

Totnes Residents' Parking Scheme

Report of the Head of Highways and Traffic Management

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

Recommendation: It is recommended that the Experimental TRO scheme is made permanent and the Traffic Regulation Order made and sealed.

1. Summary

This report has been drafted following the resolution from the HATOC of 15 April 2011, to produce a report reviewing the Totnes Residents Parking Scheme (RPS) agreed to be submitted to the next meeting of the HATOC.

2. Background

At its meeting in July 2010, the Committee, in response to representations that the Totnes Residents Parking Scheme had not taken into account displacement or the requirements of commuters, workers and visitors in the town, agreed that discussions should take place with interested parties (Town Council, Chamber of Commerce, Traffic and Transport Forum and public) on ways in which it might be improved. Following these discussions and on consideration of a report by the Chief Assistant Engineer (South), the Committee had agreed that the scheme should be revised to provide for shared use bays that could be used by residents with valid permits without restriction and by other car users for a limited period. Approval was given for the formulation of an Experimental Traffic Regulation Order to introduce these measures and to allow for amendment of the scheme during the following 18 months.

DCC officers met with various stake holders (including Chamber of Commerce and Town Council) and from these discussions it was agreed that the key focus of this scheme would be to create further parking areas for visitors/shoppers to the Town Centre in areas where residents parking had spare capacity in the day. This was a pressing matter as it was felt paramount by the Chamber of Trade to maximise the amount of parking available in light of high demand that was likely to occur over the Christmas and New Year period. In order to achieve this tight deadline the decision was made for the shared use bays to be implemented as a priority and that the larger RPS review should then be undertaken as soon as resource allowed.

At its meeting of 15 April 2011 the Committee supported proposed changes to the Experimental Traffic Regulation Order to improve clarity and enforcement which had been approved under delegated powers (changes outlined in Section 3 of this report), and where such changes would be expected to be implemented by 31 May 2011. At the same meeting the Chief Assistant Engineer (South) confirmed that preparatory work for the Copland Meadows RPS had been completed and that it would be included in the changes to the Experimental Traffic Regulation Order for the Totnes RPS.

3. Discussion and Conclusions

Following the implementation of the shared use bays further monitoring of the scheme was undertaken to assess its effectiveness (see results in Appendix I). The findings of the monitoring undertaken will be included in the larger Totnes on the Move study currently being undertaken by the County Council.

Overall the results of the monitoring showed that the new shared use bays were not in demand from visitor/shoppers to the same level that was anticipated when they were implemented. Car park monitoring also showed that acceptable capacity was available for the majority of the week with the exception of car parks within the immediate vicinity of the town centre on peak days only (Friday and Saturday). However, on these days when the car parks and on street pay and display in Fore Street/High Street are close to capacity, there were still numerous spaces available in the new shared use bays, nor was there a noticeable increase in vehicles using the car park locations further out such as Longmarsh, which has a very low demand compared to spaces available (approx 100 unused spaces in Longmarsh Car Park daily).

Availability for parking for commuters working in the town also remains a concern to stakeholders. Discussions have been held with District Council officers to investigate the potential for a more attainable payment method for their commuter car park permits, as it has been identified that the majority of workers in the town centre are not high salary earners. The suggestion is that worker/commuter permits could be purchased for shorter periods – currently commuter permits are only available for a 12 month period. This would mean that payments would be less, although more frequent. This could be used to promote the use of the lesser used car parks. It would also give the benefit of 'freeing up' the closer town centre car parks to visitors and shoppers.

The County Council has received comments from residents that have found the new shared use bays of great benefit as they no longer need to use valuable parking permits when they have visitors, who stay for less than 3 hours.

Comments received since the implementation of the original RPS have been taken into consideration along with the findings of the monitoring in order to provide a considered scheme, which has addressed the majority of the 'knock on' effects and has greater clarity to users. Changes made in the most recent agreed review are set out below (see Appendix II for plans):

PLYMOUTH ROAD AREA

The resident parking zone gateway signs on Plymouth Road had been raised as an issue that some drivers are concerned with, as they feel they are not as obvious as they could be. These signs had approval from DfT so technically the restrictions in this area were legal and enforceable. However this concern led to the proposal to move the gateway signs from the main Plymouth Road into the side roads. This had made the restrictions easier for passing motorists to understand.

The shared use bays in Broomborough Drive were removed in order to ensure that a consistent approach was taken with all roads in the RPS off Plymouth Road, being for permit holders only. The loss of the shared use bays was deemed acceptable as space for limited waiting was easily accommodated within the Plymouth Road shared use bays.

In order to ensure the continuation of the residents parking scheme on the Plymouth Road, it was decided that all restrictions should be marked with bays and signs. The existing shared

use bays on the northern side would remain, with new residents only bays implemented on the southern side, to ensure that sufficient resident permit space remained.

Some concern had been raised regarding the displacement of parking further out from the town centre on Plymouth Road, this occurs near the existing safety camera site. This site has been visited by safety auditors who have not raised any significant concern regarding the parked cars at the location. The general effect of the parked cars is reduced vehicle speeds, which is a positive outcome as this location previously had suffered from excessive vehicle speeds. However, a negative 'knock on' effect was identified, as parked vehicles in some instances have impeded residents using their drives. Access protection markings will be implemented over the driveways in order to highlight where it is unacceptable to park.

COPLAND ROAD AREA

This area has been included within the Experimental TRO and signs have been erected. A slight delay to the timetable advised at the last HATOC occurred due to unforeseen complications with provision from our printing providers. However, permits have now been issued.

PATHFIELDS AREA

In order to provide improved clarity of restrictions it was felt important to either have a zone (where there are no other restrictions other than a yellow line or an unmarked section of carriageway, where permit only parking can occur) or marked bays with signed restrictions (either shared use or permit holders only).

As a section of Pathfields had shared use bays, it was felt that the rest of the road should be remarked with bays in accordance with the above principle. The zone has now been reduced in size to the Seymour Place/Somerset Place area where it is felt it is more appropriate.

BOROUGH PARK AREA

The RPS zone gateway signs have been repositioned further into the zone. This was due to the existing locations being a long way from any unmarked parking area where they would apply. It was felt that drivers may have not associated the signs with these unmarked areas. The new signs are located immediately before the RPS Zones and accordingly are more obvious.

LOWER COLLINS ROAD AREA

As with the Borough Park area it was felt that in order to ensure clarity, the RPS gateway signs should be moved closer to where they apply. The existing shared use bays in Lower Collapark have remained. Some of the shared use bays in Page Adam's Road had to be removed (as with Broomborough Drive) to ensure consistency, again it was considered that casual usage of the bays was more than adequately catered for in the Lower Collapark Bays.

4. Financial Considerations

Funding for this scheme has been provided by the On Street Parking Budget.

5. Alternative Options Considered

As this is an Experimental TRO, the alternative options have been explored and then implemented, if appropriate, as the scheme has developed.

6. Equality Considerations

There are no known equality issues.

7. Legal Considerations

If the recommendation is approved, there is a legal obligation to seal the Traffic Regulation Order.

8. Reasons for Reaching the Recommendation

To inform members of requests made from public and stake holders, monitoring studies undertaken and progress made to date under the current Experimental Traffic Regulation Order.

Lester Willmington
Head of Highways and Traffic Management

County Electoral Divisions: Totnes Rural, South Brent & Dartington
District Council Wards: Totnes Town, Totnes Bridgetown, Dartington

Local Government Act 1972

List of Background Papers

Contact for enquiries: John Halliday

Tel No: (01392) 380160

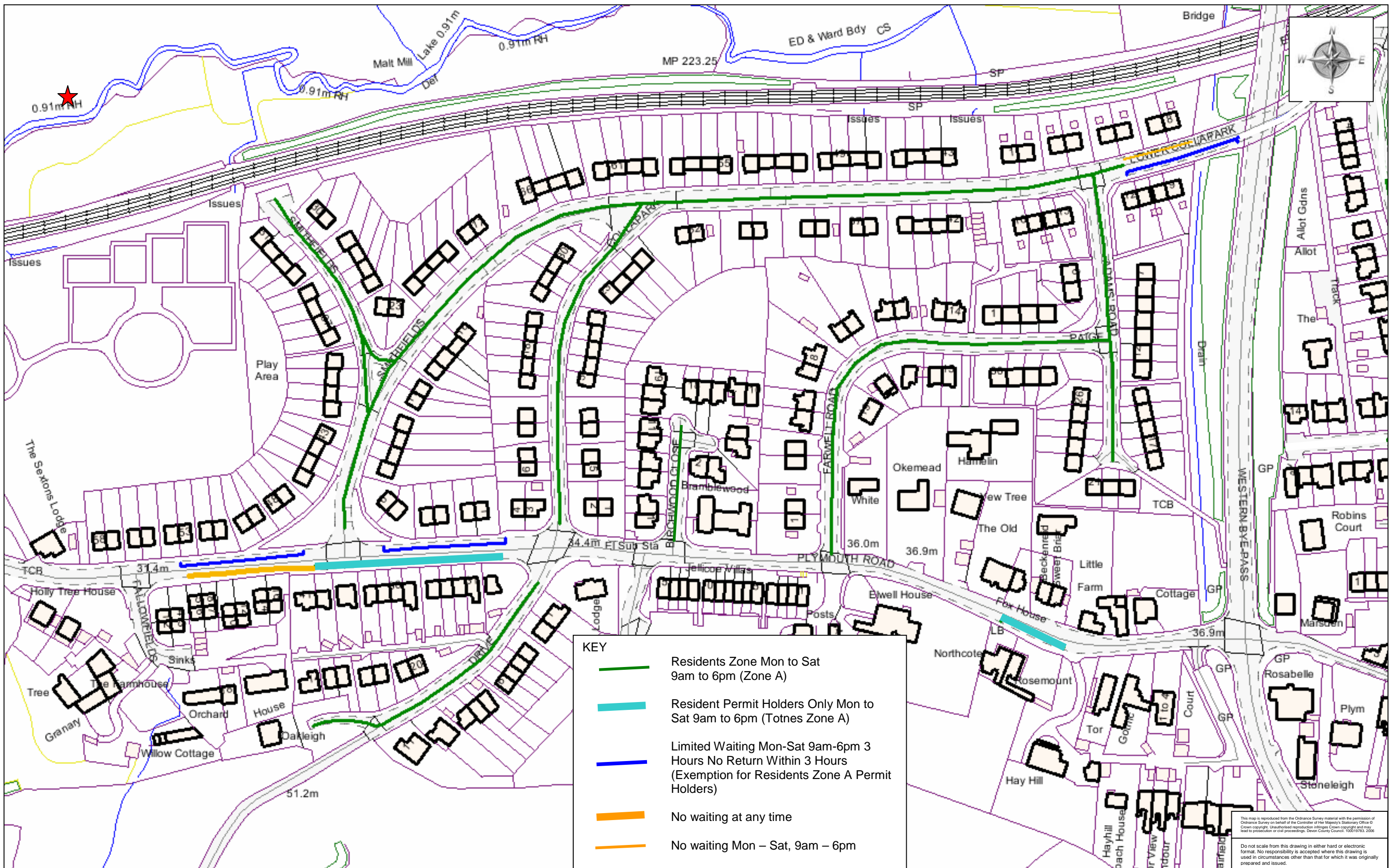
Background Paper	Date	File Ref.
Various	Various	Totnes and Dartington files

jh170611shh
sc/cr/totnes residents parking scheme
06 hq 220711

Residents Parking (Zone A) with 3 hours limited	Expected spaces	TUESDAY 14th December 3pm - 4pm				THURSDAY 16th December 2pm to 3pm				TUESDAY 25th January 11.30am to 13.30pm				WEDNESDAY 2nd February 2.30pm to 3pm			
		Resident	Limited Waiting	Other (Wrong permit, Builder, Authority, Doctor etc)	Proportion full	Resident	Limited Waiting	Other (Wrong permit, Builder, Authority, Doctor etc)	Proportion full	Resident	Limited Waiting	Other (Wrong permit, Builder, Authority, Doctor etc)	Proportion full	Resident	Limited Waiting	Other (Wrong permit, Builder, Authority, Doctor etc)	Proportion full
Babbage Road, Totnes - Bay 8	6	1	0	0	16.7	0	1	1	33.3	1	0	0	16.7	1	1	0	33.3
Babbage Road, Totnes - Bay 9	2	0	0	1	50.0	0	0	2	100.0	0	0	0	0.0	0	0	0	0.0
Lower Collapark, Totnes - Bay 4	9	2	0	0	22.2	3	0	0	33.3	2	1	1	44.4	3	0	0	33.3
Paige Adam's Road, Totnes - Bay 6	5	1	0	0	20.0	1	0	0	20.0	2	1	0	60.0	2	1	0	60.0
Plymouth Road, Totnes - Bay 1	10	4	0	0	40.0	4	0	0	40.0	1	1	0	20.0	3	1	0	40.0
Plymouth Road, Totnes - Bay 2	10	2	1	0	30.0	4	0	0	40.0	4	1	0	50.0	1	1	1	30.0
Broomborough Drive - Bay 3	6	2	1	0	50.0	1	3	0	66.7	2	0	1	50.0	2	0	0	33.3
Residents Parking (Zone C) with 3 hours limited																	
Pathfields, Totnes - Bay 7	10	2	7	0	90.0	3	0	0	30.0	3	4	0	70.0	1	4	0	50.0
Residents Parking (Zone B) with 3 hours limited																	
Lower Collapark, Totnes Bay 5	10	0	0	0	0.0	2	2	0	40.0	3	1	0	40.0	1	2	0	30.0
Residents Parking (Zone B) with 1 hour limited																	
Lower Collins Road, Totnes	21	8	9	1	85.7	4	8	2	66.7	9	5	0	66.7	7	4	0	52.4
Totals	68	14	9	1		18	6	3		18	9	2		14	10	1	
Proportion by type	-	20.6	13.2	1.5		26.5	8.8	4.4		26.5	13.2	2.9		20.6	14.7	1.5	
Overall proportion of spaces used		35.3				39.7				42.6				36.8			

Residents Parking (Zone A) with 3 hours limited		FRIDAY 18th February 10.15am to 10.45am				FRIDAY 25th February 11.00am to midday				WEDNESDAY 23rd March 3.30pm to 4.30pm				TUESDAY 10th May 2.45pm to 3.15pm			
		Resident	Limited Waiting	Other (Wrong permit, Builder, Authority, Doctor etc)	Proportion full	Resident	Limited Waiting	Other (Wrong permit, Builder, Authority, Doctor etc)	Proportion full	Resident	Limited Waiting	Other (Wrong permit, Builder, Authority, Doctor etc)	Proportion full	Resident	Limited Waiting	Other (Wrong permit, Builder, Authority, Doctor etc)	Proportion full
Babbage Road, Totnes - Bay 8	6	1	1	0	33.3	0	0	0	0.0	1	2	0	50.0	1	1	0	33.3
Babbage Road, Totnes - Bay 9	2	0	0	0	0.0	0	2	0	100.0	0	2	0	100.0	0	0	0	0.0
Lower Collapark, Totnes - Bay 4	9	2	3	0	55.6	2	0	0	22.2	3	1	0	44.4	2	0	0	22.2
Paige Adam's Road, Totnes - Bay 6	5	1	2	0	60.0	2	2	0	80.0	1	1	0	40.0	0	0	0	0.0
Plymouth Road, Totnes - Bay 1	10	3	0	0	30.0	2	2	0	40.0	4	1	0	50.0	1	1	0	20.0
Plymouth Road, Totnes - Bay 2	10	3	2	0	50.0	4	3	0	70.0	5	2	0	70.0	2	2	0	40.0
Broomborough Drive - Bay 3	6	2	3	0	83.3	1	3	0	66.7	2	0	0	33.3	1	1	0	33.3
Residents Parking (Zone C) with 3 hours limited																	
Pathfields, Totnes - Bay 7	10	2	7	0	90.0	2	7	0	90.0	0	4	0	40.0	1	4	0	50
Residents Parking (Zone B) with 3 hours limited																	
Lower Collapark, Totnes Bay 5	10	0	4	1	50.0	4	0	0	40.0	2	0	0	20.0	2	1	0	30
Residents Parking (Zone B) with 1 hour limited																	
Lower Collins Road, Totnes	21	10	6	0	76.2	6	10	0	76.2	2	4	0	28.6	3	5	0	38.1
Totals	68	14	22	1		17	19	0		18	13	0		10	10	0	
Proportion by type	-	20.6	32.4	1.5		25.0	27.9	0.0		26.5	19.1	0.0		14.7	14.7	0.0	
Overall proportion of spaces used		54.4				52.9				45.6				29.4			

Car parks 1/2 full at this time



KEY

- Residents Zone Mon to Sat 9am to 6pm (Zone A)
- Resident Permit Holders Only Mon to Sat 9am to 6pm (Totnes Zone A)
- Limited Waiting Mon-Sat 9am-6pm 3 Hours No Return Within 3 Hours (Exemption for Residents Zone A Permit Holders)
- No waiting at any time
- No waiting Mon - Sat, 9am - 6pm

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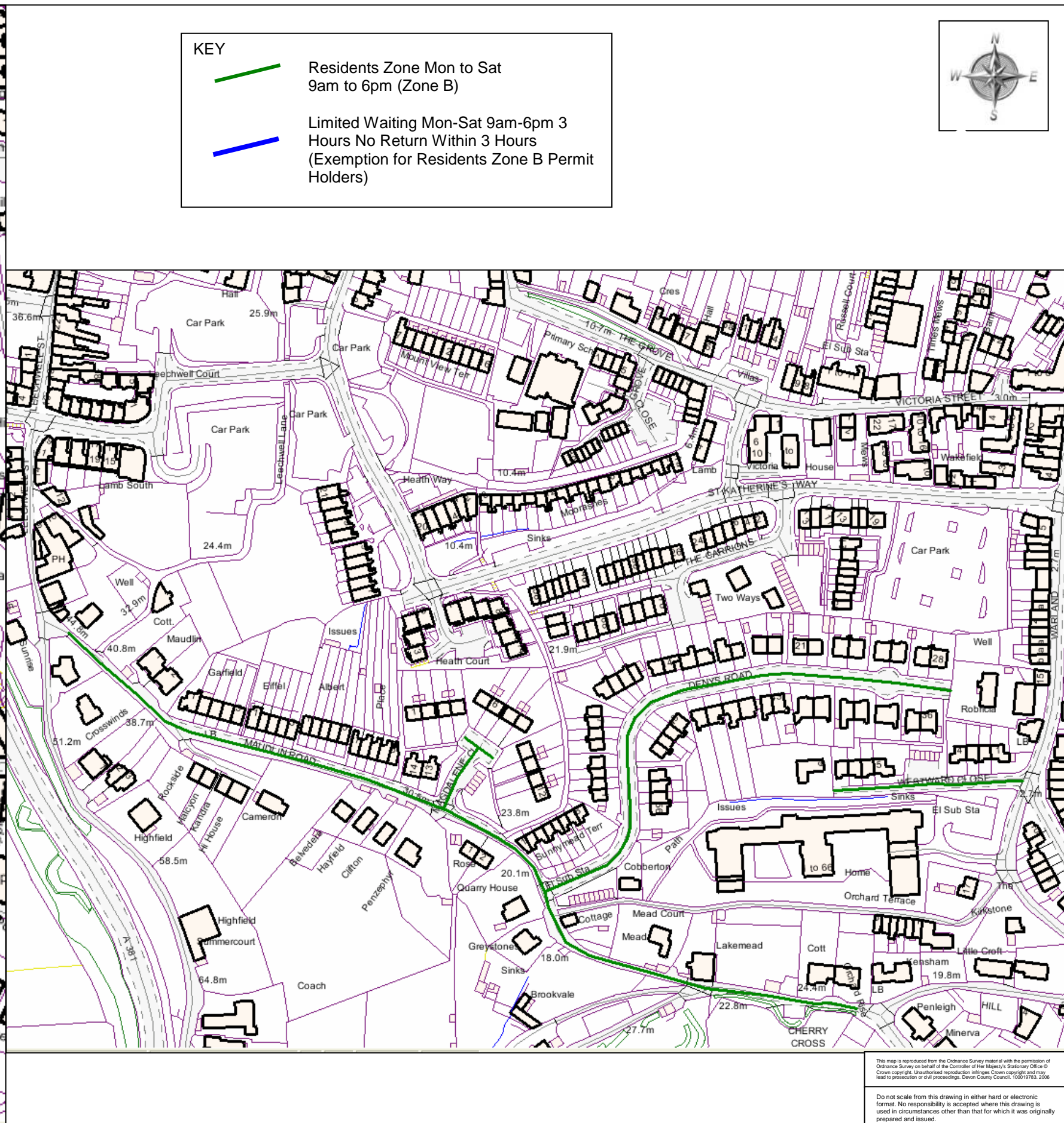
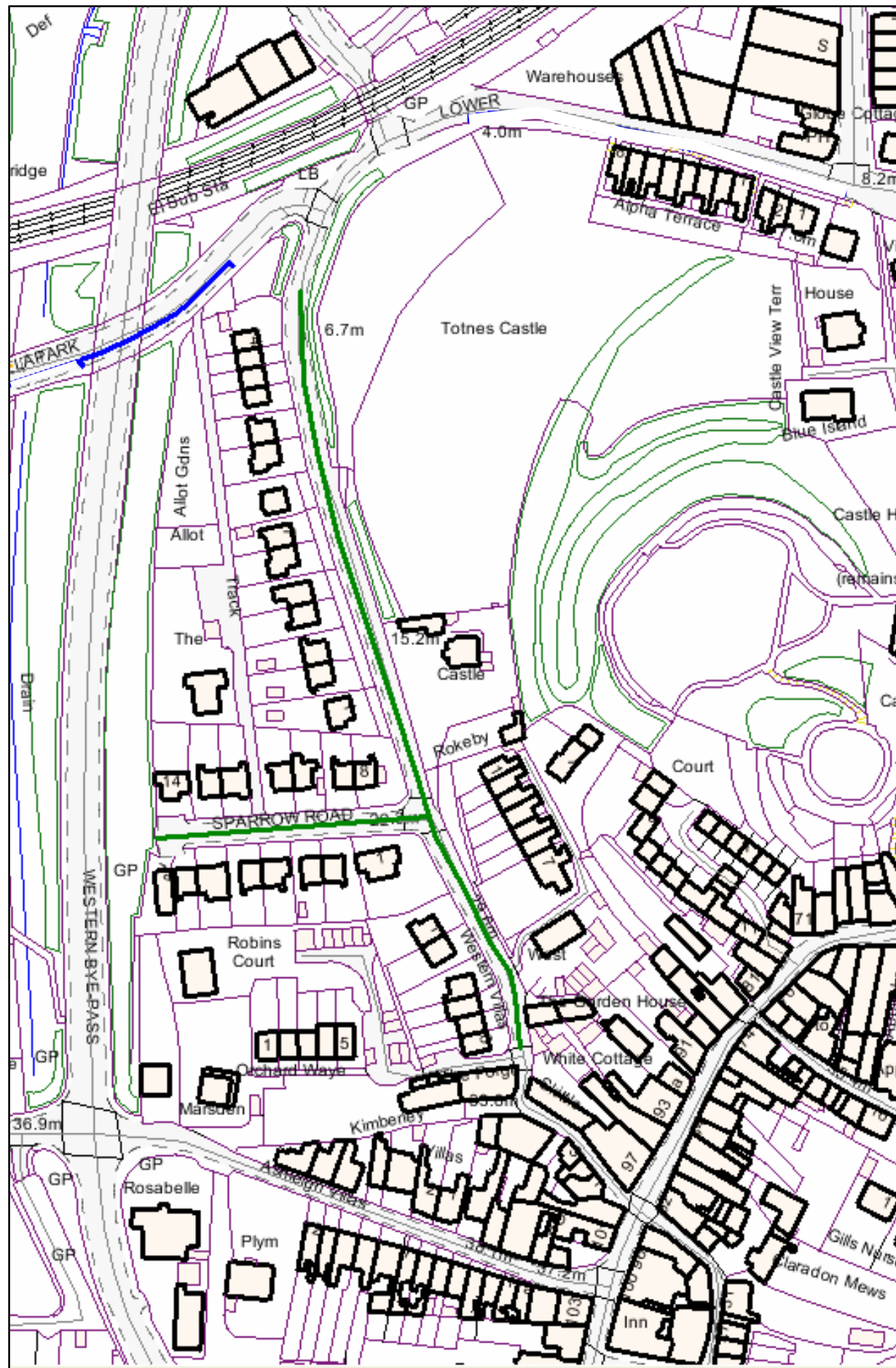
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JOB
 TOTNES ETRO
 PHASE TWO

DRAWING TITLE
 Zone and Zone Sign Locations
 Zone A (Plymouth Road section)

No.	Date	Revisions
1	11/02/10	Preliminary design

Designer	Date
AK	15 th March 2011
Drawn	Checked
AK	CW
Scale(s)	N/A
Drawing number	I/SH/0804A



KEY

- Residents Zone Mon to Sat 9am to 6pm (Zone B)
- Limited Waiting Mon-Sat 9am-6pm 3 Hours No Return Within 3 Hours (Exemption for Residents Zone B Permit Holders)



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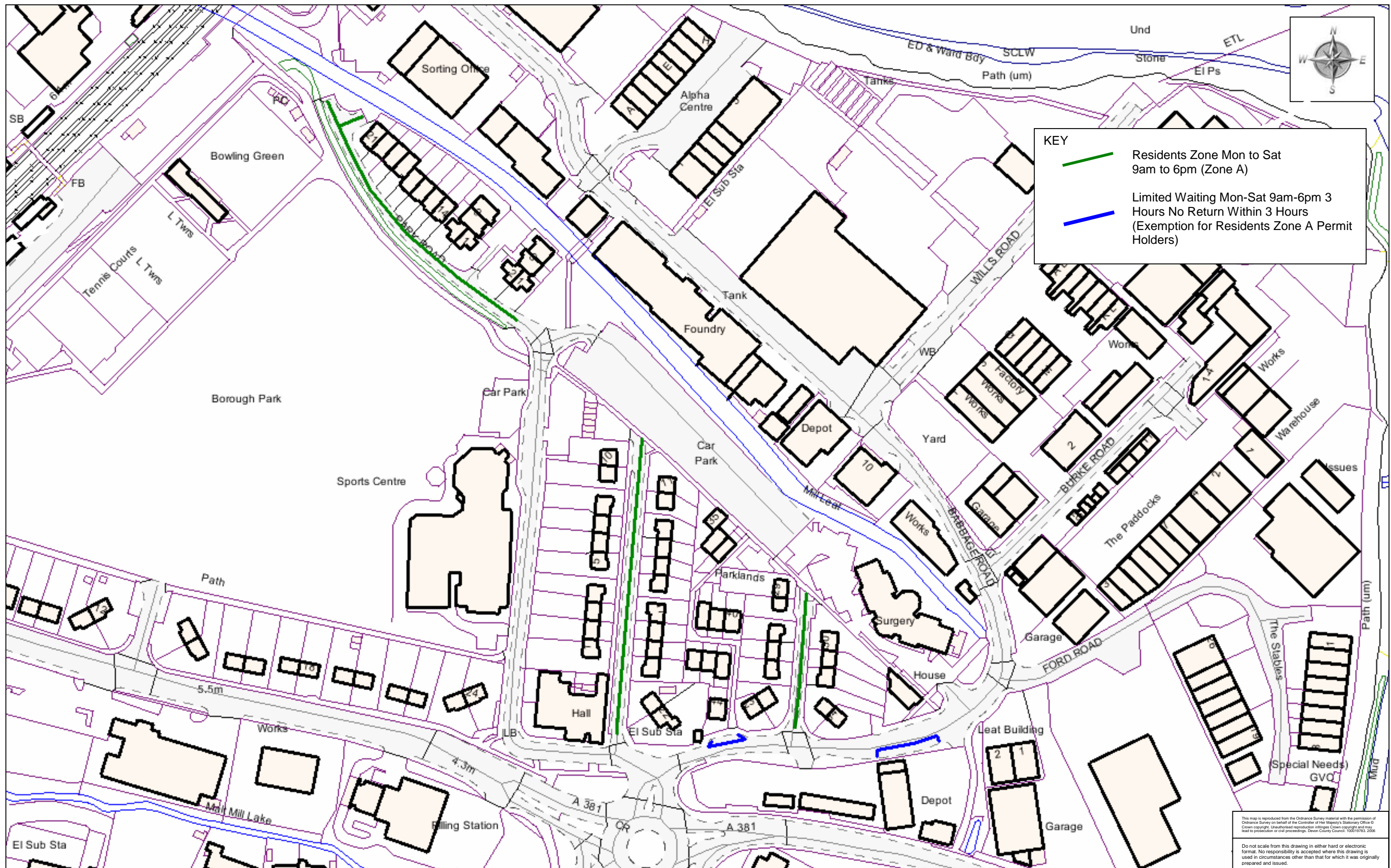
TOTNES ETRO
 PHASE TWO

DRAWING TITLE

Zone and Zone Sign locations
 Zone B – Lower Collins Road & Maudlin Road areas

No.	Date	Revisions
1	11/02/10	Preliminary design

Designer	Date
AK	15 th March 2011
Drawn	Checked
AK	CW
Scale(s)	N/A
Drawing number	I/SH/0804B



KEY

- Residents Zone Mon to Sat 9am to 6pm (Zone A)
- Limited Waiting Mon-Sat 9am-6pm 3 Hours No Return Within 3 Hours (Exemption for Residents Zone A Permit Holders)

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No.	Date	Revisions	Designer	Date
1	11/02/10	Preliminary design	AK	15 th March 2011
			Drawn	Checked
			AK	CW
			Scale(s)	N/A
			Drawing number	I/SH/0804C



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TOTNES ETRO
 PHASE TWO

DRAWING TITLE

Zone and Zone Sign Locations
 Zone A (Borough Park section)



KEY

- Residents Zone Mon to Sat 9am to 6pm (Zone C)
- Resident Permit Holders Only Mon to Sat 9am to 6pm (Totnes Zone C)
- Limited Waiting Mon-Sat 9am-6pm 3 Hours No Return Within 3 Hours (Exemption for Residents Zone C Permit Holders)
- - - Pay & Display (Tariff Totnes B) Mon-Sat 9am-6pm Maximum Stay 3 Hours
- No waiting at any time
- ~ School clearway at any time

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 PHASE TWO

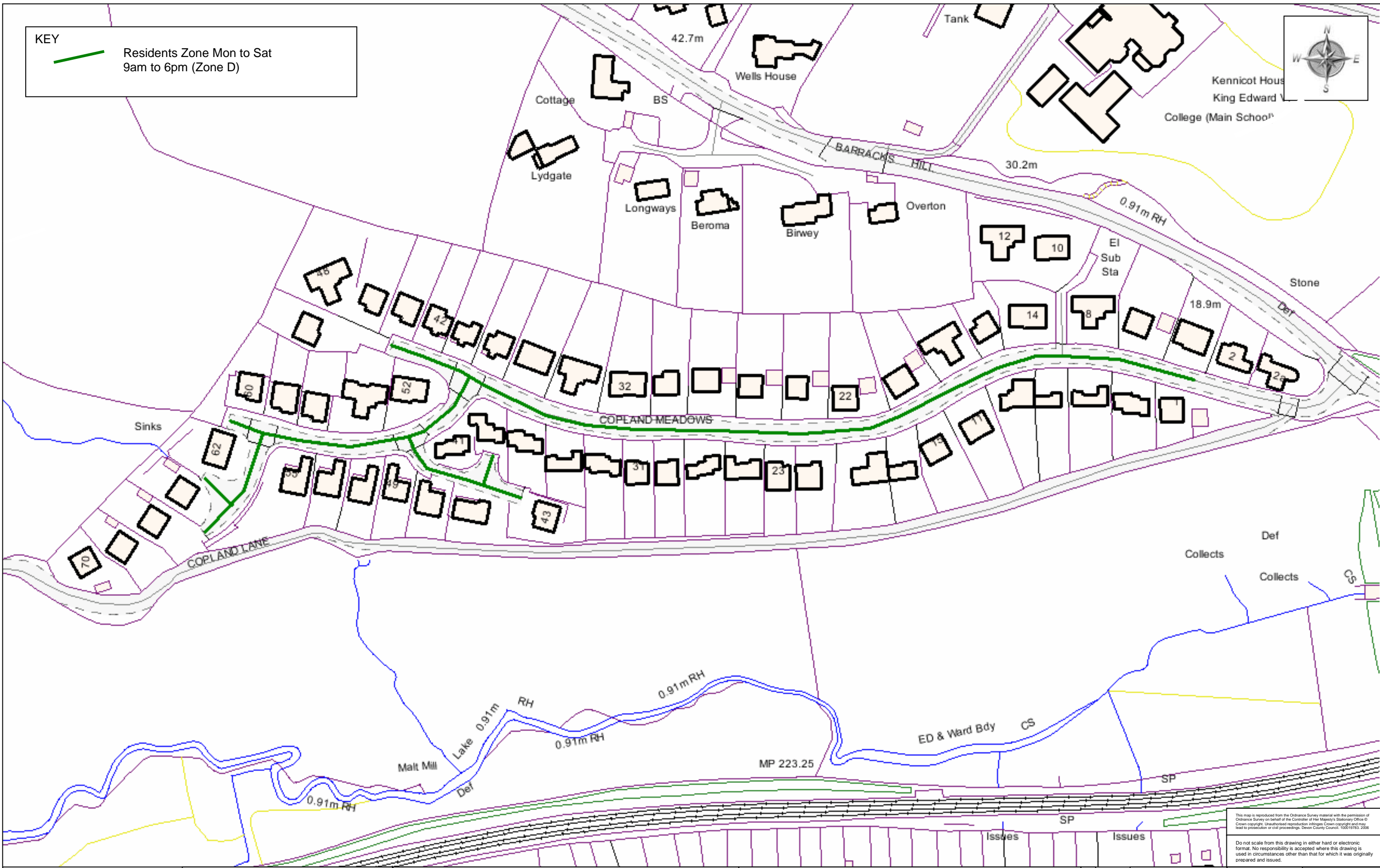
DRAWING TITLE
 Zone and Zone Sign Locations
 Zone C – Weston Road area

No.	Date	Revisions
1	11/02/10	Preliminary design

Designer	AK	Date	15 th March 2011
Drawn	AK	Checked	CW
Scale(s)	N/A		
Drawing number	I/SH/0804D		

KEY

 Residents Zone Mon to Sat
9am to 6pm (Zone D)



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JOB
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 PHASE TWO

DRAWING TITLE
 Zone and Zone Sign Locations
 Zone D – Copplاند Meadows

No.	Date	Revisions
1	11/02/10	Preliminary design

Designer	AK	Date	15 th March 2011
Drawn	AK	Checked	CW
Scale(s)	N/A		
Drawing number	I/SH/0804E		