

Sidmouth - Residents Parking Consultation

Report of the Chief Officer for Highways, Infrastructure Development and Waste

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

Recommendation: It is recommended that:

- (a) the results of the consultation be noted;**
- (b) the Committee approve the advertising of a traffic regulation order to introduce a residents parking scheme in areas of Sidmouth as described in this report, subject to the detailed design being agreed with the local member; and**
- (c) a separate consultation exercise is undertaken in the wider Sidford area to better understand the views of all residents.**

1. Background

This report outlines the findings of a recent parking consultation undertaken in Sidmouth and parts of Sidford. The consultation was undertaken following previous requests from across the town and surrounds, to look at different ways of managing on-street parking more suitable to the current needs of the town.

2. Consultation

A maildrop was conducted at the start of June 2018 seeking the view of residents in relation to parking problems in the town. The consultation sought views on the extent of the issue, whether commuter parking is a problem and to understand the level of support for the provision of residents parking.

The maildrop was sent to over 3,400 properties and focused on areas where existing parking concerns have been raised by residents previously, and areas where there is known to be limited off-road parking provision. The extent of the maildrop is shown in Appendix I. The consultation questionnaire was also available online.

A total of 893 responses were received during the consultation period, of these responses 563 indicated that there was a parking problem in their area, 293 believed this was caused by commuters and 433 supported the principle of residents parking in their street/area. A full breakdown of the responses is detailed in Appendix II.

The level of support or opposition to the introduction of residents parking is indicated on the map shown in Appendix III.

A number of additional comments were received including requests for waiting restrictions, highlighting insufficient on street parking capacity, off-street parking issues, enforcement, safety issues, the cost of residents parking and school parking. A summary of these comments is detailed in Appendix II.

3. Proposal

Of the 847 responses to Question 4 – Do you support or oppose the introduction of residents parking restrictions to my street/area, 433 (51.1%) indicated support and 414 (48.9%) opposed. Further analysis shows that support for the introduction of residents parking increases closer to the core business area, as detailed on Appendix III. A full breakdown summary by road name is detailed in Appendix IV.

This correlates closely with areas where private off-street parking is limited and supports the principle that schemes should improve access for residents without off street parking facilities.

It is recommended that the area in proximity to the town centre is progressed to the statutory consultation stage subject to further discussion with the local member. The development of a residents parking scheme should also investigate and incorporate the additional concerns raised during the initial consultation where related to on-street parking if appropriate.

The development of a residents parking scheme will need to provide a mix of residents only spaces and limited waiting spaces, which should include pay and display availability for short-term visitors.

The consultation area was bound by the A3052 and therefore included parts of Sidford. A high level of support for the principle of residents parking was received from a small number of roads in Sidford. It is therefore proposed that an additional consultation is undertaken to gauge the level of support for a separate zone in the wider Sidford area, to include areas to the North of the A3052, this will enable a more holistic understanding of local views and a better appreciation of whether any scheme would generate locally desired outcomes, including any likely displacement.

4. Options/Alternatives

The option of doing nothing has been considered but would not support the results of the consultations undertaken to date.

The scheme is still subject to a statutory consultation before a final decision is made.

5. Financial Considerations

It is estimated that design and legal costs will be in the region of £10,000 to be funded from the On-Street Parking Account.

6. Environmental Impact Considerations

The introduction of restrictions will remove commuter parking from residential areas, encourage sustainable travel, reduce traffic looking for parking opportunities and improve air quality.

7. Equality Considerations

No new policies are being recommended in this report, but an Equality Impact and Needs Assessment has been completed for new residents parking schemes.

8. Legal Considerations

When making a Traffic Regulation Order it is the County Council 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.

9. Risk Management Considerations

No risks have been identified.

10. Public Health Impact

The scheme will have a positive public health impact by encouraging sustainable travel for commuters. Including walking and cycling, with associated health benefits. Supporting active travel, such as walking and cycling, is a key component of the Devon 'Joint Health and Wellbeing Strategy.

11. Reason for Recommendation/Conclusion

The level of response from the public indicates support for the introduction of residents parking restrictions in the vicinity of the town centre, as detailed in Appendix III and funding for the scheme has been secured. It is recommended that proposals are developed to enable a statutory consultation to be undertaken so that a final decision can be made on the implementation of restrictions for the area.

Meg Booth
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Division: Sidmouth

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Reference
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None

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sc/cr/Sidmouth Residents Parking Consultation
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Summary of Responses

Question 1 – Are you a resident or representing a business?

Resident	829
Business	51
Other	13
Total	893

Question 2 - Do you think there a parking problem in your area?

Yes	563
No	302
Sometimes	3
Total	868

Question 3 - If yes, do you think it is caused by commuters?

Yes	293
No	149
Don't Know	122
Total	564

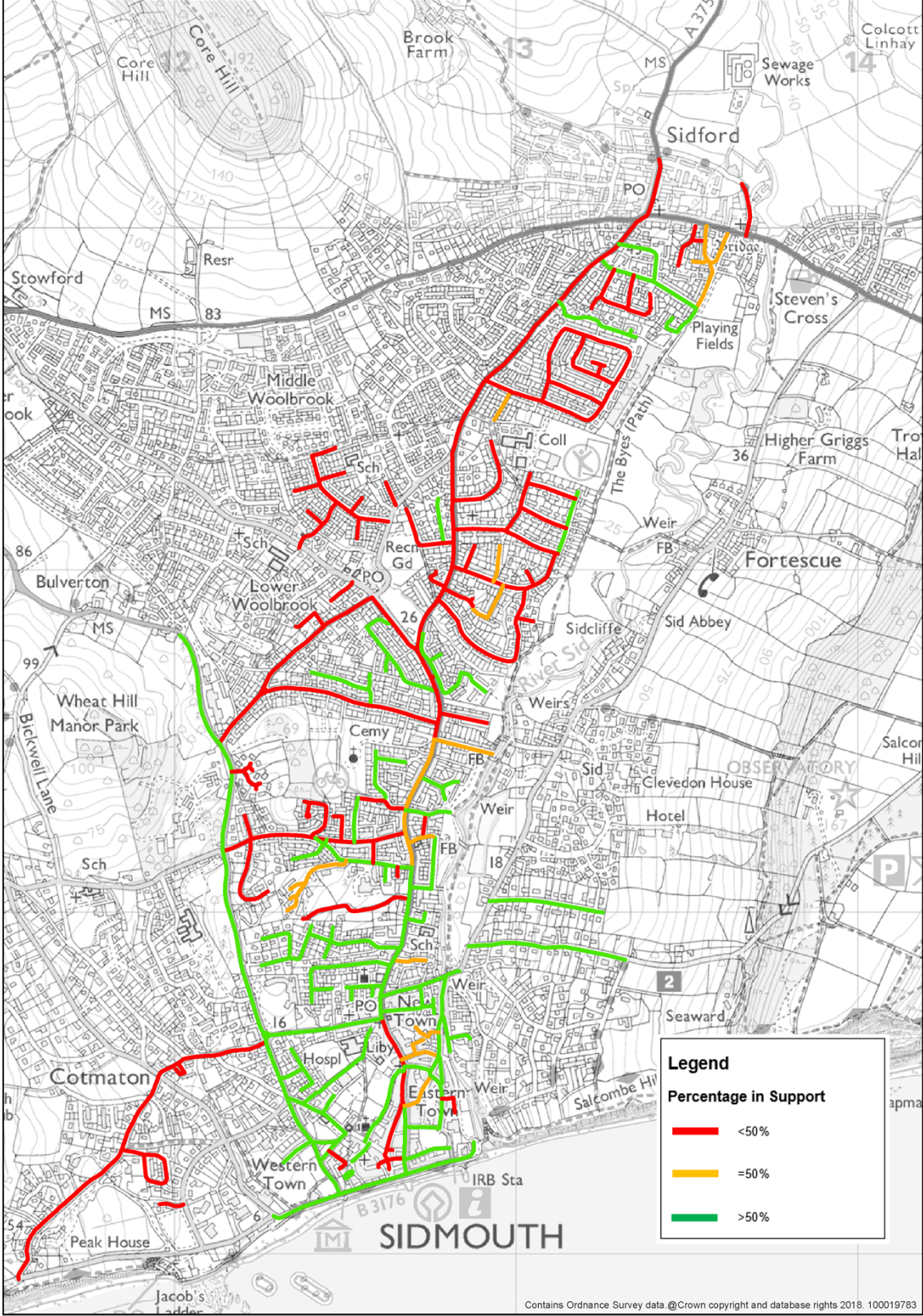
Question 4 – Do you support or oppose the introduction of residents parking restrictions to my street/area?

Support	433
Oppose	414
Total	847

Other comments

Insufficient on street parking	269
Obstructive Parking/ Safety Issues	138
Off street parking issues	132
Parking issues associated with Businesses/ Holiday Homes/ 2nd Homes	102
Identified times when parking is a problem	88
Request for other restrictions	66
Provision for visitors and carers would be required in RP scheme	55
Residents Parking too expensive	50
Enforcement	33
School Parking	19

Q4 – Do you support or oppose the introduction of residents parking



Sidmouth Parking Consultation

Q4 – Do you generally support the proposals?

Road	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Count	% return
Unknown	9	47.4%	10	52.6%	19	8	57.1%	6	42.9%	14	0	0.0%
ALEXANDRIA ROAD	5	18.5%	22	81.5%	27	5	27.8%	13	72.2%	18	108	16.7%
ALL SAINTS ROAD	11	57.9%	8	42.1%	19	9	56.3%	7	43.8%	16	158	10.1%
AMYATTS TERRACE	1	100.0%		0.0%	1	1	100.0%		0.0%	1	6	16.7%
ARCOT PARK	7	63.6%	4	36.4%	11	7	63.6%	4	36.4%	11	87	12.6%
ARCOT ROAD	3	50.0%	3	50.0%	6	2	40.0%	3	60.0%	5	18	27.8%
ASCERTON CLOSE	7	70.0%	3	30.0%	10	7	70.0%	3	30.0%	10	27	37.0%
ASCERTON ROAD		0.0%	3	100.0%	3		0.0%	3	100.0%	3	16	18.8%
BARRINGTON MEAD	2	100.0%		0.0%	2	1	100.0%		0.0%	1	10	10.0%
BEDFORD SQUARE	2	100.0%		0.0%	2	1	100.0%		0.0%	1	2	50.0%
BLACKMORE VIEW		0.0%	1	100.0%	1		0.0%	1	100.0%	1	4	25.0%
BREWERY LANE	8	66.7%	4	33.3%	12	7	63.6%	4	36.4%	11	68	16.2%
BYES CLOSE	1	100.0%		0.0%	1	1	100.0%		0.0%	1	13	7.7%
BYES LANE	2	50.0%	2	50.0%	4	2	50.0%	2	50.0%	4	40	10.0%
BYESIDE ROAD	1	33.3%	2	66.7%	3	1	33.3%	2	66.7%	3	24	12.5%
CHANDLERS LANE		0.0%	1	100.0%	1		0.0%	1	100.0%	1	2	50.0%
CHAPEL STREET	5	100.0%		0.0%	5	3	100.0%		0.0%	3	19	15.8%
CHURCH LANE	2	100.0%		0.0%	2	1	100.0%		0.0%	1	6	16.7%
COBURG ROAD	6	66.7%	3	33.3%	9	4	57.1%	3	42.9%	7	17	41.2%
COBURG TERRACE	2	100.0%		0.0%	2	2	100.0%		0.0%	2	12	16.7%
CONNAUGHT CLOSE	5	62.5%	3	37.5%	8	5	62.5%	3	37.5%	8	25	32.0%
CONNAUGHT ROAD	23	85.2%	4	14.8%	27	12	75.0%	4	25.0%	16	36	44.4%
COTMATON ROAD		0.0%	1	100.0%	1		0.0%	1	100.0%	1	128	0.8%
COULSDON ROAD		0.0%	9	100.0%	9		0.0%	6	100.0%	6	41	14.6%
CRANFORD	5	71.4%	2	28.6%	7	4	66.7%	2	33.3%	6	11	54.5%
DARNELL CLOSE	1	50.0%	1	50.0%	2	1	50.0%	1	50.0%	2	15	13.3%
DEANS MEAD	1	33.3%	2	66.7%	3	1	33.3%	2	66.7%	3	11	27.3%
DEANBEIGH TERRACE	3	42.9%	4	57.1%	7	3	42.9%	4	57.1%	7	8	87.5%
DOVE LANE		0.0%	1	100.0%	1		0.0%	1	100.0%	1	8	12.5%
DRAKES AVENUE	6	66.7%	3	33.3%	9	6	75.0%	2	25.0%	8	36	22.2%
EAST STREET	4	66.7%	2	33.3%	6	4	66.7%	2	33.3%	6	31	19.4%
ELYSIAN FIELDS		0.0%	1	100.0%	1		0.0%	1	100.0%	1	15	6.7%
ENGLANDS CLOSE		0.0%	1	100.0%	1		0.0%	1	100.0%	1	5	20.0%
FAIRLAWN COURT	1	33.3%	2	66.7%	3	1	33.3%	2	66.7%	3	8	37.5%
FLEMING AVENUE	6	35.3%	11	64.7%	17	6	40.0%	9	60.0%	15	59	25.4%
FORE STREET	4	66.7%	2	33.3%	6	4	66.7%	2	33.3%	6	67	9.0%
FORTFIELD TERRACE	2	100.0%		0.0%	2	1	100.0%		0.0%	1	37	2.7%
GLEBELANDS	6	54.5%	5	45.5%	11	6	54.5%	5	45.5%	11	21	52.4%
GLENISLA TERRACE	2	40.0%	3	60.0%	5	1	25.0%	3	75.0%	4	10	40.0%
HEYDONS LANE	1	100.0%		0.0%	1	1	100.0%		0.0%	1	9	11.1%
HIDES ROAD	1	25.0%	3	75.0%	4	1	33.3%	2	66.7%	3	19	15.8%
HIGH STREET	4	36.4%	7	63.6%	11	4	36.4%	7	63.6%	11	104	10.6%
HIGHER HILL VIEW	1	25.0%	3	75.0%	4	1	25.0%	3	75.0%	4	12	33.3%
HIGHFIELD	2	50.0%	2	50.0%	4	2	66.7%	1	33.3%	3	6	50.0%
HILL VIEW	1	100.0%		0.0%	1	1	100.0%		0.0%	1	13	7.7%
HOLMDALE	1	50.0%	1	50.0%	2	1	50.0%	1	50.0%	2	33	6.1%
JUBILEE GARDENS	2	66.7%	1	33.3%	3	2	66.7%	1	33.3%	3	34	8.8%
LAWN VISTA	14	73.7%	5	26.3%	19	13	81.3%	3	18.8%	16	38	42.1%
LENNOX AVENUE	1	50.0%	1	50.0%	2	1	50.0%	1	50.0%	2	12	16.7%
LIVONIA ROAD	4	10.5%	34	89.5%	38	4	18.2%	18	81.8%	22	56	39.3%
LOCKYER AVENUE		0.0%	1	100.0%	1		0.0%	1	100.0%	1	10	10.0%
LYMEBOURNE AVENUE	7	53.8%	6	46.2%	13	4	40.0%	6	60.0%	10	39	25.6%
LYMEBOURNE PARK	15	62.5%	9	37.5%	24	12	75.0%	4	25.0%	16	107	15.0%
MALDEN CLOSE	1	50.0%	1	50.0%	2	1	50.0%	1	50.0%	2	8	25.0%
MALDEN ROAD	6	28.6%	15	71.4%	21	6	30.0%	14	70.0%	20	108	18.5%
MALVERN ROAD	3	50.0%	3	50.0%	6	3	60.0%	2	40.0%	5	37	13.5%
MANOR CLOSE		0.0%	1	100.0%	1		0.0%	1	100.0%	1	8	12.5%
MANSTONE AVENUE		0.0%	1	100.0%	1		0.0%	1	100.0%	1	244	0.4%
MARKET PLACE		0.0%	2	100.0%	2		0.0%	2	100.0%	2	27	7.4%
MAY TERRACE	4	80.0%	1	20.0%	5	4	80.0%	1	20.0%	5	7	71.4%
MILL STREET	10	83.3%	2	16.7%	12	8	80.0%	2	20.0%	10	51	19.6%
MILLERS CLOSE	1	50.0%	1	50.0%	2	1	50.0%	1	50.0%	2	9	22.2%
MILLFORD ROAD	1	100.0%		0.0%	1	1	100.0%		0.0%	1	29	3.4%
NEWTOWN	11	91.7%	1	8.3%	12	10	90.9%	1	9.1%	11	53	20.8%
OLD FORE STREET	4	33.3%	8	66.7%	12	4	36.4%	7	63.6%	11	55	20.0%
ORCHARD CLOSE	1	25.0%	3	75.0%	4	1	25.0%	3	75.0%	4	36	11.1%
PEASLANDS ROAD	14	42.4%	19	57.6%	33	11	45.8%	13	54.2%	24	90	26.7%
PRIMLEY GARDENS	2	66.7%	1	33.3%	3	2	66.7%	1	33.3%	3	12	25.0%
PRIMLEY MEAD	5	45.5%	6	54.5%	11	5	45.5%	6	54.5%	11	29	37.9%
PRIMLEY PADDOCK	2	66.7%	1	33.3%	3	2	66.7%	1	33.3%	3	15	20.0%
PRIMLEY ROAD	2	7.7%	24	92.3%	26	2	11.1%	16	88.9%	18	78	23.1%
RADWAY	3	75.0%	1	25.0%	4	3	75.0%	1	25.0%	4	17	23.5%
RADWAY PLACE	4	80.0%	1	20.0%	5	4	80.0%	1	20.0%	5	22	22.7%
REDWOOD ROAD	8	80.0%	2	20.0%	10	3	60.0%	2	40.0%	5	26	19.2%
RIVERSIDE	10	90.9%	1	9.1%	11	10	90.9%	1	9.1%	11	26	42.3%
ROSELANDS	9	81.8%	2	18.2%	11	9	81.8%	2	18.2%	11	29	37.9%
RUSSELL STREET	2	50.0%	2	50.0%	4	2	50.0%	2	50.0%	4	21	19.0%
SALCOMBE HILL ROAD	1	100.0%		0.0%	1	1	100.0%		0.0%	1	60	1.7%
SALCOMBE ROAD	6	66.7%	3	33.3%	9	6	66.7%	3	33.3%	9	47	19.1%
SALTERS MEADOW	7	53.8%	6	46.2%	13	7	63.6%	4	36.4%	11	31	35.5%
SCHOOL STREET		0.0%	1	100.0%	1		0.0%	1	100.0%	1	47	2.1%
SID PARK ROAD	6	37.5%	10	62.5%	16	6	50.0%	6	50.0%	12	46	26.1%
SIDFORD ROAD	2	33.3%	4	66.7%	6	2	33.3%	4	66.7%	6	94	6.4%

Road	Correspondence					Addresses					Properties	
	Yes	%	No	%	Total	Yes	%	No	%	Total	Count	% return
SIDLANDS	8	80.0%	2	20.0%	10	6	75.0%	2	25.0%	8	17	47.1%
SIDMOUNT GARDENS		0.0%	4	100.0%	4		0.0%	3	100.0%	3	15	20.0%
SOUTH LAWN	16	88.9%	2	11.1%	18	14	93.3%	1	6.7%	15	55	27.3%
ST MARTINS CLOSE		0.0%	1	100.0%	1		0.0%	1	100.0%	1	16	6.3%
STANHOPE DRIVE		0.0%	2	100.0%	2		0.0%	2	100.0%	2	9	22.2%
STATION ROAD	6	66.7%	3	33.3%	9	6	66.7%	3	33.3%	9	131	6.9%
TEMPLE STREET	16	50.0%	16	50.0%	32	15	50.0%	15	50.0%	30	153	19.6%
THE ESPLANADE	7	77.8%	2	22.2%	9	7	77.8%	2	22.2%	9	68	13.2%
THE GROVE	6	75.0%	2	25.0%	8	6	75.0%	2	25.0%	8	14	57.1%
THE LAURELS	2	50.0%	2	50.0%	4	2	50.0%	2	50.0%	4	30	13.3%
THE TRIANGLE	2	100.0%		0.0%	2	2	100.0%		0.0%	2	22	9.1%
UPPER HIGHFIELD	2	33.3%	4	66.7%	6	2	66.7%	1	33.3%	3	14	21.4%
VICARAGE ROAD	4	66.7%	2	33.3%	6	4	66.7%	2	33.3%	6	37	16.2%
VICTORIA ROAD	10	62.5%	6	37.5%	16	10	66.7%	5	33.3%	15	35	42.9%
WARRENS MEAD	1	50.0%	1	50.0%	2	1	50.0%	1	50.0%	2	21	9.5%
WATER LANE	4	66.7%	2	33.3%	6	4	66.7%	2	33.3%	6	17	35.3%
WEST PARK ROAD	1	25.0%	3	75.0%	4	1	33.3%	2	66.7%	3	25	12.0%
WESTERN COURT		0.0%	1	100.0%	1		0.0%	1	100.0%	1	32	3.1%
WINSLADE ROAD	10	31.3%	22	68.8%	32	8	40.0%	12	60.0%	20	117	17.1%
WITHEBY		0.0%	1	100.0%	1		0.0%	1	100.0%	1	41	2.4%
WOOLBROOK CLOSE		0.0%	3	100.0%	3		0.0%	2	100.0%	2	10	20.0%
WOOLCOMBE LANE	1	50.0%	1	50.0%	2	1	50.0%	1	50.0%	2	7	28.6%
YARDE CLOSE	1	50.0%	1	50.0%	2	1	50.0%	1	50.0%	2	13	15.4%
YARDE HILL ORCHARD	2	33.3%	4	66.7%	6	2	33.3%	4	66.7%	6	16	37.5%
YARDE MEAD		0.0%	3	100.0%	3		0.0%	3	100.0%	3	8	37.5%
YARDELANDS	1	16.7%	5	83.3%	6	1	16.7%	5	83.3%	6	27	22.2%
YORK STREET	11	100.0%		0.0%	11	11	100.0%		0.0%	11	45	24.4%
Total	433	51.1%	414	48.9%	847	382	53.9%	327	46.1%	709	7468	9.3%