

OPERATIONAL CAR-PARK PLAN

Overview & Scrutiny 2 9.4.24



Car-Parking Task & Finish Group – March 2024

INDEX

- 1) Foreword**
- 2) Executive Summary**
- 3) Introduction/Overview**
- 4) Background**
- 5) Purpose of Car Parks**
- 6) Visitors Attraction Parking**
- 7) Off Street Parking Charges**
- 8) Provision**
- 9) Current Working Practices**
 - (a) Our customers**
 - (b) Fees & Charges**
 - (c) Car-Park facilities**
 - (d) Parking enforcement**
 - (e) Our Car-Parks**
 - (f) Costs and income**
- 10) Climate Change and Air Quality**
- 11) Types Of Car Park and Payment Methods**
- 12) Parking Permits**
- 13) Disabled Parking**
- 14) Management Of The Car Parks Service**
- 15) Requests For Using Car Parks**
- 16) Enforcement, Operating and Managing Civil Parking Enforcement Efficiently**
- 17) Travellers Policy**
- 18) Motorbike Parking**

APPENDIX 1 Car-Park Types and Payment Methods

The areas above are not in a prioritised order

1) Foreword

I am pleased to introduce the District Council's Operational Car Parking Plan which is focussed primarily on off street parking provision. This plan provides details of how we manage our car parks whilst providing a consistent approach and provides our customers with information on the service and guidance on who to contact should they need to. As a strategic document it does not set out each and every decision or action that will affect car parking in the District but it does outline the basis on which the Council will make future decisions and what these should achieve.

The Plan will be reviewed regularly to ensure that the information is kept up to date and the current version made available on the Councils website.

At the heart of this plan is the principle that we should have enough car parking spaces in appropriate locations to ensure the success of our District and improve the quality of our environment. We need to understand what purpose car parking fulfils and what patterns of usage individual car parks have. Well used parking is an essential economic asset, but underused car parking is a wasted resource for which there may be a better use. We need to make sure that the car parking we need is provided efficiently, in well-designed locations. Consolidation does not necessarily mean reduction; it sometimes means configuring the car parks to make best use of the area.

Increased working from home opportunities and more housing developments are examples of factors that have influenced the demand for parking and the Car-Parking Plan must remain flexible to link with any changes in the wider local plan

The council will review the areas identified in the document for future consideration which will be progressed where appropriate. The timescales will be subject to available staff & financial resources and grant opportunities etc. Fundamental to the delivery of any future projects will need to be a clear understanding of the long-term future of specific car parks to ensure projects can be delivered successfully.

Councillor David Palethorpe - Portfolio Holder Estates, Assets, Parking and Economic Development

2) EXECUTIVE SUMMARY

With this plan we are focussed on using the car parks as a tool for growth as part of a number of key documents to support the corporate plan. The Council will ensure that it will:

- Understand the main types of users across the district
- Recognise the importance of car parks in the District by improving and maintaining their appearance
- Improving signage in the car parks to support tourism and usage
- Ensure our tariffs continue to support local businesses or town centre vitality.

3) INTRODUCTION/OVERVIEW

This Operational Plan relates to Off-Street parking in Council owned car parks within the Teignbridge District. The On-Street parking is managed by Devon County Council. We have and will continue to work closely with them. Both authorities belong to the Devon Car Park Managers group who meet regularly and keep all other Devon Authorities up to date on what is happening in their areas.

Our Operational Parking Plan will set out proposals for the way we manage and regulate our car parks across the District. It will detail how we provide safe, secure, well maintained and affordable car parking that meets the needs of residents, shoppers, businesses, visitors and commuters in a way that supports the long term economic, social and environmental wellbeing of the District. The Council recognises that car parks play an important part in promoting the vitality and viability of the District. The Plan will be reviewed regularly.

It does not set out every decision or action that will affect car parking in the District but does set out the basis on which we will make future decisions and what these should achieve.

In line with the Corporate Plan this approach will continue to make the Teignbridge District a great place to

- **Do business** by increasing the offer of our car parks, customers are encouraged to come to the District for retail and leisure purposes. Thereby supporting local businesses and the vitality of the economy.
- **Enjoy life** by improving the customer experience, particularly through increasing the convenience of using our car parks. We will encourage short stay shopping and longer stay tourists and leisure, aiding the promotion of culture and health in the district.
- **Make a difference** by continuing to improve access to car parking services, enabling customers to pay electronically and online whilst still supporting those customers who are not able to use our online services

The Parking plan will deal with the supply and management of car parking and can be one of the most useful tools available to the Council by helping it to achieve their economic, social and environmental objectives. In particular the parking plan will:

- Support the local economy and facilitate development and growth
- Help meet customers' needs for car parking, i.e. residents near their home, employees trying to park near to their places of work and visitors to the district
- Provide access to key services and facilities for special needs groups and the mobility impaired by providing appropriate blue badge parking spaces
- Setting parking charges at an appropriate level dependant on the location and customer base
- Improve the efficiency of the Council's parking service
- Make Teignbridge a safer area by ensuring that car parks are safer by design
- Raise revenue for the Council
- Recognise the need for greater control of parking and minimising the abuse of parking restrictions through lack of adequate enforcement

The plan will ensure that:

- We make best use of our assets by providing the right number of parking spaces in the right location.
- Safe, well maintained and well managed car parks are provided ensuring that parking restrictions are enforced effectively and efficiently.
- The Local Plan (2020 - 2040) is supported
- The amount of carbon emissions are reduced whilst working towards the attainment of air quality objectives (see Section 10). One example of current action is that bulbs are replaced with low energy LED bulbs on replacement
- Provision of adequate levels of good quality CCTV to be placed in car parks to ensure that customers feel safe and secure
- Consideration is given to other safety measures e.g. enhanced lighting to encourage usage
- Provision is made for appropriate disabled parking and access
- We deliver a parking service that is able to provide continual improvements in the parking environment and a co-ordinated and locally accountable parking enforcement service across the whole of the District
- Increased turnover of short stay spaces and encouragement for the appropriate use of long stay spaces through enforcement and an appropriate charging structure should continue.
- Consistent enforcement helps blue badge holders by ensuring that dedicated spaces are used appropriately

4) BACKGROUND

This plan has been designed to be easy for the reader to understand so that they can clearly see how we run the service and who to contact should they need assistance.

Teignbridge District Council owns and manages 89 sites (as at January 2024). [car park details](#) Fees apply in 38 of these sites. The rules and regulations that govern the operation of the car parks are detailed in a legal document known as the District of Teignbridge (Off-street Parking Places) Order'. A copy of the current Order can be found on the councils' web site at www.teignbridge.gov.uk and all of the car parks that are enforced are covered by this Order.

Review of Assets

On an annual basis the Parking Services Manager considers whether each car park is being used in the most effective and cost-efficient way for both the Council and customers. The Parking Services Manager liaises with the Assets Manager over any changes that may be needed and this interaction will increase to reflect issues arising from the wider asset review that is underway..

CIVIL ENFORCEMENT

The Council employs a team of enforcement officers to patrol the car parks and they are managed by a Parking Services Manager. There is also a Business Support Officer who deals with all the day to day parking issues. The Officers have the

responsibility of issuing Penalty Charge Notices but do not have quotas or targets to meet, instead they work to clear guidelines. The guidelines are provided by PATROL and there is also a guidance for Civil Enforcement Officers and the links for both of these are shown below.

[https://www.patrol-uk.info/
Civil Enforcement Guidance](https://www.patrol-uk.info/Civil%20Enforcement%20Guidance)

5) PURPOSE OF THE CAR PARKS

Teignbridge District Council recognises that some level of parking is necessary for businesses to operate successfully, usually for the convenience of their customers, for visitors or staff. Promoting economic vitality means recognising this requirement and working with businesses to find the best way to support their commercial success.

Considerations for the future

- The Council needs to have increased dialogue with employers to understand their parking requirements and to work towards viable and effective options for them and if parking facilities are changed to ensure there is not an unreasonable impact on their business needs.
- In addition to this we need to try and ensure that there is some parking available for residents who do not have parking with their properties.
- Enhanced liaison with User Groups e.g. Towns and Parishes needs to be developed to undertake this work. The resources required to undertake this work need further consideration.

6) VISITORS ATTRACTION PARKING

Given the location of Teignbridge and the number of visitors each year the provision of adequate parking for visitors within the district is an important consideration. However, the typically seasonal nature of tourism can sometimes present problems in dealing with the associated increase in parking demand.

7) PARKING CHARGES

Charges in Car-Parks should, as a general rule, be set at a level which covers the operational costs and maintenance as a minimum. Currently there are some car-parks which are either free or do not cover their running costs. These car-parks are regularly reviewed to assess whether this position is still appropriate and all concessionary arrangements will be considered as part of the wider asset review.

We have considered the purpose car parking fulfils and the patterns of usage at individual car parks. We also need to take into account factors that influence parking choices and what changes it would be possible to bring about if these are desirable. The Council takes the view that well used car parking is an essential economic asset, but underused car parking is a wasted resource for which there may be a better use.

It should be recognised that other car-parks (privately run) may be available in certain areas,

8) PROVISION

APPENDIX 1 Car-Park Types and Payment Methods provides a list of the car-parks and their 'types' and accepted payment methods where appropriate

The size of a parking bay has not changed despite the size of new vehicles increasing. The current size is 2.4m x 4.8m. This could be reviewed but would inevitably adversely impact on the number of spaces and potential revenue achievable.

9) CURRENT WORKING PRACTICES

a) Our Customers

Parking provision can be a factor in determining where we choose to live, work, shop, play and relax. A well thought out parking policy can help build a strong and vibrant economy. This priority will ensure that the parking provision provided meets the needs of all customers. It takes into account demand both in the short term and the long term, in order to cater for anticipated increased visitor numbers, and housing and employment growth in the District.

Our Car-Parks have been developed over time to reflect the needs of our customers, and signage is used to direct users to appropriate car parks. We monitor usage in the car parks and ensure provision continues to be met for disabled users, parents with children, coaches, motorcycles and electric vehicles.

Considerations for the Future

- Overnight Motor Home Currently there is no official parking provision for campers in the car parks managed by Teignbridge District Council however this is something that could be considered in future, however there are things to take into account i.e. waste disposal, locations and how this might affect local businesses who offer that facility.
- Enhancing parking for parent and child bays

b) Fees and Charges

There is no simple formula that can be given to determine the right level of fees and charges to be introduced across the District as every location is individual and has a different set of dynamics and factors. One way to look at this when considering a plan for parking provision is to ask the question "What and who is our parking for?"

Account needs to be taken of any issues in each location and ensuring that the charges are set at a level which does not deter users from parking in Council car parks and displace them either onto the highway or car parks that are not owned by us or intended for other groups i.e. supermarket car parks. Any tariff scheme should support the customer experience and boost local businesses by being simple and consistent. This support should allow for turnover of spaces for shoppers and support those who wish to stay in the town centre longer, whether the business is

retail, tourism or day time economy, it's about boosting the local vitality for businesses by putting the customer at the heart of the tariff scheme. The Council needs to ensure that they continue to regularly review all car parks.

Considerations for the Future

- Review fees in car parks where there are currently no charges
- Historic concessionary arrangements to be reviewed
- Review free parking in all Council owned car parks after 6.00pm
- Review the charging structure in car parks on a Sunday
- Use data analysis regarding usage and income levels to influence future charging decisions

c) To provide well-maintained car park facilities which meet the needs of customers

Out-of-town centres create an environment where the shopper comes first, with wide footways and pedestrianized streets, and good public transport links such as free buses and no parking charges. This has taken business away from our high streets. In order to be places that people want to visit, high streets need to be accessible, attractive and safe.

Appearance is a key consideration in our car parks. It is important that car parks are kept in good condition and repair and are visually appealing and provide a welcoming environment which orientates customers. This aspect is about ensuring a positive customer experience. This will be achieved through ensuring our car parks offer a safe and welcoming environment, with facilities which meet the general needs of all customers e.g. pay and display machines that offer numerous pay options and are efficient and reliable (the machines should also be future proof, enabling easy upgrades), a pay by phone service and clear signage, which meet the expectations of the customer. This means that they should be in good repair, clearly marked, visually appealing and help signpost the customer to key attractions within the town.

Considerations for the Future

- Identify proposals for the creation of a funding stream to pay for enhancement works.
- Devise a maintenance plan based on the individual car park condition survey recommendations
- Look at whether information boards within the car parks with maps would be a good idea
- Provide cycle racks in relevant car parks
- Create charging points for Electric Bicycles
- Provision of adequate levels of good quality CCTV to ensure that customers feel safe and secure
- Consideration is given to other safety measures e.g. enhanced lighting to encourage usage

d) To Continue to Enforce Our Car Parks Effectively

We should work to improve the quality of parking so that it is convenient, safe and secure. Ensure that charges are set appropriately and do not undermine the vitality of town centres. Parking enforcement should be proportionate.

This is about ensuring the appropriate level of effective enforcement being in place. It is about delivering fairness and ensuring safety for all users e.g. taking action against those who choose not to comply with the Off Street Parking Places Order. Civil Parking Enforcement (CPE) should not be used as a revenue generation tool. No financial targets or bonuses should be assigned to the issuing of Penalty Charge Notices (PCN's). To ensure this is effective and fair, enforcement should be carried out in all Council owned car parks where the Off Street Parking Place Order is in place. The issue of Penalty Charge Notices should complement parking and be transparent in terms of terms of PCN's issued and the number of appeals, including how many were successful.

Considerations for the Future

- Ensure that we take enforcement action (including bailiffs) for any PCN not paid

e) Our Car Parks

To ensure that we make the best use of our assets, we need to influence parking behaviour to maximise use of the car parks. Through improvements to the customer experience, we may be able to influence parking behaviour and trends. Through understanding customer needs and demand, ensuring that our tariff scheme continues to be supportive and by continuing to offer value for money permits, we can as already demonstrated encourage increased use of a previously underutilised car park. Where an alternative option for a car park is proposed it will be assessed for its benefit for the local community and local businesses. It is important to make the Council car parks the first choice for customers. This may be, for example, by making the tariff competitive with the alternative private provision. It may also be by improving the signage (both physical and online) in order to raise awareness of existence and location of Council car parks.

The Officer in charge of the parking service needs to make sure that all income generating options are considered

Considerations for the Future

- Ensure that our permits provide value for money, particularly in underused car parks
- Work with the Communications team and webmasters to ensure that online information about car parks is up to date and easy for the customer to understand
- Work with Devon County Council and other bodies to improve highway signage/directional signage of the Council's car parks

- Consider alternative uses for car parks if a broader benefit can be demonstrated e.g. town centre regeneration or redevelopment having due regard to potential future demand for parking spaces
- Review all car parks that are free (both managed by parking and those managed by other departments) with a view to either implementing charges or identifying an alternative use for the space through the asset review.
- All car parks, regardless of their function, should come under the Parking Services Department for consistency
- Explore ANPR (Automatic Number Plate Recognition) options where appropriate

f) Costs and Income

The revenue raised by the car parks must be set at such a level that the full life costs of running and maintaining the car park are fully recovered.

This factor is about making sure that we review and report on the cost of the Parking Service whilst ensuring that the revenues generated are sufficient to cover all required resources and make a contribution to the overall Council budget. The resources required to deliver the Car Park Plan have to be contained within the current revenue budget which is reliant on an assumed level of income. The budget needs to be set to account for resurfacing, line painting, replacing machines and signage, some of which can be funded from capital.

Considerations for the Future

- Monitor and report on revenues and costs to ensure ongoing full cost recovery and include a rolling programme of work within the Council's Asset Management programme.
- Liaise with the Finance Department to review current and forecasted reserve balances to ensure sufficient resources to cover the rolling programme of works
- Economical factors should be considered on any future assessment of fees and charges, costs and usage of car parks and any proposals to amend these.
- Ensure that we are delivering value for money
- Seek opportunities for raising revenue through commercial routes

Success of this plan will be ultimately evidenced by the enhanced customer experience. This will be measured by

- Increased usage
- Increased turnover
- The health of the town centre economies
- Customer satisfaction

10) Climate Change and Air Quality

Air Quality

There are two [Air Quality Management Areas](#) one covering Newton Abbot & Kingsteignton and the other located in Teignmouth that identify areas that exceed the current national objectives in particular for traffic pollution. There is an [Air Quality Action Plan](#) that sets out the actions required to achieve compliance with the objectives.

Four dual rapid electric vehicle charging points have been delivered as part of a Devon County Council project. A second phase of this project will deliver charging points in nine of our car park locations. At two locations they will be standard (overnight) chargers and the rest will be fast chargers. There is currently an Electric Vehicle strategy being developed which will identify the demand and capacity required across the district over future years.

Teignbridge Carbon Action Plan 1

On 18 April 2019, [Full Council](#) declared an environment and climate emergency and committed to doing what is within our powers to become carbon neutral district by 2025. As a signatory of the [Devon Climate Emergency](#), we are working with partners across Devon and the South West in pursuit of this goals.

Since declaring the Environment and Climate Emergency, we have implemented the [Carbon Action Plan Part 1](#) covering our in-house operations setting out a series of actions to tackle emissions relating to the services that we deliver as a local authority including car parking services; this was adopted by [Full Council](#) in July 2022.

The Part 1 carbon Action Plan relates to this strategy through a series of actions and targets to:

- Transition our diesel vehicle fleet including parking warden vans to battery electric vehicles
- Increase energy efficiency within our asset portfolio including buildings and car parks
- Increase the share of electricity generated from on-site renewable energy generation.

Devon Carbon Plan

Teignbridge District Council has worked as part of a consortium of Devon local authorities and institutions to establish the Devon Carbon Plan setting out what needs to happen across society in the county to reach net zero emissions in the shortest timeframe possible and before 2050 at the very latest.

The Devon Carbon Plan reflects the Committee on Climate Change's Net Zero Report Further Ambition Scenario, and more recently, the Sixth Carbon Budget Balanced Pathway scenario setting out an equitable approach to reaching net zero emissions. In addition to this evidence, the Devon Carbon Plan is the product of an extensive programme of public engagement involving a call for evidence, a youth parliament, a citizen's assembly, and a series of plan consultation opportunities.

The Devon Carbon Plan was completed in August 2022 and endorsed by Teignbridge District Council via Elected Member Decision that same year. Given that transport emissions contribute to the largest share of the district's territorial carbon footprint, the Transport Chapter of the Devon Carbon Plan is particularly relevant to this plan. This car parking plan must therefore provide a flexible framework through which to deliver these agreed actions.

District Carbon Action Plan

Following our endorsement of the Devon Carbon Plan, we are taking steps to cascade the Devon Carbon Plan into a District Carbon Action Plan for Teignbridge reflecting the specific needs of our local communities, businesses, and natural environment.

The District Carbon Action Plan will contain series of actions for the Authority, residents, businesses, and town and parish councils and will form a strand of our Emerging Council Strategy; for Teignbridge District Council, this means we will explore how we can use our influence to accelerate a transition to net zero emissions.

Car parking services has been identified as one area where there are opportunities using authority-owned car parks to encourage our communities to switch to affordable and sustainable transport in a ways which supports community health and wellbeing and the local economy.

Considerations for the future

- The Council has registered its intention to be part of a Devon wide funding opportunity through the Local Electric Vehicle Infrastructure Fund (LEVI). When the Electric Vehicle Strategy is completed, this will identify opportunities for sites to be included in a future bid.
- Consider alternative fee structure based on emissions from vehicles for our fee charging car parks. This would look to incentivise low emissions vehicles using our car parks.
- Through the Depot Master Plan and Fleet Decarbonisation Project, we will replace parking warden vans with electric vehicles in 2024.
- As part of the fleet decarbonisation project, we will replace fluorescent lighting at the Newton Abbot Multi Storey with energy efficient LED lighting.
- We will continue to deliver measures to increase the efficiency of amenity lighting through LED lighting upgrades and improvements to lighting controls.
- We will explore how our car parks can become energy self-sufficient and support wider district decarbonisation initiatives through onsite renewable energy generation.
- We will pursue opportunities to diversify car parking services through by establishing low carbon transport hubs in our car parks offering healthy and sustainable alternatives to private car ownership.

- We will explore how grants, car parking charges, and other incentives can be used to support the business case of measures contained within our Air Quality Action Plan and District Carbon Action Plan.

11) TYPES OF CAR PARK AND PAYMENT METHODS

There are three types of car parks operated by the Council:-

- Pay and Display
- Reserved
- Free car parks.

Within the Pay and Display car parks, other than Eastcliff, Teign Street and Quay Road where the machines were vandalised, all car parks offer three forms of payment, card, cash and RingGo. APPENDIX 1 provides further details

12) PARKING PERMITS

Teignbridge District Council offers a wide range of permits. There are permits available for Reserved car parks and Pay and Display car parks. All permits are now purchased on-line. The cost of permits are calculated based on an assumed level of usage and would usually be of benefit to regular users in terms of cost and convenience. Regarding Teignbridge Parking Permits; As an authority we recognise that some of our customers will not have access to on line services and officers will do their best to support these customers to obtain the relevant permit

13) DISABLED PARKING

Blue badge holders parking in any fee paying car park are able to utilise any space but payment does need to be made for using the facility. This can either be by payment to the machine or by using the RingGo app. If the machine is used payment can be made either by card or cash.

Blue badge holders will be able to apply for a permit for use in Council car-parks for up to 3 hours. The relevant cost and application process is available on the Councils website.

14) MANAGEMENT OF THE CAR PARKS SERVICE

The service ensures that the car parks are kept clean, in good condition and a good state of repair. The service does its best to ensure that the car parks are safe, with good lighting and design. The means that the service is run effectively and efficiently. The service comes under the Economy and Assets Department and is managed by the Parking Services Manager, who currently has a Business Support Officer and 4 Civil Enforcement Officers.

15) REQUESTS FOR USING CAR PARKS

Any requests for using a car park needs to be put in writing by email to parking.services@teignbridge.gov.uk providing full details. The Parking Services Manager will then assess whether a licence or lease is needed and if so, will direct the customer to the website.

16) ENFORCEMENT OPERATING AND MANAGING CIVIL PARKING ENFORCEMENT EFFICIENTLY

The Council manages its own enforcement service. This helps to ensure the various rules and restrictions are adhered to and the car parks are operated efficiently. Enforcement and charges apply 7 days a week.

The service also ensures the car parks are kept in good condition and state of repair. All Pay and Display car parks are patrolled on a rota basis.

There are legislative regulations that we have to follow when carrying out the enforcement side of the car parking service.

The Council has a responsibility to use appropriate measures to ensure the safety of all staff and the role of CEO's (Civil Enforcement Officers) is particularly vulnerable.

Penalty Charge Notice Payment (PCN) and Appeal Process

Details of the process to appeal a PCN and how to pay for a PCN are available on the Notice and the PATROL website. <https://www.patrol-uk.info/>

17) Travellers Policy

When the department receives a report that an unauthorised group has arrived in one of our car parks, two members of the parking team attend the location to give verbal notice to the group. Notes of registrations are taken and pictures of the vehicles and site. Legal, Customer Services and any other relevant people are informed.

The following day two staff return to the site and hand out official documents advising that they are not authorised to be on Teignbridge District Council land and that if they fail to move then Court action will be taken against them. If they are not on site the documents are left under the windscreens of the vehicles. The Officers also provide details of who they can contact should they need assistance. Bins are arranged to minimise the amount of rubbish.

This normally results in the travellers leaving the site.

18) Motorbike Parking

Currently Teignbridge District Council offers free parking to motorbikes in their car parks providing they are either in a designated area for bikes or in an unmarked area of the car park without causing an obstruction. If a bike is parked in a normal bay then they need to pay for the space.

Car-Park Types and Payment Methods

APPENDIX 1

CAR PARK NAME	TYPE	PAYMENT OPTIONS
OTHER CAR PARKS		
Livestock Market, Newton Abbot	Pay & display	Card, cash & RingGo
Newfoundland Way, Newton Abbot	Pay & display	Card, cash & RingGo
Cricketfield Road, Newton Abbot	Pay & display	Card, cash & RingGo
Multi Storey, Newton Abbot	Pay & display	Card, cash & RingGo
Osborne Street, Newton Abbot	Pay & display	Card, cash & RingGo
Halcyon Road, Newton Abbot	Pay & display	Card, cash & RingGo
Venture Court, Newton Abbot	Pay & display	Card, cash & RingGo
Bradley Lane Temporary Residents, Newton Abbot	Pay & display	Card & RingGo
Wolborough Way, Newton Abbot	Pay & display	Card, cash & RingGo
Decoy, Newton Abbot	Pay & display	Card & RingGo
Coach Road, Newton Abbot	Pay & display	Card, cash & RingGo
Elm Road, Newton Abbot	Reserved	NA
Drake Road, Newton Abbot	Reserved	NA
Well House, East Street, Newton Abbot	Reserved	NA
Kingsteignton Road, Newton Abbot	Tenants parking	NA
Sherborne Road, Newton Abbot	Tenants parking	NA
Forde Close, Newton Abbot	By licence only	NA
Market Walk, (Western & Eastern Service Yards), Newton Abbot	Service yard	NA
Courtenay Park, Newton Abbot (Disabled only)	Disabled only	NA
Newton Abbot Leisure Centre, Newton Abbot	Centre users only	NA
Forde House Complex, Newton Abbot	Staff and visitors	NA
Newton Abbot Recycling Centre Access Road	Access Road	NA
Bradley Lane, Newton Abbot	Restricted	NA
Wain Lane, Newton Abbot	Free	NA
Bakers Park, Newton Abbot	Free	NA
RURAL CAR PARKS		
Fore Street, Kingskerwell	Pay & display	Card, Cash & RingGo
Gestrige Road, Kingsteignton	Pay & display	Card, Cash & RingGo
The Globe, Buckfastleigh	Pay & display	Card, Cash & RingGo
Victoria Woodholme, Buckfastleigh	Pay & display	Card, Cash & RingGo
Mardle Way, Buckfastleigh	Pay & display	Card, Cash & RingGo
Station Road , Buckfastleigh	Pay & display	Card, Cash & RingGo
Chudleigh	Pay & display	Card, Cash & RingGo
Station Road, Bovey Tracey	Pay & display	Card, Cash & RingGo
Methodist Church (Le Molay Littry Way) Bovey Tracey	Pay & display	Card, Cash & RingGo
Mary Street, Bovey Tracey	Pay & display	Card, Cash & RingGo
Court Street Moretonhampstead	Pay & display	Cash & RingGo
Station Road, Moretonhampstead	Pay & display	Cash & RingGo
Kingsbridge Lane, Ashburton (Long Stay)	Pay & display	Card, Cash & RingGo
Kingsbridge Lane, Ashburton (Short Stay)	Pay & display	Card, Cash & RingGo
The Strand, Starcross	Pay & display	Card, Cash & RingGo
New Road, Starcross	Pay & display	Card, Cash & RingGo
Widecombe	Pay & display	Cash & RingGo
Cottey Meadow, Kingsteignton	Reserved	Online
Market Close, Ashburton	Reserved	Online
Dolbeare Road, Ashburton	Free	NA
Michaels Field, Bishopsteignton	Free	NA
Duckspond Playing Field, Buckfastleigh	Free	NA
Hamlins Playing Field, Buckfastleigh	Free	NA
Arch Brook Car Park, Stokeinteignhead	Free	NA
Victory Hall, Exminster	Free	NA
Crossley Moor, Kingsteignton	Free	NA
Postman's Path Car Park and Picnic Site, Little Haldon	Free	NA

CAR PARK NAME	TYPE	PAYMENT OPTIONS
White Wells Car Park and Picnic Site, Little Haldon	Free	NA
Hackney Marshes Local Nature Reserve, Kingsteignton	Free	NA
North Bovey	Free	NA
Teignbridge Business Centre Heathfield	Centre users only	NA
RESORT CAR PARKS		
Labrador Bay, Shaldon	Pay & display	Card & RingGo
The Ness, Shaldon	Pay & display	Card, cash & RingGo
King George V, Shaldon	Pay & display	Card, cash & RingGo
Sandy Lane, Dawlish	Pay & display	Card, cash & RingGo
Barton Hill, Dawlish	Pay & display	Card, cash & RingGo
Strand, Dawlish	Pay & display	Card, cash & RingGo
Dawlish Warren (Seaward)	Pay & display	Card, cash & RingGo
Dawlish Warren (Landward)	Pay & display	Card, cash & RingGo
Quay Road, Teignmouth	Pay & display	Card, cash & RingGo
The Point, Teignmouth	Pay & display	Card, cash & RingGo
Eastcliff, Teignmouth	Pay & display	Card, cash & RingGo
Teign Street, Teignmouth	Pay & display	Card, cash & RingGo
Brunswick Street, Teignmouth	Pay & display	Card, cash & RingGo
Polly Steps, Teignmouth	Pay & display	Card, cash & RingGo
Myrtle Hill, Teignmouth	Reserved	Card, cash & RingGo
Mere Lane, Teignmouth	Reserved	Card, cash & RingGo
Saxe Street, Teignmouth	Reserved	Card, cash & RingGo
Brook Street, Dawlish	Reserved	Card, cash & RingGo
Lanherne, Dawlish	Reserved	Card, cash & RingGo
Brunswick Street Reserved, Teignmouth	Reserved	Card, cash & RingGo
George Street, Teignmouth	Reserved	Card, cash & RingGo
Dawlish Resorts Office	Staff only	Card, cash & RingGo
Estuary Court, Teignmouth	Tenants only	Card, cash & RingGo
Coronation Avenue, Dawlish	Free	NA
Dawlish Business Park	Free	NA
Dawlish Warren Service Roads	Free	NA
Dawlish Warren Nature Reserve Car Park	Free	NA
Promenade, Teignmouth	Free	NA
Broadmeadow Industrial, Estate Access Road, Teignmouth	Free	NA
Broadmeadow Car Park, Teignmouth	Businesses only	NA
Broadmeadow Sports Centre car park	Centre users only	NA
Broadmeadow Sports Centre (Overflow) and Childrens' Nursery car park	Centre users only	NA
Dawlish Leisure Centre, Dawlish	Centre users only	NA