

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

- 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.

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

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sc/cr/Local Waiting Restriction Programme

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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.

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.

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

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>

- 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.

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.

ENV6141-390 - Captains Road, Kingsteignton
4 Respondents – 4 Respondents from Ley Lane

Comments

**Devon County Council
Response**

4 respondents oppose the proposals.

Objections:

- On street parking is essential.
 - 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:
 - TDC has permitted many properties to convert their frontage into large driveways which denies parking for other residents in the area.

Suggestions:

- 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.
 - This suggestion received support by the community during a public meeting.

Reason for Proposal:

Extend No Waiting At Any Time to improve visibility and prevent obstructive parking.

Officer comments:

Objections noted.

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.

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.

Suggestion noted.

Moving restrictions or prohibitions and physical traffic calming measures are beyond the remit of this scheme/project.

Recommendation

It is recommended that the proposals are implemented as advertised.

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**

1 respondent support and 13 respondents oppose the proposals.

Objections:

- There is not enough parking for residents.
 - 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.
 - 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.
 - 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
 - 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.
 - Proposals will lead to displacement. Concerned about the impact proposals would have on

Reason for Proposal:

Extend No Waiting At Any Time to prevent obstructive parking.

Officer comments:

Objections noted.

Request has been received from the Parish Council to propose extending the existing restrictions to ease the traffic flow and prevent obstructive parking.

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.

Loading and unloading is permitted on double yellow lines.

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.

other roads and properties in the area where people will be forced to park.

- 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.
 - 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.
 - 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.
 - 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
 - Respondent can provide photos.

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.

Comments noted.

Contractors are able to load/unload equipment on double yellow lines and then park their vehicle in a suitable location.

The Council has little influence over the number of vehicles per household.

Restrictions could be relaxed to a single yellow line restricting parking during the day.

Supporting arguments:

- There's often an issue with large trucks and tractors getting around the junction.

Suggestions:

- There must be other ways to safely manage the traffic system in Kenton other than punishing the residents.
 - 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.
 - This would encourage cars to go straight into the car park on their left instead of continuing around to using church road as much.

Additional Info:

- 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.

Support noted.

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.

Comments noted.

Recommendation

It is recommended that the proposals are implemented as advertised.

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**

7 respondents oppose the proposals.

Objections:

- Parking for the flats at Brookside Court and Cottage would become extremely difficult and hazardous, posing danger to residents, other road users and pedestrians.
 - 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.
 - 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.

Reason for Proposal:

Extend No Waiting At Any Time to prevent obstructive parking.

Officer comments:

Objections noted.

As stated in the highway code, vehicles should reverse into a driveway on a main road and drive out.

It is acknowledged that parked vehicles can provide natural traffic calming.

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.

<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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camera to reduce the speed of cars would make it safer for everyone.

- 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.
 - 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.

Additional Info:

- 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.

locations along New Road in different years do not appear to support an increase in speeds.

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.

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.

Recommendation

It is recommended the proposals are not progressed.