposite the gate to number 18 as the road does slightly widen here.

Parking is only permitted at locations where it does not cause an obstruction to traffic movements or visibility. Proposed restrictions cannot be extended at this stage of the TRO process. The situation can be monitored and if necessary additional restrictions can be considered as part of a future review.

The area containing the keep clear is not highway maintainable at public expense (HMPE). We therefore cannot implement restrictions on it. Devon County Council Highways Public Access Viewer can be found on our website. Cottey Meadow is not public highway therefore not within the County Council's remit to make changes.

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houses, by placing parking restrictions and removing precious parking spaces.

Additional Info:

- We have in the past requested resident only parking, this was declined.

Enforcement is undertaken across Devon at all times, as resources allow. Once the TRO is sealed and the new restrictions marked our enforcement team will be able to attend site to enforce.

Residents parking is not implemented on individual streets and would need to be considered in a wider traffic management plan for a town. This is beyond the remit for this programme. Residents can of course raise this request with their County Councillor so they can consider if there is a desire from the community as a whole for residents parking.

Recommendation

It is recommended that the restriction on the northern side is reduced by 10m to maintain parking for two vehicles. The rest of the proposals should be implemented as advertised.

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ENV6141-390 - Captains Road, Kingsteignton 4 Respondents – 4 Respondents from Ley Lane	
Comments	Devon County Council Response
<p>4 respondents oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> ○ On street parking is essential. <ul style="list-style-type: none"> ○ Many terraced houses in this area have no parking. ○ Parking is already difficult. ○ Extending the double yellow lines will make parking more difficult. ○ Residents on Ley Lane already can't park outside their properties due to residents from Exeter Road parking, and Captains Road is just as bad. ○ Residents with mobility issues already struggle to park close to home. ○ Parking has been made harder due to the amount of off road parking spaces being approved: <ul style="list-style-type: none"> ○ TDC has permitted many properties to convert their frontage into large driveways which denies parking for other residents in the area. <p>Suggestions:</p> <ul style="list-style-type: none"> ○ Better option would be to make the road one way or put speed bumps on the road to stop speeding, especially considering the nearby school. ○ Instead, extend the double yellow lines currently outside Kings Fry to past No. 6. ○ Ley lane should be made no entry from east to west, which would alleviate many of the traffic problems. <ul style="list-style-type: none"> ○ This suggestion received support by the community during a public meeting. 	<p>Reason for Proposal: Extend No Waiting At Any Time to improve visibility and prevent obstructive parking.</p> <p>Officer comments: Objections noted.</p> <p>Acknowledge there is a lack of parking however, parking is only permitted at locations where it does not cause an obstruction to traffic movements or visibility.</p> <p>We were requested by the Town Council to propose extending the existing restrictions to improve visibility out of Captains Road onto Ley Lane, extending the restrictions on Captains Road will improve the capacity for vehicles to stack at the give way and vehicles entering Captains Road.</p> <p>Suggestion noted.</p> <p>Moving restrictions or prohibitions and physical traffic calming measures are beyond the remit of this scheme/project.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

ENV6141-461 - The Triangle, Kenton

14 Respondents – 1 Respondent from Belle View, 2 Respondents from Church Street, 2 Respondents from High Street, 2 Respondents from The Triangle and 7 other respondents from Kenton

Comments	Devon County Council Response
<p>1 respondent support and 13 respondents oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> ○ There is not enough parking for residents. <ul style="list-style-type: none"> ○ The lower end of Church Road also parks outside the memorial area when available, particularly after 4pm. ○ There are no easy alternative parking places. ○ Properties don't have their own parking. ○ There are increasingly fewer parking spaces in the village and residents without driveways are finding it more and more difficult to park near their homes. ○ Proposals will make parking for residents worse. ○ There are several elderly residents, blue badge holders and residents with health/medical issues in these houses. <ul style="list-style-type: none"> ○ It would be more difficult for elderly residents to have to park further away from their properties. ○ People who may not be eligible for disabled badges still struggle with shopping and the like. ○ Some properties rely on carers visiting ○ Three hour parking for disabled badge holders is not sufficient especially on holidays e.g. Christmas. ○ Concerned that if parking is removed residents could apply for blue badge holder spaces. <ul style="list-style-type: none"> ▪ Person proposing the change did not find this out and would not be affected by it. ▪ This would then scrap the proposed measure, which would result in a waste of government and taxpayers' money. ○ When the primary school reopens, the car park will fill up and overflow into Church Road. ○ Car park also fills up for Church events ○ Residents with disabled relatives would struggle to have them visit <ul style="list-style-type: none"> ○ Respondent's parents who visit have an adapted vehicle with an electric front seat, and needs to be able to park on Church Street ○ Removing parking will impact the whole village. <ul style="list-style-type: none"> ○ Proposals will lead to displacement. Concerned about the impact proposals would have on 	<p>Reason for Proposal: Extend No Waiting At Any Time to prevent obstructive parking.</p> <p>Officer comments: Objections noted.</p> <p>Request has been received from the Parish Council to propose extending the existing restrictions to ease the traffic flow and prevent obstructive parking.</p> <p>The right to pass and repass along the road surpasses the privilege to park on the highway. Parking is only permitted at locations where it does not cause an obstruction to traffic movements or visibility.</p> <p>Loading and unloading is permitted on double yellow lines.</p> <p>Disabled bays are intended to assist those with a blue badge to park near their homes to enable them to maintain independence etc, this would therefore be an appropriate action to take if they were having difficulty parking after the restrictions were introduced. The disabled bay would not be placed on a section where there are no waiting at any time restrictions.</p>

Agenda Item 6

<p>other roads and properties in the area where people will be forced to park.</p> <ul style="list-style-type: none">○ Any new restrictions in addition to the current inadequate parking arrangements could be devastating.○ Removing parking will impact businesses.○ The car park is often full.<ul style="list-style-type: none">○ Residents need parking at all times of the day and night.○ When the car park is full it's important to have as many safe parking spaces as possible around the Triangle.○ Parking close to home is crucial when the car park is full.○ Car park is often full as it's used by ramblers, motorcycle groups and visitors to local attractions, while residents need parking at all times of the day.○ This proposal is unnecessary from a safety point of view.○ Parking is a real need for people living here and this problem is not being addressed by the council.○ There was no parking anywhere in town during a recent church event.<ul style="list-style-type: none">○ Respondent reporting having to resort to parking across someone's garage they knew was empty on that day due to the lack of parking elsewhere.○ Most of the properties are old and regular maintenance is needed so therefore workmen and equipment need access.<ul style="list-style-type: none">○ Village car park spaces are too far away and too small for this purpose.○ The havoc that regular vans parking doing work on the school, has shown how limited the parking is currently.○ Parking was required constantly during the flooding in August 2023 for maintenance.○ Concerned restrictions could stop young families from wanting to move and could drive down house prices.○ People moving to the village with two cars has increased demand.○ The village has three commercial businesses including a church which is a demand on parking○ There are currently 6 properties that require parking in Church Street, including 7 properties with no on-site parking.○ The area marked is generally empty from 9am until 3pm. I took photos of several days showing this<ul style="list-style-type: none">○ Respondent can provide photos.	<p>The right to pass and repass along the road surpasses the privilege to park on the highway. Parking is only permitted at locations where it does not cause an obstruction to traffic movements or visibility.</p> <p>Comments noted.</p> <p>Contractors are able to load/unload equipment on double yellow lines and then park their vehicle in a suitable location.</p> <p>The Council has little influence over the number of vehicles per household.</p> <p>Restrictions could be relaxed to a single yellow line restricting parking during the day.</p>
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<p>Supporting arguments:</p> <ul style="list-style-type: none"> ○ There's often an issue with large trucks and tractors getting around the junction. <p>Suggestions:</p> <ul style="list-style-type: none"> ○ There must be other ways to safely manage the traffic system in Kenton other than punishing the residents. <ul style="list-style-type: none"> ○ E.g. a one way system around the triangle and restriction on larger lorries entering the village (which has personally caused damage to mine and my wife's vehicle in the past while legally parked). ○ Repaint the give way lines. ○ Make Church Road no entry for cars turning from Dawlish Road. <ul style="list-style-type: none"> ○ This would encourage cars to go straight into the car park on their left instead of continuing around to using church road as much. <p>Additional Info:</p> <ul style="list-style-type: none"> ○ All residents in this immediate area will oppose this because it directly affects them. ○ A resident who tried to apply for off street parking had it refused on safety grounds. ○ Respondent believes that the one person who suggested this does not actually live in Church Road and does not see what goes on. 	<p>Support noted.</p> <p>Repainting the give way markings would not impact parking practices. Moving restrictions are beyond the remit of this programme, but can be considered as part of a future scheme or traffic management plan, as and when budget and resources allow.</p> <p>Comments noted.</p>
<p>Recommendation</p> <p>It is recommended that the proposals are implemented as advertised.</p>	

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ENV6141-464 - New Road, Teignmouth

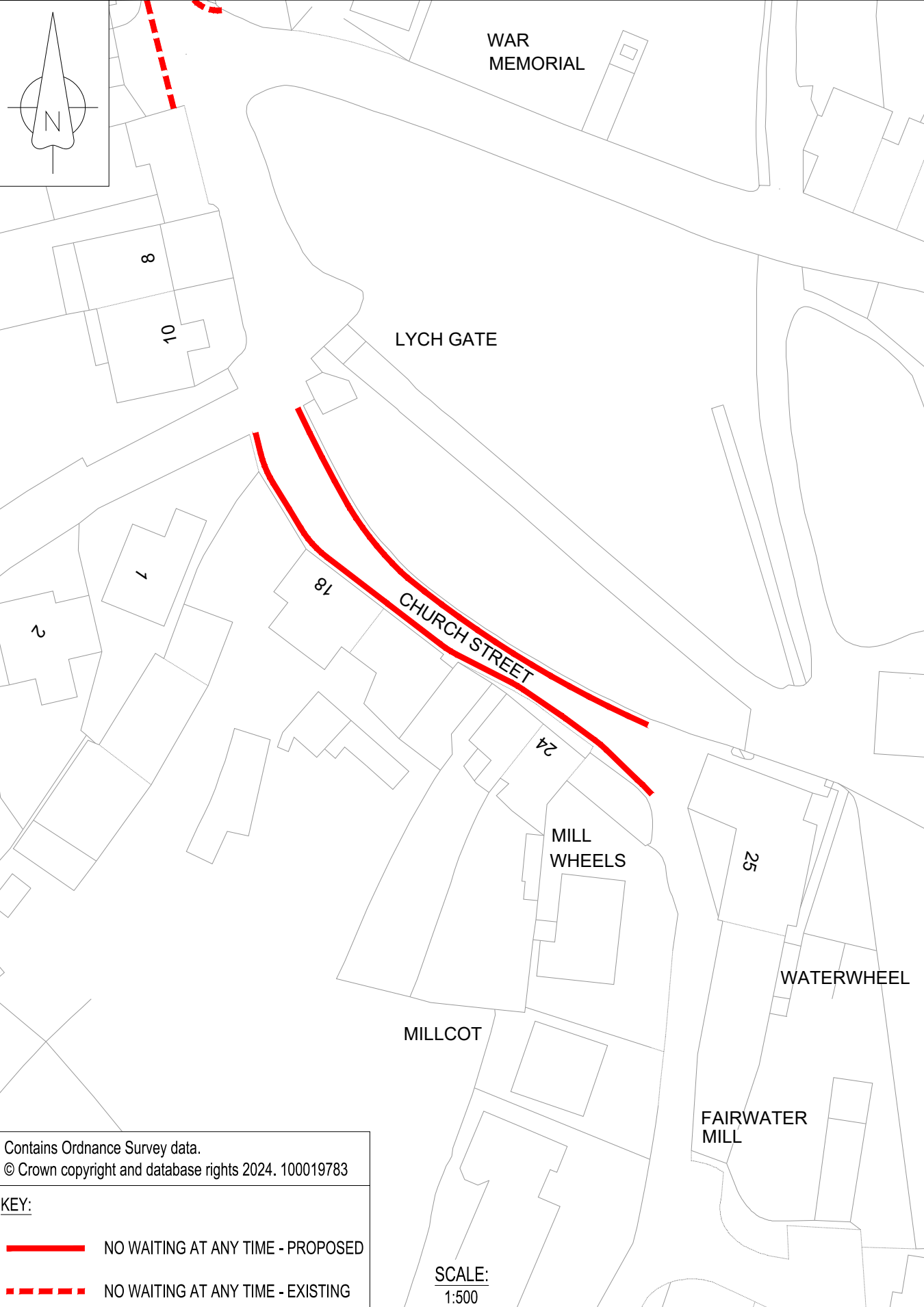
7 Respondents – 4 Respondents from Brookside Court, 1 Respondent from Ferndale Road, 1 Respondent from Livingstone Road and 1 Respondent from New Road

Comments	Devon County Council Response
<p>7 respondents oppose the proposals.</p> <p>Objections:</p> <ul style="list-style-type: none"> ○ Parking for the flats at Brookside Court and Cottage would become extremely difficult and hazardous, posing danger to residents, other road users and pedestrians. <ul style="list-style-type: none"> ○ Cars would be driving out and reversing out into oncoming fast traffic. ○ There area has no traffic calming measures in this area and the few residents parked cars tend to slow down the cars and help prevent accidents. <ul style="list-style-type: none"> ○ New Road has become a rat run for vehicles travelling from Dawlish Road to Exeter Road, avoiding the town. ○ This stretch of road is well known for speeding cars, and this will only get worse under this new plan. ○ The proposals will only speed up the already too fast flow of traffic down New Road to the detriment of residents, school children and pedestrians. ○ Vehicles already come down New Road at a great speed and it is only the parked cars that slow them down and enable residents to reverse out of Brookside Court. ○ Proposals will make this more difficult and dangerous. ○ The volume and speed of traffic has increased significantly over the past few years, making this road increasingly dangerous. ○ Until now we are not aware of any incidents here, although there have been serious accidents reported further down the road. ○ Traffic calming caused by parked vehicles makes it less dangerous for cars entering onto New Road from their driveways and from Maudlin Drive and Ferndale Road. 	<p>Reason for Proposal: Extend No Waiting At Any Time to prevent obstructive parking.</p> <p>Officer comments: Objections noted.</p> <p>As stated in the highway code, vehicles should reverse into a driveway on a main road and drive out.</p> <p>It is acknowledged that parked vehicles can provide natural traffic calming.</p> <p>The most recent speed data (2019) shows the 85%ile of traffic at 33.8mph. Trends across data taken in different locations along New Road in different years do not appear to support an increase in speeds.</p>

<ul style="list-style-type: none"> ○ Concerned increased speeds by vehicles after parking is removed will increase emissions and noise levels. ○ Preventing parking alongside Brookside Court and Magnolia would be a major error of your judgement and create a more dangerous environment. It would be a great tragedy should a serious incident occur as a result of this action. ○ Parked cars are likely to move to between the drive of Magnolia and the junction of Ferndale Road, and up the hill towards St Mary's. <ul style="list-style-type: none"> ○ Respondent believes this would make it more dangerous as this would give cars less time coming down the hill to see the obstruction and would also reduce the visibility for cars coming out of Ferndale Road. ○ The vehicles will just move to the space outside number 51 and the junction with Ferndale Road <ul style="list-style-type: none"> ○ Proposals will cause a major problem coming out of Ferndale Road with no visibility to traffic coming along New Road. ○ Ferndale Road is narrow, concerned that vehicles will park half on footpath/road marking, leaving no access for emergency vehicles. ○ Proposals will negatively impact residents of Brookside Court and Cottage. ○ Residents at Brookside Court have 1-2 spaces each, and find it difficult to park, meaning they need to park on the road. ○ Any obstructive parking is a small inconvenience compared to reducing the danger to road users which should be the priority. ○ Resident is a carer for their mother and cannot wait until a car behind theirs is moved before being able to go out. ○ Proposals will not make a difference to the situation. <p>Suggestions:</p> <ul style="list-style-type: none"> ○ It would be far better to enforce the speed restrictions more effectively. <ul style="list-style-type: none"> ○ There are far more dangerous places in Teignmouth with on road parking e.g. Exeter Road by TCC. ○ One of the main issues is the speed at which cars are travelling down New Road and a speed 	<p>Comments noted.</p> <p>The right to pass and repass along the road surpasses the privilege to park on the highway. Parking is only permitted at locations where it does not cause an obstruction to traffic movements or visibility.</p> <p>Comments noted.</p> <p>Enforcement of speed limits is the responsibility of the Police.</p> <p>The most recent speed data (2019) shows the 85%ile of traffic at 33.8mph. Trends across data taken in different</p>
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<p>camera to reduce the speed of cars would make it safer for everyone.</p> <ul style="list-style-type: none">○ There is a school nearby to the left of Brookside Court just after Wymering Court, so the speed limit should be 20 along the whole of the area you wish to change.<ul style="list-style-type: none">○ Both cars and vans travel very fast (way over 30mph) on the road already and will speed up if there are no cars parked, making it even more dangerous for children crossing the road to go to Ashley Way sweet shop, pedestrians walking their dogs and we residents of Brookside Court trying to routinely get in and out of our drives.○ Respondent encourages discussion with residents about the current issues. <p>Additional Info:</p> <ul style="list-style-type: none">○ We are all surprised to say the least, that the only notice we have received is on two bits of A4 paper, attached to a lamp post. We feel we need to know more fully when the proposed work is planned and how we can engage more fully with opposing it.○ Despite several attempts via signed petitions to Teignbridge Council requesting introduction of traffic calming measures, there has been no satisfactory outcome.	<p>locations along New Road in different years do not appear to support an increase in speeds.</p> <p>Requests to amend speed limits is outside the remit of this scheme. Town or Parish Councils can submit a submission of interest under the 20mph schemes or can look to fund their own scheme via community self-delivery.</p> <p>In accordance with legislation the proposals were advertised in the local press, in addition to this Devon County Council go above and beyond placing notices on site and we wrote to properties within a 25m radius of the proposed restrictions.</p>
<p>Recommendation It is recommended the proposals are not progressed.</p>	

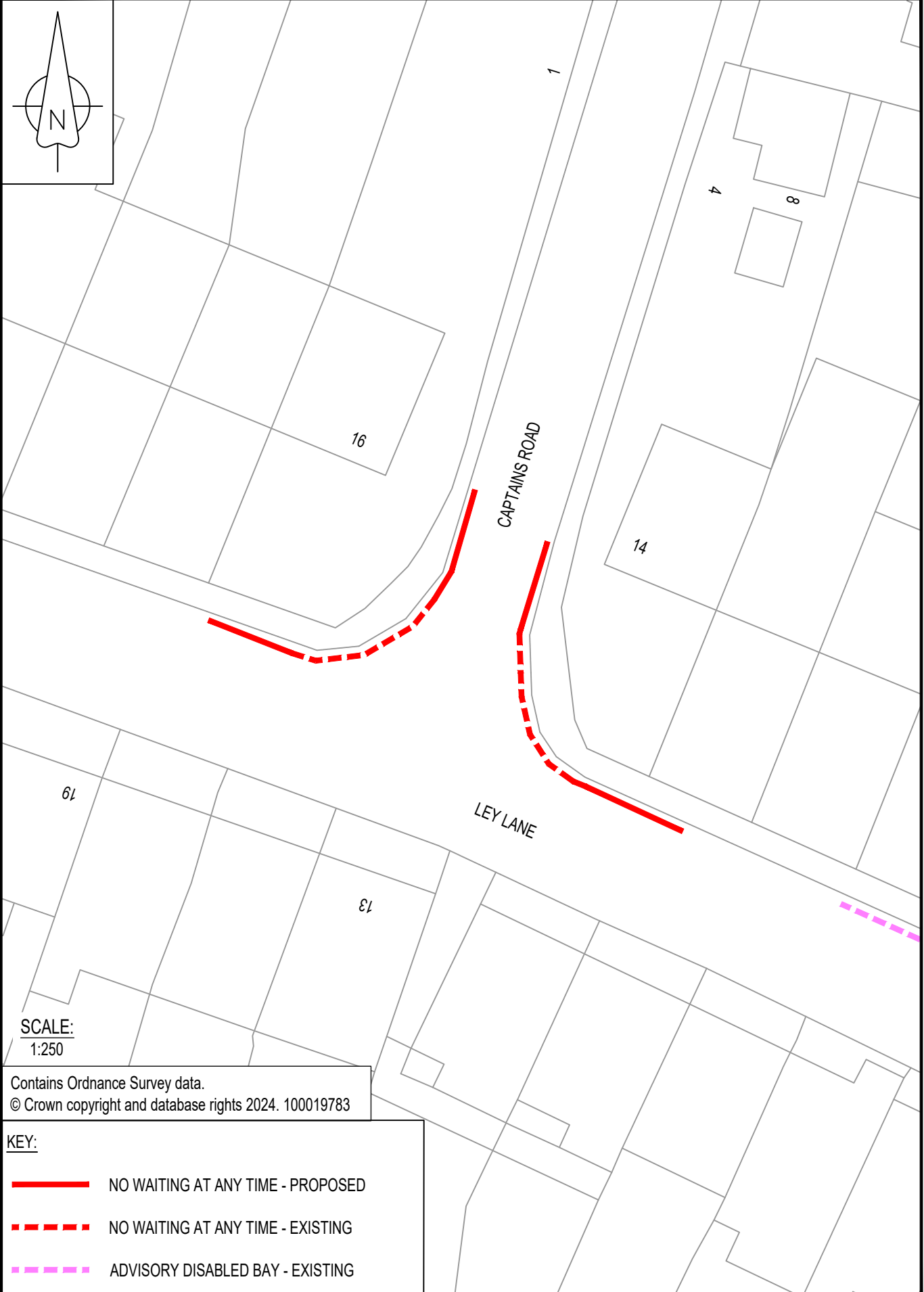
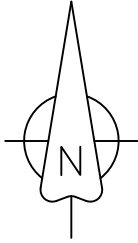


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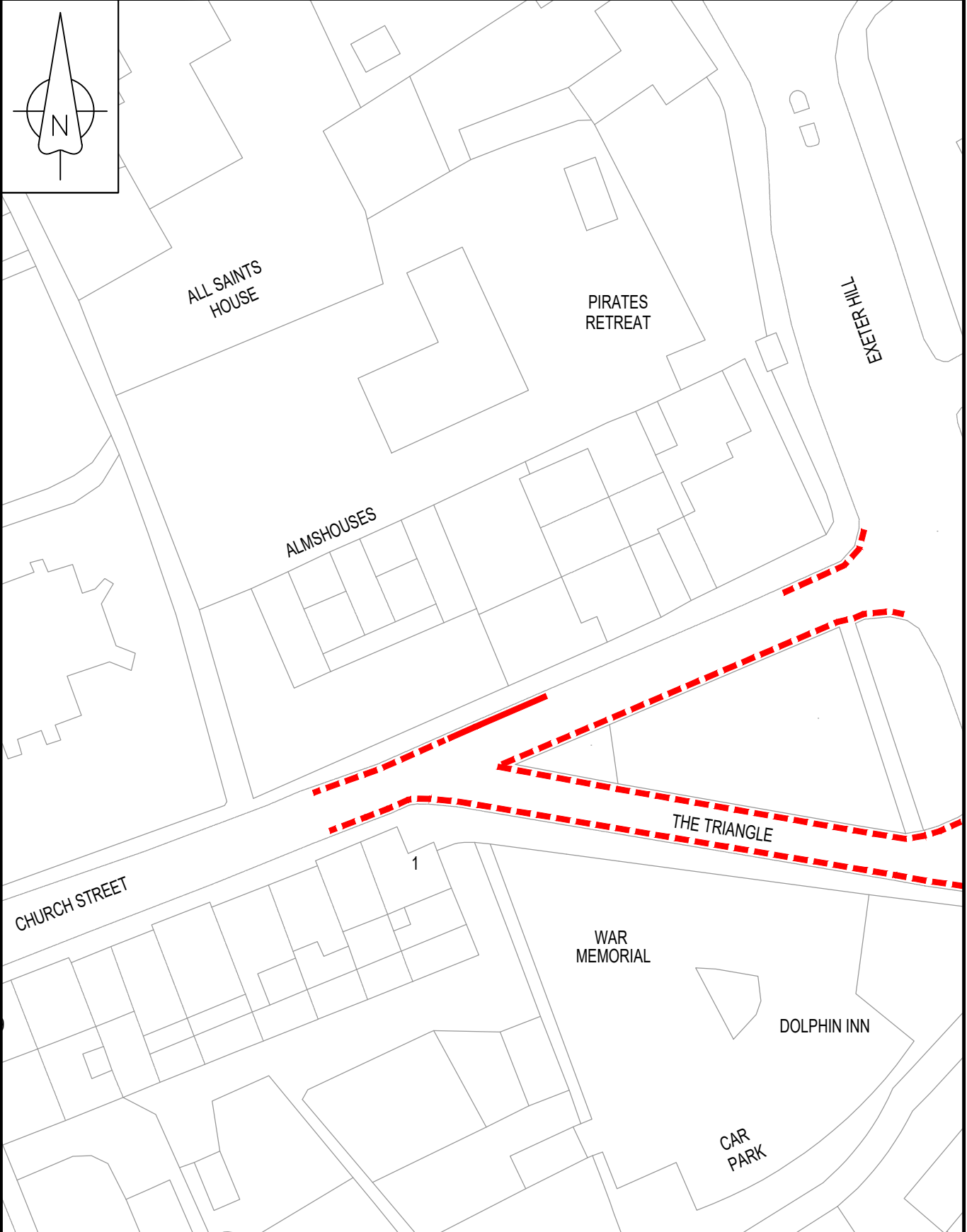
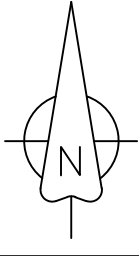
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CAPTAINS ROAD, KINGSTEIGNTON
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Page 26

FIGURE No:
ENV6141-390



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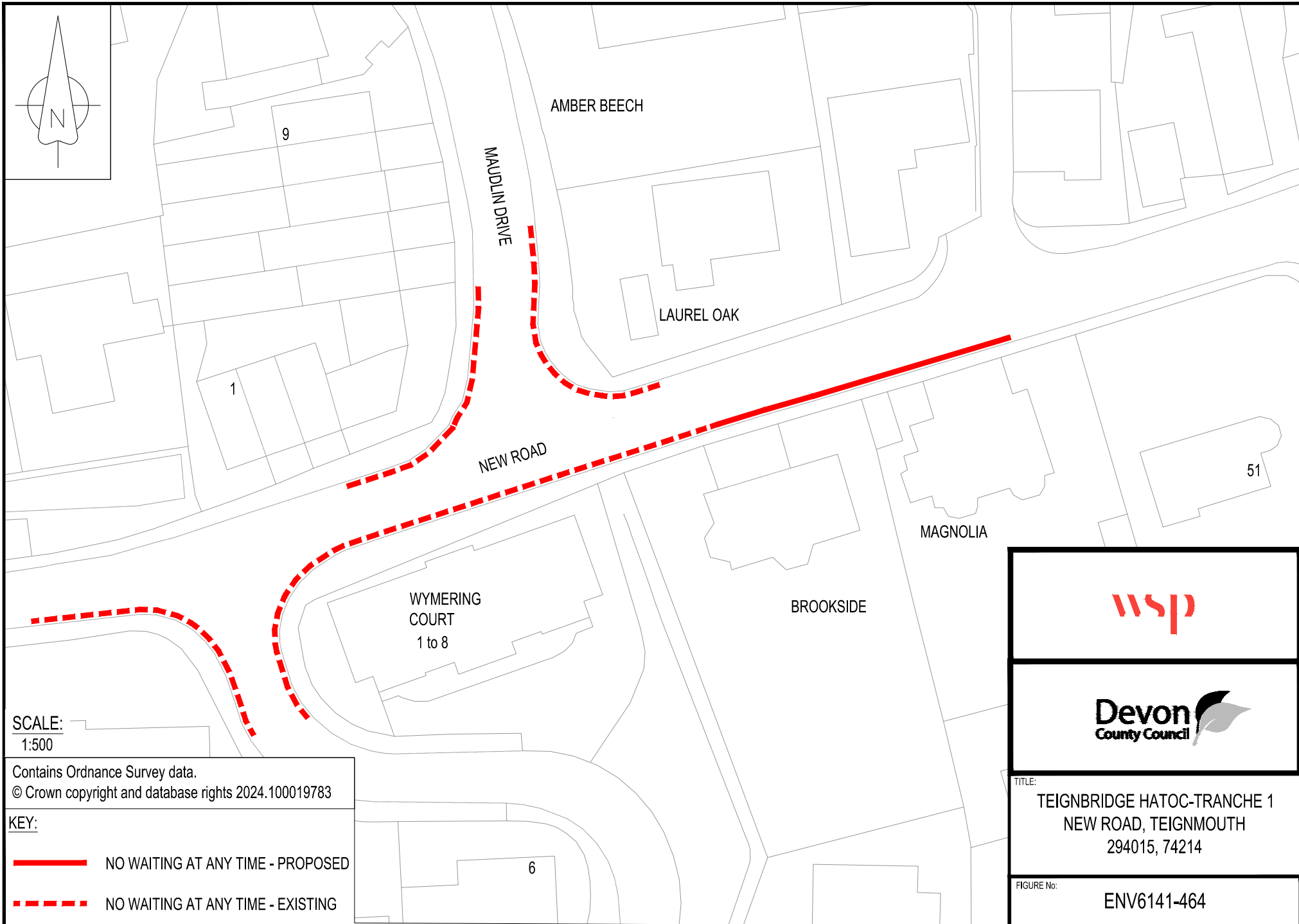
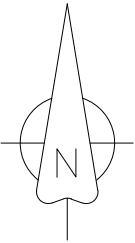
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TITLE:
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THE TRIANGLE, KENTON
205856, 83508
Page 27

FIGURE No:
ENV6141-461



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KEY:
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TITLE:
TEIGNBRIDGE HATOC-TRANCHE 1
NEW ROAD, TEIGNMOUTH
294015, 74214

FIGURE No:
ENV6141-464

CET/25/39
Teignbridge Highways and Traffic Orders Committee
13 March 2025

Actions Taken Under Delegated Powers

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 note the report.

2) Background/Introduction

In accordance with Minute *3 of the Meeting of this Committee on 19 July 2021 this report details the actions taken in respect of traffic regulation orders under Delegated Powers since the last meeting.

3) Actions on Advertised Traffic Orders

Since the last meeting of this Committee, a number of Traffic Orders/Schemes have been progressed and where objections have been received, these have been dealt with by a consultation with the Chair and local County Councillors. Details of these matters are listed below.

Location	Proposal	Action
Trood Lane, Matford, Exminster.	Introduction of No Waiting At Any Time and 20mph speed limit.	Traffic order advertised and implemented after consultation with Local County Councillors and HATOC Chair as no objections were received.
Various roads in Ashburton.	Introduction of a 20mph speed limit.	Traffic order advertised, objections resolved and implemented as advertised after consultation with Local County Councillor and HATOC Chair.
Various locations in Teignbridge.	Introduction of Mandatory Disabled Parking Bays.	Traffic order advertised and implemented after consultation with Local County Councillors and HATOC Chair as no objections were received.

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Location	Proposal	Action
Highweek Street & Market Street, Newton Abbot	Introduction of Pedestrian and Cycle zone. Introduction and amendments to waiting restrictions.	Traffic order advertised, objections resolved by relaxing of the goods vehicle only loading bay to loading only and all other changes implemented as advertised after consultation with Local County Councillors and HATOC Chair
Higher Exeter Road, Teignmouth	Introduction of Puffin Crossing.	Traffic order advertised and implemented after consultation with Local County Councillors and HATOC Chair as no objections were received.

Meg Booth

Director of Climate Change, Environment and Transport

Electoral Divisions: All in Teignbridge

Local Government Act 1972: List of background papers

Background Paper: None

Contact for enquiries:

Name: Jaimee Drewe

Telephone: 0345 155 1004

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jd030225teih

sc/cr/Action Taken Under Delegated Powers

02 050325