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To: The Chair and Members
of the West Devon
Highways and Traffic
Orders Committee

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

Date: 13 October 2022

Contact: Gerry Rufolo 01392 382299

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WEST DEVON HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Friday, 21st October, 2022

A meeting of the West Devon Highways and Traffic Orders Committee is to be held on the above date at 10.30 am at Tavistock, Kilworthy Park Council Offices to consider the following matters.

Jan Spicer
Interim Chief Executive

A G E N D A

PART 1 OPEN COMMITTEE

1 Apologies for Absence

2 Minutes

Minutes of the meeting held on 11 July 2022, previously circulated.

3 Items Requiring Urgent Attention

Items which in the opinion of the Chairman should be considered at the meeting as matters of urgency.

4 Mary Tavy Speed Limit

Director of Climate Change, Environment and Transport to report on the outcome of the site meeting held in September 2022 and action going forward.

5 Road Casualty Data Dashboard Demonstration

Presentation by the Director of Climate Change, Environment and Transport

Link to Councillors' Dashboard Landing: [Councillor Dashboard Landing Page - Power BI](#)

Link to public webpages: [Collision & Casualty Data - Roads and transport \(devon.gov.uk\)](#)

6 Clearbrook to Roborough Multi-Use Trail (Pages 1 - 14)

Report of the Director of Climate Change, Environment and Transport (CET/22/57), attached

Electoral Divisions(s): Bickleigh & Wembury; Yelverton Rural

7 Dartmoor National Park Off-Street Parking Places Order (Pages 15 - 36)

Report of the Director of Climate Change, Environment and Transport (CET/22/58), attached

Electoral Divisions(s): Okehampton Rural; Yelverton Rural

MATTERS FOR INFORMATION

8 Actions Taken Under Delegated Powers (Pages 37 - 38)

Report of the Director of Climate Change, Environment and Transport (CET/22/59), attached

Electoral Divisions(s): Hatherleigh & Chagford; Tavistock; Yelverton Rural

9 Dates of Meetings

4 April 2023 (Okehampton), 31 July (Tavistock), 7 November (Okehampton) and 27 March 2024

Details are available here: [Browse meetings - West Devon Highways and Traffic Orders Committee - Democracy in Devon](#)

**PART II - ITEMS WHICH IN THE OPINION OF THE CHAIRMAN MAY BE
TAKEN IN THE ABSENCE OF THE PRESS AND PUBLIC**

Nil

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Induction Loop available



West Devon Highways and Traffic Orders Committee
21 October 2022
South Hams Highways and Traffic Orders Committee
4 November 2022

Clearbrook to Roborough Multi-Use Trail

Report of the Director of Climate Change, Environment and Transport

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

Recommendation: It is recommended that:

- (a) approval be given to proceed with preliminary design for the preferred multi-use trail route between Clearbrook and Roborough shown on Appendix 1; and
- (b) approval be given to progress with land acquisition by agreement and to progress a planning application for the preferred multi-use trail route between Clearbrook and Roborough shown on Appendix 1.

1. Summary

A new multi-use trail between Clearbrook and Roborough along the A386 corridor is being developed by Devon County Council. The A386 Tavistock to Plymouth Corridor Study (2018) identified an opportunity to improve active travel along the A386 corridor and the Council's Cycling and Multi-Use Trail Strategy sets out the ambition for a new link to complete provision between Tavistock and the northern growth area of Plymouth, connecting to new development and providing improved access to Dartmoor. This new route, in combination with existing infrastructure between Yelverton and Clearbrook, will complete a missing link in the existing Multi-Use Trail Network and open up sustainable access between communities, employment, health, and leisure opportunities along the A386 corridor.

This report makes recommendations to proceed with a preferred route for the trail, identified through ongoing feasibility work in conjunction with findings from a public consultation held in Spring 2022.

2. Background

Multi-use paths are important elements of the Department for Transport's (DfT's) [Cycling and Walking Investment Strategy](#)¹ and active/sustainable travel have a key role in the [Transport Decarbonisation Plan](#)². The government has a bold vision for cycling and walking, with [Gear Change](#)³ emphasising the health, economic and environmental benefits of investing in active travel. New schemes should offer an opportunity for walkers, cyclists, wheel-chair users, and others, to be active and enjoy the outdoors. The latest Local

¹<https://www.gov.uk/government/publications/cycling-and-walking-investment-strategy>

²<https://www.gov.uk/government/publications/transport-decarbonisation-plan>

³ <https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england>

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Transport Note 1/20 states that routes should be as inclusive as possible: *'infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone.'* LTN1/20 identifies five key principles: attractiveness, cohesion, directness, safety and comfort.

Aligning with national guidance, DCC's [Cycling and Multi-Use Trail Network Strategy](#)⁴ sets out the county's ambition to continue developing a segregated high-quality network of trails promoting healthy lifestyles and access for all. As detailed in the Corporate, Infrastructure and Regulatory Services Scrutiny Committee's [review of the county's Multi-Use Trail strategy \(2021\)](#)⁴, a new multi-use trail between Clearbrook and Roborough is being developed as part of this commitment. The opportunity to create a segregated route near the A386 linking with existing active travel routes in Plymouth has also been identified in the [A386 Tavistock to Plymouth Corridor Strategy](#)⁵, approved in 2018.

Promoting sustainability is one of the key transport planning principles outlined in Plymouth and South West Devon's Joint Local Plan⁷. SPT9 (4) seeks *'to reduce the impact of severance caused by transport networks, enabling more journeys by walking, cycling and public transport and providing genuine alternative ways to travel from home to work and other facilities'*.

The Dartmoor Local Plan⁶ also focuses on the sustainability of the National Park, and in particular the promotion sustainable transport (Goal 11). The plan outlines that: *'New sustainable transport networks, including infrastructure for cycling and walking, electric car charging, bus and rail, will be supported where they are consistent with the National Park's Special Qualities.'*

A386 corridor

The existing travel network between Tavistock and Plymouth primarily consists of the A386 road corridor, shown in **Error! Reference source not found..** This is a busy route with average daily traffic of 16,000-18,000 vehicles. This volume is predicted to increase as nearby housing sites allocated in the [Joint Local Plan](#)⁷ are built out, including the up to 2,000 new homes at Woolwell. Consequently, the A386 is not suited to providing a safe and accessible route for walkers, cyclists and other non-motorised users. The road does not have suitable footways and is not wide enough to allow cyclists and vehicles to share road space. Between 2016 and 2020, 35 collisions occurred on the A386 between the junction with Clearbrook Road and Roborough, and 6 of these (17%) involved pedal cycles and cars colliding in the carriageway.

Analysis of 2011 Census data shows that, whilst many people commute by bike within Tavistock or within areas in northern Plymouth, numbers are low along the A386 corridor.

⁴ <https://www.devon.gov.uk/roadsandtransport/traffic-information/transport-planning/multi-use-trails/>

⁵ <https://www.devon.gov.uk/roadsandtransport/traffic-information/transport-planning/>

⁶ <https://www.dartmoor.gov.uk/living-and-working/business/planning-policy/local-plan>

⁷ <https://www.plymouth.gov.uk/planningandbuildingcontrol/planningpolicyandguidance/plymouthandsouthwestdevonjointlocalplanv>



Figure 2 Key destinations in northern Plymouth

Drake's Trail

Parallel to the A386, Drake's Trail (National Cycle Network 27) offers walking, wheeling and cycling access from Tavistock through Yelverton to Clearbrook and onwards into eastern Plymouth. This trail is suitable for a range of users of all abilities and increases accessibility to the stunning natural environment of Dartmoor National Park. Available data shows that the existing Drake's Trail is the most popular route for cyclists along the A386 corridor. Cycle counters evidence how the number of cyclists using the route has increased steadily over the last 15 years, particularly on weekends. This rise matches the overall trend in cycling numbers on similar routes across the county where cycling is becoming increasingly popular.

However, Drake's Trail currently heads east at Clearbrook Leat car park and connects into Plympton in the east of Plymouth, bypassing important employment, residential and new development areas in the north of the city including Roborough, Woolwell and Derriford, (see **Error! Reference source not found.**).

3. Proposal

To harness the potential of completing this missing link into Plymouth, options to connect Drake's Trail (NCN27) to the active travel network in Roborough have been explored and a preferred option identified (Figure 3 and Appendix 1). This preferred route begins near Clearbrook Leat car park, where the existing Drake's Trail (NCN27) turns and travels east

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to Plympton. Rather than heading east, the proposed new route instead continues south for 3.5km to reach northern Plymouth.

Local analysis using the DfT's 'Propensity to Cycle Tool' has demonstrated that the introduction of safe and attractive infrastructure between Clearbrook and Roborough could bring increased cycling numbers and associated cost savings to public health. The route would provide good accessibility for users, linking to Roborough/Plymouth in the south and to Drake's Trail with connections to Tavistock in the north. The route also links to three existing car parks at Clearbrook Leat, Roborough Down Lane, and Little Down Lane for convenient access to the route.

Surfacing of the path will be decided in agreement with Dartmoor National Park but is likely to be comprised of an asphalt or a sub-base finish. It is considered the path would follow existing topography, although some earthworks would be required to provide suitable crossfalls where the path runs adjacent to existing carriageway.

The route would travel between Clearbrook and Roborough via the following stages:

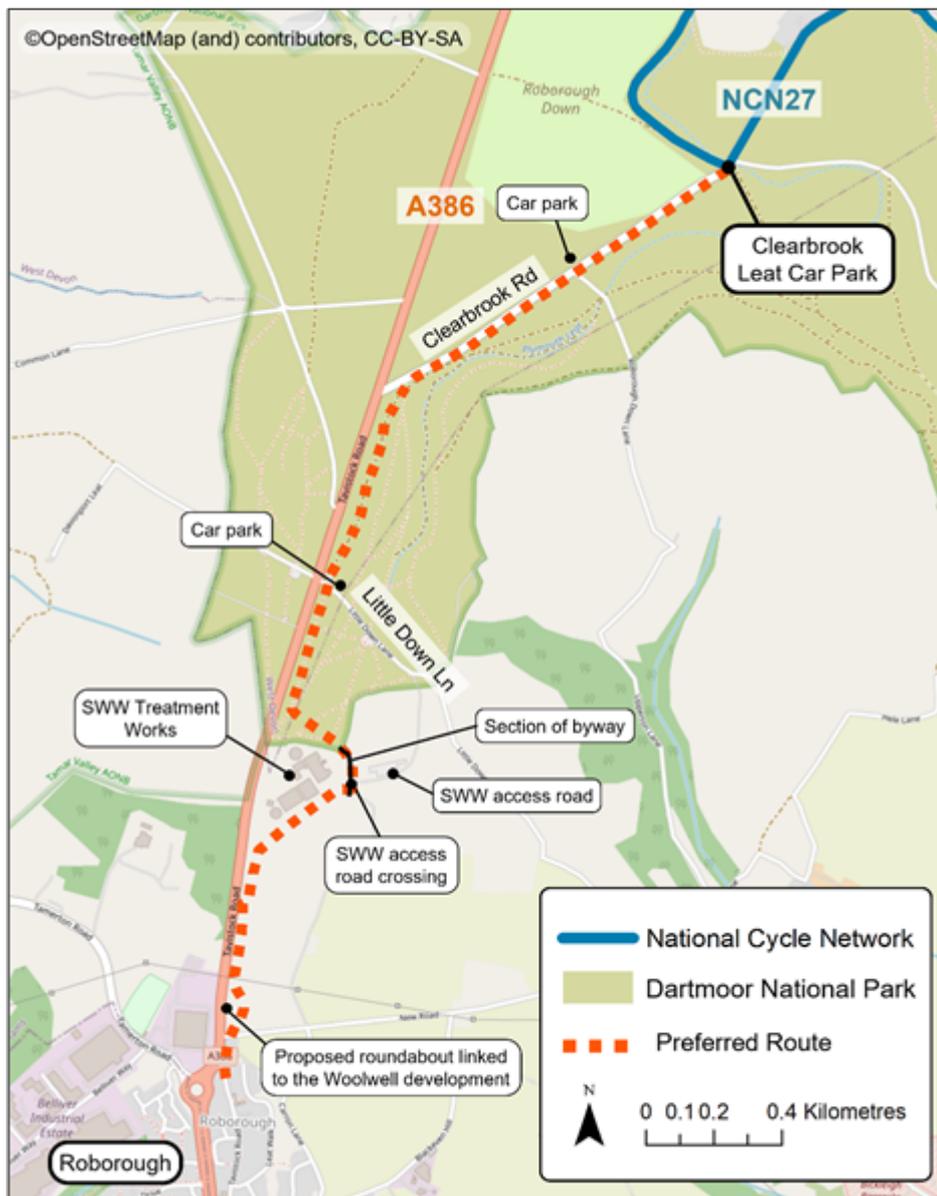


Figure 3 Preferred Route Option

Clearbrook Road

From Clearbrook Leat Car Park the route heads southwest along the southern verge of Clearbrook Road for approximately 1.1km. To achieve the 3-metre path width (as recommended by LTN 1/20) some heathland planting would need to be removed.

Clearbrook Road to South West Water (SWW) Works

Before reaching the A386 the route turns left off Clearbrook Road and heads south following an existing track and crossing Little Down Lane. After approximately 1km the route heads southeast in order to travel around the SWW Treatment Works. This section will likely require the removal of some heathland planting.

South West Water Works to Roborough

The route east of Mayflower Water Treatment Works would run along an existing track along a byway/unclassified county road. The route will cross the SWW access road before turning back towards the A386 through agricultural land for approximately 500 metre to reach Roborough. On the approach to the A386 at the southern end of the route two sections of mature hedgerow (5m length of each) will be required to be removed.

Tie-in

At this early stage of design, details of how the route will tie into infrastructure in Plymouth is yet to be determined. The ambition is for the route to provide a smooth transition into Plymouth's active travel network linking well with both the existing infrastructure in Roborough, and with any active travel facilities provided as part of the Woolwell development (such as the proposed roundabout north of Roborough).

4. Consultations

Members Briefing

An initial briefing was held in early January 2022 with County and District councillors surrounding the proposed route, including local members from Yelverton Rural and Bickleigh and Wembury.

Consultation Arrangements

Between 11 March 2022 and 6 May 2022, a virtual public consultation was held on proposals for a route from the NCN27 at Clearbrook to Roborough. Initial feasibility work had identified two initial high-level options for the route which were both presented to the public for comment. These options are summarised below, with a map of these routes provided in Figure 4.

- **Route A** followed Clearbrook Road southwest from Clearbrook Leat car park, crossed the A386 and headed south along the western verge of the A386 to reach Roborough (approximately 3.36km in length).
- **Route B** followed Clearbrook Road southwest from Clearbrook Leat car park to the existing footpath adjacent to Plymouth Leat. It then headed south along Plymouth Leat and then around the SWW Treatment Works to reach Roborough (approx. 3.58km).

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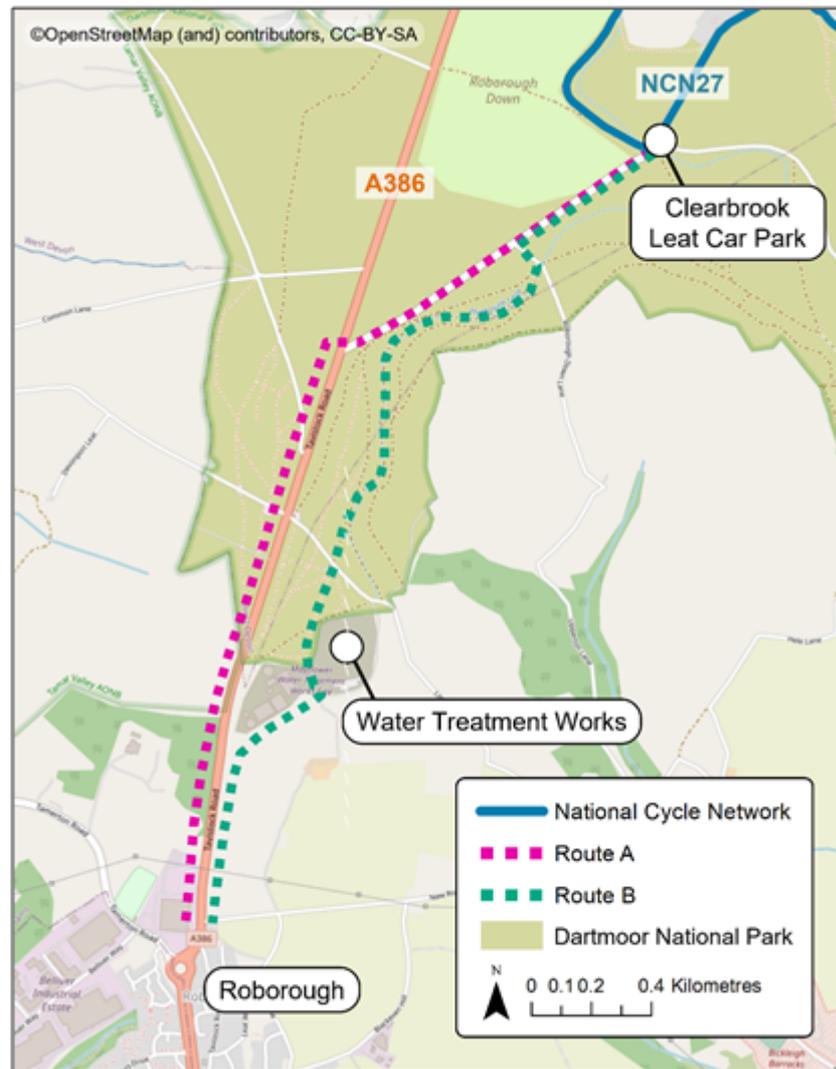


Figure 4 Routes presented at public consultation Spring 2022

The consultation was advertised through press releases, social media, adverts in the local press and by posters in community hubs. Respondents could have their say by attending the webinar events, or by completing a questionnaire available on the consultation webpage or on paper. A total of 906 questionnaires, 8 emails and 5 written stakeholder responses were submitted.

The two virtual webinars were held on the 18 and 31 March 2022 and during these events the public and local stakeholders could speak directly with members of the project team. These were attended by 22 people including members of local cycling groups and a representative from the walking and cycling charity, Sustrans.

Consultation Findings

A full public consultation report can be found on the project webpage⁸, this was published in September 2022. Key findings from this document are below:

- 80% of respondents were unsatisfied with the existing walking and wheeling provisions between Yelverton and Roborough, with the lack of an off-road route for the whole journey and traffic on the A386 the key barriers to uptake.

⁸ devon.cc/clearbrooktoroborough

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- The majority (89%, 809) of respondents supported the principle of a new multi-use trail, the main reason for this being the unsafe existing provision. Other reasons included boosting active travel and tackling climate change.
- 76% of respondents reported that Route B (slightly inland route) would serve them best, while 24% preferred Route A (adjacent to A386).
- A higher proportion (94%) of respondents would feel confident using Route B, compared to Route A (62%).
- Exercise and leisure would be the most popular reasons for using either route. 24% of respondents would use the more direct Route A for commuting, yet 23% of respondents would still use Route B to travel to work.
- Reasons for preferring Route B included its scenery and distance from traffic, however, some respondents did not think this route was direct enough.
- Route A was preferred by some as it more closely follows the desire line of the A386 corridor, however others raised concerns over safety and delays caused by the A386 crossing.
- Some respondents suggested alternative routes, including a more direct route along the east side of the A386.

Consultation Outcomes

The high level of public support for a multi-use trail between Clearbrook and Roborough supports Devon County Council's continued commitment to deliver an active travel improvement along the A386 corridor. The consultation findings have helped to evolve the route design and to develop the preferred option:

- As a result of the A386 crossing being perceived a potential deterrent for users, this aspect of design has been removed and the preferred route instead remains on the east side of the road.
- To address comments over the indirectness of Route B, the preferred route option now more closely follows the desire line of the A386 road corridor; however, it is sufficiently removed from vehicular traffic (average buffer of 40 metres, minimum 30m) to maintain the segregated benefits of Route B and still enable users to enjoy a scenic route through the National Park.

5. Options/Alternatives

Do Nothing

To keep the status quo would be to maintain traffic dominance and an unattractive environment for active travel users of the A386 road corridor. Levels of traffic will increase as development allocated in the Local Plan is built out with current issues exacerbated. This would continue to deter less confident cyclists and limit active travel access between Dartmoor, West Devon and the important destinations in northern Plymouth.

Route A

This option has been discounted due to the perceived danger of the A386 road crossing and the poorer cycling environment for users due to the proximity of the trail to traffic (21% of consultation respondents would lack confidence using Route A). Route A passes through an area of deciduous woodland adjacent to the A386 near to Roborough, the disturbance of which would have a large impact on species and habitats as a result of the required tree and vegetation clearance. This route is also considered to have the highest associated construction costs.

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Route B

This option as presented at consultation has been adapted into the preferred route. Adaptation was required largely because of Route B's impact on the sensitive local environment, as it would require more vegetation and tree clearance than for the new preferred route. Route B would also likely require earthworks and changes to the existing landscape adjacent to the historic Plymouth Leat. The construction costs of this option are less than Route A but greater than for the preferred route option.

Route from Yelverton to Roborough

There is already a section of Drake's Trail between Yelverton and Clearbrook which makes up a high proportion of the total distance (3.2km) to Roborough. Making use of this existing infrastructure has several advantages:

- minimising cost and improving value for money
- minimising timescales
- reducing the impact of construction in the National Park.

For these reasons the focus to date has been on improving provision between Clearbrook and Roborough, however this does not preclude a future extension of the multi-use trail to Yelverton.

6. Strategic Plan

Proposals are well-aligned with a range of Strategic Plan priorities and actions. The scheme seeks to promote and create more opportunities for active travel, encouraging sustainable lifestyles. The table below summarises how the proposals would impact achievement of relevant Strategic Plan actions according to a seven-point scale, whereby -3 represents a large negative impact and +3 represents a large positive impact.

Strategic Plan Priority	Strategic Plan Action	Alignment
Responding to the climate emergency	Support a green recovery from COVID-19.	+2 (Moderate positive)
	Prioritise sustainable travel and transport.	+3 (Large positive)
	Encourage sustainable lifestyles.	+3 (Large positive)
Investing in Devon's economic recovery	Maintain and, where necessary, improve our highway network and improve sustainable transport options.	+2 (Moderate positive)
Improving health and wellbeing	Give people greater opportunities for walking and cycling to increase their physical activity.	+3 (Large positive)
Helping communities to be safe, connected and resilient	Enable a range of transport options, including public transport.	+2 (Moderate positive)

7. Financial Considerations

The [report](#)^{Error! Bookmark not defined.} presented to the Corporate, Infrastructure and Regulatory Services Scrutiny Committee in 2021 provided a review and update of the county's Multi-Use Trail Strategy. A new multi-use trail between Clearbrook and Roborough was identified as one of the priorities for delivery.

A detailed cost estimate has not been provided at this early stage of design however it is considered that the preferred option has the lowest construction costs out of the route options identified. Funding for this project is yet to be secured. Potential sources of funding are expected to be reliant on a successful bid to a suitable Department for Transport fund and/or secured through local developer contributions.

We are working on developing an LTN1/20 compliant design with a strong evidence base and value for money business case in order to attract such investment. If a future bid is successful, a proposed funding package will be confirmed as part of a scheme approval report presented at a future meeting. Funding for the ongoing design work will be from Local Transport Plan Integrated Block, as allocated in the approved capital programme. Future financial years will rely on further allocations to support work continuing, unless external funding sources are secured.

8. Legal Considerations

For the sections of route crossing open land, permitted development rights for works adjoining an existing highway would not apply. A planning application will therefore be required, with Dartmoor National Park Authority (DNPA) as the determining planning authority. Common Land Consent is also likely to be required from the Planning Inspectorate on behalf of the Secretary of State for Environment, Food and Rural.

The route east of the SWW Treatment Works would run along an existing track/byway which is an unsurfaced unclassified county road (DCC HMPE). This is a public road but falls into the lowest maintenance category and it is recommended that investigation is undertaken to confirm its existing status.

There are several landowners who would be impacted along the route and third-party consents and land would also be required so discussions will need to continue throughout the design process. A further issue to be resolved is the crossing of the SWW access road.

9. Environmental Impact Considerations (Including Climate Change)

The scheme is expected to reduce carbon emissions through encouraging greater levels of commuting and other short trips by active travel rather than by motorised vehicle. Emission reductions will also result from leisure trips using the route that would otherwise involve a car journey elsewhere. There are clear benefits enabling local people to access green infrastructure, the new multi-use-trail would open up access to Dartmoor for a wider range of groups who may not be able to physically access current active travel facilities, such as Drake's Trail. More people, particularly younger age groups, will have greater access to employment/training opportunities without incurring the costs of driving or public transport.

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A stage 1 Desktop Environmental Review and an ecological site walkover of the site has been undertaken.

The route crosses a Strategic Nature Area (SNA) – Upland Heath (Devon Biodiversity Record Centre) and grassland/heathland areas, in addition to being located within Dartmoor National Park. The potential impact on the environment has been reduced by opting for the preferred route which largely follows existing walked pathways/tracks across Dartmoor, resulting in much less dense vegetation removal in areas which currently do not offer many opportunities for protected species. Woodland clearance has also been minimised by the preferred route which only passes through one small group of trees. The main impacts to be considered are:

- The removal of some heathland and lowland dry acid grassland priority habitats, and the loss of some trees,
- The removal of two sections of mature hedgerow (5m length of each) at the southern end of the scheme on the approach to the A386.

Landscape/ecological mitigation would be required to replace this loss of heathland habitat, hedgerows and trees. Measures would include replacement planting/habitats and include 10% biodiversity net gain. Due to the sensitive environmental nature of Dartmoor National Park, it is likely that an Environmental Impact Assessment will be required as part of the planning application. Archaeological and landscape surveys will also be required. Further environmental surveys will be required to confirm presence of protected species/habitat and to assess the impact of removing heathland habitat, hedgerows and trees. The preferred route does not cross any areas at risk of flooding from surface water.

10. Equality Considerations

‘Where relevant to the decision, the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people’s needs; and
- foster good relations between people by tackling prejudice and promoting understanding.

taking account of age, disability, race/ethnicity (includes Gypsies and Travellers), gender and gender identity, religion and belief, sexual orientation, pregnant women/new and breastfeeding mothers, marriage/civil partnership status in coming to a decision, a decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage. In progressing this proposal, an Impact Assessment has been prepared and is available to view at:

<https://www.devon.gov.uk/impact/>.

11. Risk Management Considerations

The principal risks are the numerous constraints in the process of securing a planning consent and obtaining land. As the scheme falls within Dartmoor National Park, an environmentally sensitive area with high levels of protection, proposals will be subject to Dartmoor National Park's planning approval process which includes going before a Planning Inspectorate. This will contribute to a degree of uncertainty over timescales and cost. However, Devon County Council does have a long track record of working with the National Park Authority to deliver successful multi-use trails. Recent projects include the 2020 completion of the Wray Valley Trail linking Bovey Tracey to Moretonhampstead and the 2013-2015 'Granite and Gears' programme, which included the Clearbrook Ramp project and trails near Princetown.

Funding for this project is also yet to be secured and so presents a risk to its future implementation.

12. Public Health Impact

The scheme would be expected to generate public health benefits by further encouraging the growing culture of walking and cycling in Devon. Experience in Exeter and elsewhere in Devon has shown that introducing people to walking and cycling through leisure routes and improved facilities in their local area encourages take up for more regular utility type trips including journeys for work, education and shopping. This is particularly the case with cycling where it incentivises the purchase of new or improved equipment including bikes.

The main health benefits accrue through greater physical activity reducing levels of obesity and improving general fitness levels allied with reduced levels of mental illness through new activities and greater physical activity levels.

13. Reasons for Recommendations

The recommendations in this report will enable proposals for a new multi-use trail between Clearbrook to Roborough to progress to preliminary design and to planning. This path would complete a missing link in the existing Multi-Use Trail Network opening access between destinations in the major growth area on the northern edge of Plymouth and Dartmoor for communities along the A386 corridor, fulfilling commitments set out in DCC's Multi-Use Trail Strategy. The existing A386 is unsuitable for non-motorised users, and high volumes of traffic deters all but the most confident cyclists, walkers and wheelers. A new multi-use trail would instead encourage sustainable lifestyles by providing a new high quality off-road active travel link for leisure and commuting activities in the area.

Ongoing feasibility work and the findings from the public consultation have led to the development of a preferred route for the multi-use trail. This preferred option best meets the criteria set out by the DfT in LTN1/20, providing a facility which benefits all user groups whilst also minimising disturbance to Dartmoor National Park.

Meg Booth
Director of Climate Change, Environment and Transport

Electoral Divisions: Bickleigh & Wembury and Yelverton Rural

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Local Government Act 1972: List of Background Papers

Contact for Enquiries: Lucy Martin

Tel No: 01392 383984

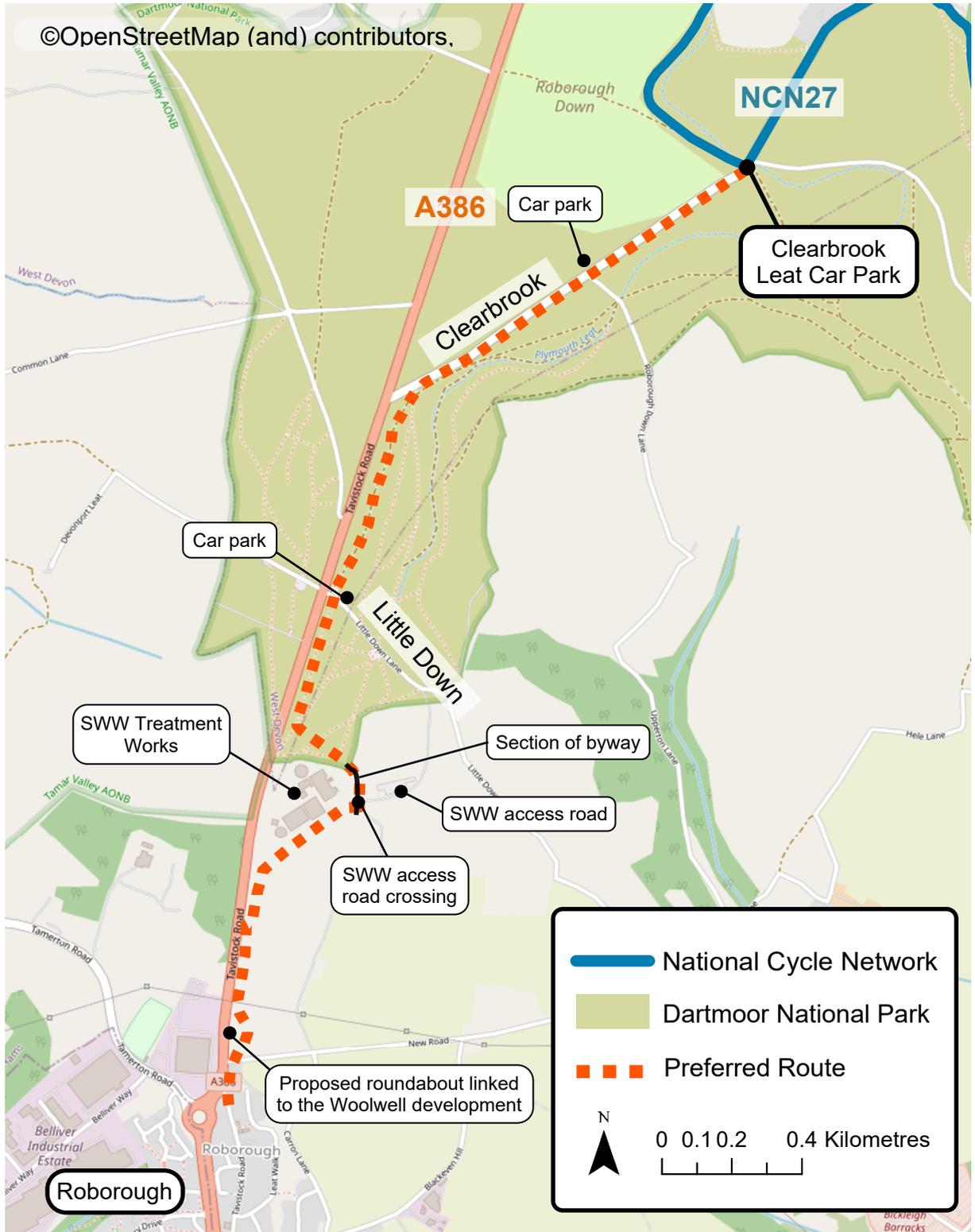
Room: Transport Planning, Matford Offices, County Hall, Exeter, EX2 4QD

Background Paper	Date	File Reference
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Nil		
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Preferred Route Option



CET/22/58

West Devon Highways and Traffic Orders Committee
21 October 2022

Dartmoor National Park Off-Street Parking Places Order

Report of the Director of Climate Change, Environment and Transport

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

Recommendation: It is recommended that:

- (a) the results of the consultation are noted;**
- (b) the proposals for Meldon Reservoir, Postbridge and Princetown Car Parks are implemented as advertised;**
- (c) the proposal for Lydford Car Park is modified and implemented as detailed in section 3 of this report; and**
- (d) the proposal for Brentor Car Park is delegated to the Director of Climate Change, Environment and Transport in consultation with the Local Member and HATOC Vice Chair.**

1. Summary

This report considers the results of the statutory consultation on the proposed traffic regulation order (TRO) for pay & display in a number of Dartmoor National Park Authority (DNPA) car parks.

2. Background

In October 2021, DNPA resolved to implement charges in a number of their car parks within the national park and requested the County Council's support to introduce a traffic regulation order to formalise the charges under the Road Traffic Regulation Act 1984 (RTRA). This legislation allows the County Council to make a TRO on the national park land with the permission of DNPA and allow enforcement, if it were considered necessary.

On this occasion the County Council are acting as facilitators for and on behalf of DNPA in formally proposing the scheme under powers conferred by the RTRA. As the Order making authority the County Council has a duty to follow the legal process to advertise and consider comments before making the TRO. The Order can only be made with the agreement of DNPA.

Plans of the proposed sites have been attached as supplementary information to this report.

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3. Consultations

The traffic regulation order was advertised from 30 June until 21 July 2022 by means of an advert in the local press and notices in the affected car parks.

We received 146 responses during the consultation and details of the comments received to these proposals, and the County Council's responses, agreed in discussion with DNPA, are shown in Appendix 1 to this report.

In summary it is recommended that:

- (a) the comments for all the Haytor car parks in Teignbridge are discussed with the local County Councillor and Teignbridge HATOC Chair, in line with the delegated powers;
- (b) the proposals for Meldon Reservoir, Postbridge and Princetown in West Devon are implemented as advertised;
- (c) the proposal for Lydford Car Park is modified so that charges only apply Monday to Saturday 10am to 6pm and Sunday 1pm to 6pm, instead of the advertised Monday to Sunday 10am to 6pm.

The proposal for Brentor Car Park has generated significant correspondence and DNPA are in discussion with West Devon Borough Council, Brentor Church and Brentor Parish Council to look at the future ownership and management of the car park and toilets. Until DNPA have concluded these discussions it is not possible to make a decision on this site at this time. Therefore, it is recommended that the decision is delegated to the Director of Climate Change, Environment and Transport in consultation with the Local Member and HATOC Vice Chair.

4. Strategic Plan

The restrictions proposed support the priorities in the Strategic Plan as they aim to support the economic recovery of DNPA and help the authority become more resilient.

5. Financial Considerations

The total costs of the scheme will be funded by DNPA and they will carry out any works required.

6. Legal Considerations

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

When making a Traffic Regulation Order it is the County Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, secures the expeditious, convenient and safe movement of traffic and provision of parking facilities. It is considered that the proposals comply with Section 122 of the Act.

Legally, as the proponent of the TRO, the County Council has a duty to consider comments received before making the Order. The TRO could only have been proposed with permission of DNPA as it is their land, i.e. not part of the public highway and not owned by or within control of the County Council.

It is important to note that if the County Council does not approve the proposal there are alternative options for DNPA to implement and enforce the scheme. The sites are already car parks so there is no change of use required under Planning regulations. DNPA can impose charges and enter into an enforcement agreement with a private contractor. Essentially DNPA has made the decision to introduce charges within their own car parks.

Therefore, the County Council does not have the legal power to prevent the charging scheme even if it is resolved by the County Council not to implement the proposed Order to manage and enforce the scheme on behalf of DNPA.

7. Environmental Impact Considerations (Including Climate Change)

It is considered there will be no discernible impact. The sites are already used as a car park so there will be no change of use. There is limited on-street parking capacity so overspill parking will not be significant.

The Environmental effects of the scheme are therefore positive.

8. Equality Considerations

There are not considered to be any equality issues associated with the proposals. The impact will therefore be neutral.

9. Risk Management Considerations

No risks have been identified.

10. Public Health Impact

There is not considered to be any public health impact.

11. Reasons for Recommendations

Dartmoor National Park Authority do not have the ability to produce a TRO to enforce their car parks, they have therefore requested we undertake this on their behalf. As DNPA have taken the decision to impose charges on their car parks it is considered that the County Council should support their decision regarding the use and control of those car parks.

It is considered that having the option of utilising the County Council staff to enforce the scheme under our existing rules and regulations, as opposed to a private contractor, will ensure a transparent, fair and reasonable enforcement regime under the County Council policies and standards.

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Meg Booth
Director of Climate Change, Environment and Transport

Electoral Divisions: Okehampton Rural and Yelverton Rural

Local Government Act 1972: List of Background Papers

Contact for Enquiries: Amy Garwood

Tel No: 0345 155 1004 Room: M8, Great Moor House

Background Paper	Date	File Reference
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Nil

ag101022wdh
sc/cr/Dartmoor National Park Off-Street Parking Places Order
01 101022

Summary of Submissions

Responses to All Car Parks

12 responses – 3 residents of Brentor, 2 residents of Lydford, 1 resident of Mary Tavy, 1 resident of North Brentor, 1 resident of Princetown, 1 resident of Roborough, 2 residents of Tavistock and 1 resident of Yelverton

Comment	Devon County Council Response
<p>1 respondent supports and 11 respondents objected to the proposals.</p> <p>Objection:</p> <ul style="list-style-type: none"> - Parking charges within a village makes no sense at all as there is alternative parking. - Believes donations aren't paid because they don't accept cards, there's also bad signal. An increasingly cashless society means charges may not even generate income. - Parking charges will deter people from visiting Dartmoor. - Nobody wants P&D all over Dartmoor. - The National Park is for all to enjoy. - The public contribute to DNPA through taxes. - Feels that the order discriminates against small villages where they should be supported. - This will have a detrimental effect on the Dartmoor environment, driving people away from currently free parking areas, resulting in parking on verges and other informal spaces. - There is no evidence of a genuine traffic related issue being addressed by the proposals. - How will charging 'better manage parking demand'? It will just increase workload of traffic officers. - How much is currently spent on policing it? How much will policing cost if implemented? - How much revenue are DNPA predicted to make? How much will be spent on 3rd party enforcement companies? - Will car parks be better maintained? - Are permits and waivers going to be offered to local residents who use the car parks most, especially outside of tourism season? - Just a money-making scheme with no local benefit. - Will lead to on-street parking causing an obstruction. - Revenue won't even be used to support facilities. - A new approach is needed. <p>Supporting arguments:</p> <ul style="list-style-type: none"> - Has no problem with the increase in parking charges on the open moor car parks as it makes sense as there is no alternative. - Believes £3 for 3 hours is very reasonable. 	<p>Officer comments:</p> <p>All views and comments noted.</p> <p>There will be the option to pay by cash as well as phone. Drivers should take this into consideration when planning their journey.</p> <p>There are other areas suitable for/allocated to parking that people can continue to use to enjoy the moor for free.</p> <p>The charges seek to manage the car parking demand, by ensuring turnover of vehicles in the more popular locations. This will enable more people to access these areas and it is considered that the tariffs are set at a level that will not deter those who wish to stay longer.</p> <p>The income generated and enforcement required is unknown. Any income generated will be ringfenced to maintain these assets.</p> <p>Permits will be allocated to those as detailed in schedule 2 of the draft TRO.</p> <p>Support noted.</p>

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Suggestions:

- DNPA should issue annual parking permits worth £30 allowing people to regularly visit Dartmoor, but still allow DNPA to maintain car parks.
- Provide adequate park and ride facilities.

Permits will be allocated to those as detailed in schedule 2 of the draft TRO. Alternative visitor permit options have been explored but were considered difficult to manage and not cost effective to operate.

A park and ride is not within the remit of this scheme.

Recommendation

See recommendations for individual car parks below.

Responses to Brentor Car Park

86 respondents – West Devon/Brentor Parish Councillor, Brentor Parish Council, 1 resident of Bere Alston, 1 resident of Bere Ferrers, 31 residents of Brentor, 2 residents of Bridestowe, 1 resident of Camelford, Cornwall, 2 residents of Coryton, 1 resident of Dawlish, 1 resident of Ely, Cambridgeshire, 1 resident of Exeter, 1 resident of Exminster, 1 resident of Kenilworth, Warwickshire, 2 residents of Lifton, 1 resident of Littleport, Cambridgeshire, 5 residents of Lydford, 7 residents of Mary Tavy, 5 residents of North Brentor, 2 residents of Okehampton, 5 residents of Plymouth, 1 resident of Princetown, 1 resident of South Brentor, 8 residents of Tavistock, 1 resident of Wellington, Somerset and 3 residents of West Blackdown

Comment

1 respondent supports and 81 respondents object to the proposals.

Objection:

- Charges should not be introduced unless there is an increase in security and the toilet facilities are open for longer.
- If DNPA were to take on the toilets and deal with the security then it would be a benefit, perhaps, worth paying for.
- There are already problems with thefts and cars being broken into.
- Will WDBC be taking responsibility for thefts and break ins?
- Money in a remote machine will almost certainly mean the machine will be vandalised, adding to costs.
- How will you prevent thefts in the car park?
- Charges will discourage locals and tourists from visiting the church.
- Many older or disadvantaged people will not be able to afford to visit the Church.
- It will limit access to a place of worship.
- Volunteers will stop coming to the church or village hall.
- What about people attending services. They would be penalised by the charges.
- It is a tax on worship or those seeking comfort or simply enjoy the most significant site in the Parish.
- This is religious discrimination and morally wrong to charge those who attend services.
- Car park here exists to serve the church

Devon County Council Response

Officer comments:

All views and comments noted.

Income generated from the car parks is ring fenced to maintain these assets (car parks and ancillary buildings). DNPA are in discussion with WDBC, Church and Parish Council to look at the car park and toilets ownership and management in the future.

DNPA will work with the church to determine what permits are required for volunteers.

The DNPA would consider relaxing the times of operation on a Sunday to ensure attendees of church services are not charged.

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- People have been worshipping here for nearly 900 years and should have the right to continue without charge.
- The only access to the church is a fast rural road with no footpath, so many local people have no choice but to drive to the church.
- Church will receive fewer donations.
- This TRO will have a serious impact on the church.
- People will think that the church is profiting from the charges and will have a decrease in donations.
- Church is a popular wedding venue; they cannot host a wedding if visitors have to pay and don't have access to a toilet.
- People will park on-street to avoid the charges.
- Parking on-street will make the junction more dangerous.
- Parking on-street will make it difficult for large or agricultural vehicles to pass.
- Parking on-street will cause congestion.
- Parking on-street will be a danger to pedestrians.
- Parking on-street will cause serious accidents.
- Regularly use the car park, but will be forced to park on-street, which is unsafe, but others will do the same. This TRO should be reconsidered.
- What will stop on-street parking and obstructions?
- During lockdown the car park was closed resulting in on-street parking, significantly reducing road safety. The crossings and junctions are on hills, bends with poor visibility and cars approach at speed, parked vehicles at these locations is unsafe.
- This TRO proposal ignores the discussions between WDBC, DNPA and Brentor Parish Council. It doesn't align with the plan for the Church to take on the expenses of the public toilets, which it is understood may be subsidised by a mobile catering facility in the car park.
- Why has the offer from the Church or Parish to run the car park and toilets been declined?
- It was verbally agreed the church would take over the car park and then overturned due to this TRO.
- DNPA have not behaved correctly in ignoring all the discussions that would have resolved this problem.
- Concerns that the toilets will end up being closed.
- The church has discussed maintaining the car park at no cost to DNPA this should be further explored.
- Car park and toilets are partly funded by the community. DNPA don't want this responsibility, so shouldn't pocket the revenue which only accrues from people visiting the church.
- Revenue raised won't go towards maintaining the car park.
- If the Parish were to own the car park and toilets, then they could continue to be free.
- The church has begun running the toilets as WDBC and DNPA do not.

It is not the responsibility of DNPA to provide toilet facilities for those attending church services.

If drivers choose to park on-street they should do so in a safe manner so as not to cause obstructions or dangers to other road users. The police can issue penalties to those who are parked dangerously.

Drivers should drive according to the conditions of the road, this includes considering junctions, tight bends, visibility and any parked vehicles.

DNPA are in discussion with WDBC, Church and Parish Council to look at the car park and toilets ownership and management in the future.

Income generated from the car parks is ring fenced to maintain these assets (car parks and ancillary buildings). The Government have charged all National Parks to generate income, to enable them to maintain their assets.

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- Church volunteers are willing to maintain the toilets as many won't visit without WCs available.
- It is a money grab by the National Park with no benefits to any local resident or visitor to the area.
- DNPA is putting revenue above the community.
- It is not a busy car park, so sees no need to charge.
- There is no need to introduced parking charges at Brentor.
- There is no justification in the Statement of Reasons.
- The church, land and surrounding area should be free to all for use.
- Access to the church, a community meeting point and valued visitor attraction should be upheld.
- 700 years of history will effectively be closed off by this proposal.
- Without the church there would be no revenue for the car park. Using it to provide income, whilst taking no responsibility for facilities or supporting those maintaining the church is extremely cynical.
- How much revenue will be generated?
- The church is often used for village events, bringing in tourists. This leads to money being spent in the wider community, charges during an economic crisis will deter visitors and have a substantial knock-on effect.
- It'll be damaging to local communities to implement the changes.
- This is a step backwards for rural communities and businesses.
- The car park is an essential good to the community, especially to access a good mobile phone signal. DNPA and DCC are uninterested in providing basic 2G service or supporting local amenities (the toilets which they have been told will close) but will profit from any revenue.
- Reasons given is to manage traffic demand but this is obviously inappropriate for this car park.
- This TRO will not 'better manage parking demand'.
- Disabled persons will be required to pay but motorcycles will be free. Motorcycles are registered motorised vehicles so why should they be treated in a privileged way? They'll park in the middle of a space, so they don't take up less room.
- Motorcycles will be allowed to park free, so all road users should be able to.
- The 'no return within 1 hour' is unenforceable, volunteers leave and return regularly.
- Please consider the views of locals not just the National Park.
- Roads are dangerous with the speeding traffic and people crossing the road to access St Michaels Church.
- DNPA, WDBC and DCC all use the church for promotion without contributing anything, now want to impose charges.

The charges seek to manage the car parking demand, by ensuring turnover of vehicles in the more popular locations. This will enable more people to access these areas and it is considered that the tariffs are set at a level that will not deter those who wish to stay longer.

Motorcycles are unable to safely affix a P&D ticket to their vehicle. Until there is guaranteed signal/capability to purchase a ticket virtually they cannot be expected to display a ticket.

Volunteer permits will not be subject to the 1 hour no return period.

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- The DNPA will soon charge for parking everywhere, it is a dangerous precept that will be followed up.
- DNPA should exist to preserve cultural heritage and surroundings of Brentor.
- Devon wishes to maximise tourist revenue; this proposal is contradictory of the council and parks mandate.
- Residents are being driven further away from home to exercise as there are so many restrictions on Dartmoor.
- There are no facilities that require payment for, it's a back door tax.
- No formal discussion with Brentor PC by DNPA and DCC it was only by default that the PC learnt of the proposals, despite having been in discussions about taking responsibility of the car park/toilets after WDBC had issued a notice to say they were closing the toilets.
- It takes time to reach this stage in the process, concerned for the contempt displayed by DNPA, DCC and the local member not having the courtesy to include Brentor Parochial Church Council (PCC) in discussions until 4 days before closing of consultation.
- The Parish Council has a long history of supporting the facilities at St Michaels Church and could have provided an informed input into the process that has resulted in this order.
- This change is unnecessary and damaging to such a small community Church.
- The car park isn't a complex asset that needs much maintenance so shouldn't be made pay and display.
- The car park is well used, rarely over full and provides safe access to the Church.
- Surrounding roads are narrow and well used by large vehicles, cars, horse riders, pedestrians and cyclists, this TRO will be dangerous to all.
- What is the cost of a traffic officer coming out?
- The DNPA should work with the interest of the park residents as well as tourists.
- Some residents like to visit the church almost every day, cannot afford the extra cost every month to park, so will have to stop going unless they park on the road, like everyone else will, but fears this will then lead to DYLS being marked.
- This is a National Park there for the enjoyment of everyone and should not exclude poorer people already struggling.
- Seems like DNPA are trying to stop any member of the public from using Dartmoor with all the new rules.
- DNPA invest in encouraging visitors but don't think about the consequences this has on local populations.
- What will the cost of installing, maintaining and policing the parking facilities and removing fees be?
- How will adherence to the scheduling and charging regime be monitored?

This is not the intention; DNPA are only seeking to charge where appropriate in the high demand/popular locations. This revenue will support the higher level of maintenance required in a busier location.

Brentor Parish Council were notified of the proposals at the beginning of the consultation via email on 27 June 2022.

Notices were put up in the car parks, adverts in the local paper and the Parish Council were notified of the proposals. This was the opportunity for all, including the PCC, to make comments regarding the proposals.

There are other areas in the National Park that are still free to park and enjoy.

Civil Enforcement Officers may periodically visit these locations to ensure vehicles are adhering to the restrictions.

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- The church car park is just outside the boundary of Dartmoor and they are totally against it being put into the hands of DNPA who will put nothing into it but just take money out.
- These proposals have nothing to do with managing the car parks they are to make money.
- Greed has taken precedence over maintaining a public good, access to the church and a site regularly used by DNPA in their press material.
- Any monies raised would go into the general DNP fund so that maintenance would be dependent on future expediency - on the basis of observations over the last few years, this would be minimal at best.
- Strongly feel that if this order is granted, it should be with the binding proviso that charges could only be applied AFTER agreement with the parish over exemption permits AND with a proviso that 50% of all revenue be allocated to maintaining the toilets.
- Has significant housing with a lack of off-street parking so use the car parks.
- Objects to the charging in rural Dartmoor car parks.
- DNPA doesn't own the car park in Brentor by what right do they have to seek DCC implement parking charges? Does not list it as one of their car parks on their website. WDBC website claims the Council has a free car park in Brentor and operates the public toilets. Are both Authorities misleading the public?
- Saddened by the proposals. At a time when families are already struggling financially, having unlimited access to an AONB is a blessing.
- Dartmoor should be preserved, free for all to appreciate.
- It is the only safe place for parishioners and pilgrims to park. It is one end of the Archangel Way pilgrimage.
- Traffic incidents will increase resulting in damaged cars, pedestrians and buildings.
- Concerns the TRO is being used to generate income and not to address a particular issue. Understands that in a meeting DNPA Officer Richard Drysdale confirmed this was the case.
- DNPA is under pressure to reduce outgoings and maximise income.

Supporting arguments:

- Believes charges are reasonable for visitors.
- Supports charges however believes aspects should be rethought.

Suggestions:

- Need CCTV to monitor regular car break ins.
- Lower charge should be considered, e.g. £1 for 1 hour.
- Local residents park here for phone signal and only stay for short periods. A 30 minute free parking period should be applied.

Income generated from the car parks is ring fenced to maintain these assets (car parks and ancillary buildings). DNPA are in discussion with WDBC, Church and Parish Council to look at the car park and toilets ownership and management in the future.

Any decision regarding permits would need to be resolved as part of the decision on the TRO. The remaining issues are outside the scope of the TRO and is a matter between DNPA and the Parish Council.

DNPA own the car park but have worked with WDBC to manage the area.

Drivers should drive in a safe and appropriate manner according to the conditions of the road.

The DNPA has been charged by Government to generate income as they have reduced DNPA's grant in real terms. Therefore, to maintain these facilities DNPA need to secure income.

Support noted.

CCTV would be very costly to install in such a remote location.

It is not considered that a free parking period is appropriate as

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<ul style="list-style-type: none"> - Sundays should be free parking. - Charges should not extend beyond 5pm on Sundays. - Sundays charging period should be 12:00pm - 4:30pm - Passes given to volunteers or those with essential roles. - Passes given to all special interest groups. - Visitors should pay the charges. Local worshippers, volunteers maintaining the church and wedding parties should not. - Charges shouldn't apply on Sunday or have waivers for members of the parish. - At least 30 permits would be required for Church officers, helpers and bellringers plus others for parishioners without limit. 	<p>these vehicles would still be using the car park and facilities.</p> <p>The Sunday restriction could be revised to ensure attendees of church services are not charged.</p> <p>Permits will be issued to volunteers and others authorised by the DNPA.</p> <p>DNPA will work with the church to determine what permits are required for volunteers.</p>
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Recommendation
 It is recommended that the decision is delegated to the Director of Climate Change, Environment and Transport in consultation with the Local Member and HATOC Vice Chair.

Responses to Lydford Car Park
64 respondents – Lydford Parish Council, 1 resident of Amsterdam, Holland, 5 residents of Brentor, 1 resident of Bridestowe, 1 resident of Canterbury, Kent, 2 residents of Chillaton, 1 resident of Exeter, 1 resident of Hatherleigh, 2 residents of Inwardleigh, 1 resident of Lamerton, 1 resident of Lifton, 39 residents of Lydford, 3 residents of Mary Tavy, 2 residents of North Brentor, 1 resident of Okehampton, 1 resident of Plymouth and 4 residents of Tavistock

Comment	Devon County Council Response
<p>All 64 respondents object to the proposals.</p> <p>Objection:</p> <ul style="list-style-type: none"> - Objects on the grounds of pedestrian safety, there is no pavement or street lighting in or around the car park or through the main village. - In addition to residents of Lydford, others will park on-street to avoid the charges. - Charges will lead to on-street parking by tourists visiting English Heritage sites, visitors to the pub, people attending church/funerals/weddings. - Road is narrow and busy with farm traffic, buses, tourists and those short cutting to/from Tavistock to avoid the A386. Also part of NCN 27 which has considerable use. It is, therefore, dangerous for pedestrians and the primary school children. - Traffic passes through narrow roads at speed. - Large vehicles and pedestrians already have to dodge parked vehicles. - Parking on-street will cause difficulties for emergency service vehicles. - Cyclists accessing the Granite Way will have difficulty safely navigating their way through. - They frequent the car park to walk the Granite Way, if costs are imposed many residents won't be able to do this as often. 	<p>Officer comments:</p> <p>All views and comments noted.</p> <p>If drivers choose to park on-street they should do so in a safe manner so as not to cause obstructions or dangers to other road users. The police can issue penalties to those who are parked dangerously.</p>

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- Witnessed accidents involving children on bicycles striking parked cars.
- Proposals will exacerbate current issues.
- There is no footpath through the village, school children will be forced to walk in the road to get to school.
- Congestion is already a daily occurrence. There will be an increase in traffic jams and bottle necks.
- Increase in on-street parking will reduce visibility and passing places.
- Some householders use the car park overnight for the safety of their vehicles, which should be their right, being residents without having to pay.
- Already difficult to access/exit drive due to vehicles parked on-street.
- Objective of the TRO is to better manage the car parking demand, believe it will achieve the opposite, chaotic parking, that will lead to further parking restrictions being required on-street.
- Disgraceful that you are charging for Dartmoor Car Parks, where will it stop?
- People should be allowed to park for free to appreciate the beauty of Dartmoor.
- Residents use the car park instead of parking on-street to avoid creating obstructions.
- Charging will cause considerable hardship to residents of the village, especially with the cost of living crisis.
- Visitors will be happy to pay a reasonable charge to visit Lydford, but those who live here will find life extremely difficult.
- Pub staff and customers can't afford charges, this will affect the pubs recruitment, retention and business.
- They use the car park daily for work, the proposed charges are ridiculous and unaffordable.
- Covid has damaged the trade industry, making customers pay to park will only worsen this.
- Uses the car park to visit the pub, charges will be devastating for the business especially in off season times.
- Adding a £60 monthly parking charge to full-time staff will be crippling.
- Cost burden placed upon already low paid workers in the service industry locally who use the car park daily
- Customers will find pubs with free parking.
- Residents, many that are elderly, won't be able to park outside their homes.
- High proportion of residents are elderly and are not always able to walk and need to use the car park as it is the only safe and convenient place for them to park.
- Several houses don't have any other parking except the road.
- DNPA have not supported anything in the village, tried to get them to repair the potholes in the car park, they said it was not their responsibility.

All road users, including pedestrians and cyclists, should exercise due care and attention to not cause damage to vehicles or property.

Charges are proposed during the daytime only, residents will still be able to park overnight for free.

If drivers choose to park on-street they should do so in a safe manner so as not to cause obstructions or dangers to other road users. The police can issue penalties to those who are parked dangerously.

There are other areas in the National Park that are still free to park and enjoy.

DNPA are working with Parish Council and Castle Inn for options to support staff.

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- It'll be damaging to local communities to implement the changes.
- Proposals should have been subject to a consultation before submitting proposals, to gauge the strength of feeling in the village.
- DNPA do not own this car park, neither do they manage it. They have no right to ask DCC to impose parking charges.
- WDBC website claims the Council has a free car park in Lydford and operates the public toilets. Are both Authorities misleading the public?
- The car park was provided by WDBC when the pub was bought.
- Car park is for the church, disgraceful to make people pay to visit a church.
- Lydford car park is crucial to PCC's services, they need to raise £25,000 per annum, charges will deter both visitors (around 10%) and congregations who make up the rest. Some members are disabled and require the spaces closest to the Church.
- The church has no parking, people wishing to worship will have to pay. This is religious discrimination and morally wrong to charge them.
- Car park serves the church and the volunteers upkeeping them will be penalised with extra charges.
- Widely used by the local community to access the church and the pub. The maintenance of the car park is an essential public good.
- The toilets are maintained at a cost 40% of the parish precept, they should be funded by the DNPA if they want to parking charges.
- P&D is inappropriate here.
- Believes it is unenforceable for people to monitor the car park.
- This is a step backwards for rural communities and businesses. Respondent objects to charging in rural Dartmoor car parks.
- Visitors parking are often people using the church or visiting the castle ruins, using the toilets or dropping and picking children up from school (as the school has a wide catchment area). It is unlikely these visitors would want to pay for the three hours, far longer than they are likely to be there.
- Will cause Traffic Safety Issues throughout the village and is a serious breach of Highway Safety Management. It should therefore be withdrawn as a matter of common sense.
- More obstructions will result in accidents.
- When the National Trust gorge car park is full, visitors park on the hill up into the village and make traveling through the village with tractors and trailers very difficult, believes that charging for the car park this problem will be far more frequent.
- DNPA invest in encouraging visitors but don't think about the consequences this has on local populations.

Notices were put up in the car parks and adverts in the local paper to notify people of the proposals. This is the opportunity for all to make comments regarding the proposals

DNPA own the car park but have worked with WDBC to manage the area.

It is recommended that charges on a Sunday will only apply between 1pm and 6pm to ensure attendees of church services are not charged.

DNPA are working with PC to ensure maintenance of car park and also to explore electric car charging.

Civil Enforcement Officers may periodically visit the car park to ensure vehicles are adhering to the restrictions. The restrictions are simple to enforce as a vehicle has either paid to park or not or has a valid permit.

Dropping off for school will not be affected by the charging as the charging does not start until 10am. DNPA will work with the Primary School to consider options that might allow parents utilise the car park at the end of the school day.

Drivers should drive in a safe and appropriate manner.

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- These proposals have nothing to do with managing the car parks they are to make money.
- DNPA stopped funding the toilet and the management has now been taken over by the people of Lydford and now they're going to charge to park in our own village.
- DNPA and DCC are uninterested in supporting local amenities (the toilets which they have been told will close) but will profit from any revenue. Greed has taken precedence over maintaining a public good, access to the church and the last pub in the immediate area.
- Lydford is completely different to other car parks as they are for leisure and visitors, Lydford serves the community.
- Lydford is considered one of the most important archaeological sites on Dartmoor, so the last thing wanted is to clog it up with parked cars. Apart from the traffic chaos that will be created, the visual and environmental effect will be disastrous.
- Will DNPA take over maintenance of the toilets?
- Cost to build private parking for the pub would be 3 times what all the workers will be paying a month to park in the one already there, which isn't big enough for everyone visiting the surroundings.
- Motorcycles will be allowed to park free, so all road users should be able to.
- DCC and DNPA will knowingly accept the risks that are created for what is only a modest income which won't be used to reduce any of the risks. This is against H&S regulations and not worth it. Appreciates that councils are under pressure, but penalising the local community is not the way forward.
- The DNPAs plan is a major step towards urbanisation, which they're opposed to. Lydford site is the only one in a village centre, so should be reconsidered.

Suggestions:

- A risk assessment should be done of the car park and surrounding areas.
- Parking should be free on Sundays.
- Could there please be some sort of compromise for villagers and people that work in the village?
- Residents and staff (of the pub) should get a permit as there is not anywhere else for them to park.
- Donations box instead.
- Lydford should be 20mph.

Income generated from the car parks is ring fenced to maintain these assets (car parks and ancillary buildings). The Government have charged all National Parks to generate income, to enable them to maintain their assets.

The archaeological significance of Lydford would not be affected by vehicles parked on-street.

Motorcycles are unable to safely affix a P&D ticket to their vehicle. Until there is guaranteed signal/capability to purchase a ticket virtually they cannot be expected to display a ticket.

It is recommended that charges on a Sunday will only apply between 1pm and 6pm to ensure attendees of church services are not charged.

DNPA are working with Parish Council and Castle Inn for options to support staff.

A 20mph limit is not within the remit of this scheme.

Recommendation

It is recommended that the proposals are relaxed to Monday to Saturday 10am to 6pm and Sunday 1pm to 6pm.

Responses to Meldon Reservoir Car Park	
2 respondents – 1 resident of Plymouth and 1 resident of Roborough	
Comment	Devon County Council Response
<p>1 respondent supports and 1 respondent objects to the proposals.</p> <p>Objection:</p> <ul style="list-style-type: none"> - Saddened by the proposals. At a time when families are already struggling financially, having unlimited access to an AONB is a blessing. - Dartmoor should be preserved, free for all to appreciate. <p>Supporting arguments:</p> <ul style="list-style-type: none"> - Believes £3 for 3 hours is very reasonable. <p>Suggestions:</p> <ul style="list-style-type: none"> - The approach road to Meldon Reservoir car park is in poor condition and requires resurfacing. 	<p>Officer comments:</p> <p>All views and comments noted.</p> <p>There are other areas in the National Park that are still free to park and enjoy.</p> <p>Support noted.</p> <p>Potholes and other issues on the highway can be reported via the County Council's website.</p>
<p>Recommendation</p> <p>It is recommended that the proposals are implemented as advertised.</p>	

Responses to Postbridge Car Park	
2 respondents – 1 resident of Princetown and 1 resident of Plymouth	
Comment	Devon County Council Response
<p>2 respondents object to the proposals.</p> <p>Objection:</p> <ul style="list-style-type: none"> - When parking charges were first introduced with voluntary payments, we were told this would not have any effect on the village. This was completely wrong, and we saw an increase in parking on the roads of the village. - Increase to £3 will make this situation worse. - Additional cars make it hard for residents to park outside their own house, but due to the narrowness of some roads, vehicles are actually parking on the pavement either wholly or partially making life with a wheelchair or pushchair really hard. - Dangerous for children crossing. - Cars parked have also suffered damage from other cars squeezing past. - At a time when the park want to increase the number of visitors to the moor this is a bad option. - Out on the open moor it makes sense as there is no alternative but within a village it makes no sense at all. - Saddened by the proposals. At a time when families are already struggling financially, having unlimited access to an AONB is a blessing. - Dartmoor should be preserved, free for all to appreciate. - 	<p>Officer comments:</p> <p>All views and comments noted.</p> <p>Local Authorities do not have a responsibility to provide residential parking it is the vehicle owner's responsibility.</p> <p>£3 to park all day is not an unreasonable fee.</p> <p>If drivers choose to park on-street they should do so in a safe manner so as not to cause obstructions or dangers to other road users. The police can issue penalties to those who are parked dangerously.</p> <p>There are other areas in the National Park that are still free to park and enjoy.</p>
<p>Recommendation</p> <p>It is recommended that the proposals are implemented as advertised.</p>	

Agenda Item 7

Responses to Princetown Car Park

2 respondents – 1 resident of Princetown and 1 resident of Roborough

Comment	Devon County Council Response
<p>2 respondents object to the proposals.</p> <p>Objection:</p> <ul style="list-style-type: none">- When parking charges were first introduced with voluntary payments, we were told this would not have any effect on the village. This was completely wrong, and we saw an increase in parking on the roads of the village.- Increase to £3 will make this situation worse.- Additional cars make it hard for residents to park outside their own house, but due to the narrowness of some roads vehicles are actually parking on the pavement either wholly or partially making life with a wheelchair or pushchair really hard.- Dangerous for children crossing.- Cars parked have also suffered damage from other cars squeezing past.- At a time when the park want to increase the number of visitors to the moor this is a bad option.- Out on the open moor it makes sense as there is no alternative but within a village it makes no sense at all.- Saddened by the proposals. At a time when families are already struggling financially, having unlimited access to an AONB is a blessing.- Dartmoor should be preserved, free for all to appreciate. <p>Supporting arguments:</p> <ul style="list-style-type: none">- Believes £3 for 3 hours is very reasonable. <p>Suggestions:</p> <ul style="list-style-type: none">- The approach road to Princetown car park is in poor condition and requires resurfacing.	<p>Officer comments:</p> <p>All views and comments noted.</p> <p>Local Authorities do not have a responsibility to provide residential parking it is the vehicle owner's responsibility.</p> <p>£3 to park all day is not an unreasonable fee.</p> <p>If drivers choose to park on-street they should do so in a safe manner so as not to cause obstructions or dangers to other road users. The police can issue penalties to those who are parked dangerously.</p> <p>There are other areas in the National Park that are still free to park and enjoy.</p> <p>Support noted.</p> <p>Potholes and other issues on the highway can be reported via the County Council's website.</p>
<p>Recommendation</p> <p>It is recommended that the proposals are implemented as advertised.</p>	

Dartmoor National Park Authority

Brentor Car Park

Scale 1:1,250

Map created by awatson on 30/5/2022



ED & Ward Bdy
0.1m RH
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Dartmoor National Park Authority

Lydford Car Park

Scale 1:1,250

Map created by awatson on 18/2/2022



Dartmoor National Park Authority

Meldon Reservoir Car Park

Scale 1:1,250



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Dartmoor National Park Authority

Postbridge Car Park

Scale 1:1,250

Map created by awatson on 11/4/2022

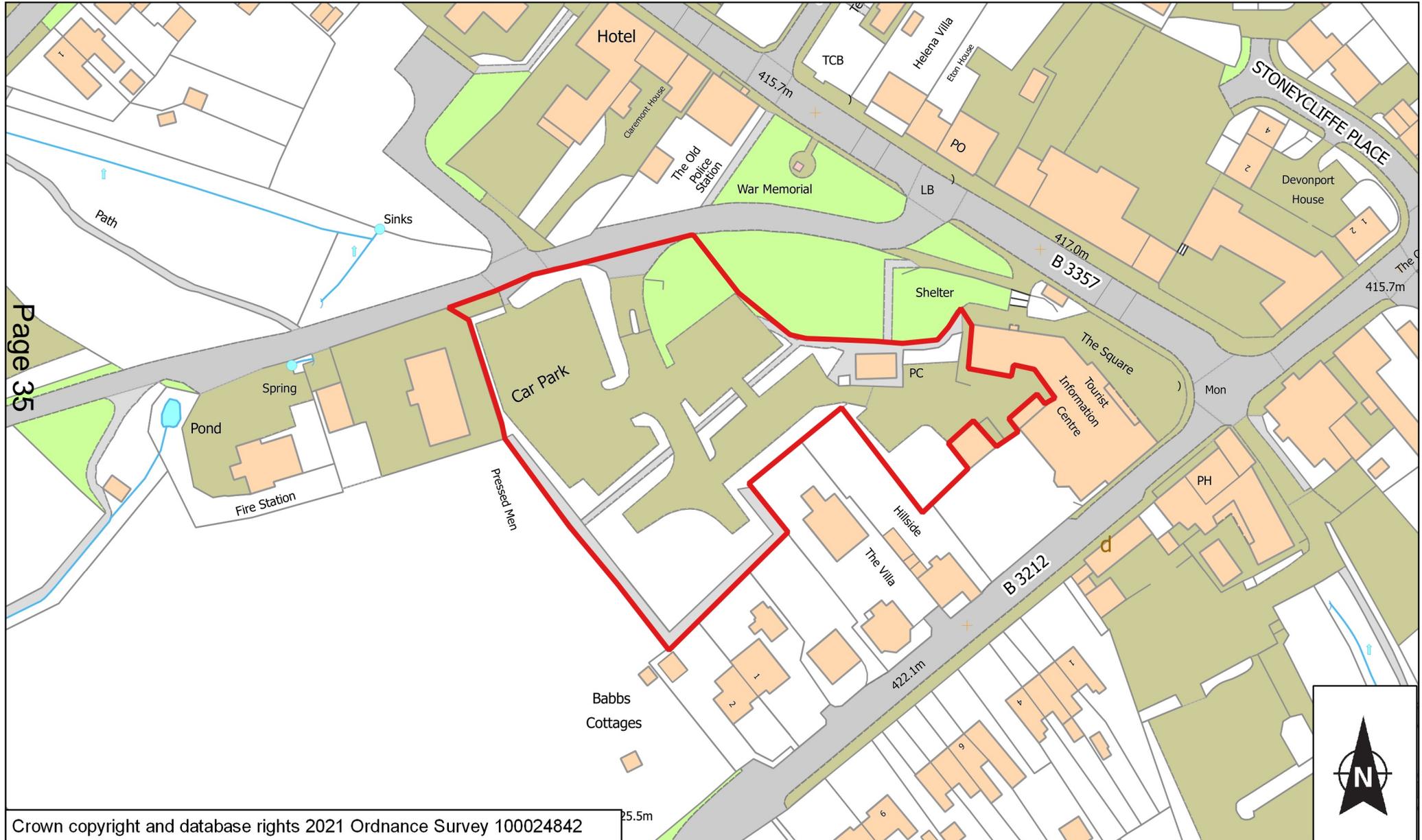


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Dartmoor National Park Authority

Princetown Car Park

Scale 1:1,250



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Actions Taken Under Delegated Powers

Report of the Director of Climate Change, Environment and Transport

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

Recommendation: It is recommended that the report be noted.

1. Summary

In accordance with Minute *4 of the Meeting of this Committee on 7 July 2021 this report details the actions taken in respect of traffic regulation orders under Delegated Powers since the last meeting.

2. Actions on Advertised Traffic Schemes

Since the last meeting of this Committee, a number of Traffic Orders have been progressed and where objections have been received, these have been dealt with by a consultation with the Chair and local County Councillors. Details of these matters are listed below.

Location	Proposal	Action
Road From Moor View To De Bathe Cross, North Tawton	Extension to 30mph	Traffic regulation order advertised and implemented following consultation with Local County Councillor and HATOC Chair as no objections received.
Two Bridges (B3212 & B3357), Dartmoor	Implementation of No Waiting At Any Time	Traffic regulation order advertised and implemented following consultation with Local County Councillor and HATOC Chair as no objections received.
Fore Street, North Tawton	Implementation of No Waiting At Any Time	Traffic regulation order advertised, objections received and following site meeting with Local County Councillor, HATOC Chair, District Councillor and Parish Council it has been agreed to drop the proposals.

Agenda Item 8

Chapel Street and Fore Street, Bere Alston	Implementation of No Waiting At Any Time on Chapel Street and removal of the single yellow line restriction within the loading bay on Fore Street.	Traffic regulation order advertised, objections received and following site meeting with Local County Councillor, HATOC Vice Chair, District Councillor and Parish Council it has been agreed to proceed with the proposals as advertised. Proposals for a shared use loading and limited waiting bay will be advertised in 22/23 programme.
Fore Street, Bere Alston	Upgrade of single yellow line restriction to No Waiting At Any Time (DYLs).	Traffic regulation order advertised, objections received and following site meeting with Local County Councillor, HATOC Vice Chair, District Councillor and Parish Council it has been agreed to drop the proposals.
Access to Plymouth Road Industrial Estate, Tavistock	Implementation of No Waiting At Any Time	Traffic regulation order advertised, objection received and following further discussions with the Local County Councillor and HATOC Chair it has been agreed to drop the proposals.

Meg Booth
Director of Climate Change, Environment and Transport

Electoral Divisions: Hatherleigh & Chagford, Tavistock and Yelverton Rural

Local Government Act 1972: List of Background Papers

Contact for Enquiries: Amy Garwood

Tel No: 0345 155 1004 Room: M8, Great Moor House

Background Paper	Date	File Reference
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Nil

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sc/cr/Actions Taken Under Delegated Powers
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