

Dartmouth & Kingswear – Proposed Waiting Restrictions

Report of the Head of Highways, Capital Development and Waste

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

Recommendation: It is recommended that:

- (a) the responses to the advertised Traffic Regulation Order are noted; and**
- (b) the Traffic Regulation Order, amended as detailed in Appendix A is made and sealed and the scheme implemented.**

1. Summary

The purpose of this report is to consider the representations received during the Dartmouth and Kingswear Traffic Regulation Order (TRO) consultation.

2. Background/Introduction

In 2011, Devon County Council (DCC) in partnership with South Hams District Council and Dartmouth Town Council set up the Dartmouth Traffic Management Group. The group consisted of County and Town Councillors, members of the public and key stakeholders.

One of the aims of this group was to review the existing parking restrictions within Dartmouth and propose changes where it was felt necessary. Requests were made by members of the group which in some instances were requests submitted on behalf of non-group members.

The proposals were then presented to the Traffic Management Group and the Town Council who both agreed in principle to consult on these changes. Following agreement from the local Member and the Chair of HATOC a traffic regulation order was advertised between 30 August and 20 September 2013. During the consultation, DCC received 1,046 representations.

Following a review of these representations, DCC officers amended the proposals and in agreement with the local Member, arranged a public exhibition to highlight these modifications. Here, the public were invited to make further comment on the proposals between 26 November and 10 December 2013, 47 representations were submitted.

3. Proposal

The proposals originally advertised, included:

- Amending the seasonal limited waiting restrictions within Dartmouth so they apply all year. This had been proposed following complaints that parking was more problematic in the winter as drivers were unable to park for an unlimited time between 1 October and 30 April.
- No waiting at any time restrictions at a number of locations within Dartmouth and Kingswear following concerns of inconsiderate and/or dangerous parking.

- Three loading bays within Dartmouth to aid loading and unloading.

Following the advertising period, officers met with the local Member to discuss the representations. During this meeting it was recommended to make the following modifications:

- The seasonal limited waiting bays should not be amended and the proposals not progressed.
- A number of no waiting at any restrictions should be reduced or removed completely following concerns that the cumulative effect of these restrictions would be negative to Dartmouth and result in drivers parking in more dangerous locations.
- All proposed loading bay proposals should be removed completely following concerns that the cumulative effect of these restrictions would be negative to Dartmouth and result in drivers parking in more dangerous locations.
- The no waiting at any restrictions along Brixham Road should be re-advertised so that they extend as per the Parish Councils amended request.
- The remaining restrictions would be implemented as advertised.

A full set of plans will be available during the committee meeting or by email on request. The plans illustrate the proposals that were originally advertised and the modifications consulted upon.

4. Consultations & Representations

The Dartmouth Traffic Management Group met once a month to discuss improvements that could be made to the highway infrastructure within Dartmouth. Included in these discussions were the proposals to amend and introduce various parking restrictions. It should be noted that attendance by local stakeholders and Town and Parish Councillors reduced considerably during 2013.

In May 2013 the Dartmouth Traffic Management Group and Dartmouth Town Council both agreed that the proposed restrictions should be consulted upon for public opinion.

Following approval by the local Member and the Chair of HATOC, formal consultation on the proposed TRO began on 30 August and lasted until 20 September 2013. During this period Devon County Council received 1,046 representations, the majority of which requested that no changes were made to parking within and around Dartmouth. A summary of these representations can be seen in column 2 of Appendix A.

Officers met with the local Member on 22 October 2013 to discuss and review the objections. During this meeting it was recommended that the TRO should be modified so that it did not include changes to the limited waiting bays and loading bays, but it was considered pertinent that a number of no waiting at any time restrictions should be pursued where there was considered to be a safety issue.

To inform and allow discussion on these proposed modifications, a public exhibition was held at the Dartmouth Guildhall on 25 November between 13:00 and 19:00. This was advertised in the Dartmouth Chronicle on 15 November and on local radio. All of the proposed modifications were on display and those that attended were invited to fill in feedback forms. In addition, a website illustrating the same information provided people with

an opportunity to provide feedback. 36 feedback forms were completed on the day and a further 11 submitted either online send in by post. A summary of these responses can be found in column 4 of Appendix A.

5. Financial Considerations

The funding of this project has been allocated from the Off Street Parking Account Traffic Management Plan budget. The total cost of the traffic management plan, including works, is estimated to be £10,000.

6. Sustainability Considerations

Sustainability has been considered and the proposals have been amended following economic and social concerns raised by the local residential and business community.

7. Carbon Impact Considerations

The schemes are likely to have a neutral or positive carbon emission effect with some drivers being persuaded to use the car park rather than driving around Dartmouth and Kingswear looking for unrestricted parking spaces.

8. Equality Considerations

There are not considered to be any equality issues in regards to this scheme.

9. Legal Considerations

The lawful implications of the proposals have been considered and taken into account in the preparation of this report.

DCC has followed the legal process required for TROs.

10. Risk Management Consideration

There is a risk that some parking may be displaced into neighbouring streets but the proposed modifications to this order intend to minimise this risk.

11. Public Health Impact

It is considered that there are no public health impacts as a result of the schemes mentioned within this report.

12. Options/Alternatives

The option of introducing the TRO as per the original proposals is considered inappropriate due to the volume of objections received.

The option of continuing the status quo is not considered a viable option as a number of issues regarding traffic management and road safety have been raised and some restrictions are considered necessary to resolve these.

13. Reason for Recommendation

The purpose of the TRO was to resolve a number of traffic management issues identified within Dartmouth and Kingswear. Due to the volume and type of objections received during the consultation the original TRO was modified and consulted upon. It is recommended that the objections are resolved and the modified TRO is implemented as summarised in Appendix A.

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Electoral Division: Dartmouth & Kingswear

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Reference
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Nil

mp260314shh
sc/cr/Dartmouth kingswear proposed waiting restrictions
03 110414

Appendix A - Summary of Proposals and Representations, Dartmouth and Kingswear (number in brackets indicate no. of people making that comment)

Dartmouth

1	2	3	4	5
Request Details (Dartmouth)	Summary of Representations to Statutory Consultation	DCC response (Recommendation in bold)	Summary of representations to proposed modifications	Recommendation
General Comments	<p>The combined effect of removing winter parking and introducing waiting restrictions is too much for the town (778).</p> <p>The combined effect of removing winter parking and introducing waiting restrictions will not be beneficial to the town (228).</p>	<p>Amend Proposals</p> <p>It is proposed to withdraw any amendments to winter parking.</p> <p>It is proposed to introduce waiting restrictions only where it is felt there is a sufficient safety need.</p>	<p>Do nothing. Dartmouth is fine as it is. (12)</p> <p>Support (3)</p>	<p>It is recommended that the proposals are implemented as recommended below.</p>
<p>Crossparks, Dartmouth Drawing No.1</p> <p>Concerns were raised about the expansion of the nearby school and the lack of off-street parking. There is already a local perception that parking on-street by school staff and pupils is dangerous.</p> <p><i>Proposal - Introduce sections of No Waiting At Any Time</i></p>	<p>Support (2)</p> <p>The proposal should at the boundary of property No. 8/9 Crosspark (1).</p>	<p>Introduce as advertised</p> <p>The restrictions will cover the dropped kerb of property 9 to prevent vehicles parking on or near the private access.</p>	<p>Support (1)</p>	<p>Introduce as advertised</p>
<p>Lower Fairview Road, Dartmouth Drawing No. 3</p> <p>Concerns that parking can be obstructive.</p> <p><i>Proposal - Introduce No Waiting At Any Time restriction</i></p>	<p>the proposals are unnecessary and could displace parking to more dangerous locations (3).</p>	<p>Withdraw Proposal</p> <p>Feedback indicates that the current situation works and that the parking is not obstructing the passage of vehicles.</p>	<p>The proposal should be reinstated and extended. Parked vehicles make it difficult to access nearby properties (1).</p>	<p>Withdraw Proposal</p> <p>It is recommended the proposal is withdrawn but the situation monitored.</p>
<p>Clarence Hill, Dartmouth Drawing No. 4</p> <p>Reports that parked vehicles opposite garages prohibit drivers from exiting their garage.</p> <p><i>Proposal - Introduce No Waiting At Any Time restrictions</i></p>	<p>Support (1)</p> <p>The proposals remove necessary parking (3).</p>	<p>Introduce as advertised</p> <p>Parking at this location obstructs a private access.</p>	<p>Residents should be given 10-15 minutes to load/unload a car. (1)</p> <p>Mount Boone Hill, junction with Clarence Hill. The parking bay should be removed and no waiting at any time restrictions introduced. Residents report that an ambulance burnt out its clutch trying to pass a parked vehicle.(3)</p>	<p>Introduce as advertised</p> <p>Loading and unloading can take as on no waiting restrictions. PCN's are only issued if nobody is seen actively loading or unloading.</p> <p>DCC have not received complaints by the emergency services about this location and it is considered that this issue was due to maintenance of the vehicle. However, the situation will be monitored.</p>
<p>Townstal Pathfields, Dartmouth Drawing No. 5</p> <p>Reports that vehicles regularly park too close to the junction with Townstal Road and on the sharp bend, forcing drivers onto the opposite side of the carriageway at a point where forward visibility is limited.</p> <p><i>Proposal - Introduce No Waiting At Any Time restrictions</i></p>	<p>Support (4)</p> <p>The proposal removes necessary parking (1).</p>	<p>Introduce as advertised</p> <p>The restrictions are being located where parking causes a danger to other road users.</p>	<p>No comments made</p>	<p>Introduce as advertised</p>
<p>College Way/ Coombe Road, Dartmouth Drawing No. 6</p> <p>Vehicles are being parked on the grass triangle between College Way and Coombe Road. This is reducing visibility at the junction and churning up the grass.</p> <p><i>Proposal - Introduce No Waiting At Any Time restrictions</i></p>	<p>Support (3)</p> <p>The proposal removes necessary parking (1).</p>	<p>Introduce as advertised</p> <p>Parking at this location restricts visibility for other road users at the junction and is considered dangerous.</p>	<p>Support (1)</p> <p>Does not understand why parking cannot occur here (1).</p>	<p>Introduce as advertised</p> <p>Parking at this location restricts visibility for other road users at the junction and is considered dangerous.</p>

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<p>The Quay, Dartmouth Drawing No. 7</p> <p>Introduce a loading bay outside Boots, this would revert to its use during the road closures following the fire.</p> <p><i>Proposal - Introduce a Loading Bay</i></p>	<p>The proposal will attract larger vehicles into the town centre (3).</p>	<p>Withdraw Proposal</p> <p>There was no support for this proposal and it works on an informal basis at the moment.</p>	<p>The loading bay should introduced (2).</p>	<p>Withdraw Proposal</p> <p>The existing arrangement provides a convenient location for disabled badge holders to park close to the town centre, whilst also providing a location for loading and unloading.</p>
<p>Davis Road/ Britannia Avenue, Dartmouth Drawing No. 8</p> <p>Vehicles parked on the sharp bend prevent buses and other large vehicles from continuing their journey.</p> <p><i>Proposal - Introduce No Waiting At Any Time restrictions</i></p>	<p>No representations received about these specific proposals.</p>	<p>Introduce as advertised</p>	<p>No comments made.</p>	<p>Introduce as advertised</p>
<p>Various Roads, Town Centre, Dartmouth Drawing No's 9a & 9b</p> <p>During the off-peak season vehicles are parked long term in the seasonal parking bays. This prevents visitors and non-town residents from parking on-street during the winter.</p> <p><i>Proposal - Make all seasonal limited waiting enforceable all year round 9am - 5pm</i></p>	<p>The proposal will impact negatively on those who, live, work or who are visiting and staying within the town. It will be detrimental to Dartmouth (314).</p> <p>Support (3)</p>	<p>Withdraw Proposal</p> <p>Due to the level of objections within the Town it is recommended that this proposal is withdrawn.</p>	<p>In support of the original proposals as there is a need to turnover vehicles during the winter months (13).</p> <p>Support (2)</p>	<p>Withdraw Proposal</p> <p>There is a substantial amount of opposition against this proposal and it was clear that a significant proportion of the town do not support this.</p>
<p>Weeke Hill, Dartmouth Drawing No.10</p> <p>Since the closure of the Old Potteries as a tourist attraction the limited waiting restrictions are not required.</p> <p><i>Proposal - revoke limited waiting bay</i></p>	<p>Support (2)</p> <p>The proposal should restrict parking for 3 to 4 hours to prevent all day parking (1).</p>	<p>Revoke as advertised</p> <p>The proposal aims to relieve pressure for residents parking in the area. A part day restriction would not do this.</p>	<p>Support (1)</p>	<p>Revoke as advertised</p>
<p>Market Street, Dartmouth Drawing No.12</p> <p>Introduce a loading bay near the Market to provide stallholders a location to load/ unload.</p> <p><i>Proposal - introduce a loading bay</i></p>	<p>The proposal removes necessary parking. Loading can take place on nearby No Waiting At Any Time restrictions (3).</p> <p>Support (1)</p>	<p>Withdraw Proposal</p> <p>As noted in the objection, loading and unloading is permitted on existing No Waiting restrictions which does not impact on the limited parking.</p>	<p>Support (1)</p>	<p>Withdraw Proposal</p>
<p>Victoria Road, Dartmouth Drawing No.13</p> <p>Introduce a loading bay outside the Town Hall to provide a facility for loading/ unloading.</p> <p><i>Proposal - introduce a loading bay</i></p> <p><i>As per plan 9 - make the seasonal limited waiting enforceable all year round 9am - 5pm</i></p>	<p>Loading bay - the proposal removes limited parking and places pressure elsewhere (4).</p> <p>Seasonal Limited Waiting - The proposal will impact negatively on those who, live, work or who are visiting and staying within the town. It will be detrimental to Dartmouth (314).</p>	<p>Withdraw Proposal</p> <p>The use of a loading bay at this location would be limited and there is more demand for parking instead.</p>	<p>No comments made</p>	<p>Withdraw Proposal</p>
<p>Mount Boone/ Church Road, Dartmouth Drawing No.14</p> <p>Vehicles park too closely to the junction with Townstal Road. Introduce/ extend no waiting at any time restrictions to prevent parking.</p> <p><i>Proposal - Introduce No Waiting At Any Time restrictions</i></p>	<p>The proposal removes valuable parking (1)</p> <p>Support (2)</p>	<p>Introduce as advertised</p> <p>Parking at this location limits the visibility for drivers as they enter/ exit the junction.</p>	<p>No comments made</p>	<p>Introduce as advertised</p>

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Request Details (Dartmouth)	Summary of Representations to Statutory Consultation	DCC response (Recommendation in bold)	Summary of representations to proposed modifications	Recommendation
<p>Rock Park Road, Dartmouth Drawing No.16</p> <p>Reported that vehicles parked at the junction reduce vehicle movements.</p> <p><i>Proposal - Introduce No Waiting At Any Time restrictions</i></p>	<p>The proposal removes parking in an area where it is limited. Additionally, the junction is wide enough to accommodate some parking (5).</p>	<p>Withdraw Proposal</p> <p>On review it is considered that the junction is wide enough to accommodate some parking without compromising visibility. The situation will be monitored.</p>	<p>No comments made</p>	<p>Withdraw Proposal</p>
<p>Lower Broad Park, Dartmouth Drawing No.17</p> <p>Reports have been received of vehicles parking in front of the garages preventing drivers from entering/ exiting their garage.</p> <p><i>Proposal - Introduce No Waiting At Any Time restriction</i></p>	<p>It is residents who park in front of their garages. If not then police can enforce the obstruction (1).</p>	<p>Introduce as advertised</p> <p>The reports of obstructive parking came from residents. No waiting at any time restrictions are self-enforcing and will not place a strain on police resources.</p>	<p>No comments made</p>	<p>Introduce as advertised</p>
<p>Church Road / College Way, Dartmouth Drawing No.18</p> <p>Vehicles parked on Church Road at the junction with College Way reduce visibility for drivers as they enter College Way.</p> <p><i>Proposal - Introduce No Waiting At Any Time restrictions</i></p>	<p>The proposals remove necessary parking (1). Support (2)</p>	<p>Introduce as advertised</p> <p>Any parking at this location would severely reduce visibility as drivers enter/exit the junction.</p>	<p>No comments made</p>	<p>Introduce as advertised</p>
<p>Seymour Drive, Dartmouth Drawing No.19</p> <p>During football matches parked vehicles restrict forward visibility along Seymour Drive.</p> <p><i>Proposal - Introduce No Waiting At Any Time restrictions</i></p>	<p>The proposals are too severe for the problem. Consider permit parking (3). The proposals do not go far enough (1)</p>	<p>Amend Proposal</p> <p>As the problem is during football matches only, it is recommended that the extent of the restrictions is reduced to locations where parking is considered to be dangerous.</p>	<p>The amended proposals are not sufficient (4).</p>	<p>Introduce amended proposal</p> <p>The proposals are considered a reasonable compromise to the infrequency of the issue that takes place. The situation will be monitored.</p>
<p>Collingwood Road, Dartmouth Drawing No.22</p> <p>Specifically during the regatta, parked vehicles prevent buses and the St Johns Ambulance from passing through the road.</p> <p><i>Proposal - Introduce No Waiting At Any Time restrictions</i></p>	<p>The proposals are unnecessary and will force vehicles to park in more inappropriate locations (2).</p>	<p>Withdraw Proposal</p> <p>As this is predominantly an issue during the regatta, it should be managed as a temporary restriction during large events in the town.</p>	<p>No comments made</p>	<p>Withdraw Proposal</p> <p>Introduce temporary restrictions as part of the Regatta Traffic Management Plan</p>
<p>Weeke Hill, Dartmouth Drawing No.23</p> <p>Parked vehicles force drivers onto the opposite side of the carriageway at a point where forward visibility is limited due to the bend.</p> <p><i>Proposal - Introduce No Waiting At Any Time restrictions</i></p>	<p>The proposals remove valuable parking and will displace parking to more dangerous locations (4). Support (1)</p>	<p>Amend Proposal</p> <p>It is recommended that the restrictions are reduced so that parking is prevented on the bend only. The situation will be monitored.</p>	<p>No comments made</p>	<p>Introduce as amended</p>
<p>South Town, Dartmouth Drawing No.24</p> <p>The existing limited waiting bay needs to be reduced length in order to allow access into a newly constructed off-street parking place.</p> <p><i>Proposal - Extend No Waiting At Any Time</i></p>	<p>Support (2) Removes valuable parking and places pressure on other areas. Additionally the dropped kerb is not wide enough to accommodate off-street parking (3).</p>	<p>Introduce as advertised</p> <p>Photographs show that a vehicle can be contained within the off-street parking place. Parking in front of this dropped kerb is an illegal obstruction and therefore the on-street bay needs to be reduced.</p>	<p>The restriction is excessive (1)</p>	<p>Introduce as advertised</p> <p>The reduction in the length of the parking bay is necessary to ensure that the off-street parking bay can be accessed.</p>
<p>Kings Quay, Dartmouth Drawing No.25</p> <p>It has been reported that vehicles are unable to enter/ exit their off-street parking due to parked vehicles.</p> <p><i>Proposal - Introduce No Waiting At Any Time</i></p>	<p>Removes valuable parking and places pressure elsewhere (2).</p>	<p>Introduce as advertised</p> <p>Parking here can prevent access into/out of the off-street parking.</p>	<p>The road can accommodate some parking (2)</p>	<p>Introduce as advertised</p> <p>Some parking is being maintained. Parking is only being removed to ensure that access into the off-street car park is possible.</p>

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Request Details (Dartmouth)	Summary of Representations to Statutory Consultation	DCC response (Recommendation in bold)	Summary of representations to proposed modifications	Recommendation
<p>Mount Boone/ Mount Boone Way, Dartmouth Drawing No.26</p> <p>Vehicles regularly park at the junction.</p> <p><i>Proposal - Introduce No Waiting At Any Time</i></p>	<p>support (6)</p> <p>The proposals are unnecessary (10)</p>	<p>Withdraw Proposal</p> <p>On review it is considered that the junction is wide enough to accommodate some parking.</p>	<p>There should be more no waiting at any time restrictions (1)</p> <p>Objections to the proposals (2)</p>	<p>Withdraw Proposal</p> <p>On review it is considered that the junction is wide enough to accommodate some parking without compromising visibility. The situation will be monitored.</p>

Kingswear

1	2	3	4	5
Request Details (Kingswear)	Summary of Representations to Statutory Consultation	DCC response (Recommendation in bold)	Summary of representations to proposed modifications	Recommendation
<p>Bridge Road, (A379), Kingswear Drawing No.11</p> <p>It has been reported that some vehicles are parking on the approach to the Higher Ferry and leaving their car for lengthy periods. This is causing queuing delays to drivers boarding the Higher Ferry as they are unable to pass the parked vehicle due to oncoming traffic exiting the ferry.</p> <p><i>Proposal - introduce No Waiting At Any Time restrictions</i></p>	<p>No representations received about these specific proposals.</p>	<p>Introduce as advertised</p>	<p>People should be able to use the toilets (2).</p>	<p>Introduce as advertised</p> <p>Vehicles parked along this road result in queuing problems for vehicles attempting to enter the ferry.</p>
<p>Waterhead Close/ Brixham Road, Kingswear Drawing No.15</p> <p>Vehicles parked on the entrance into Waterhead Close result in large vehicles being unable to access the estate without mounting the verge.</p> <p>Additionally, parked vehicles along Brixham Road force drivers onto the opposite side of the carriageway at a point where forward visibility is limited due to the bend.</p> <p><i>Proposal - Introduce No Waiting At Any Time restrictions</i></p>	<p>The proposals do not extend far enough (3).</p>	<p>Amend Proposal</p> <p>No Waiting At Any Time to be introduce as advertised. The requested extension will have to be advertised separately to allow statutory consultation to take place.</p>	<p>The proposals need to be extended towards the cemetery (1),</p>	<p>Introduce as amended</p> <p>No Waiting At Any Time extension to be advertised as requested.</p>
<p>Hillhead Park, Kingswear Drawing No.20</p> <p>Vehicles parked near the junction restrict visibility as drivers enter/exit Hillhead Park.</p> <p><i>Proposal - Introduce No Waiting At Any Time restrictions</i></p>	<p>No representations received about these specific proposals.</p>	<p>Introduce as advertised</p>	<p>No comments made</p>	<p>Introduce as advertised</p>
<p>Raddicombe Drive, Kingswear Drawing No.21</p> <p>Parked vehicles force drivers onto the opposite side of the carriageway at a point where forward visibility is limited due to the bend.</p> <p><i>Proposal - Introduce No Waiting At Any Time restrictions</i></p>	<p>Support (1)</p>	<p>Introduce as advertised</p>	<p>No comments made</p>	<p>Introduce as advertised</p>