

**Report from Cllr Payne about the analysis conducted by the Residents' Parking Working Group  
about the Consultation of the Parish of Kingswear. October 2018**

The Residents' Parking Working Group have met twice over six hours reading all the comments from residents and analysing the returns. Below are the statistics.

	Residences replied	Residences in support	% in support
Kingswear Parish as a whole	214	152	71%
Kingswear village	173	127	73%
Hillhead and outlying settlements	41	25	63%
Higher Contour Road, Redoubt Hill and Ridley Hill	67	52	78%
Waterhead Terrace	7	7	100%

**Data from National Census 2011**

Number of Residences in Kingswear village – 300 therefore indicative of around 58% responded

Number of Residences in Hillhead and outlying settlements - 315 indicative of around 13% responded

*Caution – this census is 7 years old and more houses have been built since then*

**Data from Electoral Register**

Number of Residences in Higher Contour Road, Ridley Hill and Redoubt Hill – 94 and therefore indicative of around 71% responded.

*Caution- not everyone will have registered to vote.*

We were very pleased with the amount of returns we received since this can give us an indication of the views of the Parish. **Of those who responded in the village of Kingswear 73% supported the proposal. This suggests there is a clear desire within the village to address the parking issues and that the current proposal has significant support.**

The residents also gave us a large amount of most useful feedback about the issues they face and in the light of the feedback we realise we need to modify the proposals. One thing is certain though that the residents of the roads where there are currently no parking restrictions, voted very much in favour of something being done. 78% for Higher Contour Road, Redoubt Hill and Ridley Hill. 100% for Waterhead Terrace. In the responses from the whole Parish only seven expressed concern about the Parish spending £10,000 on the scheme.

In the parish as a whole seven residents expressed concern about the commuters to Dartmouth but one resident pointed out that a yearly permit at the marina costs £450 which equates to £1.73 a day (based on a 260 day working year). Many residents spent considerable time in writing their responses and I hope in the near future to write back to them clarifying some points.

## Reasons why the proposal needs modifying

We worked closely with Devon Highways to produce an economical parking scheme which we hoped would be viable for Kingswear. This involved using 'Gateway' signs at the entrance to the village after which only residents with permits can park anywhere on the roads. Those without permits will have short term parking bays available on each road to park. Permit holders would have unrestricted parking on the short term parking bays. Residents could also apply for visitor permits to enable their visitors to park on any road.

We were not aware that residences in lower part of Kingswear village are able to apply for permits for parking in Lower Contour Road or Church Hill - starting at Church Park, Fore St, College View, Wood Lane, The Square, Priory St and Higher St. This has made Lower Contour Road quite congested at times especially in the evening when workers return home and wish to park their cars. We had several responses from Lower Contour Road pointing out that allowing visitor's permits would lend the road unusable for many. The Gateway proposal relies on being able to offer short term parking on all roads. This will not work for Lower Contour Road since often the available spaces vary in location according to the time of day. All the parking bays are by residences unlike in Higher Contour Road and Ridley Hill. At least with permit parking only: 10pm -11pm, 2pm-3pm there will be parking available for non-permit holders over lunch time somewhere in the road. We think it provides more flexibility. We are proposing to extend the "permit parking only hours" to 5pm-6pm so as to enable workers returning in the evening to find spaces. To obtain the equivalent with Gateway Parking we think we would need to make the whole of the road short term parking which rather defeats the purpose. This would not be beneficial to workers returning in the evening since people could park in the bays between 5pm and 6pm.

## Revised Proposal

- 1) **All roads of Kingswear Village to be resident permit parking only in the hours: 10am - 11am, 2pm -3pm, 5pm – 6pm for every day of the week.**

*Reason: the workers who return after 5pm find great difficulty parking due to places being taken by visitors to the pubs and Dartmouth on Lower Contour Road. On Higher Contour Road during the many Dartmouth Festivals visitors will take up their places.*

- 2) **All residents to be allowed one book of 30 visitor's permits per annum but these are not to be used on Lower Contour Road.**

*Reason: At present residents of Lower Contour Road have parking permits only in the hours: 10pm – 11pm and 2pm – 3pm. They are not allowed visitor's permits. Residences on Brixham Road, Fore St all the way to the Square and Wood Lane all have the opportunity to purchase parking permits for use on Lower Contour Road. Feedback from residents is that visitor's permits being used on Lower Contour Road would make parking unviable. At present,*

*residents in Lower Contour Road either send their visitors to the marina or up to Higher Contour Road. The new scheme if possible needs to satisfy this need.*

*If the proposals are implemented then the 20-30 commuters to Dartmouth will no longer be able to park on Castle Road, Higher Contour Road and Ridley Hill and there will be sufficient parking spaces for residents of Lower Contour Road to have their visitors park up there, if they so desired. Residences on these roads, up the hill in Kingswear, should be allowed visitor's permits to park in these roads since there will be space but also It is unreasonable to ask visitors to walk all the way up from the marina parking when there is plenty of space available.*

*We have consulted several residents of Lower Contour Road and they accepted this distinction but we acknowledge that we have not heard from all of the residents of Lower Contour Road in respect of this revised proposal and would welcome their further views on this.*

- 3) Only Landlords on Ridley Hill, Higher Contour Road, Church Hill and Wood Lane to be allowed to have "Pool Permits" but these are not to be used on Lower Contour Road. Pool permits will only be allowed to registered businesses**

*Reason: Visitors and holiday let people based around Higher Contour Road and Ridley Hill park on these roads at present and should be allowed to continue doing so. But they should not be allowed to park on Lower Contour Road since there is not sufficient space.*

*There would be no change from the present scheme for residents in the lower part of Kingswear - Lower Contour Road to the Square, with regard to holiday lets. At present in Lower Contour Road and along Fore Street the holiday lets do not have "Pool Permits" but park in the marina and some walk up to Higher Contour Road. With the new proposed scheme holiday lets in the lower part of Kingswear would not have "Pool Permits" and so would have to park their cars in the marina. The cost of holiday lets, like for like, in the lower part of Kingswear is generally a lot more than up on Higher Contour Road, so the cost of the marina parking would have less impact on the landlords.*

- 4) Waterhead Terrace – permit parking should occur all the way up to the top of Waterhead Brake.**
- 5) Parking permits would not be available for Hillhead and outlying settlements.**

*Reason: This is the situation in the present scheme for Lower Contour Road and Church Hill.*

#### **Supplementary consequences**

- a) Double yellow lines to be put along Higher Contour Road from the Cemetery to Sunny Cottage.**
- b) Double yellow lines to be put on north side of Higher Contour Road at the junction of Higher and Lower.**

- c) **At the beginning of Higher Contour Road (east) it has at times been effectively a dangerous single track road due to all the parking. Some of that part to be given double yellow lines in order to allow passing places.**
- d) **Double yellow lines on Castle Road beyond the parking bays at the US garden to be put in.**
- e) **Double yellow lines further up Redoubt Hill towards Mount Ridley Road .**

**We therefore make the following suggestions for a way forward.**

This scheme is more expensive to fund since notices and bays will have to be erected in all the roads. In the Gateway scheme only notices at the entrances to the village and for the short term parking bays would be required.

- 1) Listen to comments from residents and councillors in the Council Meeting and amend if necessary.
- 2) Consult with Neil Oxton from Highways about the amended proposal and ask for an estimate of the cost of implementing this scheme.
- 3) Consult residents who supplied email addresses (about 90%) with new proposal .
- 4) Amend and consult with council and Neil Oxton if snags emerge.
- 5) Hold an open meeting in the village hall for more consultation.
- 6) Decide figures for responses that would be acceptable for the scheme to go ahead.
- 7) Deliver proposal to all Parish residences asking for a vote.
- 8) With an acceptable response pass it to Highways to discuss implementation.