

**TEIGNMOUTH TOWN COUNCIL**



**1 Background.**

Devon County Council along with Teignbridge District Council and other stakeholders including local traders and resident representatives had been working with Teignmouth Town Council's Car Park Working Party for years.

Resulting from discussions and consultations proposals were developed, the proposals designed to;

- ✓ free up much on street parking as possible to benefit residents.
- ✓ encourage turnover of on street limited waiting to benefit businesses
- ✓ enable enforcement to be undertaken efficiently
- ✓ encourage longer term visitors to use off street car parks
- ✓ encourage those working in the town to make more sustainable travel choices for example, use of car share, public transport, walking, cycling.
- ✓ undertake minor junction and signage improvements to help reduce congestion.

So, Teignmouth Town Council at the Finance and General Purposes Committee 1<sup>st</sup> March 2016 did discuss and approve the final amendments made to the Teignmouth Traffic Management Review and at this meeting members of the public addressed the committee and spoke about their concerns/observations; -

1. *the town centre needs to be able to flex during the summer season and that the scheme only helps Devon County Council to take money from people in Teignmouth (residents parking and cost of permits);*
2. *concern about 'the rat run' of Higher Brimley Road and the resident speaking supported the one-way street proposal;*
3. *resident who use to be able to park in Winterbourne Road, but it is now intolerable to find somewhere to park (residents parking)*
4. *a local resident fed back information sourced under Freedom of Information, how much money Teignbridge District Council lose from under-used car parks. They stressed that the economy of Teignmouth depends on its residents.*
5. *former Town Councillor expressed their views that the town needed more parking and urged the Town Council to look at what has been agreed and to move forward*
6. *local resident expressed support (via email read out) for residential parking and a yellow line on the right-hand side of the first section of Higher Brimley Road*
7. *local resident (via e-mail read out) conveyed opposition to residents parking stating that the number of residents is the issue*

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On the 14<sup>th</sup> July 2016, the Teignmouth Traffic Management Review was presented to the Teignbridge Highways and Traffic Orders Committee (HATOC) at Devon County Council. HATOC did resolve;

- *that the Devon County Council (Various Streets, Teignmouth) (Waiting Restrictions) Amendment Order be implemented as advertised;*
- *that the Devon County Council (Promenade, Teignmouth) (Prohibition of Vehicles and One Way) Order be implemented as advertised*
- *that the Devon County Council (Higher Brimley Road, Teignmouth) (One Way) Order be implemented as advertised;*
- *that in recognition of the contentious nature of some of the proposals, the provisions of the above Orders be reviewed after one year of implementation.*

## **2 Purpose of the Report**

This report presents the findings of the comments received from members of the public who have sought to contact the Town Council with regards the review (as above).

What the report does not do is provide recommendations. However, suggestions for improvements as put forward by the residents as received will be included.

Please also note that the content of this report is taken from correspondence received.

## **3 Methodology**

All Councillors were asked to make their ward members know that a review was going to take place and to contact the Town Council.

Facebook was used to promote contact with the Town Council this was supplemented by public notices placed in the local Teignmouth newspaper.

### **3.1 Responses Received**

59 individual responses received via e-mail or letter (some have written in more than once but are counted as one).

<sup>1</sup>Petition 1: - for the introduction of residents parking in Lower Brimley (total of 22 signatories),

Petition 2: - for a significant increase in off street parking, preferred solution being a multi-storey car park in Brunswick St (total of 9 signatories),

Petition 3: - for DCC to undertake an immediate review of all car parking problems in Teignmouth, in order to help resolve the car parking problems (total of 602 signatories, 491 signed an e-petition).

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<sup>2</sup>Responses received from surveys total of 62, plus 79 responses from the traders (of which there are 236 businesses).

21 residents of Cliffden Close

A local resident also collated comments from the Teignmouth Oracle social media site.

All correspondence is available in a file.

### 4 Findings

#### 4.1 Residents Parking

In a nutshell, those who live in the residential zone love it and consider it is working well despite a few inconveniences which have been listed as; parking for visitors, tradespeople, parking bays markings need to be clearer, transference of permit when changing a car (new), difficulty in finding information.

Few comments received about extending the residents parking times to include Sundays.

One local resident said, *'for residents in Zone A, the residents parking zone has been a success, it does however need tweaking'*.

However, comments were made about the fact that if going out and then returning, even with a permit there may well be no space availability meaning that parking must be found elsewhere.

Linked to the above, review of restricted hours – correspondence made mention of the restricted hours in that there are empty streets but when needing to park, spaces are taken resulting in parking elsewhere or out of the zone.

One example given, *'the hours 8-6, 6 days a week, seem overly excessive. A reduction in permit hours would still deter all day workers, but still would allow visitors and residents to park'*.

Where there is either no residents parking, or all spaces in the residential zone have been filled, then the overspill into surrounding areas has impacted upon other residents being able to park their cars resulting in residents driving around looking for somewhere else to park. This is evident in the correspondence received.

The new apartments in Winterbourne Road (Montpellier) – allocated parking but only for the resident. Could the permit scheme not be extended to residents in these apartments was asked by a resident.

Other examples of comments received;

- a resident living at the bottom of Haldon Avenue (Buckeridge Rd end) parks in Livingstone Road (it's easier);
- the unrestricted area of Higher Brimley Road and Lower Brimley Road are now dangerous as there are too many cars parking on narrow streets (displaced vehicles).

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- a resident who lives in the Town Centre, who parked their car in what is now the residential zone, now drives around other streets to find a space (feels aggrieved that the town centre was not included – residents parking).
- correspondence was also received with regards the chaotic, dangerous and unfair situation created by the introduction of the residents parking scheme and that the decision should be reversed.
- accepts that there is a 'parking crisis' in the town however resident parking has meant that the area around St James is much safer for all including schoolchildren and those attending church and the air quality has improved. People are no longer just driving round and round looking for free parking spaces.

#### 4.2 Shute Hill

'*Shute Hill is now deserted*'. That is the view of the majority of those writing in about the residents parking. Could Shute Hill not be '*shared*' was the question being asked?

#### 4.3 Upper Den

Mixed correspondence.

Charging and not having free car parking as before was raised especially as those writing in stated that the Upper Den was in fact empty during the winter months because;

- a) the free hour poorly advertised
- b) people do not wish to pay

Plus, the free parking in the winter months as before was favoured by those who live and work in the Town Centre.

The total closure in the summer months was favoured by some and not by others. One responded cited the fact that in the interests of safety, not having cars parking in the summer which then permits free movement to and from the beach to the Den is of benefit to the town.

Other comments received about opening the Upper Den carriageway all year round would serve to offer more town centre parking and help local tourism.

However, would such a desire to increase parking all year result in conflict between the Environment Agency and TDC with regards to the protection of the bathing waters which are also seen as being integral to the local tourist industry?

#### 4.4 Cliffden Close

Correspondence received from residents expressing their concerns not only about the volume of parking in the close which they are attributing in part to the displacement of vehicles from the residents parking zone but also users of the Cliffden Hotel parking (swimming club) in the close as well.

21 residents have indicated that they want residents parking implemented as part of this review.

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As described by one resident of Cliffden Close '*potentially a serious safety issue when a fire engine and possibly an ambulance would struggle to get access to anyone need of urgent assistance*'.

A survey was instigated by one of the residents, the outcome of that survey being a call for Cliffden Close to be included in the resident parking scheme. Alternative options were also given, that being double yellow lines or Cliffden Close to be 'A No Parking Zone'.

### **4.5 Haldon Avenue/Buckeridge/Lower Brimley/Barnpark Road/Glendaragh Road and other residential streets.**

From the correspondence received, there are residents in peripheral roads and streets who feel aggrieved that vehicular overspill/displacement from the residents parking zone is affecting their ability to park near/outside their properties.

A resident in Barnpark Road stated that they see commuters and town workers searching for free spaces in Barnpark Road and that the volume of cars parking has increased, an example given being that one car has not moved for two months and that Barnpark Road seems to be more like a long stay car park for the train station.

One comment received from a resident of Coombe Vale Road which is to the west of the current residential parking zone, was that cars are also parking in the areas of Teignmouth for example; around Coombe Vale Road, Deer Park Avenue.

### **4.6 Wellington St**

Correspondence received in the main were against the introduction of parking meters, felt that it was better before with the short-term free car parking for shoppers (albeit one respondent did feel that the new pay and display was better as a parking space was generally found).

### **4.7 Town Centre and Businesses.**

Correspondence received from a former resident who has now left Teignmouth, stated that the availability of parking in and around the town centre for residents who live in the town centre has diminished. The final straw being the introduction of charging on the Upper Den carriageway.

However, it is very clear, that the local trading community are against residents parking in the town centre. Added to which and as is well documented, the introduction of residents parking would have a negative affect on visitors being able to park in the town centre.

A survey undertaken by the Teignmouth Traders confirms for example (when undertaken in March 2018) that Quay Road car park is the most popular for the local trading community to use as 75 out of the 169 spaces were taken up by local traders. Also, the survey confirmed that driving to work was the most popular mode of transport (out of 543 employees 48% drive, the next favoured is walking 33%).

### **4.8 Yellow Lining**

Photos received show that there is inconsiderate parking and the yellow lining on the corner of Higher Brimley and Buckeridge not only take up an extra seven spaces but has created a 'pinch

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point' whereby cars are being parked without due consideration for other road users including the emergency services.

A comment has also been received from a resident in Glendaragh Road that the introduction of double yellow lines has made the situation worse.

### **4.9 One Way System (new)**

Correspondence received. For and against. For – makes the area safer. Against, creates 'rat run' for speeding vehicles therefore less safe.

### **4.10 Charging – car parks/off street**

One letter received was about the high cost of parking charges in the Teignbridge managed car parks as well as a suggestion of a nominal charge for the Upper Den in the winter for example £1 for a day. This would help the traders and visitors alike.

### **4.11 Park and Ride**

Although mentioned, the focus of the correspondence received was about the residents parking, the impact of the residents parking for those in the zone or and the periphery of the zone and lack of available parking in and around the town centre for workers.

### **4.12 Multi- Storey Car Park**

The building of a multi-story car park was mentioned in correspondence received.

A request was made by a resident to Teignbridge District Council under the Freedom of Information Act about the monies held by Teignbridge for car parking improvements in Teignmouth. There is a sum £412,407.23 set aside which is to be solely used for improvement of car parking in Teignmouth.

I think it is fair to say that there is a consensus that a multi-storey car park is needed and in fact Teignbridge have stated that with the proposed development of Brunswick Street, Quay Road car park is 'likely' to be decked.

## **5 Petitions and Surveys**

Cllr Paul Burgess instigated a petition – asking for an immediate review of all the car parking problems in Teignmouth. There was an online petition as well as offline of which is in the file.

Four residents have instigated the carrying out surveys as well as the Chairman of the Local Traders Association, all of which are in the file.

The resident surveys (excluding Cliffden Close) support the residents parking zone albeit tweaks and even extending the zone to take in other areas surrounding the current zone. ■

Cliffden Close. The issues as highlighted have resulted in the residents being surveyed asking that Cliffden Close also be brought into the residents parking scheme.

## **5 Teignbridge Car Parks**

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There has been debate and discussion over many years about seeking reduced car parking charges for residents, those employed in the town, for the use of Teignbridge car parks. Parking is free after 6.00pm and on a Sunday.

To date, nothing has come of these discussions (no evidence found).

The written report given by the Chairman of the Local Traders Association suggested that reduced parking rates could/should be explored and offered to locally employed people and other one resident mentioned the cost of parking, no other correspondence was received.

### 6 Summary

The table below is data with regards Transport from the 2001 census.

All Households – 4,280 (number)	Teignmouth Town %	Teignbridge %	Devon %
No cars or vans in household	28	18	19
One car or van in household	46	46	47
Two cars or vans in household	21	28	29
Three cars or vans in household	4	6	5
Four or more cars or vans in household	1	2	2
All cars or vans in the area	4,488	65,696	370,226

The table below is data with regards Transport from the 2011 census.

All Households – 4,542 (number)	Teignmouth Town %	Teignbridge %	Devon %
No cars or vans in household	25	16	17
One car or van in household	43	43	44
Two cars or vans in household	24	30	29
Three cars or vans in household	5	8	7
Four or more cars or vans in household	2	3	3
All cars or vans in the area	5,307	75,443	436,533

Change 2001 - 2011	Teignmouth Town %	Teignbridge %	Devon %
No cars or vans in household	↓10%	↓11	↓9
One car or van in household	↓6	↓7	↓7
Two cars or vans in household	↑16	↑8	↑8
Three cars or vans in household	↑37	↑36	↑33
Four or more cars or vans in household	↑72	↑57	↑62
All cars or vans in the area	↑819	↑9,747	↑66,307

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Quite clearly, it is evident that the number of cars, per household is increasing (bearing in mind that the data is now seven years old) which is manifesting itself in the parking issues as being raised.

Considering the responses received and taking into consideration the content, residents parking as introduced is very much welcomed with a few inconveniences as highlighted.

However, the downside being that there has been based upon correspondence received, an impact upon the surrounding streets, the residents of which feel that there is an unfairness and that they are affected by the overspill/displacement of vehicles from within the residents parking zone.

The local trading community continues to have concerns about the lack of parking and how this impacts on visitors and locally employed (in the town centre) people as well.

Motorhomes and the parking off appears to be a 'sore point' and is commented on often in the comments as sent through by the local resident who collated comments off the Teignmouth Oracle.

Suggestions have been made about the possibility of '*shared use*' of the residents parking zone, this happens in Exeter (around the University). Shute Hill has been mentioned a few times.

Other suggestions made about timing – currently 8.00am – 6.00pm meaning that there can still be is a '*race for a space*' even if living in the residents parking zone which can then result in parking in peripheral streets if unable to find a space.

Parking is free in the Teignbridge car parks after 6.00pm and on Sundays (winter months).

In planning terms, there is no legal requirement to provide parking although developments do have allocated parking for one or perhaps two cars, windfall sites, not always or maybe just one allocated space.

The current local plan (Plan Teignbridge) lists the building of 300 new homes (50 north of New Road – complete and 250 west of Higher Exeter Road). This excludes windfall sites and larger properties being changed into flats.

Infrastructure is being 'squeezed' traffic, air pollution, affordable and regular public transport and of course parking provision. So, the question must be asked; are we trying to solve the unsolvable without changes to attitudes, perceptions, innovation, finance and a real willingness to seek out workable and achievable solutions?

The data provided by the 2001 and 2011 census serves to demonstrate that the number of cars and vans is on the increase per household not only in Teignmouth but across Teignbridge and Devon. This increase, especially if the trend continues, will continue to impact upon parking provision in the town.

Tracey Higgs  
Town Clerk



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<sup>1</sup> Petition validity has not been verified i.e. Teignmouth Electors

<sup>2</sup> Surveys undertaken are a 'snapshot' of the views of those contacted and may not be reflective of the views of everyone.

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Finance & General Purposes Committee



**DATE** 30<sup>th</sup> October 2018  
**REPORT OF** Cllr. D Matthews  
**SUBJECT** Car Park Working Party  
Car Parking Review

**Part I**

**RECOMMENDATIONS**

**The Finance & General Purposes Committee is recommended to resolve that Teignmouth Town Council:**

- a) **Accepts the review report as drafted by the Town Clerk- approved and to send to DCC as TTC response**
- b) **Makes a formal request to Devon County Council, Teignbridge Highways and Traffic Orders Committee, that the charging on the Upper Den Carriageway (winter months) is revoked and to put in place a means to manage the parking of motorhomes on the Upper Den carriageway – removed.**
- c) **Makes a formal request to Devon County Council, Teignbridge Highways and Traffic Orders Committee, to revoke residents parking on (each road to be considered individually for revocation): - removed.**
  - Bitton Park Road East
  - Boscawen Place
  - Daimonds Lane
  - Exeter Street
  - Gladstone Terrace
  - Grove Avenue
  - Grove Terrace
  - Heywoods Road
  - Higher Brimley Road
  - Landscore Close
  - Salisbury Terrace
  - Shute Hill
  - Shute Hill Crescent
  - Winterbourne Road.
- d) **Makes a formal request to Devon County Council, Teignbridge Highways and Traffic Orders Committee to review yellow lining in**

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**Teignmouth, yellow lining to be used as a way of managing parking - approved**

- e) **Makes a formal request to Teignbridge District Council about the urgent provision of a multi-storey car park in Teignmouth – approved.**
- f) **Teignmouth Town Council mandates the Car Parking Working Party to work with partner agencies and individuals to explore park and ride, opening of school premises for parking during peak holiday periods, the findings of which are to be reported back to the Finance and General Purposes Committee no later than the end of April 2019 – approved to include parking of motorhomes.**

**1. Introduction**

On the 14<sup>th</sup> July 2016 at the Devon County Council, Teignbridge Highways and Traffic Orders Committee, resolutions were passed which included the introduction of a residents parking zone in Teignmouth, extension to the summer closure of the Upper Den Carriageway, the introduction of winter charging (Upper Den), introduction of charging in Wellington Street, lower Brook Street plus other additional measures to aid the betterment of parking or traffic movement in and around the town.

The orders as implemented are being reviewed at Teignbridge Highways and Traffic Orders Committee meeting on the 15<sup>th</sup> November 2018.

**2. Review Report**

The Car Park Working Party met on the 23<sup>rd</sup> October 2018 to receive and review the report as prepared by the Town Clerk. Those in attendance; Cllr Burgess (who had to leave the meeting before any recommendations were discussed), Cllr Matthews, Cllr Falcao (who had to leave the meeting before any recommendations were discussed), Cllr Russell, Town Clerk, plus two members of the community who have been long standing members of the working party.

**3. Recommendations**

As presented.

Cllr D Matthews