

On Street Parking – Honiton

You will be aware that Devon County Council will be expanding its on street 'pay to park' scheme to other places in the County including Honiton and this report is intended to explain the reasoning behind this and what any residual profit from this is used in other parts of the Councils Business, not least bus subsidies and cyclic maintenance; it cannot be used for other activities.

Paid for parking is not new in Honiton, or elsewhere in Devon and beyond, and while inevitably there will be a view that High Street businesses will be damaged in terms of footfall, there is no evidence to suggest that this is the case in Devon, other than anecdotal.

A large part of what this exercise is about is increasing footfall in to town centre shops by re-cycling parking spaces more, reducing abuse of current limitations and improved traffic management, using enforcement where necessary, including a free parking offer for 30 minutes and encouraging cars to use off street car parks for longer stays

Currently there are Traffic orders on parts on Honiton High Street between 06.00 and 09.00 On Tuesdays, Thursdays and Saturday which will remain unchanged, so that the street market can continue to operate as it does now. You may be interested to see current parking restrictions in Honiton and elsewhere at <https://devon.traffweb.app/traffweb/1/TrafficOrders>

Developing Policy

- **Improved Turnover** – The availability of parking is critical to attracting visitors to our communities and high streets. With visitors encouraged to opt for a free 30 minute stay or to use the off street car parks for stays of over an hour, turnover and footfall will be maximised on the high street.
- **Reduced Congestion** – With the high street parking opportunities being more available to visitors, and priced to encourage use of well sign posted off-street car parks, the recirculation of vehicles "looking for the cheaper option" in the high street will be reduced; this means less congestion and improved air quality.
- **Improved Enforcement** – Enforcement of pay & display areas is much easier, meaning increased turnover (and compliance), and allowing our finite enforcement resource to spend time dealing with parking issues elsewhere in your community.

Key Policy Points

- **Need** The busiest areas of our communities will be prioritised for review, for example town centre or seafront locations. These locations are more likely to be affected by congestion and recirculation of traffic looking for parking opportunities.

- **Economy** The local economy will be considered when prioritising schemes. Busier and less deprived communities will be prioritised and consideration will be given to the Deprivation Index for that area. Retail vacancy rates will be low (below national average), and not in significant decline. These locations are more likely to have more traffic and footfall needing improved management of traffic and parking.
- **Design** Areas that do not already have (or have very little) pay & display will be prioritised. New schemes will focus on the conversion of existing limited waiting restrictions to pay & display, typically there will be no change to hours / days of operation, or maximum stay.
- tariffs for longer stays (of more than an hour) are at least equal or higher than equivalent off-street tariffs to encourage parking in longer stay car parks, reducing the recirculation of traffic; minimising traffic congestion and improving air quality.
- A free parking period (20 or 30 minutes) will be considered where appropriate to encourage shorter stays, high turnover and improve availability of parking opportunities in high street locations.
- Cashless options (pay by phone / app) will be promoted and removal of physical machines will be considered where appropriate.

Design

The Traffic Orders Policy and Programme team have now developed schemes for the 8 communities agreed at November Cabinet:

- Braunton
- Crediton
- Dartmouth
- Honiton
- Okehampton
- Salcombe
- Sidmouth
- Tavistock

For traffic management purposes, initial schemes looked at full community treatments, and a reduced scheme has now been designed for Honiton, focusing solely on the key central high street area. (See attached maps).

Also attached is briefing paper that is going to County Council colleagues in the towns that will be part of this expansion of 'paid for' parking schemes

ENDS

Pay & Display In Devon

What does the County's Policy on Pay & Display mean for my community?

- **Parking for 30 minutes remains free** – Our Policy is that a free parking period will be considered where appropriate to encourage shorter stays, high turnover and improve availability of parking opportunities in high street locations.
Where there are options to stay for an hour or more a free 30 minute tariff will always be provided to encourage a shorter stay. A 30 minute ticket will be available from the machine without charge.
Where the existing maximum stay is of less than an hour (i.e. 30 or 45 minutes), we will set a single low cost tariff, typically 20p.
Alternatively, at the local County Councillor's request, we will extend the maximum stay to 1 hour to allow for a free 30 minute period to be introduced. Case studies indicate that most users still opt for the shorter free stay so turnover will be maintained and in many cases improved.

This means that many of the visits to your high street can remain free.

Case Study: A number of our communities already have a Pay & Display with free tariff available to visitors, this offer is well used.

In Ilfracombe, in the past 12 months 74.5% of all stays used a free ticket.

In Dawlish, 65.5% of all stays used a free ticket.

- **Improved Turnover** – The availability of parking is critical to attracting visitors to our communities and high streets. With visitors encouraged to opt for a free 30 minute stay or to use the off street car parks for stays of over an hour, turnover and footfall will be maximised on the high street.
- **Reduced Congestion** – With the high street parking opportunities being more available to visitors, and priced to encourage use of well sign posted off-street car parks, the recirculation of vehicles "looking for the cheaper option" in the high street will be reduced; this means less congestion and improved air quality.
- **Improved Enforcement** – Enforcement of pay & display areas is much easier, meaning increased turnover (and compliance), and allowing our finite enforcement resource to spend time dealing with parking issues elsewhere in your community.

On high streets it is the norm that the time permitted to park will be limited. There are two mechanisms available to manage this. The first being Limited Waiting and the second Pay & Display.

With Limited Waiting a Civil Parking Enforcement Officer (CEO) will need to visit the street and log all vehicle registrations, they will then need to plan their beat to return to that location to repeat the process after the end of the limited waiting period (but before the "no return" period expires). This is extremely laborious, and the presence of the CEO becomes well known to traders and workers who can easily abuse the restriction meaning that spaces do not turn over as frequently as would be desired.

With P&D there is only one visit required and only data relating to vehicles parked in contravention needs to be gathered. There is a time saving of between 50% and 75%, and improved compliance meaning spaces will turn over more readily.

Why did you choose our community?

We have worked with our Economy team to focus on communities with the highest retail occupancy first; these have the greatest need for additional traffic management.

The busiest areas of our communities will be prioritised for review, for example town centre or seafront locations. These locations are more likely to be affected by congestion and recirculation of traffic looking for parking opportunities.

Is pay & display bad for our high street?

We believe that pay & display is one of the components that is needed to ensure a healthy high street and community; it encourages turnover, reduces congestion, and may encourage some to walk and cycle more.

Pay & display is used widely across the UK and Devon. There are no clear findings nationally or detailed studies that show a correlation with the economic performance of a community; it is fair to say that narrative is varied and inconclusive.

What we do know is that the availability of parking is important and in general that would be at the top of the hierarchy of needs for a visit; first parking must be available and conveniently located, the next consideration would be cost. Anecdotally, a casual observer would not find significant difference in occupancy of limited waiting or P&D bays in a high street setting.

How is income from pay & display spent?

The focus of our policy on Pay & Display is to improve turnover, reduce congestion, and ensure enforcement is efficient and sustainable.

The first call on income is to support the parking enforcement service. Any surplus can then fund other areas of transport and traffic management (as prescribed by legislation).

The account continues to make up 38.5% of all bus subsidies provided by Devon County Council contributing £2.118m per annum, (this is set to increase to 60%, £3.368m, in 23/24).

Without subsidy, a review of the frequency and operating times would be needed.

For the communities currently being reviewed the following support is provided to bus services:

- **Braunton:** benefits from 4 bus services, 1 of which receives subsidy.
- **Crediton:** benefits from 12 bus service, 11 of which receive subsidy
- **Dartmouth:** benefits from 3 bus services, 2 of which receive subsidy.
- **Honiton:** benefits from 10 bus services, all of which receive subsidy.
- **Okehampton:** benefits from 13 bus services, 11 of which receive subsidy.
- **Salcombe:** benefits from 1 bus service, which receives subsidy.
- **Sidmouth:** benefits from 6 bus services, 3 of which receive subsidy.
- **Tavistock:** benefits from 18 bus services, 10 of which receive subsidy.

The account also contributes £1.7m per annum to cyclic maintenance, including funding 90% of all costs relating to grass cutting for verges and visibility splays.

Currently there are places which are benefitting from the income derived in other parts of the County and this does not appear entirely equitable.

In Devon, the Authority arranges cuts in safety critical locations for our communities each year. This may be undertaken by our own contractor or through the Town Council with funding provided by DCC and includes verges and visibility splays both in central urban areas and surrounding rural areas.

For the communities currently being reviewed, the following support is provided:

Braunton receive £4,266 funding from DCC to deliver their own urban grass cutting

Crediton receive £423 funding from DCC to deliver their own urban grass cutting

Dartmouth DCC deliver urban grass cutting to approximately 1791m², and strim around 31 highway features*, four times per year

Honiton DCC deliver urban grass cutting to approximately 15060m² and strim around 166 highway features*, four times per year

Okehampton DCC deliver urban grass cutting to approximately 4705m² and strim around 41 highway features*, four times per year

Salcombe receive £349 funding from DCC to deliver their own urban grass cutting

Sidmouth receive £4,983 funding from DCC to deliver their own urban grass cutting

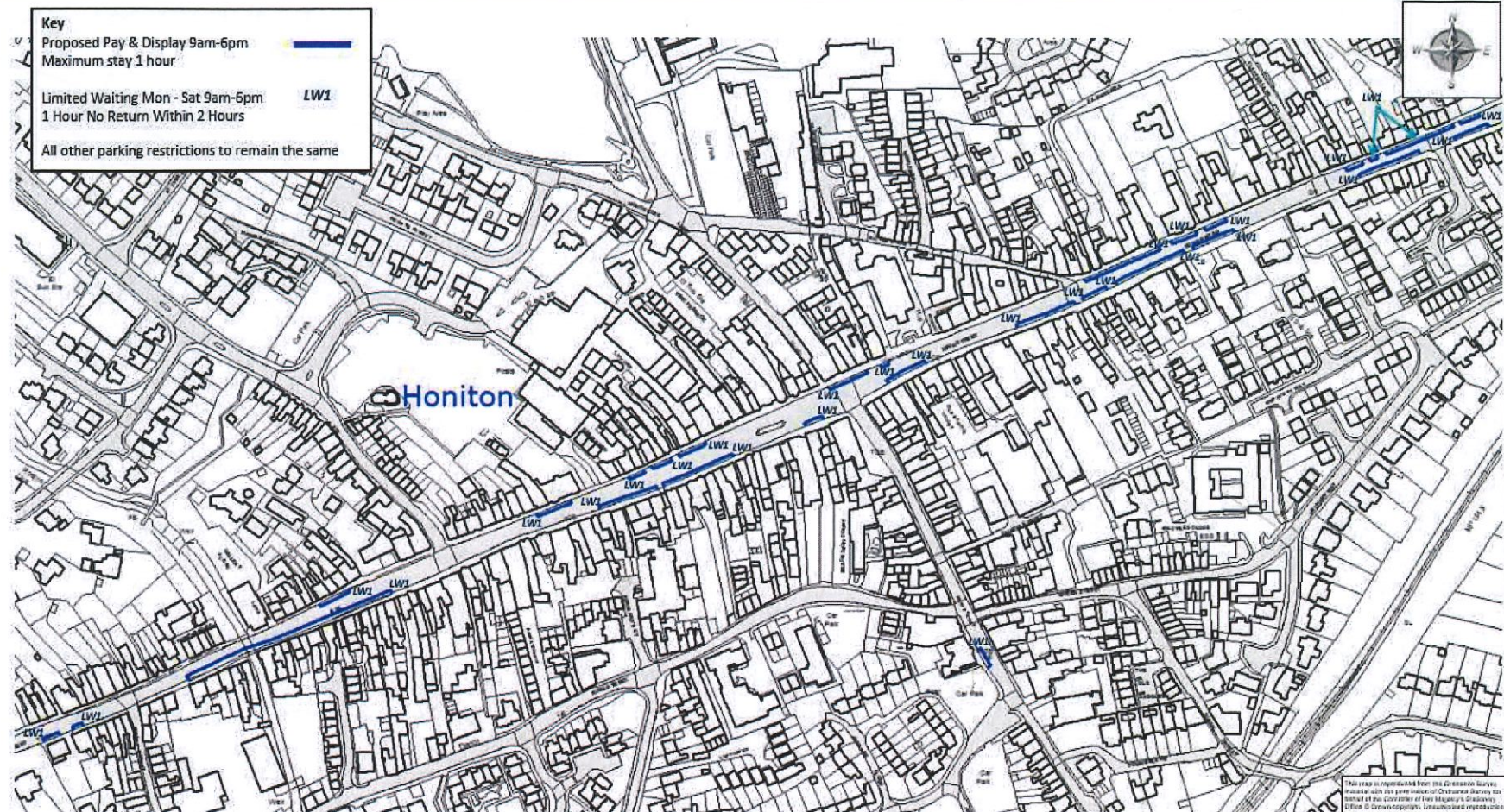
Tavistock DCC deliver urban grass cutting to approximately 6293m² and strim around 163 highway features*, four times per year

We also undertake rural grass cutting in all of these parishes in line with DCC's grass cutting policy. We identify rural areas as being away from the main conurbation on carriageways with a 40mph speed limit and above.

This work is heavily reliant on funding from the On Street Parking account which provides 90% of the monies required to undertake this work.

** Strimming is undertaken to keep highway features such as signs, safety barriers, salt bins, and trees visible / accessible.*

Honiton (Full)



This map is reproduced from the Devonian Survey. It is not to be used for any purpose other than the original purpose of the survey. The map is the property of the Devonian Survey. It is not to be used for any purpose other than the original purpose of the survey. The map is the property of the Devonian Survey. It is not to be used for any purpose other than the original purpose of the survey.

On the whole, the map is intended to be used as a guide only. It is not to be used for any purpose other than the original purpose of the survey. The map is the property of the Devonian Survey. It is not to be used for any purpose other than the original purpose of the survey.

Honiton (Revised)

