

## **Local Waiting Restriction Programme**

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

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

**Recommendation: It is recommended that:**

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

### **1. Summary**

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

### **2. Background**

In 2019/20, a list of requests for new or amended waiting restrictions for the Teignbridge 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 17 December 2020 until 21 January 2021.

A summary of the proposals advertised can be found in Appendix I 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 II to this report.

Following advertisement:

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

#### **4. 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.

#### **5. 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.

#### **6. 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.

#### **7. Equality Considerations**

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

#### **8. Risk Management Considerations**

No risks have been identified.

#### **9. Public Health Impact**

There is not considered to be any public health impact.

## **10. 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 Torridge and therefore comply with Section 122 of the Road Traffic Regulation Act 1984.

Meg Booth  
Chief Officer for Highways, Infrastructure Development and Waste

**Electoral Divisions: All Teignbridge**

### **Local Government Act 1972: List of Background Papers**

Contact for Enquiries: Simon Garner

Tel No: 0345 155 1004 Room: M8, Great Moor House

<b>Background Paper</b>	<b>Date</b>	<b>File Reference</b>
Nil		

sg110221teinh  
sc/cr/Local Waiting Restriction Programme  
03 240221

**Details of Proposals Advertised**

<b>Councillor</b>	<b>Plan Reference</b>	<b>Location</b>	<b>Parish/Town</b>	<b>Proposals</b>	<b>Statement of Reasons</b>
Stuart Barker	ENV5811/001	Mill Meadow	Ashburton	Proposed section of No Waiting At Any Time (NWAAT)	To allow the EA access to gantry and flood defence system.
Stuart Barker	ENV5811/002	Hospital Lane	Ashburton	Proposed section of NWAAT at junction	Parking restricts access for residents.
Stuart Barker	ENV5811/003	Jordan Street	Buckfastleigh	Extension of existing NWAAT	Allow Forestry access to lane.
Stuart Barker	ENV5811/004	Fore Street	Buckfastleigh	Change loading bay restrictions	Convert loading bays from 24 hours to 8am to 6pm.
Stuart Barker	ENV5811/005	Silver Street	Buckfastleigh	Proposed section of NWAAT	Residents parking and blocking lane
Stuart Barker	ENV5811/006	Abbotsridge Drive	Oggwell	Proposed section of NWAAT	To prevent parking at junction with Brownings Ridge and Margaret Road.
Stuart Barker	ENV5811/008	Station Road	Buckfastleigh	Amend NW to NWAAT	Ensure access to off street premises is maintained.
George Gribble	ENV5811/009	Pottery Road	Bovey Tracey	Extension of existing No Waiting At Any Time	Access to estate is restrictive to HGVs and obstructive parking on narrow section of Pottery Road.
Jerry Brook	ENV5811/010	Millstream Meadow	Chudleigh	No Stopping At Any Time except Local Buses	To prevent obstructive parking at the bus stop which is preventing bus from pulling up to kerb.
John Clatworthy	ENV5811/011	School Hill	Cockwood	Proposed section of No Waiting at Any Time (NWAAT)	To prevent parking on a narrow section of road that has prevented access for emergency services.
John Clatworthy	ENV5811/012	The Rowdens	Teignmouth	Proposed section of NWAAT	To prevent obstructive parking and maintain access.
Alan Connett	ENV5811/013	Jupes Close	Exminster	Proposed section of No Waiting at Any Time (NWAAT)	Vehicles parking at junction causing difficulty for vehicles exiting.
Alan Connett	ENV5811/014	Berrybrook Meadow	Exminster	Extension of existing NWAAT	To improve road safety at junction.
Alan Connett	ENV5811/015	Dawlish Road, Milestone Cottages	Exminster	Extension of existing NWAAT	To prevent parking outside cottages.
Alan Connett	ENV5811/016	Farmhouse Rise	Exminster	Proposed section of NWAAT	Vehicles parking at junction causing difficulty for vehicles exiting.
Alan Connett	ENV5811/017	Old Ide Lane	Ide	Proposed section of NWAAT	To prevent parking opposite and on exit on Old Ide Lane, which restricts access for residents to Cross View Terrace.
Alan Connett	ENV5811/019	Staplake Road	Starcross	Proposed section of NWAAT	Prevent vehicles parking on blind bend.

Councillor	Plan Reference	Location	Parish/Town	Proposals	Statement of Reasons
Alan Connett	ENV5811/020	Sercombe Gardens, Coronation Terrace & Church Street	Starcross	Proposed sections of NWAAT	Prevent obstructive parking.
Ron Peart	ENV5811/021	Tarrs Lane	Kingsteignton	Proposed section of No Waiting At Any Time (NWAAT).	To prevent vehicles from obstructing carriageway and blocking access for private and refuge vehicles.
Ron Peart	ENV5811/022	Ferncombe Drive	Kingsteignton	Proposed section of NWAAT.	To prevent parking at junction with Brook Way and maintain visibility.
Ron Peart	ENV5811/023	Meadowcroft Drive	Kingsteignton	Proposed section of NWAAT opposite Air Ambulance entrance.	Maintain access to Devon Air Ambulance Night Landing site.
Jackie Hook	ENV5811/024	Minerva Way	Newton Abbot	Proposed section of No Waiting At Any Time (NWAAT)	To prevent vehicles obstructing HGV access to recycling centre.
Jackie Hook	ENV5811/025	Fisher Road	Newton Abbot	Replace NW with NWAAT	Insufficient road width to allow parking on both sides of carriageway. NW restriction leads to motorists parking on pavement and obstructing carriageway.
Sylvia Russell	ENV5811/026	Mill Lane	Teignmouth	Proposed section of No Waiting at Any Time (NWAAT)	Prevent obstructive parking at junctions with A379, Lower Kingsdown Road.
Sylvia Russell	ENV5811/027	Ashleigh Way	Teignmouth	Proposed section of NWAAT and Limited Waiting	To prevent obstructive parking preventing access for buses and large vehicles.
Sylvia Russell	ENV5811/028	New Road	Teignmouth	Proposed section of NWAAT	To prevent obstructive parking at junction.
Sylvia Russell	ENV5811/029	Hermosa Road	Teignmouth	Extension of existing NWAAT	To prevent obstructive parking at junction.

5811 Devon County Council (Teignbridge HATOC)  
(Traffic Regulation) Amendment Order  
Summary of Submissions

Plan ENV5811/001 Ashburton, Kingsbridge Lane 2 respondents – 2 residents of Ashburn Close	
Comment	Devon County Council Response
<p><b>Objection</b> 2 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> <li>• 2 respondents commented that it further restricts parking for residents in the area.</li> <li>• 1 respondent commented that the reduction of parking spaces will compound the parking issues within the town.</li> <li>• 1 respondent commented that the restrictions are disproportionate to the amount of times the EA will need access each year.</li> </ul> <p><b>Suggestion</b> The Environmental Agency could apply for a temporary parking restriction order as and when work is required.</p>	<p><b>Reason for Proposal</b> To introduce No Waiting at Any Time and No Loading at Any Time to allow the Environmental Agency access to gantry and flood defence systems.</p> <p><b>Officer comments</b> Request submitted by Parish Council. EA have a right of access, potentially for urgent or unplanned work. Restriction will remove 4 parking spaces only. There is a large Pay &amp; Display car park adjacent to the restricted length of road.</p>
<b>Recommendation:</b> Implement as advertised.	

Plan ENV5811/002 Ashburton, Hospital Lane 2 respondents – 2 residents of East End Terrace	
Comment	Devon County Council Response
<p><b>Objection</b> 2 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> <li>• 1 respondent commented that it further restricts parking for residents in the area.</li> <li>• 1 respondent commented that the restrictions will encourage non-residents to park along East End Terrace where parking for residents is already overloaded.</li> <li>• 1 respondent commented that it will cause additional friction between residents who are regularly blocked in due to lack of space.</li> <li>• 1 respondent commented that the restrictions will encourage parking for the park and ride, school run and abandoned cars.</li> </ul> <p><b>Suggestion</b> 2 respondents suggest installing residents parking.</p>	<p><b>Reason for Proposal</b> To introduce No Waiting at Any Time as parking restricts access for residents.</p> <p><b>Officer comments</b> Parking causes an obstruction, potentially impeding emergency vehicles. Vehicles may be forced to queue on the main road, which is hazardous because of the road alignment which limits forward visibility.</p>
<b>Recommendation:</b> Implement as advertised.	

**Plan ENV5811/003 Buckfastleigh, Jordan Street**  
**10 respondents – 9 residents of Jordan Street (7 addresses), 1 Buckfastleigh Town Council**

Comment	Devon County Council Response
<p><b>Objection</b></p> <p>9 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> <li>• 1 respondent commented that current restrictions are adequate for emergency vehicles and are a reasonable trade-off between safety and the inconvenience of losing parking spaces.</li> <li>• 1 respondent commented that the current restrictions are adequate to allow large vehicles access to the street.</li> <li>• 1 respondent commented that extra restrictions would make life especially difficult for residents and too much weight is being given to the commercial forestry operations.</li> <li>• 1 respondent commented that taking a more creative approach is needed (consultations and surveys).</li> <li>• 1 respondent commented that the proposal is only benefitting a large business who require better access.</li> <li>• 2 respondents commented that new restrictions are solely for the Fountains Forestry lorries which are inappropriate for the road.</li> <li>• 1 respondent commented that the only reason the forestry contractors are using such large vehicles is profit margin overriding health and safety responsibilities.</li> <li>• 3 respondents commented that Forestry lorries are causing damage to vehicles and properties.</li> <li>• 4 respondents commented that residents have tried to comply with a request not to park during normal working hours, but lorries regularly operated outside these agreed hours causing damage.</li> <li>• 1 respondent commented that a reduction in parking will create problems with drivers circling the area in search of spaces, being forced to reverse more often.</li> <li>• 2 respondents commented that logging activity is restricted to a few months each year and these restrictions are a disproportionate response.</li> <li>• 1 respondent commented that forestry work is time limited and reducing resident parking for this reason is unfair.</li> <li>• 2 respondents commented that they already find it very difficult to park in the street.</li> <li>• 1 respondent commented that many residents rely on on-street parking close to their homes for access to employment, education, and shops.</li> <li>• 1 respondent commented that Logging takes place during the summer months when there is a high demand on parking.</li> </ul>	<p><b>Reason for Proposal</b></p> <p>To introduce No Waiting at Any Time to allow Forestry access to lane</p> <p><b>Officer comments</b></p> <p>Jordan Street is very narrow in parts, but it is a key route for service and delivery vehicles. The highway authority has a duty to maintain rights of access, which over-rides the natural desire of residents to park outside their homes. Proposed parking restrictions have been kept to a minimum to achieve this.</p>

- 1 respondent commented that there is an Increased danger to families during logging periods because children, parents with prams and families use the street and the route to Hapstead which is a favoured child and family walk.
- 1 respondent commented that the lorries make the road too dangerous for children to use their bikes.
- 2 respondents commented that the community is hugely under serviced with regards to parking provision and public transport.
- 1 respondent commented that it is discriminatory to the public who have existing homes to remove their small pool of parking as there is a commitment to provide a new built home with a parking space.
- 4 respondents commented that there is already limited parking within the town forcing residents to park long distances away from their property.
- 2 respondents commented that additional parking for residents needs to be considered before more restrictions.
- 1 respondent commented that these proposed restrictions would not have been effective in avoiding any of the damage caused or negated any of the very real risk to health and safety of the residents.
- 1 respondent commented that Articulated trucks consistently mounting the pavement outside No. 5 and 6 Jordan Street when full restrictions already applied on both sides of the road.

### **Suggestion**

- Fountains Forestry should use vehicles of a size which is appropriate.
- Limiting the size of the lorries would be a better solution.
- Forestry operators should be bringing out the timber on 20ft trailers and then decanting them on to 40ft trailers closer to the town bypass. A weight or length limit should be put in place for Jordan Street.
- Chapter 8 Traffic Safety Measures should be used.
- Redeveloping the land by Pioneer terrace into additional parking for the street.
- Street cameras could be used to monitor parking, lorries and speeds along the road.
- Rescheduling forestry work outside summer holidays.
- 2 respondents suggest Installing residents parking.
- 2 respondents suggest the forestry commission move the logs over a 1 week period and notify residents to keep the street clear or use traffic management.

**Recommendation:** Implement as advertised.



**Plan ENV5811/005 Buckfastleigh, Silver Street****3 respondents – 2 residents of Silver Street, 1 Buckfastleigh Town**

<b>Comment</b>	<b>Devon County Council Response</b>
<p><b>Objection</b> 2 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"><li>• 2 respondents commented that the restriction is not required below No.11 as the road is so narrow people are unable to park.</li><li>• 1 respondent commented that static parked vehicles at the top of the street reduce traffic speed.</li><li>• 1 respondent commented that when vehicles are not parked along this stretch of road traffic tends to travel faster which adds risk to pedestrians (No footway).</li></ul> <p><b>Support</b></p> <ul style="list-style-type: none"><li>• 1 respondent supports additional measures to prevent indiscriminate parking and obstruction of road users.</li><li>• 1 respondent (who has also voiced objections) gives support for a short stretch of restrictions above No.11 to ensure access for large and emergency vehicles.</li></ul> <p><b>Suggestion</b> 2 respondents suggest shortening restriction so that they start at No.12.</p>	<p><b>Reason for Proposal</b> To introduce No Waiting at Any Time to prevent residents parking and blocking lane.</p> <p><b>Officer comments</b> There is a risk that reducing the length of restriction will leave the temptation to try and park beyond the yellow lines, which would not resolve the original problem. Removing parking along the length of the road will reduce traffic as there will be less reason for residents to drive along it if there is no parking available.</p>
<b>Recommendation:</b> Implement as advertised.	

**Plan ENV5811/008 Buckfastleigh, Station Road****5 respondents – 4 residents of Station Road, 1 Buckfastleigh Town**

<b>Comment</b>	<b>Devon County Council Response</b>
<p><b>Objection</b> 3 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"><li>• 1 respondent commented that static parked cars improve safety along the road.</li><li>• 3 respondents commented that there is insufficient parking for residents in the area.</li><li>• 1 respondent commented that the other proposals in the town will put increased pressure on parking for residents.</li><li>• 1 respondent commented that restrictions will increase the financial burden on the residents due to the removal of free parking (evenings and weekends).</li><li>• 2 respondent commented that cars are parking with consideration and therefore are not creating access issues for vehicles or emergency services.</li></ul> <p><b>Support</b> 2 respondents support the proposals on the grounds that:</p>	<p><b>Reason for Proposal</b> To introduce No Waiting at Any Time to ensure access to off street premises is maintained.</p> <p><b>Officer comments</b> There is an inconsistency at present, as parking is technically permitted in some locations during the evenings/night which would prevent vehicles from passing, thereby rendering drivers liable to prosecution for causing an obstruction. The proposals will clarify this situation. Actual loss of 'practical' parking spaces will be virtually none.</p>

<ul style="list-style-type: none"> <li>• 1 respondent commented that there are issues with drivers not taking heed of the existing restrictions or the dangers around the way they park.</li> <li>• 1 respondent commented that pedestrians and wheelchair users are forced against the wall as drivers have to drive on the pavement to avoid the parked cars.</li> <li>• 1 respondent commented that access could be restricted for emergency vehicles.</li> <li>• 1 respondent commented that cars park against their wall and when they get knocked it causes damage which needs repair.</li> <li>• 1 respondent supports additional measures to prevent indiscriminate parking and obstruction of road users.</li> </ul> <p><b>Suggestion</b></p> <ul style="list-style-type: none"> <li>• Better use of the car park at the top of town.</li> <li>• Vehicles speeding or driving carelessly should be solved by marking out existing parking and enforcing the current 20mph speed limit.</li> <li>• The pavement past the church steps could be narrowed to improve safety.</li> </ul>	
<b>Recommendation:</b> Implement as advertised.	

Plan ENV5811/010 Chudleigh, Millstream Meadow 1 respondent – 1 resident of Clifford Street	
Comment	Devon County Council Response
<p><b>Objection</b></p> <p>1 respondent objects to the proposals on the grounds that:</p> <ul style="list-style-type: none"> <li>• 1 respondent commented that the restrictions are disproportionate to the frequency of the bus service.</li> <li>• 1 respondent commented that static parked cars create a traffic management system that reduces speeds.</li> </ul> <p><b>Suggestion</b></p> <p>Suggests amending the restrictions to allow for overnight parking and all-day Sunday restrictions.</p>	<p><b>Reason for Proposal</b></p> <p>The Town Council have requested a Bus Stop Clearway as the bus is frequently unable to halt at the bus stop because of parked vehicles.</p> <p><b>Officer comments</b></p> <p>The suggested amendment to coordinate the operating hours with the bus service timetable is sensible.</p>
<b>Recommendation:</b> Implement the restriction to coordinate the operating hours with the bus service timetable.	

**Plan ENV5811/011 Cockwood, School Hill****3 respondents – 1 resident of Cofton Hill, 1 resident of Sea Lawn Terrace & 1 resident of Summerland Avenue**

<b>Comment</b>	<b>Devon County Council Response</b>
<p><b>Objection</b> 1 respondent objects to the proposals on the grounds that:</p> <ul style="list-style-type: none"><li>• 1 respondent commented that the restrictions will force people to park further along Cofton Hill causing issues in a new location.</li><li>• 1 respondent commented that enforcing the restrictions will be costly and on an infrequent basis.</li></ul> <p><b>Support</b> 2 respondents support the proposals on the grounds that:</p> <ul style="list-style-type: none"><li>• 2 respondents commented that they support the restriction, but it will force the issue further up the road.</li><li>• 1 respondent commented that the restrictions will allow unobstructed access for emergency vehicles.</li></ul> <p><b>Suggestion</b></p> <ul style="list-style-type: none"><li>• A more permanent solution by reducing the road width using a kerb line or bollards.</li><li>• 2 respondents suggest extending the restriction on both sides of the road up to Vicarage Road.</li></ul>	<p><b>Reason for Proposal</b> To introduce No Waiting at Any Time to prevent parking on a narrow section of road that has prevented access for emergency services.</p> <p><b>Officer comments</b> It is evident that parking anywhere on the narrow sections of lanes in the vicinity would cause an obstruction to service/emergency vehicles. There is a risk that introducing a short length of restriction will imply it is safe to park anywhere else nearby. Implementing a short length of restrictions may very well displace parking, and the proximity of the school will probably mean restrictions will be ignored by parents/carers who only wait for a short period.</p>
<p><b>Recommendation:</b> Delay implementing the restrictions until a further review of parking in the surrounding area has been undertaken.</p>	

**Plan ENV5811/012 Teignmouth, The Rowdens****22 respondents – 7 residents of The Rowdens (4 addresses), 3 residents of Woodway Drive, 1 resident of Woodway Road, 1 resident of Teignmouth Road, 1 resident of St Joseph's Court, 1 resident of Meadow Rise, 1 resident of Frobisher Close, 1 resident of Fountain Court, 1 resident of Dawlish Road, 1 resident of Barnpark Road, 1 resident of Barn Park Terrace, 1 resident of Ashleigh Way & 2 residents from outside Teignmouth (Dawlish & Paignton)**

<b>Comment</b>	<b>Devon County Council Response</b>
<p><b>Objection</b> 12 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"><li>• 6 respondents commented that the restrictions do not allow enough time to access the park.</li><li>• 2 respondents commented that a 30min restriction will not address the issue of obstruction and will just mean a quicker turnaround of cars.</li><li>• 1 respondent commented that these restrictions do not allow enough time for myself and other blind people in the area to take their guide dog for a walk.</li><li>• 1 respondent commented that the restrictions do not allow enough time for those visiting relatives.</li></ul>	<p><b>Reason for Proposal</b> To introduce No Waiting at Any Time to prevent obstructive parking and maintain access.</p> <p><b>Officer comments</b> A number of respondents have mis-read the public notice and wrongly believe the proposal is to limit waiting whereas it is to prohibit waiting at any time. The notice has been checked and was correct.</p>

- 1 respondent commented that time restrictions will prevent people using the park for wildlife and nature pursuits.
- 1 respondent commented that restrictions will prevent people from taking their 1 hour of exercise per day to ensure good mental and physical health.
- 1 respondent commented that the restrictions will affect volunteering within the park.
- 1 respondent commented that they have never seen instances of obstructive parking in the road.
- 1 respondent commented that the proposal will limit people's access to the park.
- 1 respondent commented that there are no other suitable parking alternatives nearby.
- 1 respondent commented that putting in a time restriction is actively discouraging the use of the park.
- 1 respondent commented that people are being penalised for using the park.
- 1 respondent commented that this proposal is targeting walkers and dog walkers.
- 1 respondent commented that it is a poor use of public funds.
- 1 respondent commented that as a carer the restrictions do not allow enough time to walk or exercise the guide dog.
- 2 respondents commented that the restrictions would prevent easy access to the park for older users, those with physical disabilities and those with a chronic condition.
- 1 respondent commented that the restrictions would shorten people's social interactions in the park affecting their mental health.
- 1 respondent commented that there would be additional expense of using the Eastcliff carpark during a time when people's income has decreased.

### **Support**

10 respondents support the proposals on the grounds that:

- 1 respondent commented that it will prevent congestion along the road.
- 4 respondents commented that the restrictions will prevent obstructive parking along the street which affects cars, refuse lorries and emergency vehicles.
- 1 respondent commented that keeps the entrance to the park clear.
- 3 respondents commented that it will improve access to their property.
- 2 respondents commented that it will improve visibility at the junction.

### **Suggestion**

- Extending the restriction at the junction to improve visibility.

It is considered that the comments are still valid; many of them were objecting that 30 minutes would not be long enough to visit the park.

The objections demonstrate that people do use the road for free parking to visit the park.

The level of support for the proposal is unusually high and many comments highlight the risks and hazards caused by parked vehicles.

<ul style="list-style-type: none"> <li>• additional parking bays within the verge opposite No.4/5 to ensure access is maintained.</li> <li>• 2 respondents suggest a 2 hour time restriction.</li> <li>• Restrictions might push the issue elsewhere mainly the pavement outside No.6</li> </ul>	
<b>Recommendation:</b> Implement as advertised.	

Plan ENV5811/013 Exminster, Jupes Close 1 respondent – 1 resident of Jupes Close	
Comment	Devon County Council Response
<p><b>Support</b> 1 respondent supports the proposals.</p> <p><b>Suggestion</b></p> <ul style="list-style-type: none"> <li>• Extending the restriction further along Jupes Close (Eastern Spur) until the double garages, improving access.</li> </ul>	<p><b>Reason for Proposal</b> To introduce No Waiting at Any Time to prevent vehicles parking at junction causing difficulty for vehicles exiting.</p> <p><b>Officer comments</b> This is a modern residential development with a design speed of 20 mph, with no through traffic. There is no available evidence of anyone other than residents parking in the area. Parking is unlikely to cause a significant hazard to road safety. Parking restrictions are likely to create an enforcement liability.</p>
<b>Recommendation:</b> Consider Withdrawing the proposal.	

Plan ENV5811/014 Exminster, Berrybrook Meadow 1 respondent – 1 resident of Berry Cottages	
Comment	Devon County Council Response
<p><b>Objection</b> 1 respondent objects to the proposals on the grounds that:</p> <ul style="list-style-type: none"> <li>• 1 respondent commented that the proposal will restrict parking for their property.</li> </ul>	<p><b>Reason for Proposal</b> To introduce No Waiting at Any Time to improve road safety at junction.</p> <p><b>Officer comments</b> The location is between a bend in the road and a four-arm mini roundabout. It is considered that parking potentially obstructs forward visibility, forcing vehicles to suddenly cross into the 'wrong' side of the road in the path of oncoming traffic.</p>
<b>Recommendation:</b> Implement as advertised.	

**Plan ENV5811/019 Starcross, Staplake Road**  
**2 respondents – 2 residents of Staplake Road**

Comment	Devon County Council Response
<p><b>Objection</b>  2 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> <li>• 2 respondents commented that it will further reduce parking for residents.</li> <li>• 1 respondent commented that it will prevent the safe access to the property for a young family whilst loading/ unloading.</li> <li>• 1 respondent commented that parked cars form a traffic calming effect preventing a rat run.</li> <li>• 1 respondent commented that parking in the area is during the evenings and weekends when the road is less busy, and headlights are more visible beyond bends.</li> <li>• 1 respondent commented that there is inadequate parking nearby for residents, as the strand car park already serves a large group of people and is full during the summer months.</li> <li>• 1 respondent commented that Staplake Road is used as a short cut to other parts of the village when The Strand is blocked or there is heavy traffic, increasing traffic flow and speeds.</li> <li>• 1 respondent commented that they are unaware of any incidents/ accidents in the area .</li> </ul> <p><b>Suggestion</b></p> <ul style="list-style-type: none"> <li>• The need for chevrons at the corners and speed humps along the street to reduce traffic speed if the proposals go ahead.</li> <li>• Introduction of residents parking.</li> <li>• 2 respondents suggest restrictions at the junction of Staplake Road and The Strand instead to improve visibility.</li> </ul>	<p><b>Reason for Proposal</b>  To introduce No Waiting at Any Time to prevent vehicles parking on blind bend.</p> <p><b>Officer comments</b>  Traffic speeds are likely to be low because of the sharp bend further up the road, and parking is unlikely to cause a significant hazard on the more gradual bend where the restrictions are proposed. It is accepted parked vehicles have a speed-reducing impact.</p>
<p><b>Recommendation:</b> Reduce the length of the proposed restrictions to allow some parking either side of the bend, subject to a site investigation.</p>	

**Plan ENV5811/020 Starcross, Church Street**  
**2 respondents – 2 residents of Sercombes Gardens**

Comment	Devon County Council Response
<p><b>Objection</b>  2 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> <li>• 1 respondent commented that it will restrict parking for residents to park outside their house.</li> <li>• 1 respondent commented that there is insufficient parking in the surrounding areas to accommodate these changes.</li> <li>• 1 respondent commented that issues are only during school drop off/ pick up times.</li> </ul>	<p><b>Reason for Proposal</b>  To introduce No Waiting at Any Time to prevent obstructive parking.</p> <p><b>Officer comments</b>  It is accepted that parking and driving past the school is most likely to be a significant hazard at school opening and closing times. Parking</p>

<ul style="list-style-type: none"> <li>1 respondent commented that displaced parking will cause issues in the surrounding areas.</li> <li>1 respondent commented that it will restrict parking for school drop off/ pick up.</li> </ul> <p><b>Suggestion</b></p> <ul style="list-style-type: none"> <li>Rerouting the bus route or the relocation of bus stops near the school to improve visibility.</li> <li>Traffic warden.</li> </ul>	<p>in New Road opposite a junction is a clear danger at any time.</p>
<p><b>Recommendation:</b> Implement the restriction in New Road as advertised. Prohibit waiting during the daytime Monday to Friday (8.00 am – 4.00pm).</p>	

<p><b>Plan ENV5811/021 Kingsteignton, Tarrs Lane</b>  <b>4 respondents – 3 residents of Tarrs Lane, 1 resident of Winston Close</b></p>	
<b>Comment</b>	<b>Devon County Council Response</b>
<p><b>Objection</b></p> <p>4 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> <li>1 respondent commented that it will restrict parking for residents outside of their house.</li> <li>3 respondents commented that there is Insufficient parking in the surrounding areas to accommodate these changes.</li> <li>1 respondent commented that restrictions are a disproportionate response compared to the loss of amenity which will happen in the area.</li> <li>1 respondent commented that it will push traffic/parked cars into other roads creating safety issues elsewhere.</li> <li>1 respondent commented that it is not a proportionate response to the number of complaints received.</li> <li>1 respondent commented that there is an increased safety risk to family's using the lane to access the primary school.</li> <li>1 respondent commented that parked vehicles are a form of speed management and provide a refuge for pedestrians to step into.</li> <li>1 respondent commented that parked vehicles are a form of traffic calming and reduce the speed of traffic.</li> <li>1 respondent commented that residents feel safer with static parked cars within the street.</li> <li>1 respondent commented that properties have access directly onto the lane and parked cars push traffic away from these.</li> <li>1 respondent commented that there is an increased risk to elderly people using the lane.</li> <li>2 respondent commented that it will restrict parking outside their house and will prevent them loading and unloading items from a vehicle.</li> <li>1 respondent commented that restrictions will increase the speed of traffic along the road creating the potential for a serious accident.</li> </ul>	<p><b>Reason for Proposal</b></p> <p>To introduce No Waiting at Any Time to prevent vehicles from obstructing carriageway and blocking access for private and refuge vehicles.</p> <p><b>Officer comments</b></p> <p>Tarrs Lane is a cul-de-sac. There is a narrow carriageway which passes in front of several houses, then it opens out to form a 'parking court' serving newer houses at the rear.</p> <p>The difficulty is that for most of the time parking along the lane does not cause a significant issue, but when service/delivery or emergency vehicles require access then parking can be an issue. It is further complicated by how people park and what size vehicles they have. The issue is that while parking does not cause a permanent problem the potential risks, particularly for emergency vehicle access, could be catastrophic. The highway authority cannot ignore this.</p>

<ul style="list-style-type: none"> <li>• 1 respondent commented that the lane has a heavy pedestrian use and restrictions will increase speed of traffic along the road increasing the risk of collision between vehicles and the elderly/children.</li> <li>• 1 respondent commented that very few incidents of bad parking have led to problems.</li> <li>• 3 respondents commented that public funds would be better spent elsewhere.</li> </ul> <p><b>Support</b> 1 respondent (who has also voiced objections) gives support for restrictions within the turning head and around the top corner to No.11.</p> <p><b>Suggestion</b></p> <ul style="list-style-type: none"> <li>• Restricting parking on refuse collection days.</li> <li>• Restrictions only need to apply during the daytime when the refuse lorry need access.</li> </ul>	
<b>Recommendation:</b> Implement as advertised.	

Plan ENV5811/022 Kingsteignton, Ferncombe Drive 1 respondent – 1 resident of Ferncombe Drive	
Comment	Devon County Council Response
<p><b>Objection</b> 1 respondent objects to the proposals on the grounds that:</p> <ul style="list-style-type: none"> <li>• 1 respondent commented that it will restrict parking for residents outside of their house.</li> </ul> <p><b>Suggestion</b> Suggests amending the restrictions to finish at the road gullies to allow for additional residents parking.</p>	<p><b>Reason for Proposal</b> To introduce No Waiting at Any Time to prevent parking at junction with Brook Way and maintain visibility.</p> <p><b>Officer comments</b> This is a residential development. Traffic speeds are relatively low and on-street parking on Brook Way has a speed-restraint effect. Parking is unlikely to cause a significant hazard to road safety, as further along Brook Way it 'pushes' traffic towards the centre of the carriageway, allowing vehicles to pull forward out of the side road. Parking restrictions are likely to create an enforcement liability.</p> <p>It is noted however that parking across the junction obstructs a dropped-kerb crossing, and drivers are reminded the highway code states parking on a junction should not be undertaken.</p>
<b>Recommendation:</b> Consider withdrawing the proposal.	



**Plan ENV5811/025 Newton Abbot, Fisher Road**  
**3 respondents – 3 residents of Fisher Road (2 addresses)**

Comment	Devon County Council Response
<p><b>Objection</b>  3 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> <li>• 3 respondents commented that there is already insufficient parking for residents in the area.</li> <li>• 1 respondent commented that buses currently have access to the street if cars are parked on the pavement on the other side.</li> </ul> <p><b>Suggestion</b></p> <ul style="list-style-type: none"> <li>• Parking meters are removed for residents who do not have permits for that area.</li> </ul>	<p><b>Reason for Proposal</b>  To introduce No Waiting at Any Time as insufficient road width to allow parking on both sides of carriageway. NW restriction leads to motorists parking on pavement and obstructing carriageway.</p> <p><b>Officer comments</b>  The carriageway is too narrow to allow vehicles to pass safely.</p>
<p><b>Recommendation:</b> Implement as advertised.</p>	

**Plan ENV5811/025 Teignmouth, Ashleigh Way**  
**4 respondents – 3 residents of Ashleigh Way, 1 resident of Ashleigh Rise**

Comment	Devon County Council Response
<p><b>Objection</b>  3 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> <li>• 1 respondent commented that displaced parking will create access issues in surrounding roads.</li> <li>• 3 respondents commented that the proposal does not extend far enough to tackle the problem of obstructive parking.</li> <li>• 1 respondent commented that people park on the pavement in front of No.5 causing obstruction on the road/footpath and often blocking people's driveways.</li> <li>• 1 respondent commented that the proposal will not prevent people parking on the pavement opposite the post office which is where they block access for the local bus.</li> <li>• 1 respondent commented that the proposal will lead to cars parking outside the post office rather than the junction.</li> </ul> <p><b>Support</b>  1 respondent (who has also voiced objections) gives support for the restrictions at New Road but feels that the restrictions would need to be extended.</p> <p><b>Suggestion</b></p> <ul style="list-style-type: none"> <li>• 2 respondents suggest the restrictions opposite the post office should extend past no.5 and possibly up to no. 7 where the most problems of road blocking occur.</li> <li>• Restrictions would need to be extended further along the road as far as No. 8 and 11.</li> </ul>	<p><b>Reason for Proposal</b>  To introduce No Waiting at Any Time to prevent obstructive parking preventing access for buses and large vehicles and limited waiting to provide turnover of parking spaces for Post Office.</p> <p><b>Officer comments</b>  There is general understanding of the need for restrictions in principle. The proximity of the junction with Ashleigh Close to the New Road junction means any parking between the junctions would cause an obstruction.</p> <p>It would be sensible to implement the restrictions as advertised and review the situation to see if further restrictions were required later on.</p>

<ul style="list-style-type: none"> <li>If the proposal goes ahead restrictions would be required in Ashleigh Rise to prevent access issues.</li> </ul>	
<b>Recommendation:</b> Implement as advertised.	

Plan ENV5811/028 Teignmouth, New Road 1 respondent – 1 resident of Higher Coombe Drive	
Comment	Devon County Council Response
<p><b>Objection</b> 1 respondent objects to the proposals on the grounds that:</p> <ul style="list-style-type: none"> <li>1 respondent commented that it will restrict parking for visitors.</li> <li>1 respondent commented that Static parked vehicles reduce traffic speed.</li> </ul> <p><b>Suggestion</b> Traffic often exceeds the speed limit within the road and this needs to be addressed first as it makes it difficult and dangerous to cross the road. Route used by TCS pupils.</p>	<p><b>Reason for Proposal</b> To introduce No Waiting at Any Time to prevent obstructive parking at junction.</p> <p><b>Officer comments</b> The junction is with a B class road parking in the vicinity would cause hazards, especially impeding forward visibility and potentially causing drivers turning off the main road to veer into the centre of the carriageway to avoid collisions. Pedestrians crossing the road would also be vulnerable.</p>
<b>Recommendation:</b> Implement as advertised.	

Plan ENV5811/029 Teignmouth, Hermosa Road 5 respondents – 4 residents of Hermosa Road, 1 resident of Grove Crescent	
Comment	Devon County Council Response
<p><b>Objection</b> 5 respondents object to the proposals on the grounds that:</p> <ul style="list-style-type: none"> <li>4 respondents commented that commented that it will restrict parking for residents in the area.</li> <li>2 respondents commented that commented that they will be unable to park near their property which is required as a carer.</li> <li>1 respondent commented that the council should promote off street parking.</li> <li>1 respondent commented that the changes will increase traffic flow and speeds along the road.</li> <li>1 respondent commented force residents to park in the surrounding areas where parking is already limited.</li> <li>1 respondent commented that many residents in the area do not have access to off street parking.</li> <li>1 respondent commented that the road is used by residents of other areas/local workers/Holiday makers/parking for events in the town making it very difficult for residents to park.</li> <li>1 respondent commented that Hermosa Road and other adjoining roads are used as rat runs when there</li> </ul>	<p><b>Reason for Proposal</b> To introduce No Waiting at Any Time to prevent obstructive parking at junction.</p> <p><b>Officer comments</b> There is evidence that the wide bell mouth junction is often obstructed by parked vehicles on both sides. Vehicles turning in from the main road can suddenly be faced with an oncoming vehicle with no room to pass. This is a four-arm crossroads junction which requires clear visibility in all directions to operate safely.</p> <p>All of the other arms of the junction have No Waiting Orders around the junction and there is no valid reason to allow parking on the fourth arm.</p>

is congestion on Bitton Park Road highlighting issues in the road.

**Support**

1 respondent (who has also voiced objections) gives support for the restrictions at New Road but feels that the restrictions would need to be extended.

**Suggestion**

- 2 respondents suggest the large pavement areas on the crossroad could be turned into parking areas.
- 2 respondents suggest Introduction of residents parking.
- The move to electric vehicles will require more on-street parking.
- One-way system allowing people to park on one side of the road.

**Recommendation:** Implement as advertised.