

Devon Local Transport Plan – Residents' Parking in Tavistock

Report of the Local Service Officer (Okehampton)

Recommendation: It is recommended that the feasibility of establishing a residents' parking scheme for the Bannawell Street, Chapel Street, Fitzford Cottages and Parkwood Road areas of Tavistock be investigated on the basis that any scheme complies with County policy.

1. Summary

This report outlines the current difficulties residents have parking in Tavistock and seeks approval to investigate the feasibility for a residents parking scheme.

2. Background

Residents have raised concerns about the difficulties of parking in Bannawell Street, Chapel Street, Fitzford Cottages and Parkwood Road and this has become more of a problem in recent years. A Tavistock Parking Focus Group, consisting of County, Borough and Town members considered a residents parking scheme should be given full consideration and recommended the County and Borough take other actions as stated in Annex B.

3. Current Situation

Over time car ownership and the popularity of Tavistock as a place to live, work and shop has grown. Some town centre development has not provided adequate off street parking to match the additional vehicles they generated which has displaced some additional parking on street. Commuter and displaced parking is making it difficult for residents near the town centre to find parking spaces near their homes.

Further residential development is planned for the Tavistock area which is likely to add to the demand for parking spaces in the town centre at peak shopping periods. The difficulty of town centre residents' parking is therefore likely to increase.

Members report that as off street parking charges rise, more drivers circle the town looking for free on street parking both in the town centre and nearby residential areas. This is also adding to town centre traffic congestion at peak periods.

Town centre traders have also expressed a desire that on street parking spaces used by shoppers need to be turned over more regularly.

4. Proposals

It is proposed that further investigation be undertaken to establish whether a residents' car parking scheme for the Bannawell Street, Chapel Street, Fitzford Cottages and Parkwood Road areas is feasible on the basis that any scheme that can be progressed in accordance with the County Policy.

This will involve consultation in particular with residents and trade organisations in the town centre, and may involve sample surveys to assess parking habits to identify how on street residents' and shoppers town centre parking can be better managed.

To be self funding any scheme will require sufficient income from residents' permit charges and / or on street pay and display charges to cover all set up, maintenance, administration and enforcement costs.

If there were contributions from on street pay and display charges, it is likely that residents' permit fees could be in the £100 to £200 range per vehicle per year.

It may be that the introduction of on street pay and display charges could assist both the residents' and traders concerns. Initial feedback given to the Parking Focus Group indicates that the County, Borough and Town Councils are open minded on this at present. The Chamber of Trade indicated that they would support on street pay and display so long as the first half hour is free. This is not likely to be workable, but further consideration can be given as to whether a compromise is possible and more importantly enforceable.

The demand for resident parking permits may greatly exceed availability of designated spaces. County policy limits the number of permits to 2 per household and it may still prove difficult to provide a space for even these permit holders and comply with other policy guidelines. The County's policy for residents' parking (DTP32/05) is attached and explains many of the key conditions that residents' parking schemes should fulfil.

5. Financial Considerations

£9,000 to progress a feasibility study for residents' parking in Tavistock is included in the budget reported to HATOC on 8 April 2005 for the 2005/06 West Devon Area Programme of the Devon Local Transport Plan.

6. Sustainable Considerations

Any proposed residents' parking and / or on street pay and display schemes that may result from this feasibility study in future years, is very likely to bring about improvements to town centre accessibility, congestion, air quality, health and well being and liveability and so satisfy the likely key objectives of the statutory Devon Local Transport Plan 2006 – 2011.

7. Reasons for Reaching the Recommendation

The proposal to undertake a feasibility study for a residents' parking scheme, which may involve related on street pay and display, is to see if it is possible to address residents and traders concerns that have been raised with elected members.

8. Alternative Options Considered

Alternative traffic regulation orders have been considered in recent years but residents have indicated they would not adequately resolve their concerns. If as a result of this investigation it becomes clear that a residents' parking scheme is not feasible, then these alternatives can be reconsidered.

Brian George

County Electoral Division: Tavistock

District Council Ward: Tavistock

Local Government Act 1972

List of Background Papers

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| Background Paper | Date |
|-----------------------------------|--------------|
| Devon Local Transport Plan | |
| West Devon Area Programme 2005/06 | 8 April 2005 |

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TAVISTOCK PARKING FOCUS GROUP

FINAL REPORT

The Working Group has had a series of meetings in the early months of 2005. The representatives of the 3 Councils have been assisted by representatives from the Chamber of Commerce and from Town Centre Residents' Association.

The Working Group has arrived at the following overall conclusions:

- a) That significant additional off street car parking provision will be required in Tavistock to satisfy need foreseen to be arising over the next decade;
- b) That a residents' on street parking scheme appears to be warranted and should be fully investigated;
- c) That an extension of the Dolvin Road relief road along lower Whitchurch Road and Pixon Lane will be required in the medium term and evaluation of the options available leading to a favoured option was required.

They make the following recommendations:

1. That a large full public car park should be constructed at the Pixon Lane market parking area as soon as possible and the Borough Council and Town Council should begin detailed discussions to allow this to occur cost effectively, whilst allowing current market day user and access rights to be maintained.
2. That financially viable schemes should be investigated by the Borough Council to give users of the Riverside and the new Pixon Lane car park the opportunity to have a transport link to and from the town centre.
3. That the Borough Council should continue to encourage through differential charging rates use of the peripheral public car parks by long stay parkers to allow capacity in the central car parks for shoppers and visitors.
4. That the County Council should be asked to give full consideration to the establishment of a residents' car park scheme for Tavistock, giving consideration to the Parkwood Road, Bannawell Street, Chapel Street and Fitzford Cottage areas, which is accepted will be self funding.
5. That the Highway Authority should be requested to establish the best workable option for delivering the extension to the Tavistock Relief Road via Pixon Lane to reduce the amount of through traffic in the town centre and therefore be asked to evaluate prioritisation of the design work necessary to establish such a scheme.



1. Preamble

The primary function of the highway is for the movement of traffic. There is not a right to park on the highway or to use a particular parking space on a section of the highway where parking is permitted. However, parking is allowed where this does not impinge on the movement of traffic or where it does not create safety hazard, or obstruct access to property or for emergency vehicles, or cause damage to the fabric of the highway.

Residents parking schemes provide formal parking arrangements and can be a useful tool in appropriate circumstances for managing demand for parking.

Residents' Parking schemes can provide improved access to parking for residents who do not have alternative off-street parking.

Residents' parking schemes are designed to give relief to residential areas from all day commuter parking.

The principles for residents' parking schemes in Devon are:

(i) The area covered by the scheme should normally be sufficiently large to accommodate the anticipated demand, within the eligibility rules, from residents for permits.

(ii) It should be clear that displaced parking would or could be accommodated. (For example in off-street car parks or by a modal shift to park and ride or by car sharing journey savings).

(iii) Schemes should provide a mix of residents' only spaces and limited waiting spaces, including pay and display where appropriate, for short-term visitors.

(iv) The costs listed below should be covered by the charge for the permit together with any other income generated by related on-street parking schemes or from third party costs. The costs are:

- scheme administration,
- traffic order costs,
- scheme implementation costs,
- maintenance of the scheme,
- enforcement of the scheme.

- (v) A scheme does not provide a space outside the permit holders' house and does not guarantee a parking space.

2. Policy

2.1 Residents Parking Schemes.

- (i) Where appropriate, residents' parking schemes shall be introduced as part of a joint on-street/off-street authority Traffic and Parking Strategy,
- (ii) In the absence of a joint Traffic and Parking Strategy, Residents' Parking schemes may be developed in appropriate circumstances as part of a community parking management plan that considers the needs of all users and delivers the objectives of the Devon Local Transport Plan. Such schemes would therefore need to:
 - Support one of the Congestion Action Plans for Exeter, Newton Abbot, Barnstaple and Totnes,
 - Support a Park and Ride Scheme which provides a sustainable public transport alternatives to car travel to a town,
- (iii) Residents' Parking schemes shall not be introduced in towns and villages where there is a problem due to high residential car ownership and high visitor numbers and where there is no alternative for visitors that would be displaced by a Residents' Parking scheme.

2.2 General Assessment Criteria.

- (i) The operation of Residents Parking schemes within a community must be substantially self financing as far as the County Council is concerned, by receipts from the issue of permits and allied on-street pay and display schemes.
- (ii) The majority of residents should not have privately available off-street parking either within the curtilage of, or close to, their property. As a guide, 75% of the properties in a Residents' Parking Zone should have no alternative off-street parking. Also, sufficient off-street public parking (free or at a reasonable annual price) should not be available within the immediate vicinity.
- (iii) The level of demand for residential parking assessed through appropriate surveys can be met within the area being considered.
- (iv) Parking spaces must not be introduced that would compromise road safety or obstruct the flow of traffic.
- (v) Specific parking spaces are not allocated for parking within a zone.
- (vi) Permits are issued annually, all applications being vetted to check for evidence of residence, car ownership and limitations on permit availability.
- (vii) Valid permit holders can park without charge in pay and display spaces if included in the particular scheme.

2.3 Eligibility for Permits

- (i) Residents within the zone at the time of scheme implementation shall be eligible for permits. The eligibility for permits is restricted to those qualifying residents on

the date of implementation of the scheme. The residents of any subsequent new development or redevelopment within the area covered by the zone are not automatically eligible for permits.

- (ii) Provision may be made in some schemes for residents permits to be issued with a driver's and company's name rather than individual vehicle details, where the resident is obliged to use any one of several different company vehicles.
- (iii) Second homeowners shall be treated as permanent residents.
- (iv) Businesses which require on-street parking for essential business purposes and not just to provide convenient commuter parking for employees of the business shall be eligible for business permits
- (v) Residential visitor permits shall be available to all residents in the zone. Such permits shall be issued in a book of 30 day permits and shall be limited to two issues per year.
- (vi) Essential visitor permits shall be available to all residents who provide evidence of a need for regular visitor support to care for an ailing or disabled resident in the zone.
- (vii) Social workers, occupational therapists and voluntary workers delivering essential services to residents within the zone shall be allowed to park in a Residents Parking Zone whilst performing home visits. They will be required to display information in their vehicle that will enable traffic wardens to check that they are parking to enable them to carry out their essential social service duties.
- (viii) A Registered Charity shall be treated as a business, but permits shall be supplied at a reduced fee.

2.4 Rationing of Permits:

- (i) The number of Residential Permits shall be limited to a maximum of 2 per residential address, which is an address that is registered with the Post Office and City / District and therefore is paying Council Tax.
- (ii) A limit of 1 permit per residential address may be appropriate in some schemes to provide a better match between the availability of permits and the on-street supply of parking places.
- (iii) The number of Business permits shall be limited to a maximum of 3 per business.

2.5 Cost of Permits

- (i) Annual Residential Permits shall be issued at a fee of £12.
- (ii) Annual Business Permits shall be issued at a fee of £25 for the first permit, £75 for the second permit and £150 for the third permit.
- (iii) Annual Business Permits for Registered Charities shall be issued at a flat rate fee of £12.
- (iv) Residential visitor permits for a book of 30 permits shall be issued at a cost of £12 for both the first and second issue.
- (v) Social workers, occupational therapists and voluntary workers delivering essential services to residents within the zone will be allowed to park free of charge within the zone whilst performing home visits.
- (vi) Annual Essential Visitor permits shall be issued at a cost of £12.

- (vii) Replacement of lost or damaged permits, new permits issued part way through a period (e.g. new residents) or residents changing vehicles shall be charged at the full annual rate for the particular class of permit.
- (viii) Applications for permits are made available over the internet, with a discount of 20%.
- (ix) Permit costs shall be reviewed annually and revised as appropriate to cover scheme administration costs.

2.6 Enforcement

- (i) Adequate enforcement is of paramount importance and schemes require a specification for enforcement to be set down.
- (ii) An appropriate proportion of the funds derived from Residents Parking scheme permit charges and allied Pay and Display charges shall be used to finance enforcement of schemes.

3. **Further Advice Notes on Design and Implementation**

Prior to introduction scheme extensive planning is required and advice on detailed arrangements and factors that need to be considered for Residents' Parking Schemes is given in DTA 32A/05, DTA 32B/05 and DTA 32C/05. For associated Pay and Display schemes advice is given in DTA 32D/05.

4. **Devon Local Transport Plan Objectives**

- 1. Integrated transport,
- 4. Economy,
- 5. Environment

Revisions

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| Dec 04 | A | Approved by Executive Committee |
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