

Local Waiting Restriction Programme - Dartmouth and Stoke Gabriel

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) work on the local waiting restriction programme is noted;**
- (b) the recommendations contained in Appendix 2 to this report are agreed.**

1. Summary

This report is to consider the submissions to the statutory consultation on the restrictions proposed in Dartmouth and Stoke Gabriel in the South Hams area, as part of the local waiting restriction programme.

2. Background

In October 2021, a list of requests for new or amended waiting restrictions for the area was collated by the council. These requests have been considered by officers and proposals drafted. Officers have consulted the relevant local County Councillors and Chair/Vice Chair before they were advertised from 2 June until 27 June.

A summary of the proposals advertised in Dartmouth and Stoke Gabriel can be found in Appendix 1 and the associated plans have been attached as supplementary information to this report.

3. Consultations/Representations

During the advertising period we received 680 responses relating to the proposals in Dartmouth and Stoke Gabriel.

Details of the comments received, and the County Council's response and recommendations are shown in Appendix 2 to this report.

Comments made against each site are sometimes very general and therefore may not specifically apply to the site being proposed.

4. Strategic Plan

The restrictions proposed support the priorities in the Strategic Plan as they aim to improve road safety to improve health and wellbeing and to better manage traffic and parking in the areas to respond to the climate emergency and support sustainable economic recovery.

5. Financial Considerations

The total costs of the scheme will be funded from the Minor Traffic Management Improvements budget, funded by Local Transport Plan grant.

There is a cost to the Council in advertising a new Traffic Order for each Committee Area, this will be approximately £1,500. In addition, the costs of any changes to signing or lining will be attributed to that Order.

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 as they practically secure the safe and expeditious movement of traffic.

7. Environmental Impact Considerations (Including Climate Change)

The proposals are intended to rationalise on street parking and improve mobility and access within the district and are designed to:

- Enable enforcement to be undertaken efficiently.
- Encourage commuters to make more sustainable travel choices e.g. Car Share, Public Transport, Walking and Cycling.
- Assist pedestrians and other vulnerable road users in crossing the highway.

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

The proposals rationalise existing parking arrangements within the HATOC area by:

- Enabling enforcement to be undertaken efficiently.
- Encouraging those working in the town to make more sustainable travel choices e.g. Car Share, Public Transport, Walking and Cycling.
- Assist pedestrians and other vulnerable road users in crossing the highway.

The proposals contribute to the safe and expeditious movement of traffic in the area and therefore comply with Section 122 of the Road Traffic Regulation Act 1984.

Meg Booth
Director of Climate Change, Environment and Transport

Electoral Division: Dartmouth & Marldon

Local Government Act 1972: List of Background Papers

Contact for Enquiries: Amy Garwood

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Background Paper	Date	File Reference
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Nil

ag191022shh
sc/cr/Local Waiting Restriction Programme - Dartmouth and Stoke Gabriel
02 261022

Details of Proposals Advertised

Councillor	Plan Reference	Location	Parish/Town	Proposals	Statement of Reasons
Jonathan Hawkins	ENV5937-03	Anzac Street	Dartmouth	Introduce limited waiting 9am-6pm, to match existing in the surrounding area.	To introduce a No Waiting restriction to prevent obstructive parking.
Jonathan Hawkins	ENV5937-04	Coombe Road	Dartmouth	Introduce no waiting at any time.	To prevent obstructive parking.
Jonathan Hawkins	ENV5937-05	Flavel Place	Dartmouth	Adjust Police Vehicles only bay, introduce limited waiting 9am-6pm, to match existing limited waiting in the surrounding area and introduce no waiting at any time.	To prevent obstructive parking.
Jonathan Hawkins	ENV5937-06	Higher Street	Dartmouth	Introduce limited waiting 9am-6pm to match existing limited waiting on Smith Street.	To introduce a No Waiting restriction to prevent obstructive parking.
Jonathan Hawkins	ENV5937-07	Lower Fairview Road	Dartmouth	Introduce no waiting at any time.	To prevent obstructive parking.
Jonathan Hawkins	ENV5937-08	North Embankment	Dartmouth	Extend existing limited waiting/prohibition of motor caravans bay.	To prevent obstructive parking.
Jonathan Hawkins	ENV5937-09	Oxford Street	Dartmouth	Remove limited waiting and introduce no waiting Mon-Sat 9am-6pm to match existing no waiting restriction.	To prevent obstructive parking.

Councillor	Plan Reference	Location	Parish/Town	Proposals	Statement of Reasons
Jonathan Hawkins	ENV5937-10	Thurlestone Gardens	Dartmouth	Introduce no waiting at any time.	To prevent obstructive parking.
Jonathan Hawkins	ENV5937-11	Victoria Place	Dartmouth	Introduce no waiting at any time.	To improve visibility.
Jonathan Hawkins	ENV5937-30	Paignton Road/School Hill	Stoke Gabriel	Adjust limited waiting to 9am-midnight 01 June - 30 September 20 mins no return within 3 hours.	To prevent obstructive parking.

SUMMARY OF SUBMISSIONS – Dartmouth and Stoke Gabriel

Please note:

- This summary is based on 663 responses from the online webform and 29 responses received via post, email, or via the legal department. Duplicate responses were not included in these numbers.
 - A portion of the volume of responses to the webform were from respondents responding to each site in Dartmouth with the same comment. All of these responses have been included in the summaries of each location.
- 331 submissions were submitted via the Dart Residents Against Parking Enforcement Regulations (DRAPER) form and were summarised separately as no specific site(s) were indicated.

ENV5937-03 Anzac Street, Dartmouth					
Total number of responses: 77 online, 6 postal (not including DRAPER forms)					
Street	Responses	Street	Responses	Street	Responses
Foss Street	4	Hermitage Road	1	Broadstone	2
South Ford Road	7	Crowthers Hill	1	Bayards Cove	1
Hockey Fields	1	Nelson Road	1	Duke Street	3
South Town	5	Oxford Street	3	Norton View	1
Browns Hill	2	Townstal Road	1	Crossparks	1
Lower Street	5	Victoria Road	5	Church Close	1
Smith Street	1	Townstal Pathfields	2	Churchfields	1
Ford Street	1	Ford Valley	1	Clarence Street	1
Lower Fairview Road	2	Higher Contour Road	1	Ferndale	1
Higher Street	2	Rectory Lane	1	Above Town	2
Newcomen Road	3	Newport Street	1	Horn Hill	5
Church Road	1	Townstal Road	1	Anzac Street	1
Castle Mews	1	Britannia Avenue	2	Embridge, Dartmouth	1
Ford	2	Dartmouth	1	Blackawton, Totnes	1
Averill Court, Clevedon	1	Frogmore, Kingsbridge	1		

Summary of resident comments	Devon County Council Response
<p>All 83 respondents oppose the proposals.</p> <p><u>Objections:</u></p> <ul style="list-style-type: none"> • Residents need this parking as they don't have their own. • Businesses rely on this parking for customers. • Will lead to cars moving when the time limit is reached, causing more traffic and pollution. • Public transport is not good, so cars are essential. • Obstructive parking is always on existing yellow lines and not connected to the unrestricted bays. • Reducing parking durations will deter visitors who wish to stay for longer durations. • Parking spaces used mainly by locals. • Limited waiting bays will attract more traffic through Anzac Street, affecting the ambiance and increasing the risk to pedestrians. • 1 hour parking bays often remain empty in the summer as they don't serve anyone who is looking to shop, eat or generally use the town. • Short term parking offers no use for residents. • Car park is ever increasingly full of vehicles displaying holiday home permits, reducing the amount of space for visitors. • Proposals are not supported by other alternative forms of all day parking. • Proposals will leave residents, without access to a garage or private parking, with nowhere to park. • Residents need on-street parking to assist elderly relatives. • Proposals are just to produce more revenue to councils by issuing more fines and forcing visitors to buy parking tickets. • People rely on these spaces to visit shops. • Workers use these spaces to work in places in Dartmouth. • Proposals will cost staff in the town more in fuel by having to find new parking spaces throughout the day. • Residents living on pedestrianised streets in the town require these unrestricted parking spaces. • How are residents supposed to park if they work irregular hours or need to park over the weekend? 1 hour limited waiting will negatively impact the ability for families and loved ones to make funeral arrangements at the Funeral Directors on Anzac Street. • Any obstructive parking occurs on existing yellow lines which aren't enforced. • Residents need to be able to find spaces to park for more than 1 or 2 hours. • Loss of 40 unrestricted parking spaces across the town is unacceptable. 	<p><u>Proposal</u> Introduce limited waiting bays (9am-6pm 1 hour no return within 1 hour) in line with other limited waiting in the area.</p> <p><u>Reason for Proposal:</u> To provide parking with a turnover and prevent obstructive parking by vehicles being left for long periods.</p> <p><u>Officer comments:</u> Understand the needs of residents, however, it is not the responsibility of the County Council to provide parking on the public highway. Parking would be restricted between 9am and 6pm, residents can park unrestricted outside of these times. This is consistent with other restrictions in the area. Limited waiting will improve access for customers to businesses in the surrounding areas, as there will be a greater turnover of vehicles.</p> <p>It is not considered that the changes will increase traffic as the area already has limited waiting.</p> <p>Off-street car parks are not the responsibility of the County Council.</p> <p>The proposals have been introduced to better manage parking and not to increase PCN or car park revenue.</p> <p>It is not the responsibility of the County Council to provide parking for those that work in Dartmouth.</p> <p>There are off-street car parks nearby that can be used by those who need to park for longer.</p> <p>Enforcement takes place on a routine basis and is dependent on the availability of officers in the area. Obstructive parking can also be dealt with by the police, who can issue a fine or in situations where the obstruction is a danger have the vehicle removed.</p> <p>There are no rights to park on the public highway and parking is only</p>

- No other parking infrastructure to support the change.
- Mobility issues for some residents mean these spaces are pivotal.
- More parking is needed, not less.
- There are no obstructions with the current layout.
- People will end up needing to move their car every few hours which is not sustainable.
- Viable alternatives need to be implemented when changes are proposed.
- These changes make living in Dartmouth very difficult.
- Against the interest of residents.
- Carers would have difficulty reaching patients with these changes.
- Assessment needs to be made into each area specifically, no impact assessment on certain groups.
- Church is the pillar of the community and parking changes makes it difficult to visit for long periods of time.
- Businesses rely on these spaces for deliveries, customers and staff.

Suggestions:

- Introduce more spaces in the area.
- Allow permit parking in Mayors Avenue Car Park.
- Encourage visitors to use the park and ride and make it affordable, such as giving concessions for weekly or fortnightly stays.
- Greater enforcement of existing restrictions.
- Introduce a permit scheme for residents so they are not impacted by the change.
- Improve the park and ride service to make it viable.
- Improve bus links to the top of town, new developments and the caravan park being developed to help provide viable non-car options.
- Exclude parking for visitors whose main residence is outside of the TQ6 area code.
- Introduce a permit scheme for residents and encourage visitors to use the Park and Ride. Such a scheme would lower pollution and enable on-street EV charging to be provided for residents.
- Undertake an investigation of how many permanent residents do not have private parking.
- Allow residents to have free access to limited waiting spaces at particular times.

Questions:

- Where are locals expected to park?
- Why are spaces being taken away? What is being suggested for local residents?
- Where are those who live in town supposed to park for more than 1 or 2 hours at a time?

permitted at locations where it does not cause an obstruction to traffic movements or visibility. There are very few on-street restrictions that could be amended to provide additional parking, roads are too narrow and parking would cause an obstruction.

Alternative/new off-street parking options need to be raised with the Town and/or District Council.

Carers can apply for [Care Worker permits](#) that allow them to park on double yellow lines for up to 3 hours, if there are no other suitable locations to park and as long as they do not cause an obstruction. Vehicles can load and unload on no waiting restrictions where they do not cause an obstruction. More customers can utilise the spaces with a higher turnover of parking available.

Current on-street parking may be reviewed in the future.

Mayors Avenue Car Park is the responsibility of South Hams District Council, Devon County Council have no jurisdiction over this car park.

Enforcement takes place on a routine basis and is dependent on the availability of officers in the area.

Funding for public transport is very limited at present and targeted at priority areas. It is not possible to exclude non TQ6 residents and this would discourage visitors that bring a lot of money into the economy of Dartmouth.

Parking in Dartmouth including a potential residents parking scheme was discussed in 2021 at the invitation of the Town Council, DCC have offered to review any proposals that the Town Council develop.

The County Council do not have the resources to carry out an

<ul style="list-style-type: none"> What use is short term parking to residents of the town? Why isn't the council supporting locals? Additional Info: <ul style="list-style-type: none"> Consider the residents with no parking. Negative view of the council for this proposal. Tourists will also suffer meaning the residents suffer even more. 	<p>investigation regarding private parking.</p> <p>There are no rights to park on the public highway and parking is only permitted at locations where it does not cause an obstruction to traffic movements or visibility. Proposals were to restrict parking between 9am and 6pm, residents can park unrestricted outside of these times.</p>
<p><u>Recommendation</u> It is recommended that the proposals are not progressed.</p>	

ENV5937-04 Coombe Road, Dartmouth					
Total number of responses: 52 online, 2 postal (not including DRAPER forms)					
Street	Responses	Street	Responses	Street	Responses
South Ford Road	1	Hermitage Road	1	Broadstone	2
Hockey Fields	2	Crowthers Hill	1	Duke Street	3
South Town	3	Oxford Street	2	Norton View	1
Browns Hill	1	Crossparks	1	Churchfields	1
Lower Street	4	Victoria Road	3	Clarence Street	1
Smith Street	1	Higher Contour Road	1	Above Town	2
Lower Fairview Road	1	Higher Street	1	Horn Hill	5
Britannia Avenue	2	Newcomen Road	1	Church Road	1
Ivy Lane	1	Ford	2	Townstal Road	1
Ford Valley	1	Dartmouth	2	Embridge, Dartmouth	1
Norton, Dartmouth	1	Frogmore, Kingsbridge	1	Blackawton, Totnes	1
Stoke Fleming	1	Averill Court, Clevedon	1		
Summary of resident comments			Devon County Council Response		
<p>All 54 respondents oppose the proposals.</p> <p><u>Objections:</u></p> <ul style="list-style-type: none"> Existing places are safely used by many and do not impede anything. Residents already struggle as it, and without residents parking it can be impossible to find a space. Need parking to assist elderly relatives. 			<p><u>Proposal:</u> Introduce no waiting at any time.</p> <p><u>Reason for Proposal:</u> To prevent obstructive parking on the footway.</p> <p><u>Officer comments:</u> This is a proposal for no waiting at any time to prevent parking on the footway outside the pub. The lay by area is not wide enough along its full</p>		

- Will lead to cars moving when the time limit is reached, causing more traffic and pollution.
- These spaces are set back from the road and so cannot create obstructive parking.
- People will be forced to park further out of the town, creating an increasing problem on the Townstal residential estate and surrounding area.
- Even with a summer season permit for the car park it's not always possible to get a space, even early in the morning.
- Residents without access to a garage or private property already struggle to park, and cannot afford a garage upwards of £200,000 or car park permits which do not guaranteeing a space.
- Residents need to be able to find spaces to park for more than 1 or 2 hours.
- Loss of 40 unrestricted parking spaces across the town is unacceptable.
- Restricting parking across the town to 1-2 hours doesn't help residents, businesses or visitors.
- Residents need this parking as a lot of them do not have their own.
- Businesses rely on this parking for customers.
- Dartmouth needs more parking, not less.
- Those with mobility issues will struggle with this change.
- No other parking infrastructure to support the changes.
- If the obstructive parking was policed better, it wouldn't be a problem.
- Lack of spaces forces people to drive around town looking for one, causing environmental issues.
- Alternatives need to be provided if changes like this are to be implemented.
- These changes make living and working difficult in Dartmouth.
- These spaces are needed due to the lack of decent public transport to move people around without using a car.
- Less parking means less visitors, hurting the economy of the local area.
- There is no issue with obstructive parking here.
- Spaces are needed by residents and workers, visitors should use the park and ride, and this service should also be improved.

Suggestions:

- Introduce a permit scheme for residents.
- Increase parking availability in Dartmouth.
- Allow permit parking in Mayors Avenue Car Park.
- Exclude parking for visitors whose main residence is outside of the TQ6 area code.
- Introduce a permit scheme for residents and encourage visitors to use the Park and Ride. Such a

length for vehicles to park appropriately.

Drivers can stop, but not wait, on double yellow lines to drop off or pick up passengers.

Understand the needs of residents, however, it is not the responsibility of the County Council to provide parking on the public highway.

Off-street car parks are not the responsibility of the County Council.

There is parking available on North Embankment allowing easy access to the pub.

There are no rights to park on the public highway and parking is only permitted at locations where it does not cause an obstruction to traffic movements or visibility. There are very few on-street restrictions that could be amended to provide additional parking, roads are too narrow and parking would cause an obstruction.

The park and ride is managed by South Hams District Council.

Parking in Dartmouth including a potential residents parking scheme was discussed in 2021 at the invitation of the Town Council, DCC have offered to review any proposals that the Town Council develop.

Off-street car parks are not the responsibility of the County Council. It is not possible to exclude non TQ6 residents and this would discourage visitors that bring a lot a money into the economy of Dartmouth.

There are no rights to park on the public highway and parking is only

<p>scheme would lower pollution and enable on-street EV charging to be provided for residents.</p> <p><u>Questions:</u></p> <ul style="list-style-type: none"> • Where are those who live in town supposed to park for more than 1 or 2 hours at a time? • Where are residents with no private parking supposed to go? • What use is short term parking to residents of the town? Why isn't the council supporting locals? • Undertake an investigation of how many permanent residents do not have private parking • Allow residents to have free access to limited waiting spaces at particular times. <p><u>Additional Info:</u></p> <ul style="list-style-type: none"> • Shown a dislike for the council due to the proposals. • Town relies on tourism and these changes hurt tourists as well. 	<p>permitted at locations where it does not cause an obstruction to traffic movements or visibility.</p> <p>This proposal is for double yellow lines.</p> <p>The County Council do not have the resources to carry out an investigation regarding private parking.</p>
<p><u>Recommendation</u></p> <p>It is recommended that a site meeting is undertaken with the local County Councillor to review objections and the site prior to making a decision on whether the advertised restriction (or any part of that restriction) should be progressed with the final decision delegated to the Director of Climate Change, Environment and Transport in consultation with the local County Councillor and HATOC Chair.</p>	

ENV5937-05 Flavel Place, Dartmouth					
Total number of responses: 67 online, 6 postal (not including DRAPER forms)					
Street	Responses	Street	Responses	Street	Responses
Foss Street	4	Hermitage Road	1	Broadstone	3
South Ford Road	4	Crowthers Hill	1	Duke Street	5
South Town	3	Oxford Street	2	Norton View	1
Browns Hill	2	Townstal Road	1	Crossparks	1
Lower Street	3	Victoria Road	4	Churchfields	1
Smith Street	1	Ford Valley	1	Clarence Street	1
Lower Fairview Road	1	Ford	2	Above Town	2
Higher Street	1	Newport Street	1	Horn Hill	6
Church Road	1	Mayors Avenue	1	Newcomen Road	3
College Way	1	Ivy Lane	1	Mount Boone Lane	1
Britannia Avenue	1	Jawbones Hill	1	Mayflower Close	1
Dartmouth	2	Embridge, Dartmouth	1	Norton, Dartmouth	1

Ashwood Park, Loddiswell	1	Higher Contour Road, Kingswear	1	Blackawton, Totnes	1
Averill Court, Clevedon	1	Frogmore, Kingsbridge	1	Stoke Fleming	1

Summary of resident comments	Devon County Council Response
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1 respondent supports and 72 respondents oppose the proposals.

Objections:

- Residents who don't use their car every day and people who work would need to move their cars every 2 hours throughout the year.
- Sacrificing residents needs for visitor footfall.
- Currently no problem with parking.
- Need parking to assist elderly relatives.
- Will lead to cars moving when the time limit is reached, causing more traffic and pollution.
- Insufficient parking for residents.
- Those with no private parking need these spaces.
- Visitors should be encouraged to use the park and ride to save spaces for residents.
- Respondent already experiences issues with other parking on their drive due to limited parking.
- Residents need to be able to find spaces to park for more than 1 or 2 hours.
- Already difficult to park in car parks due to the volume of vehicles displaying holiday home permits.
- Residents with car park permits rely on spaces when Mayors Avenue Car Park is full.
- Loss of 40 unrestricted parking spaces across the town is unacceptable.
- Residents rely on this parking.
- Those with medical issues need these spaces to make life easier for them.
- Some parking is needed so residents can use the town facilities.
- Will make it impossible for carers to look after residents all day.
- Permits for the car park are increasingly unaffordable to most people.
- People visiting residents will be deterred from coming to Dartmouth.
- Residents without access to a garage or private property already struggle to park, and cannot afford a garage upwards of £200,000 or car park permits which do not guaranteeing a space.
- Proposals are just to produce more revenue to councils by issuing more fines and forcing visitors to buy parking tickets.
- Limited waiting will cost staff and businesses more money as they will need to keep relocating throughout the day.

Proposal:

Introduce limited waiting, no waiting at any time and adjust the police vehicles only bay.

Reason for Proposal:

To prevent obstructive parking that causes an issue for the refuse lorry. Implement limited waiting to improve vehicle turnover and adjust the police only bay to maximise available unrestricted parking and prevent vehicles parking over a pedestrian dropped kerb.

Officer comments:

It is not the responsibility of the County Council to provide parking on the public highway for residents or those who commute.

DCC frequently receives concerns regarding parking in Dartmouth which led to these proposals.

Off-street car parks are not the responsibility of the County Council.

Residents or visitors with blue badges are able to park without time limit in limited waiting bays.

Carers can apply for [Care Worker permits](#) that allow them to park on double yellow lines for up to 3 hours, if there are no other suitable locations to park and as long as they do not cause an obstruction.

The County Council does not have any pay and display in Dartmouth that would generate additional income mentioned.

Enforcement takes place on a routine basis and is dependent on the availability of officers in the area. Obstructive parking can also be dealt

- Obstructive parking only occurs on the existing yellow lines.
- Proposals will leave residents without access to a garage or private parking with nowhere to park.
- Residents living on pedestrianised streets in the town require these unrestricted parking spaces.
- Those with mobility issues will struggle with this change.
- People working in the area need these spaces.
- Dartmouth needs more spaces, not less.
- Businesses will suffer with these changes.
- Removal of spaces hurts tourists and residents alike.
- No obstructive parking in the first place.
- If current rules were enforced better, those who park illegally wouldn't do it anymore, stopping the obstruction.
- 'Police Only' space should be 'Emergency Only' space.
- People use this parking as garages are too expensive.
- Residents should have permits to allow them to park anywhere.
- Workers need all day parking in town.
- Would force people to drive around looking for a space, harming the environment.
- The current permit system at Mayors Avenue is too expensive for a non-guaranteed space.
- Changes will force residents, workers and businesses out. Council and the people need to work together to make changes that aid the residents and workers.
- Changes will make living and working difficult in Dartmouth.
- Carers would have difficulty reaching patients with these changes.
- Working is difficult in Dartmouth already due to the lack of parking and bad public transport system.
- Parking is needed for people to use the facilities in town.
- People rely on unrestricted parking, too much regulation makes parking difficult.
- Dropped kerb where the limited waiting is being proposed, previously a keep clear marking which was removed some months ago with no warning. Business keeps a vehicle and motorbike in the property. These are now either blocked inside or prevented from getting into the property.

Supporting arguments:

- Vehicles are parked and never move. Spaces should be restricted so businesses can unload.

with by the police, who can issue a fine or in situations where the obstruction is a danger have the vehicle removed.

Parking in Dartmouth including a potential residents parking scheme was discussed in 2021 at the invitation of the Town Council, DCC have offered to review any proposals that the Town Council develop.

Limited waiting will improve access for customers to businesses in the surrounding areas, as there will be a greater turnover of vehicles.

We have not received a request from any of the other emergency services to make this available to them.

Parking in Dartmouth including a potential residents parking scheme was discussed in 2021 at the invitation of the Town Council, DCC have offered to review any proposals that the Town Council develop.

There are off-street car parks within Dartmouth and the park and ride that can be used by those who need to park for longer.

Investigations were made after the keep clear marking was removed. It was noted that due to furniture within the premises that the access was no longer in use.

Support noted.

Parking in Dartmouth including a potential residents parking scheme was discussed in 2021 at the invitation of the Town Council, DCC have offered to review any proposals that the Town Council develop.

Suggestions:

- Permit schemes for residents so parking is not lost for those who need it.
- Increase parking capacity.
- Improve the park and ride for tourists and visitors.
- Allow permit parking in Mayors Avenue Car Park.
- Reduce council tax due to less parking.
- 'Police vehicles only' should be changed to 'Emergency service vehicles only' as police vehicles rarely use this space while other emergency service crews struggle to park in town.
- Existing Police vehicles only restriction was relocated before the proposed police office in De Courcey House was abandoned, and so should be relocated to a more prominent location to allow un-restricted parking at its current location.
- Exclude parking for visitors whose main residence is outside of the TQ6 area code.
- Introduce a permit scheme for residents and encourage visitors to use the Park and Ride. Such a scheme would lower pollution and enable on-street EV charging to be provided for residents.
- Undertake an investigation of how many permanent residents do not have private parking.
- Allow residents to have free access to limited waiting spaces at particular times.

Questions:

- Where are those who live in town supposed to park for more than 1 or 2 hours at a time?
- What use is short term parking to residents of the town? Why isn't the council supporting locals?

Additional Info:

- Town relies on tourism and tourists need to park as well.
- Showing a dislike for the council due to this proposed scheme.
- A camper van is permanently parked there and doesn't move.

Mayors Avenue Car Park is the responsibility of South Hams District Council, Devon County Council have no jurisdiction over this car park.

Police have not requested we relocate this bay.

It is not possible to exclude non TQ6 residents and this would discourage visitors that bring a lot a money into the economy of Dartmouth.

The County Council do not have the resources to carry out an investigation regarding private parking.

There are no rights to park on the public highway and parking is only permitted at locations where it does not cause an obstruction to traffic movements or visibility.

Limited waiting improves parking availability for those visiting the town, as the short term options turnover more frequently, if a longer stay is desired there are other options, such as the park and ride and off-street car parks.

Recommendation

It is recommended that the No Waiting At Any Time and adjustment of the police only vehicles proposals are implemented as advertised. It is recommended that the proposed limited waiting bay is not progressed.

ENV5937-06 Higher Street, Dartmouth

Total number of responses: 126 online, 8 postal (not including DRAPER forms)

Street	Responses	Street	Responses	Street	Responses
South Ford Road	7	Hermitage Road	1	Broadstone	2
Hockey Fields	1	Crowthers Hill	5	Duke Street	3
South Town	2	Oxford Street	2	Norton View	1
Browns Hill	2	Crossparks	1	Churchfields	1
Lower Street	7	Victoria Road	6	Clarence Street	1
Smith Street	3	Higher Street	16	Above Town	7
Lower Fairview Road	4	Newcomen Road	9	Horn Hill	6
Britannia Avenue	3	Ford	2	Church Road	1
Ivy Lane	2	Townstal Pathfields	2	Townstal Road	1
Seymour Drive	2	Mayflower Close	3	Ivatt Road	1
Bayards Cove	1	Clarence Hill	1	Mount Boone Lane	1
Foss Street	4	Newport Street	2	College Way	1
School Steps	3	Rectory Lane	1	Archway Drive	1
Ferndale	1	Ford Valley	1	Dartmouth	2
Embridge, Dartmouth	1	Higher Contour Road, Kingswear	1	Belgravia Terrace, Kingswear	1
Frogmore, Kingsbridge	1	Blackawton, Totnes	2	Stoneacre Close, Brixham	1
Cotemore Close, Brixham	2	Averill Court, Clevedon	1		

Summary of resident comments

1 respondent supports and 66 respondents oppose the proposals.

Objections:

- Residents need to be able to find spaces to park for more than 1 or 2 hours.
- Loss of 40 unrestricted parking spaces across the town is unacceptable.
- Will make it impossible for carers to look after residents all day.
- Permits for the car park are increasingly unaffordable to most people.
- Residents without access to a garage or private property already struggle to park, and cannot afford a garage upwards of £200,000 or car park permits which do not guaranteeing a space.

Devon County Council ResponseProposal

Introduce limited waiting to unrestricted areas of parking and a short length of no waiting at any time.

Reason for Proposal:

To prevent obstructive and long stay parking.

Officer comments:

Understand the needs of residents, however, it is not the responsibility of the County Council to provide parking on the public highway. Parking would be restricted between 9am and 6pm, residents can park unrestricted outside of these times. This is

- Proposals are just to produce more revenue to councils by issuing more fines and forcing visitors to buy parking tickets.
- Limited waiting will cost staff and businesses more money as they will need to keep relocating throughout the day.
- Obstructive parking only occurs on the existing yellow lines.
- Proposals will leave residents without access to a garage or private parking with nowhere to park.
- Residents living on pedestrianised streets in the town require these unrestricted parking spaces.
- Proposals will negatively impact recruitment of staff in the town.
- Introducing a 1 hour limit would increase traffic volumes down the street which has pinch points.
- Most vehicles have no problems driving through the road, and there is no obstructive parking.
- Will lead to cars moving when the time limit is reached, causing more traffic and pollution.
- Removing long duration parking is uneconomic, unethical and is in contravention to levelling up policy.
- Removal of parking creates circulating traffic which is harmful for the environment and expensive.
- Resident can't be expected to use the Park and Ride to park.
- 1 hour is insufficient for people visiting to go shopping.
- Workers in the town cannot be expected to look for parking every 2 hours.
- Carers wouldn't be able to park through the day.
- Will make it harder for elderly residents and their visitors.
- Parking in Mayor's Avenue car park is not a viable alternative.
- People living in the town still need vehicles to access the town centre, essential health and shopping facilities.
- Existing 1 hour parking bays are rarely full.
- The cost of a £1,800 commercial permit creates an exclusive parking club.
- Vital that parking is available for people living in social housing along Higher Street.
- Residents rely on this parking as many do not have private parking for themselves.
- No other long-term parking to support the changes.
- Changes will not achieve the proposed goal.
- Parking is already bad and removing more will hurt everyone.
- Parking around the church needs to remain as it is or people will be moving their car every 2 hours.
- Residents need this parking as they have none at home.
- Tourists should be encouraged to use the park and ride.
- People need these spaces to park near their place of work.

consistent with other restrictions in the area.

Carers can apply for [Care Worker permits](#) that allow them to park on double yellow lines for up to 3 hours, if there are no other suitable locations to park and as long as they do not cause an obstruction.

It is not the responsibility of the County Council to provide parking for those that work in Dartmouth but to manage the available parking for the community.

The proposals have been introduced to better manage parking and not to increase PCN or car park revenue.

Enforcement takes place on a routine basis and is dependent on the availability of officers in the area. Obstructive parking can also be dealt with by the police, who can issue a fine or in situations where the obstruction is a danger have the vehicle removed.

There are off-street car parks nearby that can be used by those who need to park for longer.

This is not a County Council permit scheme.

There are no rights to park on the public highway and parking is only permitted at locations where it does not cause an obstruction to traffic movements or visibility.

- Businesses benefit from these spaces, as customers use them.
- If current parking was policed correctly, there would be no obstruction.
- Car parks are too expensive.
- People need more parking in this area, not less.
- Garages are too expensive to install, this parking is a needed alternative.
- These spaces are integral for those with mobility issues.
- Changing this parking will have a negative impact on the town and the people in it.
- New parking times limit the ability to socialise and use facilities in town.
- Give residents permits so they can park in the town.
- Having a car is necessary so people need these spaces to live and work.
- Taking away parking means it forces people to use the park and ride, which is too far away from some elderly residents.
- Changes will force people away from Dartmouth.
- Those living in high density housing here need these spaces.
- Changing spaces to 1 hour would mean people are always driving around looking for another space, causing congestion and noise issues.
- Businesses need these spaces to receive deliveries.
- If changes like this are proposed, then the Park and Ride needs better hours and better pricing.
- Night shift workers have difficulty with these timings, having to wake up to move the car.
- Viable alternative needs to be introduced to support the changes.
- Changes will push businesses out of town.
- Against the interests of the residents.
- Lack of public transport means that the car is the only way to move around town effectively.
- Carers would have difficulty reaching patients
- Those who are elderly and have mobility issues will struggle to visit the town with enough time to complete their tasks.
- Workers need these spaces to be able to work, otherwise they will be constantly leaving to move their car.
- There is no obstructive parking on this road.
- Penalises those living in lower Dartmouth as there is no other parking there.
- Social housing on this road needs this parking, as the car park is too expensive and there is no alternative.
- Residents should be given free parking in town, visitors should have to use the park and ride.
- These spots are relied on by everyone and should be left alone.

Off-street car parks are not the responsibility of the County Council.

There are very few on-street restrictions that could be amended to provide additional parking, roads are too narrow and parking would cause an obstruction.

Parking in Dartmouth including a potential residents parking scheme was discussed in 2021 at the invitation of the Town Council, DCC have offered to review any proposals that the Town Council develop.

Vehicles can load and unload on no waiting restrictions. If there is a higher turnover of vehicles then the likelihood of a delivery vehicle getting a space may be higher.

This is not within the remit of these proposals.

Supporting arguments:

- Support on the condition that it is turned into paid residents parking

Suggestions:

- Improve parking capacity in Dartmouth.
- Introduce a permit system for residents.
- Improve the park and ride to make it a viable option.
- A new car park for the town.
- If any restrictions are put in they should be seasonal and only apply in the summer months.
- Mark individual parking bays to increase the number of vehicles able to park at any time.
- Exclude parking for visitors whose main residence is outside of the TQ6 area code.
- Introduce a permit scheme for residents and encourage visitors to use the Park and Ride. Such a scheme would lower pollution and enable on-street EV charging to be provided for residents.
- Undertake an investigation of how many permanent residents do not have private parking.
- Allow residents to have free access to limited waiting spaces at particular times.

Questions:

- Will there be a parking solution for local people?
- Where are locals expected to park? Do those implementing these changes live in Dartmouth?
- Where should locals park instead?
- Where will staff park? What are the solutions for the missing parking going to be?
- Where will residents be able to park?
- Where are those who live in town supposed to park for more than 1 or 2 hours at a time?
- What use is short term parking to residents of the town? Why isn't the council supporting locals?

Additional Info:

- Believes there was purposefully no option to respond to all Dartmouth sites.
- Showing a dislike for the council for proposing this scheme.
- Unhappiness about the decline of Dartmouth.
- Parking already causes some extreme stress.
- Councillors will be looked down on for this change.
- The residents may be driven out from these parking changes.
- Lots of houses are holiday homes so the owners won't be here to give their opinions.

Parking in Dartmouth including a potential residents parking scheme was discussed in 2021 at the invitation of the Town Council, DCC have offered to review any proposals that the Town Council develop.

The park and ride is managed by South Hams District Council.

Off-street car parks are not the responsibility of the County Council.

Marking individual parking bays would not increase the amount of parking, drivers should park considerately to make the most of the available road space. Excluding parking for visitors outside TQ6 would discourage visitors that bring a lot a money into the economy of Dartmouth.

Parking in Dartmouth including a potential residents parking scheme was discussed in 2021 at the invitation of the Town Council, DCC have offered to review any proposals that the Town Council develop.

There are no rights to park on the public highway and parking is only permitted at locations where it does not cause an obstruction to traffic movements or visibility.

Recommendation

It is recommended that the proposals are not progressed.

ENV5937-07 Lower Fairview Road, Dartmouth

Total number of responses: 83 online, 4 postal (not including DRAPER forms)

Street	Responses	Street	Responses	Street	Responses
South Ford Road	2	Hermitage Road	1	Broadstone	2
Hockey Fields	1	Crowthers Hill	1	Duke Street	1
South Town	1	Oxford Street	1	Clarence Street	1
Browns Hill	2	Victoria Road	9	Above Town	2
Lower Street	2	Higher Street	2	Horn Hill	6
Smith Street	1	Newcomen Road	4	Church Road	1
Lower Fairview Road	27	Ford	2	Townstal Road	1
Britannia Avenue	1	Rectory Lane	1	Fairview Road	2
Bayards Cove	1	Hillside View	1	Ford Valley	3
Dartmouth	1	Embridge, Dartmouth	1	Norton, Dartmouth	1
Frogmore, Kingsbridge	1	Blackawton, Totnes	1	Averill Court, Clevedon	1
Cranbrook Road, Bristol	1	Unknown	1		

Summary of resident comments

40 respondents support and 47 respondents oppose the proposals.

Objections:

- Residents need this parking as they do not have available parking at home.
- Parking at the church needs to remain so people can use it for home and event parking.
- Necessary for people using the river.
- There is insufficient infrastructure to support the removal of parking, a viable alternative needs to be available.
- Those with mobility or medical issues need these spaces.
- These restrictions will hurt the residents in the town.
- Reason is not justifiable, if current rules were enforced properly, then there would be no need for a change.
- Long term parking is needed in the town.
- People need this parking as the cost of getting a garage is not feasible.
- Parking changes have been scrapped before, they are not needed again.
- Residents should have permits for parking in town.
- People have to drive around town looking for a space, creating congestion and environmental issues.
- Changes will force residents, workers and businesses away from Dartmouth.

Devon County Council Response

Proposal:

Extend a length of no waiting at any time.

Reason for Proposal:

To prevent obstructive parking.

Officer comments:

Understand the needs of residents, however, it is not the responsibility of the County Council to provide parking on the public highway.

It is not the responsibility of the County Council to provide parking for those using the river.

The proposals seek to maintain access for emergency service vehicles. The proposals also seek to maintain access to residents' garages, that would otherwise have to park on the road.

It is not the responsibility of the County Council to provide parking for those that work in Dartmouth but to manage the available parking for the community.

- Workers need this parking to be able to do their job.
- Visitors should be using the park and ride to stop taking spaces away from residents.
- Limited spaces as it is.
- Community needs to be put first.
- Carers would have difficulty seeing patients.
- Parking is needed so that residents can use the facilities in the village.
- Residents need the free parking where they don't have personal parking.
- There has not been any obstruction at this location.
- People will be forced to park further and further out of Dartmouth.
- Proposals will leave residents without access to a garage or private parking with nowhere to park.
- Residents living on pedestrianised streets in the town require these unrestricted parking spaces.
- 1h limited waiting bays are often empty over the summer.
- Obstructive parking is not related to unrestricted parking but often on the yellow lines.
- Residents without access to a garage or private property already struggle to park, and cannot afford a garage upwards of £200,000 or car park permits which do not guaranteeing a space.
- Residents need to be able to find spaces to park for more than 1 or 2 hours.
- Proposals are just to produce more revenue to councils by issuing more fines and forcing visitors to buy parking tickets.
- Request is only to benefit a few households who were aware of the parking situation before they moved.
- Fairfield is heavily populated with people who live and work in town and have no alternative parking.
- Carers would find it impossible to park all day.
- Some parking for residents is needed to be able to use the towns facilities.
- People will just park on the other side of the road where there are no restrictions.
- There is no obstructive parking.
- Removal of 3 spaces will just mean cars will be parked in places which are more inappropriate and unsafe.

Supporting arguments:

- Inconsiderate parking compromises safety and blocks entry and exit on this road.
- Damage has been caused trying to maneuverer between vehicles parked here.
- Currently it is difficult to access the higher end of the road.
- Emergency vehicles have difficulty getting through this area due to people being parked in the way – Over the years there have been regular occasions of people needing to be stretchered down the road as an

Carers can apply for [Care Worker permits](#) that allow them to park on double yellow lines for up to 3 hours, if there are no other suitable locations to park and as long as they do not cause an obstruction.

The Council have received reports of emergency service vehicles not able to access properties beyond this location.

Pedestrianised streets are nearly a kilometre from this proposal.

This is a proposal to implement double yellow lines, not limited waiting.

The proposals have been introduced to better manage parking and not to increase PCN or car park revenue. There is on-street limited waiting parking in the town to utilise facilities, or the off-street car parks for those who wish to stay for longer periods.

Drivers should park on-street 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.

Support noted.

ambulance could not get close. Access for ambulances is the main concern among residents here.

- Delivery vehicles cannot get past vehicles parked here – Some will refuse to deliver to this location due to this.
- Trade vehicles cannot get to houses on this road due to parking at this site.
- Recycling and refuse vehicles have had issues trying to enter the road in the past.
- Road is narrower than the legal limit no way for a fire brigade to get through with the current provision.

Suggestions:

- Restrictions should be on both sides of the road.
- Introduce no waiting on the north west side as far as the garage of no 1.
- Increase parking capacity in Dartmouth.
- Introduce a permit scheme for residents so spaces can still be used.
- Leave parking the way it is.
- The no waiting zone should also be added to the opposite side of the road to ensure people don't switch sides.
- The lines should also be extended further down these roads to further defend them from inconsiderate parking.
- Improve the park and ride for tourists and visitors.
- Allow permit parking in Mayors Avenue Car Park.
- Residents of Lower Fairview and Ford Valley urgently need alternative permit parking in town.
- Exclude parking for visitors whose main residence is outside of the TQ6 area code.
- Introduce a permit scheme for residents and encourage visitors to use the Park and Ride. Such a scheme would lower pollution and enable on-street EV charging to be provided for residents.
- Undertake an investigation of how many permanent residents do not have private parking.
- Allow residents to have free access to limited waiting spaces at particular times.

Questions:

- Will the emergency services be contacted for their opinion?
- What use is short term parking to residents of the town? Why isn't the council supporting locals?
- How are people supposed to live in their homes? Where are people going to park their cars?
- I presume the restrictions will be on both sides of the road, otherwise cars will just park on the opposite site, causing even more of an obstruction as the wall protrudes further out on that side.

We can monitor the situation and consider implementing double yellow lines in a future review if required.

There are no rights to park on the public highway and parking is only permitted at locations where it does not cause an obstruction to traffic movements or visibility. There are very few on-street restrictions that could be amended to provide additional parking, roads are too narrow and parking would cause an obstruction.

It is not possible to exclude non TQ6 residents and this would discourage visitors that bring a lot of money into the economy of Dartmouth.

Parking in Dartmouth including a potential residents parking scheme was discussed in 2021 at the invitation of the Town Council, DCC have offered to review any proposals that the Town Council develop.

As part of the consultation, the emergency services are notified of proposals and can submit comments.

It is not the responsibility of the County Council to provide parking on the public highway.

Drivers should park on-street in a safe manner so as not to cause an obstruction.

<p><u>Additional Info:</u></p> <ul style="list-style-type: none"> • Showing dislike for the council. • People threatening to not pay if they got a fine. • Residents need to be considered. • Showing dislike for all changes in Dartmouth Road width is below the absolute minimum width according to the DfT and the Local Fire Safety officer needs to be consulted where a carriageway is less than 3.7m. • Fire fighters will have no way to reach a fire if the parking remains. 	
<p><u>Recommendation</u> It is recommended that the proposals are implemented as advertised.</p>	

ENV5937-08 North Embankment, Dartmouth					
Total number of responses: 64 online, 2 postal (not including DRAPER forms)					
Street	Responses	Street	Responses	Street	Responses
South Ford Road	6	Hermitage Road	1	Broadstone	2
Hockey Fields	1	Crowthers Hill	1	Duke Street	2
South Town	2	Oxford Street	1	Norton View	1
Browns Hill	1	Crossparks	2	Churchfields	1
Lower Street	4	Victoria Road	6	Clarence Street	1
Smith Street	1	Higher Street	1	Above Town	3
Britannia Avenue	3	Newcomen Road	4	Horn Hill	5
Ivy Lane	2	Ford	1	Church Road	1
Jawbones Hill	1	Rectory Lane	1	Townstal Road	2
Nelson Road	1	Ivy Lane	1	Mount Boone Way	1
Yorke Road	1	Ford Valley	2	Norton, Dartmouth	2
Embridge, Dartmouth	1	Blackawton, Totnes	1	Seafields, Paignton	1
Averill Court, Clevedon	1				
Summary of resident comments			Devon County Council Response		
<p>9 respondents support and 57 respondents oppose the proposals.</p> <p><u>Objections:</u></p> <ul style="list-style-type: none"> • Residents need this parking as a lot do not have their own personal parking. • Businesses rely on this parking as customers use it to reach places. • Unfair to take parking away from residents. 			<p><u>Proposal:</u> Extend the existing limited waiting and prohibition of motor caravans restriction.</p> <p><u>Reason for Proposal:</u> To provide an additional 5 parking spaces.</p> <p><u>Officer comments:</u> These proposals seek to add parking spaces, not remove them.</p>		

- Residents need to be able to find spaces to park for more than 1 or 2 hours.
- A prohibition of caravans from 6pm is unreasonable when a majority of van owners spend money in the local economy, and will prevent owners from eating in local restaurants.
- Local trade depends on all types of visitors, not least of all motor caravan patrons.
- Limited alternatives for campervan owners to park in the evenings, as the park and ride doesn't operate in evenings.
- Further restrictions will increase the number of vehicles parked on Mount Boone Way.
- Encouraging camper vans to park on North Embankment will be an eyesore.
- Proposals are just to produce more revenue to councils by issuing more fines and forcing visitors to buy parking tickets.
- There is no supporting infrastructure to cover what the changes will do, viable alternative needs to be provided to justify change.
- Those with medical and mobility issues need these spaces.
- Resident should have permits to be allowed to park in town.
- People have to drive around town looking for a space, creating congestion and environmental issues.
- These changes will force people away from Dartmouth.
- Obstructive parking is from those who park illegally, if policed properly then there would be no obstruction.
- Normal vehicles are not obstructed on this road, only larger ones such as lorries, but they should not be using this road anyway.
- Those with young or elderly family need this parking to be close to their homes.
- Those who work in town need parking.
- Unreasonable prohibition on campervans who contribute to the town as well.
- Businesses that operate on the river need these spaces for customers and staff.
- Residents and businesses will be forced away.
- More parking is needed in Dartmouth, not less.
- Parking needs to be more affordable.
- Driving around all day looking for a space is not good for the environment or people's health.
- People need parking in the town to be able to use its facilities.
- Local trade is dependent on the parking in the town, change the restriction times to allow people to visit shops for a decent amount of time.
- Parking in town should be for residents only, visitors should use the park and ride.

The proposed restrictions are in line with the existing restrictions already in place. To propose different timings to the existing restrictions could be confusing to a driver.

It is not the responsibility of the County Council to provide parking for motor caravans on the public highway.

The restrictions prevent motor caravans parking overnight.

The proposals have been introduced to better manage parking and not to increase PCN or car park revenue.

Enforcement takes place on a routine basis and is dependent on the availability of officers in the area. Obstructive parking can also be dealt with by the police, who can issue a fine or in situations where the obstruction is a danger have the vehicle removed.

Any vehicle, including lorries, has a right to use the public highway, unless restrictions prohibit them to.

It is not the responsibility of the County Council to provide parking for those that work in Dartmouth but to manage the available parking for the community.

This proposal is creating parking where it is currently prohibited.

Proposals allow for 2 hours of parking, should longer parking be required, there are off-street car parks or the park and ride.

Support noted.

Supporting arguments:

- Residents will benefit.
- No overnight parking for campers is welcomed.
- Allows visitors to come in and park.
- Restrictions with different timings. Permanent parking here means other people have less chance to use the parking.

Suggestions:

- Parking should be added, not taken away.
- Residents need a permit scheme to help them park in and around town.
- Limited waiting should be October to April for 4 hours, allowing residents and local shop workers to park during the winter months.
- Requests a time restriction for people parking on Mount Boone Way.
- Operate council run sites for caravans and campervans complete with facilities.
- Parking should be 2 hours in the summer and 4 hours in the winter.
- Amend the Motor Caravan Prohibition operating hours to be 9-9 to allow individuals to park close enough to town with large vehicles and support shops and hospitality during these hours.
- Exclude parking for visitors whose main residence is outside of the TQ6 area code.
- Introduce a permit scheme for residents and encourage visitors to use the Park and Ride. Such a scheme would lower pollution and enable on-street EV charging to be provided for residents.
- Undertake an investigation of how many permanent residents do not have private parking.
- Allow residents to have free access to limited waiting spaces at particular times.
- Improve the park and ride for tourists and visitors.

Questions:

- Is this a joke?
- Where are those who live in town supposed to park for more than 1 or 2 hours at a time?
- What use is short term parking to residents of the town? Why isn't the council supporting locals?

Additional Info:

- Change perceived as a joke
- Showing a dislike for the council
- Some willing to fight back

Recommendation

It is recommended that the proposals are implemented as advertised.

These proposals seek to add parking spaces.

There are no restrictions in the winter months (Oct – April) so residents and workers can park in this location unrestricted.

It is not the responsibility of the highway authority to provide campsites for caravans and motor caravans.

The times of the motor caravan prohibition were agreed as part of a previous community consultation and not within the remit of this proposal.

It is not possible to exclude non TQ6 residents and this would discourage visitors that bring a lot of money into the economy of Dartmouth.

Parking in Dartmouth including a potential residents parking scheme was discussed in 2021 at the invitation of the Town Council, DCC have offered to review any proposals that the Town Council develop.

Understand the needs of residents, however, it is not the responsibility of the County Council to provide parking on the public highway.

ENV5937-09 Oxford Street, Dartmouth

Total number of responses: 54 online, 6 postal (not including DRAPER forms)

Street	Responses	Street	Responses	Street	Responses
South Ford Road	2	South Embankment	1	Broadstone	2
Hockey Fields	1	Crowthers Hill	1	Duke Street	3
South Town	1	Oxford Street	2	Clarence Street	2
Browns Hill	2	Victoria Road	3	Above Town	2
Lower Street	5	Higher Street	1	Horn Hill	5
Smith Street	1	Newcomen Road	5	Church Road	1
Lower Fairview Road	1	Ford	1	Townstal Road	1
Britannia Avenue	2	Rectory Lane	1	Ford Valley	1
Bayards Cove	1	Churchfields	1	Ivy Lane	1
Norton View	1	Embridge, Dartmouth	1	Norton, Dartmouth	1
Higher Contour Road, Kingswear	2	Frogmore, Kingsbridge	1	Blackawton, Totnes	1
Averill Court, Clevedon	1				

Summary of resident comments

All 60 respondents oppose the proposals.

Objections:

- Residents rely on this parking as a lot of them don't have private personal parking areas.
- Businesses rely on this area to load and unload goods for their businesses.
- Insufficient parking for residents in town.
- Not supported by any other forms of parking.
- People need this parking to access the river.
- The current 1 hour restriction is too short as it is, making it 20 minutes means it useless.
- Few places left for unrestricted parking.
- Time restrictions are only useful for those who work away at those hours, shift workers need long term parking.
- Those with medical and mobility issues need these spaces to get around, makes life a lot more difficult without them.
- Difficult to run a business with the high costs of parking.
- These changes will harm the town.
- Residents frustrated with South Hams council and their decisions.
- If obstructive parking was policed properly then it wouldn't be an issue.

Devon County Council ResponseProposal:

Introduce no waiting (single yellow line)

Reason for Proposal:

To prevent obstructive parking, that causes an issue for large vehicles turning out of Oxford Street.

Officer comments:

Understand the needs of residents, however, it is not the responsibility of the County Council to provide parking on the public highway.

It is not the responsibility of the County Council to provide parking for those that work in Dartmouth but to manage the available parking for the community.

Blue badge holders are able to park on double or single yellow lines for up to 3 hours, as long as they do not cause an obstruction.

Enforcement takes place on a routine basis and is dependent on the availability of officers in the area. Obstructive parking can also be dealt

- Obstructive parking is from those parking on double yellow lines.
- If there is obstruction, it's against large lorries who should be using a different route.
- Businesses need this parking for customers and staff.
- This will make owning a business in Dartmouth unfavourable, as investors will find it difficult to come into and park in town to access their firm.
- Garages cost upwards of £200k to install so this parking is needed for residents.
- Permit for Mayors Avenue car park is £600 for no guaranteed space, too expensive.
- Families with young children and elderly members need this parking close to their homes.
- Resident should be given a permit to park in the town.
- People sometimes have to park over a mile away for long term parking.
- People have to drive around town looking for a space, causing environmental issues.
- Those who work full time in Dartmouth need this parking, or staff will have to leave mid-shift to move their car.
- Oppose the changes as losing 40 unrestricted spaces is unacceptable.
- Workers need these spaces to be able to do their jobs.
- Current spaces allow for shop visits and turning.
- These issues will force people away from Dartmouth.
- No issues with parking in its current form.
- Should be guaranteed spaces for permit holders of Mayors Avenue car park.
- Will add strain on businesses and residents.
- Current space allows for quick shop visit and turning ability.
- Parking is already very limited in Dartmouth, these proposals make it more so.
- There should be more parking in Dartmouth not less.
- Shows a disregard to residents.
- Visitors should be using the park and ride to stop congestion in the summer.
- Viable alternative needs to be implemented to justify the changes being made.
- Keeping the town running efficiently needs to be a priority.
- Changes will make working in Dartmouth very difficult, permanent parking provision should be made for residents.
- Not enough parking available in Dartmouth already.
- Residents and workers need these all day spaces.

with by the police, who can issue a fine or in situations where the obstruction is a danger have the vehicle removed.

Lorries have no choice but to use this route when vehicles waiting for the ferry are queued on South Embankment, there is not the width for them to make the right turn onto Coles Court.

Mayors Avenue Car Park is the responsibility of South Hams District Council, Devon County Council have no jurisdiction over this car park.

Proposals are to extend the existing single yellow line. Parking will be permitted any time on a Sunday and between Mon – Sat 6pm – 9am.

The County Council has received reports of damage to properties due to lorries unable to safely make the turn, vehicles parked on the junction affect their ability to exit the junction on the correct path.

There are no rights to park on the public highway and parking is only permitted at locations where it does not cause an obstruction to traffic movements or visibility. There are very few on-street restrictions that could be amended to provide additional parking, roads are too narrow and parking would cause an obstruction.

Parking in Dartmouth including a potential residents parking scheme was discussed in 2021 at the invitation of the Town Council, DCC have offered to review any proposals that the Town Council develop.

- This change is an unnecessary loss of valuable spaces.
- Locals need this parking to use the facilities in Dartmouth.
- Families need these spaces to be able to park close to their homes.
- Road widens when coming out of Oxford Street, allowing lots of space, loss of two valuable spaces.
- Parking in town should be free for residents and visitors should have to use the park and ride, lowering congestion in the summer.
- Locals rely on these unrestricted spaces.
- Locals need these spaces to visit the village facilities.

Suggestions:

- Add a width restriction at the entrance to keep the spaces but avoid obstruction caused by large vehicles.
- Add a permit scheme to the town for the residents so they can park more freely across Dartmouth.
- Increase parking capacity.
- Spend money on other projects, like removing string lights from South Embankment to stop light pollution.
- Undertake an investigation of how many permanent residents do not have private parking.
- Allow residents to have free access to limited waiting spaces at particular times.
- Improve the park and ride for tourists and visitors.

Questions:

- Where are people expected to park?
- Where are residents with no private parking supposed to go?
- What use is short term parking to residents of the town? Why isn't the council supporting locals?
- Why is this change being proposed now and not in the past?

Additional Info:

- Showing a dislike for the council as a result of this scheme.
- Frustration at 'council corruption'.

It is not feasible to implement a width restriction here lorries require use of Oxford Street when vehicles are queued on South Embankment.

Removing lights is not within the remit of this scheme.

The County Council do not have the resources to carry out an investigation regarding private parking.

The park and ride is managed by South Hams District Council.

There are no rights to park on the public highway and parking is only permitted at locations where it does not cause an obstruction to traffic movements or visibility.

Recommendation

It is recommended that the proposals are implemented as advertised.

ENV5937-10 Thurlestone Gardens, Dartmouth

Total number of responses: 45 online, 4 postal (not including DRAPER forms)

Street	Responses	Street	Responses	Street	Responses
South Ford Road	2	Crowthers Hill	1	Broadstone	2
Hockey Fields	1	Oxford Street	1	Duke Street	3
Kingston Lane	1	Victoria Road	2	Norton View	1
Browns Hill	2	Higher Street	1	Churchfields	1
Lower Street	2	Newcomen Road	2	Churchfields West	1
Britannia Avenue	1	Ford	1	Above Town	3
Ivy Lane	1	Rectory Lane	1	Horn Hill	5
Thurlestone Gardens	5	Ivy Lane	1	Townstal Road	1
Ford Valley	1	Clarence Street	1	Dartmouth	1
Norton, Dartmouth	1	Embridge, Dartmouth	1	Blackawton, Totnes	1
Higher Contour Road, Kingswear	1	Averill Court, Clevedon	1		

Summary of resident comments

Devon County Council Response

8 respondents support and 41 respondents oppose the proposals.

Objections:

- Free parking is required for local residents and visitors to local nursing, retirement and assisted living residences.
- No problem with the current parking.
- Residents without private parking sometimes need to park in Thurlestone Gardens due to limited parking elsewhere.
- Residents without access to a garage or private property already struggle to park, and cannot afford a garage upwards of £200,000 or car park permits which do not guaranteeing a space.
- Proposals are just to produce more revenue to councils by issuing more fines and forcing visitors to buy parking tickets.
- Restrictions will just move the parking problems onto neighbouring streets.
- Residents need this parking as a lot do not have private parking available to them.
- There is no other parking infrastructure to support this removal, there needs to be a viable alternative if these changes are introduced.
- The current hour slot is not long enough as it is, restrictions hurt the town more.
- Not a helpful change.
- Car park is too expensive to support the change.
- Parking needed as garages are too expensive to install for personal parking.

Proposal:

Implement no waiting at any time.

Reason for Proposal:

To prevent obstructive parking and improve visibility.

Officer comments:

The majority of properties in Thurlestone Gardens have off-street parking.

We have reports from residents that there has been obstructive and footway parking around the junction of Thurlestone Gardens, making access or egress difficult and dangerous.

There are no rights to park on the public highway and parking is only permitted at locations where it does not cause an obstruction to traffic movements or visibility.

These proposals are double yellow lines and not within the main town area.

- Would rather the current parking situation than a worse one.
- Some people have to park over a mile away from home in order to find a space.
- No obstruction to cars in this area. Only vehicles that may get obstructed is lorries who should be using different routes.
- Workers need these spaces to get to their jobs.
- No issues with current parking.
- Dartmouth needs more spaces, not less.
- Residents should have permits for on-street parking in town, allowing them to park for free.
- People have to drive around town looking for a space, creating safety and environmental issues.
- These changes will force people away from Dartmouth.
- Limited spaces to accommodate the needs of residents and workers.
- These changes will force away businesses who need the parking, as they are the only way they get deliveries and customers.
- Reducing the time available to stay will deter visitors, resulting in less activity for businesses and harm to the local economy.
- Will force people to park further and further away, moving the problem elsewhere.
- Lots of families, nursing, and retirement homes in this area. These demographics need these spaces to be able to access their car safely.
- Visitors should have to use the park and ride to stop congestion and keep the spaces available for residents.

Supporting arguments:

- There is a lack of visibility on this road, this change makes it easier to see.
- Vehicles parking on both sides of Thurlestone Gardens and its junction with Mount Boone causes considerable hazard for vehicles entering and leaving from Mount Boon.
- Residents have failed to have refuse collected due to vehicles blocking access to refuse vehicles.
- Benefits residents.
- Concern over access.
- Helps delivery and emergency vehicles access the road, as they have had difficulty before.

Suggestions:

- Add a permit system for residents in Dartmouth who need the parking.
- Invest more money in expanding parking.
- Undertake an investigation of how many permanent residents do not have private parking.
- Allow residents to have free access to limited waiting spaces at particular times.
- Improve the park and ride for tourists and visitors.

This is not a through route, the only large vehicles using this road would be driving down here to access a property to make deliveries.

Parking in Dartmouth including a potential residents parking scheme was discussed in 2021 at the invitation of the Town Council, DCC have offered to review any proposals that the Town Council develop.

Carers can apply for [Care Worker permits](#) that allow them to park on double yellow lines for up to 3 hours, if there are no other suitable locations to park and as long as they do not cause an obstruction.

Blue badge holders are able to park on double or single yellow lines for up to 3 hours, as long as they do not cause an obstruction.

Support noted.

Parking in Dartmouth including a potential residents parking scheme was discussed in 2021 at the invitation of the Town Council, DCC have offered to review any proposals that the Town Council develop.

<p><u>Question:</u></p> <ul style="list-style-type: none"> • What is the goal of the policy? Where are people going to park with these restrictions in place? • Where are the cars from the new development going to park? • What use is short term parking to residents of the town? Why isn't the council supporting locals? • Where do you think these vehicles are going to park if you impose these restrictions ? <p><u>Additional Info:</u></p> <ul style="list-style-type: none"> • Showing dislike for council that this would be considered. • Frustrated at council that they are trying to take more money in fines. • Removal of parking hurts tourism and in turn, the town. • Cars parking on footpaths, pedestrian throughfares, blocking spaces and private driveways is endemic and dangerous. Residential areas should prioritise residents and not be an area for visitors to leave vehicles for long periods during the summer holidays. 	<p>There are no rights to park on the public highway and parking is only permitted at locations where it does not cause an obstruction to traffic movements or visibility.</p> <p>The proposals have been introduced to better manage parking and not to increase PCN or car park revenue.</p>
<p><u>Recommendation</u> It is recommended that the proposals are implemented as advertised.</p>	

ENV5937-11 Victoria Place, Dartmouth Total number of responses: 47 online, 4 postal (not including DRAPER forms)					
Street	Responses	Street	Responses	Street	Responses
South Ford Road	4	Crowthers Hill	1	Broadstone	2
Hockey Fields	1	Oxford Street	1	Duke Street	3
Ivatt Road	1	Victoria Road	4	Norton View	1
Browns Hill	1	Higher Street	1	Churchfields	1
Lower Street	2	Newcomen Road	5	Clarence Street	1
Britannia Avenue	1	Ford	1	Above Town	2
Ivy Lane	1	Rectory Lane	1	Horn Hill	5
Lake Street	1	Ivy Lane	1	Jawbones Hill	1
Smith Street	1	South Town	1	Hermitage Road	1
Ford Valley	1	Dartmouth	2	Embridge, Dartmouth	1
Norton, Dartmouth	1	Blackawton, Totnes	1	Averill Court, Clevedon	1

Summary of resident comments	Devon County Council Response
<p>3 respondents support and 48 respondents oppose the proposals.</p> <p><u>Objections:</u></p> <ul style="list-style-type: none"> • Space provides valuable parking for GPs at the surgery as there is not enough space in the marked out bays. They would not be able to park in time restricted spaces around town. • 1 hour limited waiting is impractical for residents, workers and visitors. • Spaces are needed to allow people to access the medical practice. • Residents without access to a garage or private property already struggle to park, and cannot afford a garage upwards of £200,000 or car park permits which do not guaranteeing a space. • Proposals are just to produce more revenue to councils by issuing more fines and forcing visitors to buy parking tickets. • Restrictions will just move the parking problems onto neighbouring streets. • Access is needed to assist elderly relatives. • Not supported by other parking infrastructure. • People will have to move their car every few hours, creating congestion and harming the environment. • People who work in Dartmouth need these spaces. • Parking needed around the church for events and home parking. • People with elderly members or young families need these spaces near their homes. • Residents rely on this parking as a lot do not have their own private parking. • The current hour long parking is not enough as it is, changes make it worse. • Obstructive parking comes from those doing so illegally, enforce rules better to stop obstruction. • People use this space to access the medical centre and need a longer time to wait. • People need to be able to visit the pharmacy and post office with enough time. • Garages too expensive to install so this parking is needed. • Unfair on residents and especially those with medical or mobility issues relying on this parking. • Some people have to park a mile away from their home due to lack of space. • Restrictions limit workers ability to work in town. • Local residents should be given parking permits as cars are essential for the town. • No obstruction against cars in this area. Only lorries who should be using an alternative route. 	<p><u>Proposal:</u> Implement no waiting at any time.</p> <p><u>Reason for Proposal:</u> To prevent inappropriate parking in a small length of highway and improve visibility.</p> <p><u>Officer comments:</u> If the surgery requires additional spaces they need to contact the County Council and request the number of spaces are increased via the correct process.</p> <p>Current unrestricted parking is not long enough for a vehicle and it will either overhang into Lake Street, or vehicles without a Doctors Permit will partially park within the doctor's bays to avoid obstructing Lake Street which could result in a PCN being issued.</p> <p>Blue badge holders are able to park on double or single yellow lines for up to 3 hours, as long as they do not cause an obstruction. Drivers can stop, but not wait, on double yellow lines to drop off or pick up passengers.</p> <p>These proposals do not relate to limited waiting.</p> <p>Enforcement takes place on a routine basis and is dependent on the availability of officers in the area. Obstructive parking can also be dealt with by the police, who can issue a fine or in situations where the obstruction is a danger have the vehicle removed.</p> <p>There are off-street car parks nearby that can be used by those who need to park for longer.</p> <p>It is not the responsibility of the County Council to provide parking for those that work in Dartmouth but to manage the available parking for the community.</p>

- These changes will force people away from Dartmouth, they are against the interest of the residents in Dartmouth.
- No parking issues as it is.
- Car parks are very expensive.
- Visitors should have to use the park and ride when visiting to avoid parking being overused in the summer.
- Very stressful to park as it is and the changes make it worse.
- Limits the ability for people to meet their needs in town.
- There are limited spaces in Dartmouth and these proposals will cause stress to the residents of the area.
- Businesses will be forced away from Dartmouth due to a lack of customers, as parking will make it too difficult for people to visit shops in town.
- Working in Dartmouth is difficult with the lack of parking, and there is no good public transport system to move people around town as a substitute for cars.
- Carers need these spaces to see patients.
- Times proposed are impractical, people won't be able to do their daily tasks in town.
- More parking is needed in Dartmouth, not less.

Supporting arguments:

- Parking on the junction causes obstruction and would restrict access to emergency service vehicles.

Suggestions:

- Add a permit system to Dartmouth so residents can still park in town.
- Spend money on increasing parking capacity.
- Reclaim some of the lost land from the Park & Ride to expand it.
- Remove vehicles which are permanently parked on neighbouring roads to make more parking spaces available.
- Undertake an investigation of how many permanent residents do not have private parking.
- Allow residents to have free access to limited waiting spaces at particular times.
- Improve the park and ride for tourists and visitors.

Questions:

- What use is short term parking to residents of the town? Why isn't the council supporting locals?

Additional Info:

- Showing a dislike for the council that they would propose these changes.

Parking in Dartmouth including a potential residents parking scheme was discussed in 2021 at the invitation of the Town Council, DCC have offered to review any proposals that the Town Council develop.

Understand the needs of residents, however, it is not the responsibility of the County Council to provide parking on the public highway.

Carers can apply for [Care Worker permits](#) that allow them to park on double yellow lines for up to 3 hours, if there are no other suitable locations to park and as long as they do not cause an obstruction.

Support noted.

Parking in Dartmouth including a potential residents parking scheme was discussed in 2021 at the invitation of the Town Council, DCC have offered to review any proposals that the Town Council develop.

The park and ride is managed by South Hams District Council.

The County Council do not have the resources to carry out an investigation regarding private parking.

There are no rights to park on the public highway and parking is only permitted at locations where it does not cause an obstruction to traffic movements or visibility.

- Residents need to be considered, there is no town without them.

Recommendation

It is recommended that the proposals are implemented as advertised.

Dart Residents Against Parking Enforcement Regulations (DRAPER) form

Total number of responses: 331

Dartmouth: 249

Devon (not including Dartmouth): 63

Outside Devon: 6

Unknown address: 13

Summary of resident comments	Devon County Council Response
<p><u>Objections:</u></p> <ul style="list-style-type: none"> • Elderly people need parking on High Street. <ul style="list-style-type: none"> ○ Elderly customers do not have enough time for 2 hours free parking. • Very inconvenient. • Current arrangements work/Parking currently works well enough/Restrictions are unnecessary. • There are problems but resident has managed to park. • Parking is already/has always been an issue: <ul style="list-style-type: none"> ○ It is very difficult for local residents to park. ○ For people who work in town/It is getting harder and harder to park for work. ○ It's difficult enough already to find parking spaces. ○ especially during peak season. ○ Resident currently parks in town and has to walk for 5-15 min. ○ Resident reports visitors in summer leaving their cars for days along Mount Boone, preventing access to work men and locals. • It is unfair: <ul style="list-style-type: none"> ○ on people living in the Town Centre; ○ to the local community. • Restrictions would have a negative impact on the town: <ul style="list-style-type: none"> ○ It will make Dartmouth less attractive to tourists and locals alike. ○ Restrictions would be detrimental to the town/Restrictions would kill the town/Restrictions would kill the core of the town. ○ Restrictions would increase stress on the town. ○ Restrictions would make traffic worse. ○ Restricting more parking is ruinous. ○ Further restrictions is bound to adversely affect tourism and upset residents. ○ Proposal will cause more problems with people to driving around, getting frustrated. ○ Losing these spaces is unsustainable for the town. ○ Will have significant impact on staffing of the medical centre and provision of medical services. • Restrictions would have a negative impact on the local businesses and economy. <ul style="list-style-type: none"> ○ Restrictions would restrict business and economy; 	<p><u>Officer comments:</u></p> <p>Residents or visitors with blue badges are able to park on double or single yellow lines for up to 3 hours, as long as they do not cause an obstruction, or are able to park without time limit in limited waiting bays.</p> <p>DCC frequently receives concerns regarding parking in Dartmouth which led to these proposals.</p> <p>Parking in Dartmouth including a potential residents parking scheme was discussed in 2021 at the invitation of the Town Council, DCC have offered to review any proposals that the Town Council develop.</p> <p>There are no rights to park on the public highway and parking is only permitted at locations where it does not cause an obstruction to traffic movements or visibility.</p> <p>There are very few on-street restrictions that could be amended to provide additional parking, roads are too narrow and parking would cause an obstruction. If there are any suggestions they can be raised with the County Councillor and considered as part of a future review of restrictions.</p> <p>Whilst the proposals remove some parking, other parking is being made limited waiting to improve turnover and therefore access to</p>

<ul style="list-style-type: none"> ○ Restrictions would harm local business. ○ Shopkeepers and carers would lose their only parking. ○ Taking away spaces would cause real problems for local businesses and workers. ○ Seasonal and day visitors will NOT replace the regular trade; ○ If employees of local businesses have nowhere to park, they will chose to work elsewhere. ○ It is difficult to find staff in Dartmouth as it is and this will only make it worse/Would give retail another blow when it's already struggling to keep staff. ○ Resident feels that restrictions would contribute to the town becoming a place where people can't work/It has been increasingly more difficult to park for work in the town. ○ People that used to come to Dartmouth to shop are now going elsewhere due to parking; ○ Residents support the economy when and if they can park. ○ Removing parking would kill business' trade and the business. ○ Customers won't have anywhere to park. ○ Has 32 employees who also need to park; ○ Employees all struggle to park without restrictions coming into play. ○ Business is very hard at the moment, discouraging customers into the town is not a good idea. ○ Will have even less all day parking in their job at Dartmouth Caring. ● Restrictions would have negative environmental impact <ul style="list-style-type: none"> ○ Restrictions would increase air pollution due to people driving around trying to park. ○ Limiting times increases environmental impact due to vehicles moving every 1 to 2 hours. ● Restrictions would have negative impact on individual: <ul style="list-style-type: none"> ○ Resident would suffer immeasurably if car spaces were restricted. ○ Restrictions would affect resident's job. <ul style="list-style-type: none"> ▪ Resident will have to give up their job if they cannot park in town. ○ Family, friends unable to visit or deliver urgent support, medication to town resident. ○ Resident with no private parking spaces feels restricted. ○ Need car to commute to university; if resident can't park, they can't study. ○ Less spaces would mean more hassle with this aspect of their life. ● Restrictions would have negative impact on residents. <ul style="list-style-type: none"> ○ Residents will be hit hardest. ○ Restrictions would be a disaster/serious problem for residents. ○ Restrictions would penalise Dartmouth residents. 	<p>businesses increased and we are increasing the amount of parking on the North Embankment.</p> <p>It is not the responsibility of the County Council to provide parking for those that work in Dartmouth but to manage the available parking for the community.</p> <p>Carers can apply for Care Worker permits that allow them to park on double yellow lines for up to 3 hours, if there are no other suitable locations to park and as long as they do not cause an obstruction.</p> <p>Vehicles can load and unload on no waiting restrictions where they do not cause an obstruction.</p> <p>The County Council promotes more sustainable methods of travel, such as walking or cycling for residents working in or visiting the town.</p> <p>There are off-street car parks or the park and ride that can be used by those who need to park for longer than the limited waiting allows.</p> <p>Enforcement takes place on a routine basis and is dependent on the availability of officers in the area. Obstructive parking can also be dealt with by the police, who can issue a fine or in situations where the obstruction is a danger have the vehicle removed.</p> <p>Off-street car parks are not the responsibility of the County Council.</p> <p>Issues with overgrown weeds and hedges can be reported via our website.</p> <p>The park and ride is managed by South Hams District Council.</p> <p>Alternative/new off-street parking options need to be raised with the Town and/or District Council.</p>
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- Restrictions would make many more living in town unable to park.
- Residents without a parking space are now in a hopeless position.
- Restrictions would cause chaos for residents who lack permanent parking already.
- Residents who visit the church regularly will also be handicapped.
- Restrictions would prevent residents from parking.
- Reduced pedestrian safety from more car movement around the town.
- The council should be encouraging people to come to the centre of town.
- Cannot afford to lose local parking/Need all the parking.
- Parking spaces are needed:
 - for local workers
 - and for the low paid Dartmouth workers.
 - Maintenance staff from Live West have difficulty parking in Dartmouth and repairs are essential.
 - in the lower town.
 - Library staff rely on the all day spaces.
 - Medical staff need to be able to park to provide a service to the locals.
 - for residents
 - to support local shops.
 - throughout the year.
 - to do things in town – volunteering, shopping, my activities.
 - to visit Dartmouth.
 - Unrestricted parking spaces are sometimes the closest to resident's home.
 - Parking spaces are handy for a quick shop in the lower town.
 - Resident needs to park their car in town during the night.
 - People in town need to have a space to park all year round.
 - for businesses:
 - Shops need staff who need parking.
 - without allocated parking.
 - Unrestricted parking should always be available to local businesses; Local businesses desperately need to be able to park.
 - Business owner who on occasion is required to drive into town during the day with stock and park.
 - Resident needs parking to access businesses in Market Square.
 - Local businesses need to survive;
 - For families of residents that visit.
 - Locals require parking to enjoy their local community.

- There is a lack of parking
 - For:
 - Residents.
 - For locals who work in town.
 - For visitors.
 - especially for those attending the doctors.
 - as Dartmouth is a busy place.
 - Not enough free spaces.
 - All day spaces already in high demand.
- Resident needs to visit Dartmouth to see their doctor.
- There is no long-term parking for residents.
- Parking spaces make the town accessible.
- Restrictions would exacerbate the current parking problem.
- People park in loading bays which is annoying for couriers.
- People work in town:
 - A lot of people work in the town and need to travel in by car.
- Local home owners, residents unable to park near their homes;
- Since 2010 there have been five attempts to alter/limit parking in Dartmouth, all of which have been opposed by both residents and those who work in the town.
- Frequent moving of cars.
 - Local workers need somewhere to park without having to move every half an hour.
 - Resident cannot move their car every hour when working in Dartmouth.
 - Moving their car every hour would cripple their business due to loss of productivity.
 - Resident needs to move their car every hour; on average, resident receives a parking ticket per week.
 - Many residents have to move their car every few hours.
 - Resident works night shifts and sleeps during the day and would have to wake up after 1.5hrs to keep moving their car.
 - Person cannot leave the shop to move the car.
- Locals rely on parking spaces.
- Restrictions would decrease the number of available parking spaces
 - when visiting town;
 - There would be 40 less spaces to park.
 - Restrictions would take away resident and business parking.
- Affordability:
 - Locals cannot always, either afford A space in a permit parking location.
 - Many residents of Dartmouth already struggle to afford to live in town without the added expense of having to pay for parking.

- Resident cannot afford extra money to pay for parking.
- Workers would not be able to afford the park and ride or all day parking.
- Person earns under the living wage and can't afford to pay for the car park.
- Car park is £6.20 for only 4 hrs.
- The unrestricted places on the edge of town are ideal.
- Commuting
 - Resident commutes
 - every day for work
 - to Dartmouth from Paignton
 - to Dartmouth by car 5 days a week
 - Person travels over 45 mins to work
- Disability
 - Disabled driver needs parking.
 - A business owner who is disabled needs this parking as it is hard to find parking within walking distance at the best of times with a blue badge.
- No help whatsoever is given by the council to residents or people who work in the town with regards to parking/The council are seriously failing local people who pay their taxes.
- Dartmouth relies on people who work here for its continued ability to thrive.
- More spaces needed, not less:
 - Residents need more long term not less.
 - Need more, not less unrestricted parking.
 - Business needs more parking, not less;
 - Residents should be given options to park, not have them taken away.
 - Visitors helping the economy need more spaces.
 - Council should be providing more spaces.
- Surrounding villages need to come into Dartmouth, for doctors, dentists and shopping.
- Residents have nowhere else to park
 - Most locals who live down the town have no garage/parking;
 - Resident's property has no parking.
 - Permanent residents who live in narrow streets with no space to park or build a garage.
 - especially Higher Street & Newcomen Road.
 - There is a shortage of garages to rent or buy.
 - Front garden can't be made into a carport.
 - Resident cannot get a business permit or permit for Mayors car park so requires street parking, even though resident is a shop owner and resident.
 - Resident has two cars and no space to park them at home.
- Car park:
 - is full
 - Locals cannot always be guaranteed a space in a permit parking location.
 - limited hours during peak season.

- Mayors avenue, which some people pay £600pa for, is now so full of holiday let cars that they can scarcely use it in summer.
- Driving around town to more car every one/two hours is absolutely ridiculous
- 2hours/1 hour for visitors is ok. Not for residents.
- If resident would need to park away from their house, they would feel vulnerable walking home in the dark.
- Restrictions would be a retrograde step.
- The proposal is not coherent;
- It doesn't makes sense to restrict parking for workers + residents;
- Restrictions would shift the problem, not solve the problem.
 - Restrictions would force locals to park up the hill on Crowthers + Jawbones where parking is already an issue.
 - Parking will be pushed into other areas;
- Resident suffers from long covid and parking/walking is already a problem.
- Resident feels restrictions would be unacceptable.
- There is no environmental benefit;
- No benefit to local residents;
- Restrictions would take away a very important resource;
- Restrictions are in pursuit of revenues.
 - dressed up as a green issue;
 - More money from fines.
- Removing spaces/parking:
 - Removing 40 free parking spaces is yet another ill conceived, poorly thought through idea.
 - Removing space from residents without providing suitable alternative seems ill-thought out.
 - Loss of this amount would be foolhardy.
 - Restrictions would remove all day parking.
- Resident lives and works in Dartmouth.
- Person works in Dartmouth.
- Councils should look after the residents instead of find ways to make money/ People who live and work here need to be looked after;
- Ridiculous plans;
- Charles Street is already often full of holiday makers
- Tourists don't pay council tax;
- Resident expresses that they feel treated as 3rd class citizens;
- Holiday properties have preference because of money.
- People are encouraged to come to Dartmouth.
- Car parking capacity keeps being taken away from residents and workers in the town.
- Worst idea ever.
- Another reason not to come down to Dartmouth;
- Enough paying for parking.
- Alternative transport.
 - Cost of the bus from Townstal is excessive.

- Bus doesn't start early enough to get to work.
- It is impossible to walk up and down the hill with a pram and dog due to steep incline and overgrown weeds and hedges.
- No alternative;
- Park and Ride.
 - already lost several areas due to new build.
 - The Park and Ride isn't a viable option due to its lack of space in the summer, fees and lack of buses for evening workers.
 - park and ride is not available early enough and all year round.
 - Person needs to bring stock and supplies to their business so using the park and ride is not an option, logistically or financially.
- driving is more convenient.
- public transport isn't an option due to timings and frequency.
- No viable alternatives at most times.
- People who live here all year round are not considered.
- Need to support local businesses.
- Not being able to park outside will make summer hell.
- People need their car close to them in case of an emergency.
- Difficult for residents to do quick tasks in town, have to drive around looking for a space/finding a space to quickly collect a prescription is a nightmare.
- Proposals do not take residents into account or those who need to commute to work due to poor public transport, no social or rental housing.
- Residents deserve all day free parking/Residents should be able to park in their own town.
- Dartmouth needs visitors.
 - Visitors help the local economy.
- Person would hate to see 40 spots taken/does not want further restrictions to be introduced.
- There is no valid reason for this.
- Resident has to circle town looking for a space;
- Resident many times had to leave without needed shopping;
- Coming in for a doctor's appointment requires extra time to find a rare parking spot.
- Unrestricted parking is in high demand and should be reserved for residents.
- It is a disgrace to contemplate losing these unrestricted parking spaces;
- There is no integrated transport strategy for Dartmouth.
- Never seen or heard that traffic was blocked by a parked car;
- Development at the top of town will cause the town to become gridlocked.
- Benefits of spaces.
 - These spaces encourage visits to shops and businesses.

Suggestions:

- Open a fit for purpose Park and Ride; Central 'Hop on, Hop off' buses for day trippers and visitors.
- Organise a further car park in the lower part of town (for detailed suggestions, please see table 2).
- The park & ride should be improved for tourists/Visitors.
- Please consider the local people who keep Dartmouth going all year.
- It's high time the council takes consideration for those working and running businesses, without whom the 'Tourist' town wouldn't function quite apart how the dwindling number of residents .
- should be thinking about the locals and where they need to be parking.
- Visitors to Dartmouth should be made to use the park & ride;
- Think more of the locals, not just the visitors.
- Council should be working on ways of creating more out of the town.
- Investigate the opportunities of increasing unrestricted parking and even consider residents permits.
- We need permit parking.
- Not encouraging more people to drive into town.
- Stop penalising locals who pay council tax.
- Work with residents, not against them.
- Reward the residents with a sensible residents parking scheme and charge others for the amenities residents pay for.
- Leave something for people that work in town.
- If you're taking the spaces away, replace them.
- Don't make it worse.
- Stop stealing our parking.
- Build another level on Mayors Avenue Car Park.
- Provide efficient service for workers in town with drop off points.
- Devon County Council should purchase land or back the private development of a car park a the top of town.
- Requests residents parking.
- Leave it alone.
- The council must make allowance for this.

Questions:

- Where are people going to park?
- Why should residents be discriminated against because they are not a visitor?
- How do you expect people who work in Dartmouth but can't park, get to work?
- Where are local residents left to park?
- Will any revenues directly benefit Dartmouth residents?

<ul style="list-style-type: none"> • What is the need for more restrictions?/What is the reason to deny residents these few places? No correlation. • Can we afford to turn shoppers coming into Dartmouth away? • Where are residents without a garage supposed to park near their homes? • Resident asks why they are treated this way. • Why make things worse. • Is this fair? <p><u>Additional Info:</u></p> <ul style="list-style-type: none"> • A few years ago there was a petition to dig up Coronation Park to make more parking spaces. • Resident has complained about no on-street parking. • Resident was refused a parking permit. 	
<p><u>Recommendation</u> Recommendations for each separate proposal is detailed above.</p>	

ENV5937-30 Paignton Road School Hill, Stoke Gabriel					
Total number of responses: 51					
Street	Responses	Street	Responses	Street	Responses
Stoke Gabriel Parish Council	1	Elm Tree Drive	1	The Millpool	1
Duncannon Mead	3	Yonder Meadow	1	Cator	1
Church Walk	1	Maddicks Orchard	1	Paignton Road	3
Byter Mill Lane	2	Flood Street	1	Waddeton Road	1
The Barnhay	4	Poundfield	2	Mill Hill Court	1
Mill Hill	1	Barn Park	2	Aish Road	1
Orchard Way	1	Millers Lane	2	Samuels Close	1
Chapel Court	1	Andrews Park	2	Darton Grove	1
Long Rydon	4	Kings Rydon Close	2	School Hill	1
Kings Drive	1	Broad Path	1	Higher Well Road	1
Aish	2	Grange Road, Paignton	1	Lammas Lane, Paignton	2
Summary of resident comments			Devon County Council Response		
<p>1 respondent supports and 50 respondents oppose the proposals.</p> <p><u>Objections:</u></p> <ul style="list-style-type: none"> • There is already a very limited supply of parking, this makes it worse. 			<p><u>Proposal:</u> Reduce the waiting period in the limited waiting bays.</p> <p><u>Reason for Proposal:</u> To improve turnover for those accessing facilities.</p> <p><u>Officer comments:</u></p>		

- People need the spaces to be able to pick up their children from school, and 20 minutes isn't long enough for this.
- Detrimental to businesses, local people using the facilities and elderly people accessing the church.
- Proposals would mean no-one could attend the village hall, scout hut, restaurants, and pubs.
- The changes to the parking places would affect people hiring or visiting events at the village hall.
- Residents will be greatly affected by this, as many rely on this parking for work/home.
- 20 minutes is not enough to complete tasks in town.
- Businesses will suffer, as there will be less availability for customers to park, hurting their income.
- It will be impossible to attend events in the village hall with these restrictions.
- Lots of people depend on their car for travel and this will hurt them a lot.
- No public car park and many homes don't have personal parking. This free on-street parking is needed.
- Private car park is expensive and dependant on owners.
- People are forced to wait and park on hills causing congestion.
- Pubs will suffer as there will not be enough time to stay and have a meal.
- This plan was introduced in the past and was reversed.
- Elderly residents, and those with mobility issues rely on these parking areas to move around the village.
- There was no problem before so there is no need for a change.
- The parking is needed so people are able to use the hall for a decent amount of time.
- People will be forced to park further away, forcing the problem elsewhere.
- Changes will make it more difficult for people to use facilities in the village.
- Changes will make the parking difficulties worse.
- Residents should have free parking in the village and visitors should have to use the park and ride.
- No evidence has been provided to support the changes.
- No obstructive parking in this area, and if there was, these changes would not stop it. Unnecessary loss of spaces.
- More parking is needed, not less. Residents have always worked together to enable villagers to park.
- Residents of Church Walk, a private road, work together when there is a funeral or wedding and

It is not the responsibility of the County Council to provide parking on the public highway but to manage the available parking for the community.

Those with a blue badge can park for an unlimited time period in a limited waiting bay.

An increase in turnover of parking will improve access for those wanting to use the shop or post office.

The Church House Inn has its own private car park.

We are not proposing to remove any parking, just reduce the duration of the parking period in the summer months.

We received a request asking for the duration to be reduced. The times proposed as they are practical for our Civil Enforcement Officers to enforce in a remote location.

There is no park and ride for Stoke Gabriel.

The County Council would be willing to review any proposals put forward by the Parish Council, however there may be very little opportunity to increase parking due to the nature of the roads.

will move their cars onto Paignton Road or School Road – this must be allowed to continue.

- While parking is available at Mill Pond and the Church House Inn it costs money and is dependent on the owners continuing to allow it.
- Village hall only has parking for 4 cars and so nearby bays are required for extra parking.
- What limited parking there is in the village is essential for village activities otherwise the economics of running village facilities will cease to be financially viable.
- Proposals will move problems elsewhere such as Duncannon Lane, which causes problems with access to Duncannon Mead.
- A limit of 20 minutes will force residents to go outside of the village to shop for meals.
- Bus stop on the opposite side of the road to the Paignton Road limited waiting bay is a disruption, other bus stops in the village do not have the bus stop markings.
- Request the bus stop is changed to a loading bay to service the shop and public house.
- Frequency of the bus stop doesn't warrant the markings; it just drops off and picks up and continues on its journey.

Supporting arguments:

- Often difficult to pass these bays due to inconsiderate parking.
- Respondent supports if research shows that reducing the parking time will alleviate inconsiderate parking.

Suggestions:

- Reduce speeding in the village.
- Ease pressure on parking instead, add more parking to the area.
- Add a permit system for residents, as they need this parking.
- Speak to the parish council about these changes, they can give the full picture of parking in Dartmouth.
- Introduce signs that ask people to park responsibly.
- Invest more in helping bin collection in the village instead of this.
- There should be no parking all year close to the exit onto Mill Hill, as tight parking causes exiting vehicles to place themselves in the centre of the road. This limits the view of traffic turning off the main road into Mill Hill and puts cyclists especially at risk.

The removal of the bus stop markings can be considered in discussion with the Local Member and bus company. However, the underlying restriction of double yellow lines will still remain. Vehicles can load and unload on no waiting at any time restrictions, but not park.

Support noted.

Only drivers are able to ensure they do not park inconsiderately. No restriction will prevent this.

This is not within the remit of the scheme.

The County Council would be willing to review any proposals put forward by the Parish Council, however there may be very little opportunity to increase parking due to the nature of the roads.

There is no such sign within the regulations.

Waste collection is the responsibility of the District Council.

This can be considered in a future review if the Local Member and Parish Council are in support.

Existing restrictions already are 3 hours no return within 1 hour, in the summer months.

The time period 9am - 6pm can be considered in a future review if the Local Member and Parish Council are in support.

Enforcement takes place on a routine basis and is dependent on the availability of officers in the area.

- Extend parking time to allow access to the shop, as when its busy 20 minutes is not long enough with a full shop and queue for the post office.
- A limit of 3 hours in the summer would be reasonable.
- Parking period increased to 3 hours with 1 hour no return.
- Reduce the proposals so they are from 9am - 6pm.
- Parking should be for 1 hour to allow time for shopping of visiting the church yard.

This would not be possible.

Questions:

- Why do the restrictions need to change?
- If traffic police are going to monitor this, why not monitor the cars obstructing originally?
- Who is going to police the new restriction?
- Why change something that is working well?
- Who thought this was a good idea?
- Where are the people displaced by these changes going to park?
- Would it be possible for villagers to apply for parking permits for 3 hours as it now stands?

Additional Info:

- Will seriously affect the heart of the village and won't solve anything.
- Obstruction comes from those who park illegally on double yellows.
- Frustration at councils that money is being spent on this.

Recommendation

It is recommended that the proposals are not progressed.